

Appendix 1

Sustainability framework

	OBJECTIVES	SUB-OBJECTIVES	POSSIBLE INDICATORS	Relevant SEA Directive topic
SUSTAINABLE CONSUMPTION AND PRODUCTION				
1	Provide an adequate supply of good quality employment land needed to encourage and accommodate indigenous and inward investment	<ul style="list-style-type: none"> Identify a range of sites throughout the district to support the diverse needs of business Prioritise development with high job density, such as offices, in towns centres and other locations with good public transport access Protect existing employment sites from change of use, especially where they support local employment needs Support strategies to bring a greater range of employment types into the district. 	<ul style="list-style-type: none"> Employment land provision – start rates (in Ha) (AMR indicator) Area of employment land lost to non-employment development (AMR indicator) Amount of floorspace developed by employment type (AMR indicator) Amount of floorspace developed by employment type and , in employment or regeneration areas (AMR indicator) Employment land availability type (AMR indicator) 	<ul style="list-style-type: none"> Material assets
2	Help develop a prosperous, competitive and diverse rural economy which adds value to existing agricultural, forestry and leisure sectors.	<ul style="list-style-type: none"> Support new employment growth in rural locations where it will help meet a local need. Support initiatives for tourism and leisure in the National Forest 	<ul style="list-style-type: none"> Percentage of planning applications for rural diversification schemes that have been granted permission (annually) 	<ul style="list-style-type: none"> Material assets
3	Make the most efficient use of land	<ul style="list-style-type: none"> Encourage development on previously developed land Protect undeveloped land from inappropriately located development 	<ul style="list-style-type: none"> Amount of vacant and derelict land and buildings (AMR indicator) Percentage of new and converted dwellings on previously developed land (AMR indicator) Percentage of new dwellings 	<ul style="list-style-type: none"> Soil Landscape

		<ul style="list-style-type: none"> ▪ Encourage higher urban densities to make the best use of available land ▪ Encourage highest density development in locations with good access by public transport, including town centres. 	<p>competed at: (AMR indicator)</p> <ul style="list-style-type: none"> ○ Less than 30 dwellings per hectare ○ Between 30 and 50 dwellings per hectare ○ Above 50 dwellings per hectare 	
4	<p>Reduce waste generation and promote re-use and recycling and support sustainable extraction and the reuse and recycling of minerals and aggregate resources</p>	<ul style="list-style-type: none"> ▪ Ensure new development incorporates space for waste sorting and storage to aid recycling ▪ Encourage sustainable construction making use of recycled and recyclable building materials ▪ Ensure the re-use of demolition waste ▪ Promoted development of more sustainable waste treatment facilities, including sorting, recycling and reuse. ▪ Ensure minerals landbank is not sterilised through inappropriately located development 	<ul style="list-style-type: none"> ▪ Percentage of the total tonnage of household waste that has been: <ul style="list-style-type: none"> ○ Recycled ○ Composted ○ Used to recover heat, power and other energy sources ○ Landfilled 	<ul style="list-style-type: none"> ▪ Material assets
5	<p>Reduce water consumption</p>	<ul style="list-style-type: none"> ▪ Ensure new development is designed to reduce water consumption 	<ul style="list-style-type: none"> ▪ Percentage of new properties built incorporating water efficiency measures 	<ul style="list-style-type: none"> ▪ Water

SUSTAINABLE COMMUNITIES				
6	Provide good quality homes that meet local needs and reflect local circumstances	<ul style="list-style-type: none"> ▪ Ensure a sufficient number of dwellings are provided to meet the needs of existing and future residents. ▪ Increase the supply of affordable homes of the type and size to meet needs ▪ Provide homes that meet the lifetime needs of residents. 	<ul style="list-style-type: none"> ▪ Housing completions by type and size per annum (AMR indicator) ▪ Affordable housing (house price/earnings affordability ratio (annual trends taken over 5-year period)) ▪ Vacant dwelling by tenure (AMR indicator) ▪ Number of unfit homes per 1,000 dwellings ▪ Affordable homes completions (AMR indicator) ▪ Housing completions by location (AMR indicator) ▪ House prices by dwelling type (AMR indicator) 	<ul style="list-style-type: none"> ▪ Population ▪ Health
7	Improve accessibility of new development reducing need to travel and extend public transport choices for non car modes (public transport, walking and cycling)	<ul style="list-style-type: none"> ▪ Maintain the town centres of the district as the focus for new retail, services and office development ▪ Ensure new development has public transport access and give priority to walkers and cyclists over car users ▪ Use development to help secure better public transport for the district, in particular links to nearby rail stations ▪ Help those who live and work in the district reduce their reliance on 	<ul style="list-style-type: none"> ▪ Percentage of new houses developed within 13 minutes walk of an hourly or better daytime bus service ▪ Percentage of new employment developed within 13 minutes of an hourly or better daytime bus service ▪ Percentage of people using a car to travel to and from work (AMR indicator) ▪ Percentage of people using non-car modes to travel to work (AMR indicator) ▪ Number of schools that have 	<ul style="list-style-type: none"> ▪ Air ▪ Health ▪ Climatic factors

		<p>private car travel</p> <ul style="list-style-type: none"> ▪ Encourage higher density development in locations with public transport access, or in areas that have a good provision of nearby jobs, services and facilities. 	<p>adopted green travel plans</p> <ul style="list-style-type: none"> ▪ Percentage of new residential development within 30 minutes public transport time of a GP, hospital primary school, secondary school, employment and major retail centres (AMR indicator) 	
8	Enhance the vitality and viability of existing town centres and village centres	<ul style="list-style-type: none"> ▪ Maintain the town centres of the district as the focus for new retail, services and office development ▪ Revitalise and renew town centre areas where necessary. ▪ Maintain the town centres as the retail focus for the district, primarily at Coalville and Ashby-de-la-Zouch and at other centres suitable to their level in a retail hierarchy ▪ Apply a sequential test for new retail development 	<ul style="list-style-type: none"> ▪ Number of villages without any shopping provision ▪ Loss to retail to other uses ▪ Amount of completed retail, office and leisure development (by use class) (AMR indicator) ▪ Percentage of completed retail, office and leisure development in town centres (AMR indicator) ▪ Proportion of vacant street level property in town and local centres (AMR indicator) 	<ul style="list-style-type: none"> ▪ Cultural heritage ▪ Health
9	Improve the health and wellbeing of the district's population	<ul style="list-style-type: none"> ▪ Ensure all residents have equitable access to health services ▪ Use urban design and provision of open space and walking / cycling routes to support healthy choices ▪ Avoid development in areas that suffer poor residential amenity, such as those effected by noise or air 	<ul style="list-style-type: none"> ▪ Death rate by cause (standardised mortality rate per 100,000 population in the following categories): <ul style="list-style-type: none"> ○ All accidents –all ages ○ Cancer in under 75s ○ Coronary heart disease in under 75s ▪ Percentage of residents who regularly participate in sport or 	<ul style="list-style-type: none"> ▪ Health ▪ Population

		pollution.	physical activity within the District	
10	Promote social inclusion and reduce inequalities across the District	<ul style="list-style-type: none"> ▪ Help support local services and jobs, such as protecting village shops from change of use. ▪ Improve accessibility for all, to ensure that not only those who use a car have access to good quality jobs and services. 	<ul style="list-style-type: none"> ▪ Proportion of the population who live in wards that rank within the most deprived 10 per cent and/or 25 per cent of wards in the country ▪ Number of settlements without a community centre/village hall ▪ Unemployment rate by ward ▪ Household income by ward ▪ Educational attainment by ward 	<ul style="list-style-type: none"> ▪ Population ▪ Health
11	Reduce crime and fear of crime	<ul style="list-style-type: none"> ▪ Help create safe walking and cycling routes, that not only reduce crime but also fear of crime ▪ Ensure new development is designed so as to reduce the opportunities for crime. 	<ul style="list-style-type: none"> ▪ Crimes committed <ul style="list-style-type: none"> ○ Vehicle crimes (per 1,000 population) ○ Domestic burglaries (per 1,000 households) ○ Violent offences (per 1,000 population) ▪ Percentage of residents surveyed who feel 'fairly safe' or 'very safe' outside after dark in the local authority area ▪ Percentage of residents surveyed who feel 'fairly safe' or 'very safe' outside in the day in the local authority area 	<ul style="list-style-type: none"> ▪ Health
12	Encourage jobs that match the skills and needs of local residents and help improve access to skill training.	<ul style="list-style-type: none"> ▪ Work to create new jobs in a range of sectors in the district ▪ Help support existing businesses sectors. 	<ul style="list-style-type: none"> ▪ Unemployment rate and change (district only) (AMR indicator) ▪ Percentage of District's residents working within the District (employment containment) 	<ul style="list-style-type: none"> ▪ Population ▪ Health

			<ul style="list-style-type: none"> ▪ Number of people leaving the District to work ▪ Number of people commuting into the District for work ▪ Net balance of working age residents versus jobs based in the District ▪ Proportion of resident adults with no qualifications within the District ▪ Proportion of resident adults within the District with highest qualifications obtained NVQ level 3 or 4 	
NATURAL RESOURCE PROTECTION AND ENVIRONMENTAL ENHANCEMENT				
13	Conserve and enhance the character, diversity and local distinctiveness of the District's cultural, historic and archaeological heritage	<ul style="list-style-type: none"> ▪ Protect and conserve buildings and structures of recognised historic or architectural interest, and their settings ▪ Protect buildings and structure of local importance ▪ Ensure new development respects the character of the historic environment ▪ Respect archaeological remains and protect or record according to guidance 	<ul style="list-style-type: none"> ▪ Total number of listed buildings/scheduled ancient monuments within the District ▪ Total number of listed buildings/scheduled ancient monuments at risk ▪ Loss or archaeological sites 	<ul style="list-style-type: none"> ▪ Cultural heritage
14	Conserve and enhance the character, diversity and local distinctiveness of the	<ul style="list-style-type: none"> ▪ Help deliver built environment improvements through high quality design 	<ul style="list-style-type: none"> ▪ Total number of conservation areas in the local authority area ▪ Percentage of conservation areas 	<ul style="list-style-type: none"> ▪ Cultural heritage

	District's built environment	<ul style="list-style-type: none"> ▪ Ensure all new development is designed to reflect its context ▪ Built design should help in creating vibrant places, making those approaching on foot a priority 	<p>within the District with an up-to-date character appraisal</p> <ul style="list-style-type: none"> ▪ Percentage of conservation areas with published management proposals ▪ Number of settlements within the District which have undertaken a Village Design Statement or have a parish plan 	
15	Conserve and enhance the quality of the District's landscape character	<ul style="list-style-type: none"> ▪ Enhance the character and distinctiveness of the district's landscape ▪ Help implement National Forest objectives ▪ Enhance the transition for urban to rural at the edge of towns and villages 	<ul style="list-style-type: none"> ▪ New woodland creation within the National Forest Area ▪ Area of new woodland and other habitats created ▪ Reference to landscape assessments (if done on where marked changes inconsistent with character(have occurred 	<ul style="list-style-type: none"> ▪ Landscape
16	Protect and enhance the District's biodiversity and geodiversity	<ul style="list-style-type: none"> ▪ Ensure that development respects biodiversity wherever it is found ▪ Ensure that the River Mease is protected from harm, and appropriate assessment of development completed wherever necessary ▪ Protect and conserve SSSIs ▪ Help all have access to the natural environment, including integrating 	<ul style="list-style-type: none"> ▪ Number (and total area) of land designated as a SSSI in a local authority area ▪ Percentage of SSSIs assessed within the District that are in favourable and unfavourable recovering condition ▪ Area of Local Nature Reserve per 1000 population (ha) ▪ Change in priority habitats and species by type (AMR indicator) ▪ Change in areas designated for their 	<ul style="list-style-type: none"> ▪ Flora ▪ Fauna

		greater biodiversity into urban areas.	intrinsic environmental value including sites of international, national, regional and sub-regional significance (AMR indicator)	
17	Reduce flood risk and impact from flooding	<ul style="list-style-type: none"> Follow PPS25 sequential approach to granting planning permission and avoid the risks of flood Ensure new development does not exacerbate the risk of flood off-site, for instance through use of sustainable drainage. 	<ul style="list-style-type: none"> Number of properties within the District at risk from flooding (1 in 100 year) Percentage of major residential and commercial planning applications incorporating SUDS Number of planning permissions granted contrary to the advice of the Environment Agency (AMR indicator) 	<ul style="list-style-type: none"> Water Climatic factors Health
18	Reduce air, light and noise pollution and manage contaminated land to avoid damage natural systems and protect human health	<ul style="list-style-type: none"> Help reduce contribution to air pollution by reducing car use Avoid locating new development in locations of poor air quality or noise pollution. Ensure new development does not contribute to light pollution through innovative lighting design, or avoiding outdoor illumination entirely Ensure all contaminated land undergoes suitable remediation prior to development 	<p>Water pollution</p> <ul style="list-style-type: none"> Percentage of main rivers and canals rated as 'good' or 'fair' quality (regional indicator) Proportion of rivers meeting River Basin Management Plan requirements <p>Air pollution</p> <ul style="list-style-type: none"> PM₁₀ concentrations at selected sites across the District NO_x concentration at selected sites across the District <p>Noise</p> <ul style="list-style-type: none"> Total number of noise complaints received per year <p>Soil</p> <ul style="list-style-type: none"> Area of greenfield and lost to new 	<ul style="list-style-type: none"> Air Water Soil Health

			development per annum ▪ Area of contaminated land subject to suitable remediation	
19	Improve the water quality and avoid further pollution that could adversely impact on natural systems, wildlife and human health.	<ul style="list-style-type: none"> ▪ Ensure new development does not proceed unless waste water treatment works are in place to manage sewage, avoiding risks to aquatic wildlife and protected sites. ▪ Ensure water efficiency in new development to reduce improve capacity at sewage treatment works ▪ Protect ground and surface waters from the risks of contamination 	▪	▪ Water
20	Maintain and enhance open-space , sport and recreation provision	<ul style="list-style-type: none"> ▪ Ensure existing open space is protected and maintained to a suitably high quality ▪ Provide new residential development with access to open space for informal recreation. ▪ Provide new residential development with playing fields and recreation facilities for sport 	<ul style="list-style-type: none"> ▪ Sport facilities usage ▪ Percentage of eligible open spaces managed to green flag award standard (AMR indicator) ▪ Area of playing fields lost to development ▪ Percentage of households within 400m of public green space 	<ul style="list-style-type: none"> ▪ Health ▪ Population
CLIMATE CHANGE AND ENERGY				
21	Reduce energy requirements across the District and increase the proportion of that requirement met from renewable or low carbon	<ul style="list-style-type: none"> ▪ Support proposals for decentralised and low carbon energy generation ▪ Promote small scale non-grid energy generation and large scale grid schemes where appropriately 	<ul style="list-style-type: none"> ▪ Household energy use (gas and electricity) per household (regional figures) ▪ Renewable energy capacity installed by type (AMR indicator) 	<ul style="list-style-type: none"> ▪ Climatic factors ▪ Air

	sources	<p>located and help reduce carbon dioxide emissions</p> <ul style="list-style-type: none"> ▪ All new development should be built to high energy efficiency standards. 	<ul style="list-style-type: none"> ▪ Number of planning applications for small scale renewable energy schemes per annum 	
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Appendix 2

Sustainability appraisal of Core Strategy Policies

These matrices show an appraisal of the policies submission version against the full set of sustainability objectives developed for the SA process, as shown in the SA Report, Section 5.

Key to appraisal symbols

Likely to contribute to the achievement of greater sustainability according to the identified objective	<div>●</div>
Likely to detract from the achievement of greater sustainability according to the identified objective	<div>x</div>
Likely effect but too unpredictable to specify, or multiple impacts potentially both positive and negative	<div>?</div>
No identifiable relationship between the topic covered in the policy and the sustainability concern	<div>—</div>

Sustainability objectives

Provide an adequate supply of good quality employment land needed to encourage and accommodate indigenous and inward investment
Help develop a prosperous, competitive and diverse rural economy which adds value to existing agricultural, forestry and leisure sectors.
Make the most efficient use of land
Reduce waste generation and promote re-use and recycling and support sustainable extraction and the reuse and recycling of minerals and aggregate resources
Reduce water consumption
Provide good quality homes that meet local needs and reflect local circumstances
Improve accessibility of new development reducing need to travel and extend public transport choices for non-car modes (public transport, walking and cycling)
Enhance the vitality and viability of existing town centres and village centres
Improve the health and wellbeing of the district's population
Promote social inclusion and reduce inequalities across the district
Reduce crime and fear of crime
Encourage jobs that match the skills and needs of local residents and help improve access to skill training.
Conserve and enhance the character, diversity and local distinctiveness of the district's cultural, historic and archaeological heritage
Conserve and enhance the character, diversity and local distinctiveness of the district's built environment
Conserve and enhance the quality of the district's landscape character
Protect and enhance the district's biodiversity and geodiversity
Reduce flood risk and impact from flooding
Reduce air, light and noise pollution and manage contaminated land to avoid damage natural systems and protect human health
Improve the water quality and avoid further pollution that could adversely impact on natural systems, wildlife and human health.
Maintain and enhance open-space , sport and recreation provision
Reduce energy requirements across the district and increase the proportion of that requirement met from renewable or low carbon sources

Policy CS1: district Housing Provision		
This policy sets the housing provision number for the district at 9,700 from 2006 to 2031.		
Objective		Comment
Employment land	?	Land required for housing may have some impact on land available for employment uses. However, a review of existing commitments and allocations for employment use has already allowed alternative uses to be considered for these sites, demonstrating that sufficient land is available.
Rural economy	?	Some new housing may be needed in rural areas to support the rural economy. Housing distribution and rural exception policies will manage this type of new home.
Efficient use of land	?	There will be an inevitable use of land as part of this development. Housing growth needs to be set at a level that allows for the needs of the district now and in the future to be met, without over-allocation of land resulting in the development of less sustainable or more sensitive sites. Housing density policies may help encourage the more efficient use of land.
Reduce waste efficient use of minerals	?	New development at this scale will have inevitable impacts on the use of resources. Policies to deliver more sustainable construction and help use resource efficiently should help reduce the magnitude of impacts against this objective.
Water consumption	?	New development at this scale will have inevitable impacts on use of water resources. Policies to deliver more sustainable construction and ensure more efficient resource use should help reduce the magnitude of impacts against this objective. Particularly care may need to be taken in the River Mease catchment in order to protect the internationally designated nature conservation site.
Quality homes	?	This policy delivers housing growth that should meet the expansion needs of the existing resident population, both in terms of reducing household size and natural growth. The growth level should also be able to support some net in migration for residents wishing to move to the area, which should help support the economic growth potential in the district. The quality of homes will need to be delivered through planning policy and building regulations.
Accessibility	?	To avoid adverse impacts on accessibility, the distribution of development and allocation of sites will need to make sure that they have access to a range of services by foot or regular public transport.
Improve town centres	?	More homes in the district should result in some increase in population. More people should help support the services of town and local centres. New homes in central locations can also aid regeneration of these areas, especially in conjunction with wider renewal schemes.
Health and wellbeing	?	Access to good quality housing can improve the health and wellbeing of residents. However, the distribution of new homes and the design of new development will need to consider other factors, such as accessible local services and the integration of green

		space in order to make new places that contribute to healthy lifestyles.
Social inclusion	?	The impact of this policy on the objective will depend on the location of new homes. Homes should be provided of all types of new neighbourhoods. This should include affordable homes distributed throughout the district to support socially and demographically diverse populations.
Crime	?	The impact of this policy on the objective will depend on the location of new homes and the design of new development. Policies covering design and good urban layout should help reduce the risk and fear of crime.
Jobs that match skills and education	?	Providing new homes in a variety of locations in the district should help support a workforce with the skills to match available jobs.
Cultural, historic & archaeological heritage	?	The design of new housing will need to ensure it complements areas of built heritage.
Built environment	?	The design of new housing will need to ensure it contributes positively to the built character of the district.
Landscape character	?	The impact of this policy on the objective will depend on the location of new homes and the sensitivity of the receiving environment. Policies on the design of development and the directions of greenfield growth should help to make sure landscape impacts are minimised.
Biodiversity and geodiversity	?	There is the potential for housing growth at high levels in some parts of the district to adversely impact on the nature conservation objectives of the River Mease SAC. Therefore, the distribution of development will need to ensure that it will not cause harm to this internationally protected site. In addition, the design and location of all new development will have to consider impacts on bio and geo-diversity, ensuring that development does not cause significant adverse impacts.
Flooding	?	Parts of the district are at risk of flood. Therefore, new development needs to be located to avoid risk of flooding and following up-to-date planning advice.
Pollution and contamination	?	New housing development may include development on previously developed sites. Where land is contaminated suitable and investigation and remediation will be required prior to construction of development. New development may give rise to pollution impacts; these will need to be managed through appropriate controls. New housing development is likely to lead to some increase in car use, with the risk of adverse impacts on air quality. The combined impacts of all new development will have to be taken into account, and this may result in some areas being unsuitable for development, especially where there are designated Air Quality Management Areas.
Water quality	?	Water pollution from new housing will need to be managed through ensuring there is sufficient capacity at waste water treatment works. Also, development will need to have sustainable drainage systems in place to reduce flows and preserve

		treatment capacity. Particular care is necessary in the River Mease SAC catchment to avoid significant adverse impacts on the conservation objectives of this internationally designated nature conservation site.
Open-space	?	New housing will create a demand for new publically accessible open space and new open space areas will need to be provided for new residents.
Energy	?	New housing, particularly on larger development sites, has the potential to positively contribute to the generation of low carbon energy. All new development will need to be designed in a way that lowers individual energy demands, including through passive measures and through the potential for on-site generation.

Sustainability summary and significant impacts

The quantity of housing proposed for the district is based on a housing requirements study based on the Leicester and Leicestershire Housing Market Area. This figure is well below that which was required through the Regional Spatial Strategy (RSS) that still provides policy but remain due for revocation. The Core Strategy sets the target of a delivery of 388 homes on average annually from 2006 to 2031, whereas the RSS figure was 510 homes a year to 2026. This means there has been a substantial reconsideration of the housing needed in the district.

It is important that the housing requirement for the district is set at the right level. Too high or too low can have adverse sustainability impacts ranging. Too few homes provided:

- Exacerbating problems of access to affordable housing as housing supply becomes scarce
- Housing coming forward outside the chosen sustainable spatial strategy
- Making problems of the mismatch of available jobs to homes in parts of the district worse, increasing commuting with environmental and social impacts
- Stagnation of some communities as they cannot grow to support new and existing services
- Change in character of communities and young people and families are less able to afford local housing.

There may also be positive impacts of low growth, including lower land requirements and less use of natural resources. Also, more development could be accommodated on previously developed land, potentially protecting landscape and biodiversity assets. However, if growth is not supplied at rates required in North West Leicestershire it may simply mean it is displaced elsewhere so land and resource use remain the same.

However, there can also be adverse impacts for over-allocation of land. These can include:

- Larger housing requirements will require more land to be allocated, it is likely that this would have to include greenfield sites, with possible adverse impacts on landscape and biodiversity assets
- Over-allocation of land may result in less desirable sites being built before brownfield sites
- Large allocations could lead to growth in the wrong locations giving rise to commuter towns with few local services
- If housing does not come forward to fill the allocated land, it may be that housing becomes very distributed around the district, with small parts of many

allocations being taken up, this can lead to problems delivering new services through developer contributions in any one area.

- There may be impacts on community character from towns experience rapid growth.
- There are also positive effects of higher growth levels, including the potential to make housing more affordable, achieve higher levels of developer contributions to support more services, supporting economic growth.

The growth levels specified by the policy are in keeping with the Housing Market Area review of housing requirements, representing the higher scale of growth needed for North West Leicestershire. This growth figure should help deliver development to meet the housing needs of the district. However, much will depend on how this growth is distributed. Growth has the potential to help deliver many sustainability benefits for the district, such as to provide affordable homes where needed, support economic growth, reduce commuting, and help deliver new infrastructure and services. If development occurs in the wrong places or is not supported by appropriate delivery policies this quantity of development has the potential for adverse impacts, including poor use of natural resources, increasing commuting distance, and not providing affordable homes of the type or in the location needed.

One of the more significant possible impacts of this policy relates to impacts on the River Mease Special Area of Conservation (SAC). The SAC is very vulnerable to changes in water quality and quantity and the level of development promoted through the policy could adversely impact on this. However, the way this development is distributed around the district could mitigate these effect.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

This policy does have the potential to have significant impacts on sustainability, in particularly relating to sustainability and the protection of biodiversity. The main ways that the potential impacts of this policy will be mitigated is through other policies of the Core Strategy and the LDF that will manage how development is delivered. Mitigation measures include:

- Policies on the spatial distribution of development to target those areas where development could deliver greatest sustainability benefits and avoid more sensitive areas.
- Matching existing and planned job growth areas with housing.
- Managing the use of natural resources in the design and use of new buildings to maximise efficiency, through implementing policy and managing planning applications.
- Implementing policies and building in a more sustainable way, for instance incorporating lower carbon energy generation and sustainable drainage.
- Securing contributions from new development to deliver new services and infrastructure, including through implementing policies.
- Preparing development briefs or Supplementary Planning Documents for large site allocations to make sure sites are delivered in a way that secures greatest sustainability benefits, as required by policy.

Policy CS2: District employment provision		
Policy CS10: Meeting the development needs of business		
This policy sets the overall employment land allocation that will be made in the district at 120 hectares from 2006 to 2031.		
Objective		Comment
Employment land	?	<p>This policy sets a high employment land allocation for the district up to 2031. These figures should allow for employment sites to be allocated throughout the district, as one large site in Castle Donington makes up quite a large amount of committed land for employment uses at over 40 hectares. More dispersed employment allocation could help support economic growth in more southerly parts of the district, some distance from Castle Donington, with positive impacts on reducing commuting distance. However, only 35ha remains to be allocated so the pattern of employment development is largely set already.</p> <p>Policy CS10 should help in the supply of employment land and help promote a range of sites for employment use. This includes a requirement for the provision of start-up and 'grow-on' units on larger employment sites, which should help support business growth in the district.</p>
Rural economy	?	<p>This policy should allow for some employment land to take place in smaller towns and large villages supporting a rural economy. However, this is not clear from the policy as only 35ha remains to be allocated, meaning if sites are not in these locations already there is only limited scope for new allocations.</p>
Efficient use of land	??	<p>There will be an inevitable use of land as part of this development. Some of the employment land is on previously developed sites, including the large site at Castle Donington that was formerly a power station. Some employment land will be located on greenfield sites, and as with housing sites the best use of available land should be made. However, unlike housing there are no nationally accepted density standards for employment development. The density of land use will depend on the employment type, for instance distribution needs large single storey warehouses. However, policy could be used to ensure car parks and business parks are designed to make efficient use of the space available.</p> <p>Policy CS9 states that employment land will be reviewed to protect sites that development that may harm their future potential. This review could usefully name sites in the Core Strategy protecting uses in their current locations and therefore making the best use of land.</p> <p>Criteria B of policy CS10 also states that a review of commitments and allocations for employment land will be carried out to ensure that they will be developed. This is a positive step in making the best use of land. However, this should be completed prior to setting the Core Strategy new employment land requirements as commitments are part of the calculations. It is important to make the best use of land there is not over-allocation of employment sites</p>
Reduce waste efficient use of	?	<p>New development at this scale will have inevitable impacts on use of resources. Policies to deliver more sustainable construction and aid the more efficient use of resources in development in use should help reduce the magnitude of impacts</p>

minerals		against this objective.
Water consumption	?	New development at this scale will have inevitable impacts on use of water resources. Policies to deliver more sustainable construction and aid the more efficient use of resources in development in use should help reduce the magnitude of impacts against this objective. Particular care may need to be taken in the River Mease catchment in order to protect the internationally designated nature conservation site. Some types of employment use, such as those using a large amount of water, may not be suitable for this location.
Quality homes	?	There may be some competition between housing land and employment land. However, a review of commitments (without planning permission) has given additional certainty to the allocation of sites for the best use.
Accessibility	?	New employment development should be located in places that are accessible by a variety of modes of transport. Car commuting to get to work is very high in the district and needs to be addressed, both the location of sites and in the provision of better public transport. More small business start-up units could be provided through the policy, helping local residents' access business units of the size they need. Also, live/work units promoted through the policy could help small businesses thrive.
Improve town centres	?	Focusing new employment development of the right type in town centre locations can help support and regenerate these areas. This will need to be achieved through planning policy on town centre regeneration as well as a preferential approach to office development in accessible locations.
Health and wellbeing	?	Access to employment is essential as part of self-worth and physical and mental wellbeing.
Social inclusion	?	Access to employment in all the towns and large villages of the district is an essential part of social inclusion.
Crime	?	The impact of this policy on the objective will depend on the design of new development. Policies covering design and good urban layout should help reduce the risk and fear of crime.
Jobs that match skills and education	?	Providing the potential for new jobs in a variety of locations in the district should help support a access to work for various levels of skill and expertise in the existing workforce. The new jobs should aim to meet the skills of the workforce, although opportunities for training should also be provided. However, there is only 35ha of employment land left to be allocated so the opportunities to address any skill/job mismatch in parts of the district may be limited. Policy CS10 specifically supports a range of employment provision that should help business start-ups, this includes starter units on larger development sites (a threshold could be given).
Cultural, historic & archaeological	?	The design of new employment will need to ensure it complements areas of built heritage.

heritage		
Built environment	?	The design of new employment will need to ensure it contributes positively to the built character of the district. The design of employment development is often determined by its end use; however, every attempt should be made for new buildings to provide positive landmarks and attractive urban edges when in peripheral locations.
Landscape character	?	The impact of this policy on the objective will depend on the location of new employment development and the sensitivity of the receiving environment. Policies on the design of development and the directions of greenfield growth should help to make sure landscape impacts are minimised.
Biodiversity and geodiversity	?	There is the potential for employment growth of some types and some levels in parts of the district to adversely impact on the nature conservation objectives of the River Mease SAC. Therefore, the distribution of development will need to ensure that it will not cause harm to this internationally protected site. In addition, the design and location of all new development will have to consider impacts on bio and geo-diversity, ensuring that development does not cause significant adverse impacts.
Flooding	?	Parts of the district are at risk of flood. Therefore, new development needs to be located to avoid risk of flooding and following up-to-date planning advice.
Pollution and contamination	?	Much new employment development may include development on previously developed sites. Where land is contaminated suitable and investigation and remediation will be required prior to construction of development. New development may give rise to pollution impacts; these will need to be managed through appropriate controls. New employment development is likely to lead to some increase in car use and some in increased HGV movements. This may present a risk to air quality. The combined impacts of all new development will have to be taken into account, and this may result in some areas being unsuitable for development, especially where increased levels of traffic will flow through areas designated Air Quality Management Areas.
Water quality	?	Water pollution from new employment development will need to be managed through ensuring waste water treatment works have capacity to deal with needs arising from new development, and that sustainable drainage systems are in place to reduce flows and preserve treatment capacity. Particular care is necessary in the River Mease SAC catchment to avoid significant adverse impacts on the conservation objectives of this internationally designated nature conservation site.
Open-space	?	Public open space should be protected from development.
Energy	?	New employment and mixed use sites have the potential to positively contribute to the generation of low carbon energy. All new development will need to be designed in a way that lowers individual energy demands, including through passive measures and through the potential for on-site generation.

Sustainability summary and significant impacts

The quantity of employment land that is allocated needs to be able to provide sufficient space for the growth of the economy in the district. At the moment there is quite a large amount of land already allocated and / or committed for development within the district. A significant proportion of the committed land is on sites in the northern part of the district, including at the former power station Castle Donington and at East Midlands Airport. Therefore, to achieve economic growth throughout the district there needs to be other land allocated for employment use.

Policy on employment land distribution will be needed to achieve the economic growth potential of other parts of the district. This is essential to help everyone have good access to work and also to help address the existing high levels of commuting around the district and beyond by car. However, only 35ha remains to be allocated reducing the dispersal options beyond the location of existing commitments.

The quantity of land to be allocated for employment uses is high, especially looking at recent start rates, which with the exception of around the airport have largely stalled in recent years. However, the figure overall has allowed for a 10% growth in the economy of the area by 2031 to meet the needs of the increasing population anticipated. Too high an allocation can lead to sites being bought forward for development that may not fit best with the sustainable spatial strategy for the district, for instance favouring greenfield land in peripheral locations. To help ensure that employment land comes forward in the most sustainable locations, policy could direct new employment with high employee densities to town centres, and other locations with good public transport, walking and cycling links.

The high allocation of employment land will need to be carefully located to avoid adverse impacts relating to use of greenfield land. Also, there is a need to promote employment development in locations with good public transport access and in walking and cycling access of areas of housing. High trip generating employment uses should be focused on town centre locations where there is potential for easiest access by the greatest number of people, and where they can help aid regeneration of these areas.

Policy CS10 states that 'key employment areas' will be identified and protected. This is interpreted that these will be allocations in the relevant DPD. However, it may be suitable to have carried out this task and named the areas in the Core Strategy to better ensure their protection. This is in line with current national policy where important employment areas should be identified to ensure they are not inappropriately permitted for change of use and employment land lost. Identifying these areas in the Core Strategy could also slow the current rates at which employment land is lost to alternative uses, therefore reducing the need for the high allocation of sites.

The purpose of criteria B in Policy CS10 is not clear. It is the understanding of those undertaking the sustainability appraisal that this review of sites has been completed, prior to making the Core Strategy. This evidence should have been collected as part of the baseline for the Core Strategy as an essential component of deciding the employment land requirement in the district.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Distribution of employment land should be throughout the district to meet the needs of existing residents and support reduced commuting distances.
- Appropriate sites for some new employment uses to protect residential amenity and sensitive areas of the natural environment.
- The design of employment development needs to be of a good quality. Large scale unattractive industrial sheds can lead to a poor quality urban

environment. Employment development on urban peripheries will need to make a positive contribution to the urban edge or be attractively screened.

- New employment development must be accessible by public transport, to ensure equity of access and to help lower car dependence in the district. Footpaths and cycleways will also need to be provided in all industrial areas.
- Office development, and other employee dense economic uses, must be focused in accessible locations, such as town centres, to reduce car commuting and aid town centre regeneration, as set out in policy. There should be a general presumption in favour of re-use of sites rather than greenfield development.
- Good use should be made of employment land avoiding waste through inappropriate layout, densities or parking.
- Where employment is part of a mixed use development site it should well integrated into the site, with all new homes having good pedestrian and cycle access.
- Potential for energy generation on-site should be considered for all new employment development, especially large sites. Potential to reduce carbon emissions through improved efficacy of energy use should also be considered, such as district heating through co-located development.
- Employment land allocations should be monitored, long-term commitments and allocations that are not coming forward should be reviewed and de-allocated or re-allocated for alternative uses, this is to make the best use of available land.
- A threshold size for the 'larger employment' site that need to provide start-up and grown-on business units may help in their delivery
- Employment sites that need to be protected should be in the Local Development Framework.
- Work on existing employment land commitments should be completed prior to setting employment land policies for the Core Strategy to ensure a sustainable quantity of employment land is provided for.
- New development should be designed to meet relevant BREEAM standards on sustainable construction.
- All new development must comply with local and national policies on the protection of the built and natural environment, including taking into account the findings of the HRA.

Policy CS3: East Midlands Airport		
<p>East Midlands Airport has 5.6 million passengers and 295,000 tonnes of freight travelling through the airport (2008), with over 7000 jobs provided at or near the airport.</p> <p>This policy sets the strategy for operational growth of East Midlands Airport, having regard for impacts on the local community and the wider environment, as well as encouraging travel to and from the airport by means other than the private car.</p>		
Objective		Comment
Employment land	•	Encouraging new jobs related to the airport will provide access to a better range of jobs in the area. Protecting use to ensure it is airport related will make the best use of location to create a industry job cluster. This will have a regional benefit. However, in the long term there is a risk to the regional economy from making the area reliant on the airport. Increasing costs of air travel and moving freight by air may lead to a possible shrinking of this sector in the longer term.
Rural economy	-	No direct relationship.
Efficient use of land	?	Airport development and transport proposals that involve land use change have the potential to impact on the efficiency of land.
Reduce waste efficient use of minerals	?	Increase in jobs and airport operation have the potential to increase waste and increase the use of minerals. All airport development should incorporate space for waste sorting and storage to aid recycling. Sustainable construction should make use of recycled material and demolition waste.
Water consumption	?	Development at the airport could significantly increase the amount of water consumption in the increase of jobs and number of increase flights. New development needs to be designed to minimise the use of water.
Quality homes	-	No direct relationship.
Accessibility	•	The policy aims to provide better access to the airport through improved access by car alternatives. To achieve a modal shift away from car use public transport and other non-car modes of travel need to provide a real alternative to car travel, though ease of use, cost, journey time etc. Subsidised bus services linking the airport to nearby town, both for passengers and employees, must be retained as part of airport operating conditions.
Improve town centres	-	No direct relationship.
Health and wellbeing	x	Development in this location and increased air travel will have the potential to have negative impacts on the wellbeing of residents through increased noise and air pollution. Promoting the use of non-car modes of travel to and from the airport will

		minimise the health impacts from transport.
Social inclusion	?	Providing access to the airport by means other than the private car could potentially provide better access to jobs for some residents.
Crime	-	No direct relationship.
Jobs that match skills and education	•	Restricting development at the airport for airport operational development that supports the existing airport related business sectors provides more employment opportunities that match this sector and some of the existing skills of the resident workforce. However, it is not clear what the potential for skills training will be.
Cultural, historic & archaeological heritage	?	Airport development and related transport proposals, such as transport interchanges, have the potential to impact on historic heritage. These impacts will need to be managed as part of development proposals.
Built environment	?	Airport development and related transport proposals, such as transport interchanges, have the potential to impact on the built environment. These impacts will need to be managed as part of development proposals, through appropriate high quality design of infrastructure and supporting buildings.
Landscape character	?	Airport development and related transport proposals, such as transport interchanges, have the potential to impact on landscape character. These impacts will need to be managed as part of development proposals.
Biodiversity and geodiversity	?x	Airport development and related transport proposals, such as transport interchanges, have the potential to impact on biodiversity and geodiversity. These impacts will need to be managed as part of development proposals. Air quality impacts from air travel will have a global impact on biodiversity and this cannot be mitigated. Air quality impacts from road travel can also impact on biodiversity and measures to reduce car use are essential.
Flooding	?	The location of new development could have an impact on flooding, depending on the location of development in relation to areas of flood risk. Operational growth at the airport could include large amounts of land and therefore sustainable drainage systems should be planned into all proposals to reduce water surface run-off.
Pollution and contamination	x	The airport does present a constraint to development in Castle Donington due to noise impacts. Therefore, to protect wellbeing of residents suitable buffers will need to be in places to avoid noise and air quality impacts. The airport has a continuing noise impact, any new planning applications at the airport will need to include restriction on night flights and possibility type of aircraft to help mitigate these impacts. Use of the airport is also likely to contribute to climate change and air quality impacts through the burning of fossil fuels. Air pollution can damage natural systems and harm human health, as well as present a global increase in greenhouse gases adding

		to climate change.
Water quality	-	No direct relationship.
Open-space	-	No direct relationship.
Energy	?x	Any increase in air travel will have inevitable impacts relating to the burning of fossil fuels.
Sustainability summary and significant impacts		
<p>Air travel is not a sustainable mode of transport and the movement of freight by air is not compatible with long term goals of sustainable development. Emissions from air travel have a significant impact on climate change through the emissions of greenhouse gases and other air pollutants. The airport raises environmental concerns at both global (climate change) and local levels to residential amenity and impacts on air quality and the natural environment from increases in noise, traffic generation and air travel.</p> <p>The airport does present a constraint to development in Castle Donington from noise impacts, and therefore developing housing up to the boundaries of the runway is likely to be unsuitable to protect amenity.</p> <p>In the long term there is a risk that basing a large amount of airport related jobs will not be sustainable, as the costs increase for air travel and moving freight by air. This would have a regional impact on a regional employment location.</p> <p>There are currently no restrictions on night flights, despite requests to government. Noise has a direct impact on the amenity of local communities and the location of new development, particularly noise sensitive developments such as new housing. The Council will need to bring in such controls and these could be secured as part of conditions on any new planning consents given to the airport. New planning conditions could also be used to control other impacts of the airport, including more sustainable surface transport, sustainable construction and efficient use of resources on site and implementation of sustainable drainage systems.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • Air travel is not a sustainable mode of travel. Supporting airport expansion may increase the likelihood of impact, although the global contribution from East Midlands Airport may be negligible. • Implementing targets set in the Surface Access Strategy for a modal shift of passengers and employees who are travelling to the airport is essential. To achieve this it will be important to ensure public transport access improvements (including East Midlands Parkway shuttle) are made as this is an important element of reducing sustainability impacts of airport operations. Promoting the use of non-car modes of travel to and from the airport will minimise the health impacts from transport. High quality bus links/shuttles need to connect the airport with large urban areas. • The Council need to continue seeking a reduction (or ban) on night-time flights to reduce night-time noise on local communities. • Ensure no more noise sensitive development, especially homes and schools, is located close to the airport. 		

- Restricting night passenger and freight flights to minimise noise pollution on residential properties. These could be secured as part of conditions on any future planning applications at the airport.
- Ensure that all applications for development within the airport location should be accompanied by a green travel plan explaining the arrangements for car parking and for managing journeys of staff to and from the area.

Policy CS4: Strategic Highway Network Improvements		
This policy sets out the strategic highway network improvements plans within the district, including to the M1, A42, A453 and M50.		
Objective		Comment
Employment land	?	The policy could help to ensure good road access to new employment sites, helping in the more rapid movement of goods and the workforce.
Rural economy	-	No direct relationship.
Efficient use of land	?	Transport proposals that involve land use change, such as road building and transport interchanges, have the potential to impact on land. It is essential that new junctions are designed to be safe; however, consideration should also be given to designing junctions that make efficient use of land and are not over-engineered.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	?x	Providing strategic highway network improvements would encourage more people to continue using their car as mode of travel for work and pleasure. There is the potential for new road building, if sensitively delivered, to help support better access to work and services by public transport, walking and cycling. For this to happen the way these roads are delivered needs to be carefully managed, for instance ensuring new junctions need to be designed in ways that help make bus trips faster. Also, road and junction improvements should consider pedestrian access, as currently there are no routes across the M1 linking Kegworth to Castle Donington.
Improve town centres	?	Improving quick access on the main highway network may have an adverse impact on the town centres of the district. Reduced travel time may mean more people to choose to drive outside their local area for shopping and to access services. This could adversely impact Coalville town centre and other town centres that are suffering from decline.
Health and wellbeing	?x	Strategic road improvements and increase in car use will have a negative impact on the amenity of local people living through increased noise and air pollution. The impact of increased road travel will impact on the health wider than those living in the district, through increase air pollution from car use. Prioritising the use of non-car modes of travel will minimise the health impacts from transport.

		All road and junction improvements should consider how they can aid safe walking and cycling.
Social inclusion	?x	<p>Improving strategic roads does not improve equal accessibility to services for all those without a car in the district. Prioritising the use of non-car modes of travel will minimise the health impacts from transport for all residents.</p> <p>All road and junction improvements should consider how they can aid safe walking and cycling and make public transport trips quicker.</p>
Crime	-	No direct relationship.
Jobs that match skills and education	?	<p>Improving the road network could increase the number of people travelling to work by car and could improve access to jobs for those people who drive. However, it does not encourage people to use alternative modes of transport to the car. Improving roads can also encourage longer distance commuting via the M1, which provides more job opportunities but increases the environmental impacts. Also, the more emphasis put on road building the possible less focus is put on public transport infrastructure. Provision of public transport is essential as part of securing equitable access to not work and not favouring those who drive.</p> <p>Improved road junctions may lead to an ever increasing proportion of the population leaving the area to access work. It may also have an impact on the local economy in terms of improving travel times in the short to medium term.</p>
Cultural, historic & archaeological heritage	?	Transport proposals that involve land use changes, such as road building and transport interchanges, have the potential to impact on historic heritage. These impacts will need to be managed as part of development proposals.
Built environment	?	<p>Transport proposals that involve land use changes, such as road building and transport interchanges, have the potential to impact on the built environment. These impacts will need to be managed as part of development proposals, through appropriate high quality design of infrastructure and supporting buildings.</p> <p>The design of roads should keep in mind best practice but ensure roads and junctions are not over-engineered taking up more land that is really necessary.</p>
Landscape character	?	<p>Transport proposals that involve land use changes, such as road building and transport interchanges, have the potential to impact on landscape character. These impacts will need to be managed as part of development proposals.</p> <p>The design of roads should keep in mind best practice but ensure roads and junctions are not over-engineered taking up more land that is really necessary.</p>
Biodiversity and geodiversity	x	Transport proposals that involve land use change, such as road building and transport interchanges, have the potential to impact on biodiversity. These impacts will need to be managed as part of development proposals. The impacts of road surface water

		<p>run-off on biodiversity will need to be managed to avoid pollution impacts on biodiversity. Air quality impacts from road travel can also impact on biodiversity especially on sensitive habitats, so measures to prioritise reducing car use are essential.</p> <p>The design of roads should keep in mind best practice but ensure roads and junctions are not over-engineered taking up more land that is really necessary.</p>
Flooding	?	The location of new development could have an impact on flooding, depending on the location of development in relation to areas of flood risk. Increased surfaced roads will increase the amount of water surface run-off and increase flooding in other locations. Therefore sustainable drainage systems should be planned into all proposals to reduce water surface run-off.
Pollution and contamination	x	<p>Road building does present noise impacts, which would impact on residential amenity of local housing.</p> <p>It also has an impact on air pollution, which can damage natural systems and harm human health, as well as present a global increase in greenhouse gases adding to climate change. New roads may ease areas of local congestion and poor air quality. However, in the long run induced demand is likely to mean roads become congested again.</p>
Water quality	?	Improving strategic road networks will increase the number of cars and the amount of surface water run-off. This could potentially impact on water quality and adversely impact on natural systems, wildlife and human health.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>The policy sets out the strategic road improvements to be delivered in NW Leicestershire. Improving roads provides better access for jobs and freight by road, but also encourages longer distance commuting, such as via the M1. This provides more job opportunities and will support the economy but increases the environmental impacts.</p> <p>The plan states that congestion is a current problem and constraint on future employment growth. Car use in the district is very high and only 54% of the workplace population living in the area. Currently 71% of commuting trips to jobs in the district are by car and this needs to be significantly reduced to avoid continuing and worsening adverse sustainability impacts. New road building will support and encourage car travel. Travel to and from work is one of the greatest trip generators. Building and improving new roads will have an impact on air pollution and impact on climate change, health and the natural environment.</p> <p>Building and improving the road network does not encourage sustainable development through the modal shift to non-car modes of transport, including using public transport. It also does not improve access for people who do not have access to a car to services and jobs.</p> <p>There may also be impacts from reduced travel times meaning more people choose to drive to access shops and services, with potential negative impacts on</p>		

local village and town centres.

The sustainability appraisal recognises that many of the decisions related to road development are outside of the control of North West Leicestershire and decisions will be made at a national level. However, the district can play a role in helping determining the suitability and design of roads to meet needs in the district.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- There needs to be a sound spatial strategy which directs the location of development to the right settlements, so that the pattern of development in the district reduces the need and distance people travel, including by car. More self-containment in each town in terms of jobs can help reduce overall travel by car. This will help reduce the need to build and improve existing roads.
- Prioritising the use of non-car modes of travel will minimise the health impacts from transport.
- Road improvements should not exacerbate the risk of flood off-site. Sustainable drainage systems should be planned into all proposals to reduce surface water run-off and minimise the risk of flooding.
- Mitigation measure should be in place to minimise the potential for water pollution through surface water run-off.
- New roads should be designed to make best use of land, avoiding over-engineered solutions that add little value to safety.
- Wherever needed new roads and junctions should incorporate improvements for non-car travel, including safe routes and crossing places for cyclists and pedestrians.

Policy CS5: Railway Infrastructure		
The policy safeguards land and stations at Coalville, Ashby-de-la-Zouch and Moira, for the longer term to potentially provide a passenger service along the National Forest Line. This reinstatement is not deliverable at present but the policy sets out to protect land for if/when the rail service can be reinstated.		
Objective		Comment
Employment land	●	In the short to medium term this is unlikely to have an impact. However, in the longer term if passenger rail services were reintroduced in these towns and villages there could be improved access to jobs in addition to freight movements. This could help support jobs in the area and attract employers to these locations and help more people travel to work by non-car modes.
Rural economy	-	No relationship.
Efficient use of land	?	No relationship. Protection of the stations and routes will prevent land coming forward for other uses and may mean otherwise suitable sites cannot be developed.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	●	Safeguarding land for railways will mean that the longer term potential of improving accessibility by train travel will remain. Losing the integrity of the stations and routes is likely to mean that passenger rail travel in the district will significantly reduce the potential for train travel to ever return to the district.
Improve town centres	●	Safeguarding stations in the district centres will in the long-term have the potential to enhance the vitality and viability of existing centres that have stations.
Health and wellbeing	●	Safeguarding stations for potential future use could have positive impacts on health and wellbeing through more equitable access to jobs and services. Reduced car use would also contribute to reducing the amount of air pollution and wider global climate change issues.
Social inclusion	●	Promotes social inclusion and reduces inequalities in certain parts of the district in the long-term by providing more equitable access to jobs and services, by means other than by car.
Crime	-	No direct relationship.
Jobs that match	●	Safeguarding stations would help in the longer term ensure all residents have better access to a wider range of jobs and

skills and education		education facilities other than by of the car.
Cultural, historic & archaeological heritage	●	With the right designs, reinstating the stations and railway lines could help to contribute to reinstating and/conserving the local cultural heritage. Could help to protect and conserve any buildings and structures of historic or architectural interest.
Built environment	●	With the right designs, reinstating the stations and railway lines could help to contribute to reinstating and/conserving the local built character of the three settlements and could help to protect and conserve any buildings and structures of historic or architectural interest.
Landscape character	?	Transport proposals that involve land use change, such as railway buildings; have the potential to impact on landscape character. These impacts will need to be managed as part of development proposals.
Biodiversity and geodiversity	?	Transport proposals that involve land use change, such as railway buildings; have the potential to impact on biodiversity. These impacts will need to be managed as part of development proposals.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	-	No direct relationship.
Energy	?	In the long term, if funding is secured for railway improvements this could have benefits for energy use by reducing the need for fossil fuel use in driving.
Sustainability summary and significant impacts		
<p>The sustainability appraisal welcomes the inclusion of safeguarding land for potential railway lines, through providing alternative modes of transport to the car and can have a variety of sustainability benefits, including more equitable access, lower carbon emissions and improved air quality. Train stations can help to revitalise local and town centres encouraging people to travel to and from these centres. With the right designs, reinstating the stations and railway lines could help to contribute to reinstating and/conserving the local cultural and historic heritage.</p> <p>There are no passenger rail services in North West Leicestershire although a freight-only rail line currently connects Leicester with Burton-on-Trent via Coalville. The proposed line would connect Burton-on-Trent to Coalville and Leicester, with new stations at Ashby-de-la-Zouch and rural locations. Opening a new rail line in the district would help provide a modal shift from the private car to public transport. It would link the wider district to Coalville, which will see vast amount of employment development.</p>		

There is no current funding in place for this scheme and therefore the benefits will only be realised once this is secured. The Council should maintain a pro-railway approach for the district and actively seek new funding opportunities.

The National High Speed Rail Network is reported in the supporting text but not mentioned in the policy wording. Stops on this high speed network within the district would have benefits for the local economy and peoples' access to services and jobs by non-car modes. This would be a positive impact on the district, providing reduced journey times between the district and key cities, supporting employment growth and regeneration and provide alternatives to domestic aviation and there reducing impacts to air and noise pollution and increases to climate change. This would also improve access for freight to and from the airport via alternative modes of transport. There may also be adverse impacts related to the location of the route, but this can be managed through choice of route and careful design and development.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- This is a positive policy which safeguards land for stations and railway lines. It is important this policy is strictly implemented to ensure that if funding permits future railway development, then it is not hindered by development which has been permitted in the wrong location.
- The Council should maintain a pro-railway approach for the district and actively seek new funding opportunities.
- The Council could take a pro-active approach in getting the new National High Speed Rail Network to pass through and stop in the district.

Policy CS6: Strategic Rail Freight Interchange		
The policy sets out the potential for a new Strategic Rail Freight Interchange near East Midlands Airport and the M1. The location of such a facility will be decided and decisions made at a national level but in this policy the district sets out what the expectations will be for such as site.		
Objective		Comment
Employment land	●	This type of development will be a new major employment site for the district as a freight interchange between rail, road and air.
Rural economy	-	No relationship.
Efficient use of land	?	This development will require a substantial amount of land for development of an interchange and associated with storage.
Reduce waste efficient minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	?	This facility will help provide additional jobs in the north of the district. However, this area is already the focus for much of the district's employment and draws in a large amount of commuters by car.
Improve town centres	-	No direct relationship.
Health and wellbeing	?	This is potentially a very large scale industrial type development. Additional trains and freight interchange could have a noise and visual intrusion impact on local residents.
Social inclusion	?	The provision of new jobs may help provide access to employment for residents of the district, with benefits in terms of social inclusion.
Crime	-	No direct relationship.
Jobs that match skills and education	●	The provision of new jobs may help provide access to employment for residents of the district.
Cultural, historic & archaeological heritage	?	Development proposals that involve land use changes, such as this freight interchange, have the potential to impact on historic heritage. These impacts will need to be managed as part of development proposals.

Built environment	?	Development could have an impact on the built environment as it could be of a significant size with impact on nearby towns and village.
Landscape character	?	Development proposals that involve land use changes, such as this freight interchange, have the potential to impact on the landscape. This development could be of a significant size in the largely open countryside, although already compromised by the airport and the M1. Managing landscape impacts will need to be managed as part of development proposals.
Biodiversity and geodiversity	?	Development proposals that involve land use changes, such as this freight interchange, have the potential to impact on nature conservation and biodiversity. These impacts will need to be managed as part of development proposals.
Flooding	?	The location of the facility is not specified and potential for flood impact, including from surface water will need to be considered as part of proposals.
Pollution and contamination	☑	This development will help reduce road freight helping reducing congestion and related air quality impacts. Impacts are likely to be predominantly positive against this objective. However, development of this type will need to be delivered and managed in a way that does not cause any other type of pollution impact, including for water, light pollution and noise pollution.
Water quality	?	Development at the potential scale of this interchange will need to be delivered and managed to ensure water quality (ground and surface) is not compromised.
Open-space	-	No direct relationship.
Energy	☑	There will be a reduction in fossil fuel use in relation to similar freight movements by HGV.
Sustainability summary and significant impacts		
<p>This type of development would be positive for the district in terms of securing new jobs and supporting the economy. The district is ideally placed for such a facility, enabling transfer between road, air and rail. Subject to a site being found where local impacts can be minimised the Council should actively seek this development within the district.</p> <p>The policy specifically requires good public transport access that may further help access to jobs in this part of the district.</p> <p>All development will need to reduce adverse effects on the natural and built environment. Proposals need to help make sure no local communities are put at inequitable risk of harm due to the significant amount of large scale infrastructure in the preferred area (i.e. the airport, the M1 and large employment areas).</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • This is a policy that clearly sets out how development of this type should be delivered to reduce potential for impacts. • New development must ensure no significant harm to the natural or built environment. 		

Policy CS7: Location of Development		
This policy sets out the hierarchy of settlements for the district setting the type and scale of development that will be permitted in each tier of settlement. The policy is not quantified.		
Objective		Comment
Employment land	?	The policy should allow for a range of sites throughout the district to be identified for employment use, focusing on the main towns. However, only 35ha of employment land remains to be distributed.
Rural economy	?	The policy allows for economic development in villages throughout the district. However, only 35ha of employment land remains to be distributed limiting the quantity that is available for allocation through the plan.
Efficient use of land	?	Meeting this objective will depend on the location and design of new development.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	?	The settlement hierarchy would see a large amount of development in Ashby-de-la-Zouch and Measham. In this location water consumption needs to be kept to be minimum in new development to avoid adverse impacts on the River Mease SAC, which is vulnerable to falling water quality due to waste water treatment working at over-capacity.
Quality homes	?	The policy should allow for new homes to be distributed throughout the district to meet housing needs.
Accessibility	?	The appraisal of this policy raises the potential for better access to jobs and services in the larger settlements of the district, with new housing and employment to be concentrated in these locations. However, in rural areas there is the potential that some new development will be in locations that do not have very good access to services and may lead to difficulties in new residents' access and everyday range of services by modes other than car.
Improve town centres	?	Focusing new growth on the main towns should help to support their town centres by increasing the population to support their function. However, town centre improvement will also depend on the quantified distribution of development around the district as well as specific policies on supporting town centres.
Health and wellbeing	-	Without more detail it is not possible to identify relationships with this policy, although more development will have effects on the health on wellbeing depending on how it is delivered.
Social inclusion	?	This policy should allow for new housing development in some more rural parts of the district as well as urban. This means that housing and employment can be delivered to meet local needs. However, in helping to avoid rural isolation the appraisal does query the suitability of allowing new housing in small villages with few services and no good bus links. There is the risk that this could lead to pockets of rural exclusion and deprivation as private transport costs rise.

Crime	-	No direct relationship.
Jobs that match skills and education	?	This policy should allow for new employment development in more rural location and could help to provide access to employment in these locations.
Cultural, historic & archaeological heritage	-	Impact against this objective will depend on exact locations and levels of development.
Built environment	-	Impact against this objective will depend on exact location and levels of development.
Landscape character	?	Coalville will received the majority of new development, with Rural Centres also receiving a large proportion of development. This is likely to require green field expansion in some or all of the settlements. Depending on the options for growth chosen this could have impacts on landscape character, and there will need to be decisions made on where development can be delivered with least impacts on landscape character.
Biodiversity and geodiversity	?	Coalville will received the majority of new development, with Rural Centres also received a large proportion of development. This is likely to require green field expansion in some or all of the settlements. Depending on the options for growth chosen this could have impacts on biodiversity, and there will need to be decisions made on where development can be delivered with least impacts on nature conservation.
Flooding	?	There are areas at risk of flood in parts of the district. New development will have to follow national policy on avoiding flood risk areas, and all new development will need to help avoid exacerbating flooding elsewhere.
Pollution and contamination	?	The pattern of development directed through this policy could help reduce air quality impacts from travel by helping to make more self-contained development. However, development in villages with no access to good bus services is likely to result in increased car travel – albeit for a lower level of development.
Water quality	x	Development in the south west of the district around Ashby-de-la-Zouch and Measham may have an adverse impact on the water quality of the River Mease due to limited headroom capacity at waste water treatment works.
Open-space	-	No direct relationship although new housing development will have to include the provision of new open-space to meet residents' needs.
Energy	?	The policy is not quantified however the new development will give rise to an increased energy demand. Larger development sites may have the greatest potential to deliver most efficient energy solutions for new development.
Sustainability summary and significant impacts		
This policy sets out the four tiers of settlement and the countryside. The policy does not give any quantification of the amount of development that would be		

directed to anyone settlement, and it is likely that this policy could potentially be combined with policies on development distribution.

Coalville is the biggest settlement in the district and currently has the greatest population and level of services and good access to employment. This settlement was also identified in the Regional Spatial Strategy as the settlement that should be the focus of development in the district. Therefore, it is appropriate that this settlement be the focus of most new development in the district.

The second tier settlements are '**Rural Centres**'. These centres also have a reasonable level of services and have the potential to support self-contained settlements with good access to jobs, a range of shops and community services.

The settlements were selected using a number of criteria that are useful in identifying 'sustainable' towns. The methodology for this appears robust and the settlements selected include Ashby-de-la-Zouch, Castle Donington, Ibstock, Measham and Kegworth. However, it is noted that Kegworth and Measham have less good bus services than the other centres (hourly or fewer). For these settlements to perform well as sustainable settlements connectivity by modes other than car will need to be improved, as these settlements are not of a size ever to achieve self-containment. Two settlements that also scored well in the sustainability criteria were Moira and Ellistown but these were not included. Ellistown does not serve any hinterland of its own due to proximity to other towns and has poor range of shops. Moira was excluded as the shape of the settlement means that services are not as accessible as they may appear and bus connections are infrequent.

These rural centres will be the focus of much of the remaining development in the district. The choice of these settlements to receive the majority of the remaining development appears to fit with sustainable development objectives. However, there are still clear differences between these settlements in terms of their ability to achieve greater self-containment and support increased levels of housing, employment and retail development. The inclusion of all these settlements as a single category may hide their differences and the need for development levels in each settlement to reflect their current and desired future role. For instance, Castle Donington would not need additional employment land to be allocated and new housing would be useful to lower commuting levels and distances to jobs in the area. Ashby-de-la-Zouch has a thriving town centre and perhaps performs best in terms of self-containment. Therefore, new growth of jobs and housing in this area could be matched. There is more analysis of the variation between options in the appraisal of policy xx on the distribution of growth.

There are two further tiers of settlements **sustainable villages** and **rural villages**. The difference between these two sets of villages is in the level of services they have, and *sustainable* has more than *rural*. In rural villages, only housing for local need will be permitted and this should help control the amount of development coming forward in these settlements. However, in sustainable villages more open market housing will be permitted that could result in continuing higher levels of growth.

The method for selection of sustainable villages requires that the village has five or more from the following list: a general store, a primary school, a GP surgery, a village hall (or similar), a recreation/sports ground, a public house, a daytime bus services running six days a week at least once an hour to a local service centre, local employment opportunities. In general the selection principle is reasonable. However, a more sustainable approach may have been to state that all sustainable villages must have a good bus service, and then meet at least three of the remaining criteria. There is little justification in a sustainable strategy to allow development in villages that fall below this threshold, beyond infill affordable housing provision and employment development to meet small-scale local

need.

Settlements without relatively good and secure existing or planned public transport access are not sustainable places for growth to occur. New development in these locations will give rise to increased car use, and importantly may risk social isolation for new residents. Furthermore, few of the rural villages where development is still permitted to occur have good bus services. If it is mainly affordable housing in these locations this could lead to pockets of rural isolation as numbers of new homes are never likely to be able to support significant provision of new services. Residents with lower incomes find it increasingly hard to access essential services as private car travel becomes increasingly expensive, especially as many households may need two cars in rural locations.

Furthermore, the distinct housing figures of 9700 new homes only allows for 500 new dwellings outside Coalville and the Rural Centres. Up to April 2011 373 of these homes are already committed, leaving only 127 to be delivered. The Core Strategy should help put in place the policy necessary to reduce the amount of homes coming forward in these less sustainable locations, helping to move from an average of 44 dwellings completed per annum to only 6.3.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Allocations in the LDF as a whole of sites will help to identify the location of development and therefore and the specific impacts on sustainable development.
- Periodic review of the type of development that is permitted in less sustainable settlements and review of the designation of settlements should help to avoid development in those villages with poor public transport access in the future
- Impacts on landscape, the historic environment, the built environment and biodiversity will need to be managed through the implementation of relevant local and national policy requirements.
- Development in the Ashby-de-la-Zouch and Measham area will need to take account of water quality impacts on the River Mease SAC and findings of the Habitats Regulations Assessment to avoid significant adverse impacts.
- The need to implement other plans and strategies to ensure more than hourly service to the Rural Centres and at least hourly service to all the 'sustainable villages' this will including the Council working with bus service providers.
- The policies of the Core Strategy will put in place tighter controls on what development will be permitted outside the main settlements. This will help meet the identified housing requirement of only 500 dwellings completed to 2031 on settlements outside Coalville and the Rural Centres. At the moment the current rate of growth in these smaller villages will lead to a pattern of development in the district that is not compatible with sustainable development has led to unsustainable travel patterns.

Policy CS8: Countryside		
This policy protects that countryside for its character, landscapes, heritage and wildlife. It restricts development in the countryside to those developments that require a rural location.		
Objective		Comment
Employment land	?	The policy should allow for some development of employment to meet rural needs and require a rural location.
Rural economy	●	This policy is likely to help retain jobs in the countryside by permitted extensions to existing businesses. Policy also supports the development of small business generating development or farm diversification which may help support more local jobs. It also supports development for agricultural, forestry, recreation and tourism which will help support initiatives in the National Forest and develop new jobs in rural locations.
Efficient use of land	?	Development in the countryside is potentially to include greenfield land, and likely to result in a loss of green land and soil resources, especially for large scale proposals such as transport infrastructure.
Reduce waste efficient use of minerals	?	The policy provides for mineral extraction proposals which will increase the use of natural resources. Proposals relating to waste management facilities could include encouraging waste sorting and recycling facilities
Water consumption	?	New development will inevitably result in the use of more water. It is essential that new buildings are designed to minimise water wastage, making use of non-potable water sources wherever possible.
Quality homes	?	The policy may allow some affordable homes in the countryside for local need.
Accessibility	?	There may be positive impacts for residents in the rural area and business that are dependent on a rural location, the policy should allow some access to nearby homes and jobs, especially to support agriculture and tourism. However, the wrong type of development in a rural location can reduce accessibly and in the countryside the main form of access to shops and services will be by car, which is not a long-term sustainable mode of travel in relating to environmental and equity impacts.
Improve town centres	-	No direct relationship.
Health and wellbeing	?	Providing community and recreation facilities can help support healthy lifestyles and provision of community spaces can help support wellbeing.
Social inclusion	●	Providing community and recreation facilities, as well as affordable housing for local needs and allowing for employment

		development that requires a rural location. However, this type of development should be controlled with care taken to avoid adverse impacts of rural isolation and deprivation.
Crime	-	No direct relationship.
Jobs that match skills and education	●	This policy encourages jobs that match the skills of people living in a rural location.
Cultural, historic & archaeological heritage	?	All new development will need to take into account impacts on cultural, historic and archaeological heritage.
Built environment	?	All new development will need to be of good built quality to avoid adverse impacts, particularly in rural locations.
Landscape character	?	All new development will need to be carefully located and designed to minimise the impact on the landscape. Large scale developments have to the potential to significantly impact on landscape character and are unlikely to be suitable in a rural location.
Biodiversity and geodiversity	?	All new development will need to be carefully located and designed to minimise the impact on biodiversity and geodiversity. Large scale developments have to the potential to significantly impact on biodiversity and geodiversity and are unlikely to be suitable in a rural location.
Flooding	?	There is the potential for development to have impacts on this objective, this will depend on the location of allocated sites, and the provision of suitable infrastructure to avoid impacts.
Pollution and contamination	?	All new development will need to be carefully located and designed to minimise the impact on pollution. Large scale developments have to the potential to significantly impact on pollution and the contamination of land. New development may give rise to increase car use with localised air quality impacts as well as global impacts if development encourages long distance commuting.
Water quality	?	All new development will need to be carefully located and designed to minimise the impact on the water quality. Large scale developments have to the potential to significantly impact on water quality. Development should not impact on internationally significant ecology designation by polluting water quality that flows into the SAC.
Open-space	-	No direct relationship.
Energy	?	There is the potential for this policy to allow for proposals for energy to waste facility.

Sustainability summary and significant impacts
<p>One of the principle roles of a spatial strategy is to deliver more sustainable development reducing reliance on car travel. This can be done through restricting the amount of development that will be permitted in the countryside. The policy supports a pattern of development that reduces the need and distance to travel in the first place. This includes frequency and number of trips and access from homes to jobs, schools, shops, health services and other community facilities from the open countryside.</p> <p>This policy sets out the developments that could require a rural location however, to ensure that rural communities can change. The sustainability appraisal realises the importance of permitting local rural communities to grow, particularly relating to the rural economy and affordable housing for local needs. It is important to also meet the needs for Gypsies, Travellers and Travelling Showpeople.</p> <p>In some cases it will be important for existing businesses to be able to expand in their existing rural locations, therefore retaining jobs in the countryside. These developments need to be carefully designed to limit the impact on the local character and landscapes. New employment uses in the countryside should be dependent on a rural location and should only be of a scale to meet local needs so as not to encourage longer distance commuting.</p> <p>Large scale development in the countryside, such as transport infrastructure and waste management facilities or renewable energy projects, could have a major impact on the countryside and the issues the policy sets out to protect, such as the intrinsic character, landscapes and wildlife.</p>
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • In addition to restricting development in the countryside, improving access for rural communities will be reliant on delivering other improvements to the plan area, such as supporting public transport, walking and cycling and provision of new facilities and employment • There may be impacts on the natural and built environmental of delivering development in the countryside, therefore development control policies to protect locally and nationally important assets will be essential, as will the allocation of suitable sites, such as for Gypsies, Travellers and Travelling Showpeople. • Affordable housing policy will be needed to help make sure housing delivery is helping meet local needs, particularly in rural locations. • Any development in the countryside needs to be carefully designed to limit the impact on the local character, landscapes and biodiversity. Avoiding some types of impact, such as water quality and supply, will depend on the identification and delivery of suitable infrastructure prior to development. • To reduce the impacts of development in countryside locations there may need to be policies in place to protect the natural environment including biodiversity, landscape and water quality, as well as ensuring there is adequate infrastructure prior to development. • This policy may not be necessary, development outside the Rural Village is already controlled through policy and the NPPF also controls development in the countryside.

Policy CS9: Development Adjoining Swadlincote		
This policy allows for development in the district to allow for the necessary expansion of Swadlincote, which is in South Derbyshire District.		
Objective		Comment
Employment land	?	This policy could allow for the economic growth of Swadlincote. Development should be to meet South Derbyshire's needs and not impact on the employment growth and spatial strategic choices for North West Leicestershire.
Rural economy	-	No direct relationship.
Efficient use of land	?	This policy should make the best use of land by allowing growth into North West Leicestershire if it is the preferred direction of growth to Swadlincote that has greatest sustainability benefits.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	?	Growth in this location would need to demonstrate that it would not have a significant adverse impact on the River Mease SAC due to its proximity. As with all development it should be delivered in a way that ensures more efficient use of water in new development.
Quality homes	?	This policy will help to deliver homes to meet the housing need for the future growth of Swadlincote.
Accessibility	?	Allowing the expansion of Swadlincote will help the town to retain or enhance self-containment through a mix of uses. This should help reduce the need and distance people travel to meet their day to day needs.
Improve town centres	?	This policy should help in the expansion of Swadlincote helping to support vitality of the town centre.
Health and wellbeing	-	No direct relationship.
Social inclusion	?	The policy may help support access to new homes and new jobs for people in Swadlincote and in the west of North West Leicestershire.
Crime	-	No direct relationship.
Jobs that match skills and education	?	The expansion of Swadlincote may include new employment land or possibly education services.
Cultural, historic & archaeological heritage	?	The impact on this policy on the sustainability objective will depend on the location of new development. South Derbyshire will need to work with North West Leicestershire district to ensure that development does not cause significant harm to these assets and meets national and local policy.

Built environment	?	The impact will depend on the design of new buildings, which will have to be in keeping with national and local policy and guidance.
Landscape character	?	The impact on this policy on the sustainability objective will depend on the location of new development. South Derbyshire will need to work with North West Leicestershire district to ensure that development does not cause significant harm to these assets and meets national and local policy.
Biodiversity and geodiversity	?	The impact on this policy on the sustainability objective will depend on the location of new development. South Derbyshire will need to work with North West Leicestershire district to ensure that development does not cause significant harm to these assets and meets national and local policy.
Flooding	-	No direct relationship.
Pollution and contamination	?	The policy may help reduce the need for car commuting by helping to maintain and enhance self-containment of Swadlincote for homes and jobs.
Water quality	?	Growth in this location would need to demonstrate that it would not have a significant adverse impact on the River Mease SAC due to its proximity. As with all development it should be delivered in a way that ensures more efficient use of water in new development.
Open-space	?	New development should preserve existing areas of publically accessible open space, prioritising these and areas of landscape and biodiversity importance over simply 'openness' in identifying suitable locations for growth.
Energy	?	All large urban extensions should investigate the potential for on-site energy generation and the potential for heat and energy from co-location.
<p>Sustainability summary and significant impacts</p> <p>This policy is positive in allowing the expansion of Swadlincote if necessary. This should allow for the sustainable expansion of this town to help meet its housing or employment needs. Achieving sustainable growth of towns that promotes self-containment and helps reduce the need and distance people travel does not relate to district boundaries. Therefore, this approach to work with South Derbyshire in helping deliver development of their town can have advantages for sustainable development.</p> <p>However, it would not be very useful if the cross-boundary development had an adverse impact on meeting the identified spatial and growth strategy for North West Leicestershire. Therefore, any housing developed as an expansion of Swadlincote should not count against the 9,700 growth target for housing in the district, nor the 120 hectares of employment land. This will undermine the allocations and distribution of growth strategy the Core Strategy establishes, and could perhaps lead to difficulties delivering the homes and employment necessary to meet North West Leicestershire's needs.</p> <p>Development will need to ensure that it does not cause deterioration in the water quality or availability in the River Mease. Development should not be in the</p>		

Packington Waste Water Treatment works catchment.

The expansion of Swadlincote into North West Leicestershire may have advantages for villages in the area, with possible improved access to central Swadlincote and the services available there.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Impacts on landscape, the historic environment, the built environment and biodiversity will need to be managed through the implementation of relevant local and national policy requirements.
- As set out in the policy, development will need to take account of water quality impacts on the River Mease SAC; if development is proposed in this location in South Derbyshire's plans then this should be subject to HRA screening as part of their plan. If the adopted Core Strategy or any part of North West Leicestershire's Local Plan is to contain more detail on development adjacent to Swadlincote then this should be incorporated in the HRA for NWL Local Plan.
- Any housing development in this area should not be part of North West Leicestershire housing and employment growth targets, or if this is the case they should be additional to 9,700 homes and 120 hectares of employment land, so as not to disrupt the spatial strategy.
- For growth to occur in this location South Derbyshire District Council will need to show that this is the preferred direction of growth following suitable assessment of other possible growth locations.

See matrix for Policy CS2 for the appraisal of policy CS10: Meeting the development needs of business

Policy CS11: Education and Training in Connection with New Developments		
This policy promotes education and training for local people through major new developments. It is unclear how this will be implemented. However it will be supported by a Supplementary Planning Document.		
Objective		Comment
Employment land	?	This policy does not provide employment land but it does potentially provide for education and training for local people, providing skills for the local community. It is unclear in the policy how this will be implemented, especially given the range of infrastructure delivery that new development will need to be provided. An implementation and delivery plan for the district and especially for specific sites will be necessary.
Rural economy	-	No direct relationship.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	-	No direct relationship.
Improve town centres	-	No direct relationship.
Health and wellbeing	?	Improving access to employment can have a positive impact on peoples' mental wellbeing as well as their physical health.
Social inclusion	●	Providing education and training to local people will promote social inclusion and improve access to jobs. It is hoped that this policy would target those at most need of employment and training, such as school leavers.
Crime	-	No direct relationship.
Jobs that match skills and education	●	This policy seeks to create new education and training opportunities for local people through major new developments. Implementation of the policy is unclear but should be provided within Supplementary Planning Document. In principle this will help local people to gain new skills and increase chances of gaining employment within the building sector.

Cultural, historic & archaeological heritage	-	No direct relationship.
Built environment	-	No direct relationship.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
This policy seeks to create new education and training opportunities for local people through major new developments. Implementation of the policy is unclear but should be provided within Supplementary Planning Document. In principle this will help local people to gain new skills and increase chances of gaining employment within the building sector.		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • Implementation and delivery plans will to demonstrate to developers how all elements of social, environmental and physical infrastructure will need to be funded as part of development. • Partner organisations will need to be identified for delivery of these schemes. 		

Policy CS12: Hierarchy of Centres		
<p>The policy provides a hierarchy of settlements for retail. Coalville is the principle centre and preferred location for new Town Centre Uses. There are five other centres which will be enhanced to meet day-to-day needs.</p> <p>A list of 'Town Uses' is given, as well as what will be planned in the future for the management of growth of these centres. Sites should be in the centre or failing that on the edge of centre.</p>		
Objective		Comment
Employment land	?	Enhancing and retaining retail in the district can support jobs, although these are likely to be lower paid and poorer quality employment.
Rural economy	-	No direct relationship.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	●	Providing shopping, especially for everyday goods and services, in town centres should help improve the accessibility of these services for all, as these locations are likely to be easiest to get to by car alternatives. The policy should be clear that the hierarchy relates the scale and type of retail development that would be permitted in each location.
Improve town centres	●	Providing shopping in district centres helps to enhance the vitality and viability of existing centres. The policy could state that out-of-town retailing would not be permitted, to ensure maximum benefits to the town and local centres.
Health and wellbeing	?	Local food shops are part of providing for a healthy population.
Social inclusion	●	Providing shopping, especially for everyday goods and services, in district centres should help improve the accessibility of these services for all as these locations are likely to be easiest to get to by car alternatives, therefore promoting social inclusion.
Crime	-	No direct relationship.
Jobs that match	?	Enhancing and retaining retail in the district can support jobs, although these are likely to be lower paid and poorer quality

skills and education		employment.
Cultural, historic & archaeological heritage	?	Enhancing and retaining retail in the district centres can help to regenerate centres and therefore enhance historic heritage.
Built environment	●	Retaining shopping in the town centre should help to maintain the built environment of these areas, subject to it being of a suitable scale and style.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>Providing shopping in town and local centres helps to maintain enhance their vitality and viability. The location of retail centres, along with the location of housing and employment, is one of the main influences the Core Strategy can have on creating a pattern of development that helps reduce car use by locating everyday services in locations that have good access and support an approach of reducing car use. This policy will be supported by further definition in the other sections of the Local Plan on what the hierarchy means for the type and scale of retail development that would be permitted in each retail centre. This includes a definition of primary shopping areas and town centres in each of the main settlements.</p> <p>There is also the need to consider the role of town centres in providing sustainable locations for housing and for high trip generating employment uses, such as offices. These locations are often the most accessible by non-car modes to the most people in the district. This is particularly the case for Coalville where most of the main settlements have bus links to central Coalville, as do many of the village. There is real potential through careful masterplanning and regeneration to deliver improvements to the centre by making a more attractive place and encouraging people to travel there by bus and walk between areas.</p> <p>The RCS Update also advocates that no comparison retail floor space is recommended for development outside of Coalville and Ashby-de-la-Zouch in line with</p>		

the role of other settlements in the district.
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • The hierarchy is shown but the policy text gives no indication of what this means for the scale of development permitted in each settlement, reflecting the amount of retail already permitted in recent years and the scale of retail need as identified in retail studies. • New retail development in town centres will need to respect and enhance the character of these areas, and where necessary, bring improvements to the built and historic environment. • Successful implementation of this policy relies on the clarification of defined town centre areas and primary frontage in other parts of the Local Plan.

Policy CS13: Rural Economy		
This policy sets the criteria for economic development in the rural area.		
Objective		Comment
Employment land	-	The policy does not allocate land but should allow for some employment development in the rural area.
Rural economy	●	This policy is likely to help retain jobs in the rural area, as well as provide the opportunity for homeworking by the delivery of superfast broadband. Policy also supports equine enterprise and farm diversification which could help support more local jobs. It also supports development for recreation and tourism which will help support initiatives in the National Forest and develop new jobs in rural locations.
Efficient use of land	?	Development in the countryside is potentially to include greenfield land, and likely to result in a loss of green land and soil resources.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	?	New development will inevitably result in the use of more water. It is essential that new buildings are designed to minimise water wastage, making use of non-potable water sources wherever possible.
Quality homes	-	No direct relationship.
Accessibility	?	There may be positive impacts for residents in the rural area and business that are dependent on a rural location, the policy should allow some access to nearby homes and jobs, especially to support agriculture and tourism. However, the wrong type of development in a rural location can reduce access and in the countryside the main form of access to shops and services will be by car, which is not a long-term sustainable mode of travel in relating to environmental and equitable access. Improving broadband should help secure non-physical access. However, it is not clear how this will be implemented as it is largely reliant on utility providers.
Improve town centres	?	Development in rural areas should not detract from the focus of employment from towns and in particular town centres for office type businesses.
Health and wellbeing	●	Providing leisure facilities can help support healthy lifestyles and provision of community spaces can help support wellbeing.

Social inclusion	●	Make provision for community and recreational facilities, as well as affordable housing for local needs. Allow for employment development that requires a rural location. However, this type of development should be controlled with care taken to avoid adverse impacts of rural isolation and deprivation.
Crime	-	No direct relationship.
Jobs that match skills and education	●	This policy encourages jobs that match the skills of people living in a rural location.
Cultural, historic & archaeological heritage	?	All new development will need to take into account impacts on cultural, historic and archaeological heritage.
Built environment	?	All new development will need to be of good built quality to avoid adverse impacts, particularly in rural locations.
Landscape character	?	All new development will need to be carefully located and designed to minimise the impact on the landscape. Large scale developments have the potential to significantly impact on landscape character.
Biodiversity and geodiversity	?	All new development will need to be carefully located and designed to minimise the impact on biodiversity and geodiversity. Large scale developments have the potential to significantly impact on biodiversity and geodiversity. Development should not impact on internationally significant ecology designations.
Flooding	?	There is the potential for development to have impacts on this objective, but this will depend on the location of proposals, and the provision of suitable infrastructure to avoid impacts.
Pollution and contamination	?	All new development will need to be carefully located and designed to minimise the impact on pollution. Employment development in rural areas should be matched to rural need. Rural employment development should be of a suitable scale and not encourage unsustainable travel patterns and the need for a large proportion of the workforce to travel long-distances or by car to commute to the location. Development out of scale with local need will have adverse impacts on local and global air quality.
Water quality	?	All new development will need to be carefully located and designed to minimise the impact on the water quality. Development should not impact on internationally significant ecology designation by polluting water quality that flows into the SAC.
Open-space	-	No direct relationship.
Energy	?	There is the potential for this policy to allow for proposals for energy to waste facility. Development should not result in unsustainable travel patterns and high car use.

Sustainability summary and significant impacts
<p>This policy supports small scale employment uses that could require a rural location. The sustainability appraisal realises the importance of permitting local rural communities to grow, particularly relating to the rural economy and affordable housing for local needs.</p> <p>This policy appears to be repeating elements of policy CS8 ‘Countryside’ which provides a longer list of developments that would require a rural location. There are employment related developments in policy CS8 which are not listed within CS13, including agriculture, forestry, extensions to existing businesses, small-scale employment generating development which could be in new premises. The policies should be merged to cover all policy criteria.</p> <p>Employment development in rural areas should be matched to rural need. Rural employment development should be of a suitable scale and not encourage unsustainable travel patterns and the need for a large proportion of the workforce to travel long-distances or by car to commute to the location. Development out of scale with local need will have adverse impacts on local and global air quality.</p>
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • This policy appears to be repeating elements of CS8 ‘Countryside’ which provides a longer list of developments that would require a rural location. The list in CS8 however, does not include all developments listed in CS13. The two policies could be effectively merged. • In addition to restricting development in the countryside, improving access for rural communities will be reliant on delivering other improvements to the plan area, such as supporting public transport, walking and cycling and provision of new facilities and employment • Any development in the countryside needs to be carefully designed to limit the impact on the local character, landscapes and biodiversity. Avoiding some types of impact, such as water quality and supply, will depend on the identification and delivery of suitable infrastructure prior to development. • To reduce the impacts of employment development in rural locations there may need to be policies in place to protect the natural environment including biodiversity, landscape and water quality, as well as ensuring there is adequate infrastructure prior to development. • Rural employment development should be of a suitable scale and not encourage unsustainable travel patterns.

Policy CS14: Donington Park		
This policy supports the continued use of Donington park as a racing circuit. It sets out criteria for new development, which is essential to operational needs of the racetrack, in relation to residential amenity and countryside and not adversely impact environmental conditions in nearby settlements. A masterplan will support the policy and continued use of the site.		
Objective		Comment
Employment land	●	This policy is likely to help provide skilled work relating to racing. Together with the proposed masterplan, it should provide employment land to encourage and accommodate indigenous investment.
Rural economy	●	This policy is likely to help retain and potentially create jobs in a rural location.
Efficient use of land	?	Development in the countryside could potentially include greenfield land, and likely to result in a loss of green land and soil resources, especially for medium or large scale employment or racing related developments.
Reduce waste efficient use of minerals	?	The policy provides for mineral extraction proposals which will increase the use of natural resources. Proposals relating to waste management facilities could include encouraging waste sorting and recycling facilities
Water consumption	?	New development will inevitably result in the use of more water. It is essential that new buildings are designed to minimise water wastage, making use of non-potable water sources wherever possible.
Quality homes	-	No direct relationship.
Accessibility	-	No direct relationship.
Improve town centres	-	No direct relationship.
Health and wellbeing	?	Increasing the amount of development Donington Park can have negative impacts on the health and wellbeing of the local residential communities who live close to the park from noise pollution. There will also be potential increased air pollution from non-essential car use if racing increases, and from visitor and work commuting by car.
Social inclusion	-	No direct relationship.
Crime	-	No direct relationship.
Jobs that match skills and education	●	This policy encourages jobs that match high level skills of people.

Cultural, historic & archaeological heritage	?	All new development will need to take into account impacts on cultural, historic and archaeological heritage.
Built environment	?	All new development will need to be of good built quality to avoid adverse impacts, particularly in rural locations.
Landscape character	?	All new development will need to be carefully located and designed to minimise the impact on the landscape. Larger scale developments have to the potential to significantly impact on landscape character.
Biodiversity and geodiversity	?	All new development will need to be carefully located and designed to minimise the impact on biodiversity and geodiversity. Car racing and associated developments have to the potential to significantly impact on biodiversity and geodiversity through air pollution.
Flooding	?	There is the potential for development to have impacts on this objective. This will depend on the location proposals, and the provision of suitable infrastructure to avoid impacts.
Pollution and contamination	?	All new development will need to be carefully located and designed to minimise the impact on pollution. Increased racing and related developments have to the potential to significantly impact on air pollution. This contributes to the global greenhouse gas emissions and impacts on climate change.
Water quality	?	All new development will need to be carefully located and designed to minimise the impact on the water quality. Larger scale developments have to the potential to significantly impact on water quality. Development should not impact on internationally significant ecology designation by polluting water quality that flows into the SAC.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>Donington Park is a racing circuit which holds motorsport events. Although the use of the stadium may not be compatible with environmental sustainability there are economic sustainability benefits as Donington Park contributes to the local economy and local jobs. These economic benefits need to be carefully balanced against its location in the countryside and potential impacts to residential amenity.</p> <p>Increased racing and related developments have to the potential to have adverse impacts on air pollution. It contributes to global greenhouse gas emissions and impacts on climate change.</p> <p>The developments will be in a rural location and these development need to be carefully designed to limit the impact on residential amenity, local character, biodiversity, landscapes and other environmental features.</p>		

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • Any development needs to be appropriate to the setting of the countryside and minimise the impact to residential amenity. • Restrictions within the East Midlands Airport Public Safety Zone need to be retained. • In addition to restricting development in the countryside, improving access for rural communities will be reliant on delivering other improvements to the plan area, such as supporting public transport, walking and cycling and provision of new facilities and employment • There may be impacts on the natural and built environment from delivering development in this countryside location. Therefore development control policies to protect locally and nationally important assets, and through, careful masterplanning to mitigate the impacts of racing and associated developments are needed. • Any development in the countryside needs to be carefully designed to limit the impact on the local character, landscapes and biodiversity. Avoiding some types of impact, such as water quality and supply, will depend on the identification and delivery of suitable infrastructure prior to development.

Policy CS15: Distribution of housing		
This policy sets the distribution of housing for the district. It is assumed that the figure represent the total number of homes that will be delivered.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	?	The policy permits around 500 new dwellings in rural settlements. This may help support a rural workforce.
Efficient use of land	?	New policy will have to be delivered in a way that makes the most efficient use of land. This may require that density standards are met on some development sites as it is likely that for the majority of settlements, greenfield land will be required.
Reduce waste efficient use of minerals	?	The level of development promoted through this policy will require the use of materials and generate waste.
Water consumption	?	New development will result in increase in water consumption in the district. New development should be built to reduce proportional water use in new development, incorporating water efficiency measures. In Ashby-de-la-Zouch there is a need to ensure the 1,400 new homes use water as efficiently as possible to reduce waste water from new homes. This is to prevent significant adverse impacts on the River Mease SAC by maintaining headroom capacity at local sewage treatment works.
Quality homes	?	This policy should help to deliver homes throughout the district to meet needs for existing residents and those moving to the area.
Accessibility	?	The contribution of this policy to greater accessibility across the district and may vary between the towns. In all instances it will be important that new development has good non-car access, including walking and cycling route and bus links. Coalville: This is the largest settlement in the district with the greatest range of jobs and services. Over half the total amount of housing is directed to this location and therefore new development here should have good, non-car access to the services in the town. In addition, the large amount of growth is likely to mean a large urban extension is required and this will be able to accommodate a mix of uses, aiding accessibility with the local area. Ashby-de-la-Zouch: As with Coalville this settlement already supports a range of jobs and services. Housing development at these quantities in the town should be able to continue to support access to a range of services and jobs. In addition, where development is delivered through an urban extension housing levels may be high enough to support a mix of uses. Castle Donington: The area is characterised by high job availability with several large employment sites in and around the

	?	village, including East Midlands Airport. Therefore, increasing the level of housing in this settlement could help improve access to jobs, reducing the need for people to commute into the area for work. Housing growth needs to be matched with growth in services and shops in central Castle Donington. Any new retail provision as part of development need to be tailored to local needs and those approaching on foot.
	x?	Ibstock, Kegworth, Measham: The level of growth in these locations should help support services in these villages. The level of growth is unlikely to be able to deliver new services and it should be ensured that developer contributions are secured to pay for increasing capacity in existing services to ensure these are accessible to new residents. Access to employment is likely to be more difficult in these villages as there are limited employment opportunities. Good public transport links to nearby larger settlements are essential for residents to get access to employment. For instance, bus links are essential between Kegworth and Castle Donington.
	X?	Sustainable villages: This low level of growth distributed through all the sustainable villages is unlikely to support the provision of new services in any one location. Residential developments in these locations are likely only to have access to a limited amount of essential services. Most needs, including access to employment, will be in other towns and villages. New residents are most likely to rely on private car use and this does not necessarily represent an equitable travel choice.

Improve town centres	?	<p>In the settlements that will see a large amount of growth, Coalville, Ashby-de-la-Zouch and Castle Donington, urban extensions could include a mix of uses, including shops and local services. It will be essential that these other uses are matched to the location and do not create out-of-town shopping areas that are to the detriment of existing centres.</p> <p>Residential growth of all settlements should help to support the town centres due to the increase in population. However, there will be a need to ensure that there is good and direct public transport, walking and cycling routes linking the centres to new residential growth areas.</p>
Health and wellbeing	?	<p>New residential development will need to provide access to open space for all new residents. In addition, all growth areas should have good walking and cycling links to employment areas and service centres to encourage healthy forms of transport. Large growth areas such as Coalville, Ashby-de-la-Zouch and Castle Donington should be able to accommodate new health services.</p>
Social inclusion	?	<p>New housing should help to address issues of social inclusion by providing quality homes for all. New residential development in areas with relatively good employment opportunities, such as Coalville and Castle Donington may help improve access to employment and therefore improve social inclusion.</p> <p>Residential development in the rural locations will need to ensure it does not create pockets of rural isolation and that new affordable homes are in places with access to employment and local services.</p>
Crime	-	No direct relationship.
Jobs that match skills and education	●	<p>New housing should help to address issues of social inclusion by providing a quality homes for all. New residential development in areas with relatively good employment opportunities, such as Coalville and Castle Donington may help improve access to employment.</p> <p>Development in other settlements may not be matched by access to employment. However, the Core Strategy contains few details of the employment role of each of the centres. For instance, Measham and Kegworth have relatively limited number of jobs and therefore access to employment may be poor.</p>
Cultural, historic & archaeological heritage	?	<p>All new development will need to take into account impacts on cultural, historic and archaeological heritage. For a large greenfield sites investigation of the heritage value of the site may be necessary.</p> <p>For all settlements there will be a need to take into account any heritage character, such as conservation areas, and ensure new development respects this.</p>
Built environment	??	<p>There is the potential for significant changes to the built environment from new residential development, especially in the towns and villages that will see significant growth. For example, the number of homes in Castle Donington is anticipated to almost double by 2031. Therefore, all new development needs to be designed to high design standards to help create a unique local</p>

		<p>identity and complement development that already exists.</p> <p>Built development must not only consider the design of individual buildings but also the urban layout. The design of spaces needs to be planned to prioritise walkers and access to services. Places need to be created that will create the conditions necessary to improving social cohesion and community identity, for instance neighbourhoods with meeting places and accessible open spaces.</p>
Landscape character	X?	<p>New development is likely to require a large amount of greenfield land. The choice of sites for development should aim to direct development to those locations with lower landscape quality or where impact on views and be mitigated. The design of development on the urban periphery needs to take into account views of the town/village from the countryside to help reduce severity of impacts and create an attractive urban edge.</p>
Biodiversity and geodiversity	X?	<p>All new development will need to be carefully located and designed to minimise the impact on biodiversity and geodiversity. In addition, all new development should incorporate features that will help to improve and enhance local biodiversity.</p>
Flooding	?	<p>New development should be directed to locations that are not in higher flood risk zones and comply with national policy. To help reduce risk of flooding off-site new development should be designed to incorporating sustainable drainage measures.</p>
Pollution and contamination	?	<p>Where new residential development is in locations that will give rise to more trips by car or longer car trips this could have an adverse impact on air pollution. Air quality is already a concern in many parts of the district, with Air Quality Management Areas in many main towns and villages. It is not clear to what extent residential growth would be matched by employment growth and therefore self-containment. However, considering the existing spread of jobs around the district, it would appear that there is potential for reduced commuting and car travel from new development in Coalville, Ashby-de-la-Zouch and Castle Donington. However, development in other areas is likely to give rise to proportionally more car trips (although as development is at a lower level this may be fewer trips overall).</p> <p>If development is to take place on brownfield land there is a need to ensure that land is suitably remediated to meet the requirements for future occupiers.</p> <p>Other pollution impacts are possible from new development and will have to be managed through suitable conditions on a site by site basis. This may include light pollution, water pollution and impacts from noise or litter.</p> <p>In Ashby-de-la-Zouch and Measham and sustainable settlements in the River Mease catchment particular controls will be in place to manage impacts on water quality in the River Mease SAC.</p>
Water quality	?x	<p>Development in the south west of the district in and around Ashby-de-la-Zouch and Measham may have an adverse impact on the water quality of the River Mease SAC due to limited headroom capacity at waste water treatment works. There is a need to ensure development only takes place in the quantities set by policy as higher levels could have an adverse impact on the quality</p>

		of the River and significant effect on the SAC. Development will need to meet sustainability criteria for the more efficient use of water and to sustainably manage surface water run-off. Furthermore development will have to comply with the Developer Contributions Strategy for improvement to the Packington Waste Water Treatment Works.
Open-space	?	New development must provide accessible open spaces, including playing fields, parks and play space to meet the need created by new homes. For towns and villages where a large amount of development is anticipated to come forward on greenfield land this can be incorporated into development, such as at Coalville and Castle Donington . However, where development will come forward on smaller sites developer contributions may be necessary to deliver off-site greenspaces.
Energy	?	On larger greenfield development sites there is potential for innovative solutions to be delivered to achieve decentralised, low carbon power and or heat. This could include wind turbines (taking into consideration risks from the airport), energy from waste or biomass energy centres. This type of development needs to be considered as part of the design and masterplan for these sites as they need to be part of the financial viability calculations for all sites.
Sustainability summary and significant impacts		
<p>The chosen distribution of development would see the majority of development directed to Coalville. This is compatible with sustainable development as this town already has a good range of jobs and services and new employment growth is directed to the town. Therefore, development here could help promote self-containment in the town and the possibility of reducing car travel. Development at this scale could also deliver new urban extensions with the potential for other sustainability benefits, including integrated local services, improved walking and cycling access, decentralised energy supply, open space and population growth to support new bus routes.</p> <p>Levels of residential development in Ashby-de-la-Zouch are constrained by the potential impacts on the River Mease SAC. Due to limited remaining capacity at the waste water treatment works serving the town there is only the potential to deliver development at these quantities. This limits the opportunities for Ashby-de-la-Zouch to grow as a self-contained settlement. If additional capacity was available in the waste water treatment works then the town could accommodate more growth, further helping to support the town centre.</p> <p>The level of residential growth directed to Castle Donington should help deliver more sustainable development in this village. Currently there is a very high level of in commuting to the area for work as there is a disproportional availability in the jobs in the area compared to the size of the village. New residential development should mean that some of the workforce can move closer to the place of their employment, with most jobs in the airport and industrial estates a walking or cycling distance from proposed broad locations of growthbroad locations of growth. Development on the periphery of the village will have a significant impact on the character of the village with number of homes increasing by about 50%. Therefore, new development needs to be designed to complement and support the existing village centre. For instance, retail development that goes beyond meeting local needs should be resisted as part of the extension, for example avoiding a retail centre that favours car users over pedestrians.</p> <p>Development in the remaining three main centres of Measham, Ibstock and Kegworth are set at much lower levels. This should support the increasing household needs of these villages as well as allowing for some increase in population. There is quite poor job availability in these settlements and it is not clear if</p>		

the residential growth would have a positive or negative on access to employment. The development should help to support existing services in the town. However, employment is not likely to be of a quantity necessary to deliver significant new, social or physical infrastructure, such as schools, health centres or to support new bus routes. This may put a strain on existing services. Developer contributions will have to be secured to help improve capacity of all of these services so as not to have an adverse impact on access and social inclusion.

Development in the **Sustainable Villages** could help to support the gradual growth of some settlements and prevent their stagnation. However, it is likely that the majority of new development will be occupied by commuters and therefore the benefit of this development to any village will be limited, as people travel elsewhere to meet most of their needs (shops, jobs, leisure). Development in this location is also highly likely to be car dependent with a negative impact on air quality.

The figures given in the policy need to be viewed with the caveat of development already completed or committed, leaving only a residual amount to find land for. Viewing these residual figures (shown in the area specific policies) gives a better understanding of additional land requirements and the ability of the Core Strategy influence development patterns in the district. Residual figures show:

- Coalville: 83% residual or 4100 homes
- Ashby-de-la-Zouch: 40% residual or 560 homes
- Castle Donington: 75% residual or 974 homes
- Measham: 80% residual or 442 homes
- Ibstock: 53% residual or 289 homes
- Kegworth: 45% residual or 203 homes
- Rest of district: 25% residual or 127 homes.

This shows for instance that already the overall allocation for Ashby-de-la-Zouch is a high residual allowance is not likely to be sufficient to support an urban extension with a mix of uses. Whereas, for settlements such as Coalville and Castle Donington there is still an opportunity to develop urban extensions that can incorporate a range of local services and other infrastructure delivery. It should be noted that in some areas the market may be acting more strongly and development delivered by 2031 may exceed planned growth. This is particularly likely for the rural area, where only 25% of homes are left to deliver, yet almost 80% of the plan period is left. Delivering homes outside the agreed spatial strategy may mean growth is not properly planned for and can have adverse impacts on sustainable development.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Development needs to be carefully delivered in all settlement so as not to harm existing communities or built character. Masterplanning for large extension sites is essential, especially in Castle Donington and Coalville where there is the potential to deliver sustainable extensions to the town and help

reduce car reliance.

- All new residential development should be matched by increased support and delivery of new local services. Particularly important will be support to services in Castle Donington, where the village is expected to rapidly grow. New services and facilities should be available to meet needs of residents of the local area and avoid creating new edge of centre retail development that favours car drivers.
- The energy potential of significant growth should be considered.

Policy CS16: Housing Density		
This policy provides for minimum housing densities for town centre and other locations within the district 30 dph respectively.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No direct relationship.
Efficient use of land	?	This policy encourages development at minimum densities for new housing development. However, higher densities should be actively encouraged in very accessible locations (including non-car modes), ensuring that good design principles are followed. Density standards should have a basis of good quality design rather than strict observance of standards.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	?	The policy supports the highest design standard and seeks to have a layout that makes efficient use of land and complements the built form and character of the area in which it is situated.
Accessibility	●	Locating high density developments in town centre locations, with good access to employment, shops and education, and public transport, helps to ensure a good general access to those services. Higher density development can encourage walking as development sites are smaller leading to less distance between homes and services.
Improve town centres	●	Providing higher density homes within district centre PDL sites would enhance the vitality of these centres.
Health and wellbeing	?	Higher density development can encourage walking as development sites are smaller, leading to less distance between homes and services.
Social inclusion	?	Higher density development can encourage walking as development sites are smaller leading to less distance between homes and services.
Crime	-	No direct relationship.
Jobs that match	-	No direct relationship.

skills and education		
Cultural, historic & archaeological heritage	?	Increasing housing densities on a site should not be at the expense of conserving and enhancing buildings and structures of recognised historic or architectural interest and their settings.
Built environment	?	Housing densities need to complement the neighbouring buildings and be responsive to housing need, the need for open space and car parking and help to achieve high quality developments.
Landscape character	?	High housing densities can reduce the quantity of greenfield land needed for development, therefore preserving rural landscapes in some locations. Higher densities make for more efficient use of land, therefore, reducing greenfield land take and possible landscape character impacts.
Biodiversity and geodiversity	?	Development with higher densities can help to reduce the amount of greenfield land needed for development and therefore potentially conserve biodiversity in these locations. However, town centre and urban locations can also have high value biodiversity and development should ensure that development respects biodiversity wherever it is found.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	?	Higher density proposals should not compromise the provision of open space within major new housing developments.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>This policy encourages development at minimum densities for new housing development. The sustainability appraisal supports the best use of available land and higher urban densities, particularly in locations with good access by public transport.</p> <p>Locating high density developments in town centre locations should increase the number of people living in these centres. Providing good access to employment, shops and education, and public transport helps to ensure a good general access to those services.</p> <p>Development with higher densities can help to reduce the amount of greenfield land for development and therefore potentially conserve biodiversity in these locations. However, town centre and urban locations can also have high value biodiversity and development should ensure that development respects</p>		

biodiversity wherever it is found.

Housing densities need to complement the neighbouring buildings and be responsive to housing need, the need for open space and car parking and to help achieve high quality developments.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Housing densities should reflect the characteristics of the locality and the scale of housing growth required.
- In accessible locations such as town centres 30dph is unlikely to ever be suitable. To ensure the best use of land and promote accessible services, higher densities should be encouraged in these locations, subject to good design principles being followed.
- Development should ensure that development respects biodiversity wherever it is found, and provide access for the local community.
- Consideration should be given to ensure land is used efficiently in all types of development, for instance avoiding large car parks associated with office developments.

Policy CS17: Housing Mix		
This policy seeks a mix of housing types, sizes and tenures in new housing development, referring developers to evidence base reports such as the Strategic Housing Market Assessment and local housing needs surveys etc.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No direct relationship.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	●	This policy should ensure the housing meet the needs of existing and future residents by providing the right type and size of dwellings to meet local need. However, it is not clear how this policy will be delivered and what evidence will be necessary to demonstrate that the appropriate mix is delivered.
Accessibility	?	The current housing need is for smaller 1 and 2 bed properties. Therefore this could result in high density development. Where sites are located with public transport access, these high densities would provide access for more people to nearby jobs, services and facilities.
Improve town centres	-	No direct relationship.
Health and wellbeing	-	No direct relationship.
Social inclusion	?	Housing to meet specific needs should be delivered, in particular, development that meets the needs of an aging population. The needs of people who are less mobile including the elderly needs to be taken into account in the design of buildings and their location. New development of this type must take place in areas with good public transport with access to shops which are a walkable distance away – without this there is a risk of isolation as access cannot be secured.
Crime	-	No direct relationship.

Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	-	No direct relationship.
Built environment	?	The type of homes delivered all need to be of a high quality and fit well with the location.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
The sustainability appraisal supports meeting the housing needs of existing and future residents by providing the right type and size of dwellings. However, it is not clear how the policy will be delivered and what conditions will be in place to ensure that development meets needs. There also may need to be a review process in place to ensure that housing is not oversupplied of any type, for instance overprovision of small flats.		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • Implementation of the policy will be an important aspect to deliver the right type and size of dwellings for the local community, therefore careful consideration should be given to proposals on a site by site basis. • The policy may need to be reviewed during the plan period to ensure that development is coming forward to meet up-to-date needs. 		

- Through implementation of plan policies the needs of the elderly and those unable to drive need to be taken into account in the design of homes and their permitted locations.

Policy CS18: Affordable Housing		
This policy sets out the total quantity and the proportion of new housing sites that will need to be for affordable housing in different settlements.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	●	It is likely that new affordable housing will help people live near to where they work, particularly for those working in more rural locations.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	●	This policy will ensure that an increased number of relatively inexpensive dwellings are provided to meet the needs of existing and future residents, increasing the supply of affordable homes. However, for the rural settlements considered, the threshold of 5 appears high and most development in these areas will come forward on small sites. The policies on the rural areas are clear on the need for affordable housing to meet local need and this policy may not be helpful in securing this.
Accessibility	●	It is likely that new affordable housing will help people live near to where they work, particularly in those areas that already have good access to jobs, services and facilities.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	Providing everyone with a good quality home should help support wellbeing.
Social inclusion	●	Providing the opportunity for everyone to live where they work and come from promotes social inclusion. However, more affordable homes should be provided in rural locations with the majority of sites contributing on-site affordable housing.
Crime	-	No direct relationship.
Jobs that match	●	It is likely that new affordable housing will help people live near to where they work, particularly in those areas that already

skills and education		have good access to jobs.
Cultural, historic & archaeological heritage	?	It will be important that affordable housing is built to enhance the character and conserve the local distinctiveness of the district's historic heritage.
Built environment	?	It will be important that affordable housing is built to a high quality standard comparable or better than market housing.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	?	Affordable housing should be built with good access to open space.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>This policy is well evidenced and this should help secure the provision of housing to meet needs, and is supported by an Affordable Housing Supplementary Planning Document, adopted in 2011.</p> <p>Provision of affordable homes can have a variety of positive impacts on sustainable development in North West Leicestershire. Affordable homes will support socially and demographically mixed communities, help young people and families remain in the district and help make sure people can live near to where they work reducing commuting with benefits related to reducing car use.</p> <p>The policy sets targets that are probably realistic for delivering affordable housing within the economic downturn. The threshold of 5 units in rural locations to require affordable housing could be too high to successfully deliver housing to meet needs in these areas. The majority of development outside the main settlements takes place on small sites, therefore not requiring affordable housing under this policy. Policy CS7 also is specific that in Sustainable Villages only small sites are suitable and that in Rural Villages only local need housing is permitted.</p> <p>In rural areas it is vital that affordable housing is provide on-site at the same time as market housing as the likelihood of additional sites being available in the</p>		

same location will be low.

Often affordable housing has to be built to higher sustainability standards than market housing to access support funding. Therefore it may be better in terms of energy efficiency and material use.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Implementation of the policy will be supported by the Affordable Housing Supplementary Planning Document (SPD). The SPD provides additional detail of mix of affordable housing types, evidence to be provided by developers on financial viability, how commuted contributions will be handled and requirements for mixed market and affordable developments. This additional information will be essential in helping to deliver the policy.
- Within rural areas, overall levels of housing need to be kept within the quantities set out in the strategy to avoid creating unsustainable patterns of development that lead to access issues and encourage car travel.
- Viability has shown that the threshold of 5 is the minimum that is financially viable. However, there remains the possibility that this is too low to successfully deliver the quantity of affordable housing that is required in rural areas.

Policy CS19: Rural 'Exception' Sites for Affordable Housing		
This policy provides for the provision of affordable housing within or adjoining a Sustainable or Rural Village, where development would not otherwise be permitted, for local people.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	●	It is likely that new affordable housing in rural locations for local people will help people to live near to where they work, particularly for those working in more rural locations.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	●	This policy will ensure that an increased number of dwellings are provided to meet the needs of existing and future residents in rural locations, increasing the supply of affordable homes.
Accessibility	X	It is likely that new affordable housing in rural locations will mean there is less accessibility to key district centres with good access to jobs, services and facilities.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	Providing everyone with a good quality home should help support wellbeing.
Social inclusion	●	Providing the opportunity for everyone to live where they come from promotes social inclusion.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological	?	It will be important that affordable housing is built to enhance the character and conserve the local distinctiveness of the district's historic heritage.

heritage		
Built environment	?	It will be important that affordable housing is built to a high quality standard comparable or better than market housing.
Landscape character	?	The development of affordable housing in rural locations could have an impact on landscape character. It will be important that affordable housing is built to enhance the character of the local area.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	?	Affordable housing should be built with good access to open space.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>This is policy is supported by an Affordable Housing Supplementary Planning Document, adopted in 2011.</p> <p>The policy does not keep the rural exception sites as affordable housing in perpetuity. To retain affordable housing in rural locations, where development of housing is very difficult, it will be extremely important for the policy to ensure that the affordable housing is kept in perpetuity in the longer term for local people.</p> <p>Provision of affordable homes can have a variety of positive impacts on sustainable development in North West Leicestershire. Affordable homes will support socially and demographically mixed communities, help young people and families remain in the rural areas of the District and help make sure people can live near to where they are from.</p> <p>This policy should help allow the delivery of rural homes to meet affordable needs. In terms of sustainability, affordable housing in the rural areas could help to support communities and rural local services/facilities.</p> <p>Often affordable housing has to be built to higher sustainability standards than market housing, therefore it may be better in terms of energy efficiency and material use.</p> <p>The delivery of affordable housing in rural areas may not always be positive for sustainable development. It will allow people to meet their housing needs locally. However, residents in the majority of rural locations are likely to be reliant on using a car to get to a diverse range of jobs and services. The costs of</p>		

driving will only increase. Therefore running a car (or two as is required by many households) may put residents on lower incomes at risk of isolation if there are no car alternatives.

The policy permits some market housing as part of affordable housing sites, However, such development will need to show that it is absolutely necessary as part of funding and ensure open market housing is limited. The implementation of this policy may need to be monitored to ensure it is working effectively and affordable housing is being delivered.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Implementation of the policy will be supported by the Affordable Housing Supplementary Planning Document (SPD). The SPD provides additional detail of mix of affordable housing types, evidence to be provided by developers on financial viability, how commuted contributions will be handled and requirements for mixed market and affordable developments. This additional information will be essential in helping to deliver the policy.
- Within rural areas, overall levels of housing need to be kept within the quantities set out in the strategy to avoid creating unsustainable patterns of development that lead to access issues and encourage car travel.
- Affordable housing in rural areas should not be at a level where it is likely to give rise to rural isolation, increasing travel costs and lack of mode options.
- Monitoring the implementation of the policy is essential to make sure it is delivering what is intended and the market housing provision permitted is not skewing affordable housing delivery.

Policy CS20: Gypsies, Travellers and Travelling Showpeople		
The policy provides for a minimum provision of sites up to 2016, but no allocated sites. It also provides the criteria against which new or extensions to existing sites will be assessed.		
Objective		Comment
Employment land	●	It is likely that providing Gypsy, Traveller and Travelling Showpeople sites will help people live near to where they work.
Rural economy	●	It is likely that providing Gypsy, Traveller and Travelling Showpeople sites will help people live near to where they work in rural locations.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	?	This policy will ensure that an increased number of Gypsy, Traveller and Travelling Showpeople sites are provided to meet the needs of existing residents only, increasing the supply of affordable homes. However, the policy should go further and provide enough sites to meet the needs for the plan period – up to 2031. This should be supported by further needs assessments up to 2031.
Accessibility	?	It is likely that new Gypsy, Traveller and Travelling Showpeople sites will help people live near to where they work, particularly in those areas that already have good access to jobs, services and facilities. However, the national Circulars do not require Gypsy, Traveller and Travelling Showpeople to live in or near sustainable settlements. Existing unauthorised sites, which may otherwise be suitable and available, may not be located close to sustainable settlements.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	The sustainability appraisal supports to promotion of authorised sites for Gypsies, Travellers and Travelling Showpeople, who can suffer from health issues. Providing everyone with a good quality home should help support wellbeing.
Social inclusion	●	Providing the opportunity for everyone to live on an authorised site promotes social inclusion.
Crime	-	No direct relationship.

Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	?	It will be important that Gypsy, Traveller and Travelling Showpeople sites are built to enhance the character and conserve the local distinctiveness of the district's historic heritage. Providing sites for Gypsy, Traveller and Travelling Showpeople will help to retain the cultural heritage of each travelling group.
Built environment	-	No direct relationship.
Landscape character	?	It will be important that Gypsy, Traveller and Travelling Showpeople sites are built to not have an adverse impact on landscape, as set out in the policy criteria.
Biodiversity and geodiversity	?	It will be important that Gypsy, Traveller and Travelling Showpeople sites are built to not have an adverse impact on biodiversity and geodiversity, as set out in the policy criteria.
Flooding	?	Caravans a highly vulnerable development to flooding, as set out in current national policy.
Pollution and contamination	?	It will be important that Gypsy, Traveller and Travelling Showpeople sites are built to not have an adverse impact on polluting land and soil. This should be set out in general development management policies for all developments.
Water quality	?	It will be important that Gypsy, Traveller and Travelling Showpeople sites are built to not have an adverse impact on water quality. This should be set out in general development management policies for all developments.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>This policy will ensure that an increased number of Gypsy, Traveller and Travelling Showpeople sites are provided to meet the needs of existing residents, increasing the supply of affordable homes. However, the policy should go further and provide enough sites to meet the needs of the local community within the whole plan period – up to 2031. This should be supported by further needs assessments up to 2031.</p> <p>Provision of Gypsy, Traveller and Travelling Showpeople sites can have a variety of positive impacts on sustainable development in North West Leicestershire. Gypsy, Traveller and Travelling Showpeople sites will support socially and demographically mixed communities, help young people and families remain in the District and help make sure people can live near to where their families are, which is extremely important, especially for Romany Gypsies, Irish Travellers and Travelling Showpeople families.</p> <p>The policy looks to provide sites within and adjacent to existing settlements which provide a range of services. However, in these location it can raise issues of residential amenity for existing communities. Also, the national Circulars do not require Gypsy, Traveller and Travelling Showpeople to live in or near sustainable</p>		

settlements and existing unauthorised sites, which otherwise be suitable and available, but may not be located close to sustainable settlements. It is important for the Core Strategy to realise that different types of Gypsies, Travellers and Travelling Showpeople have different lifestyles and prefer different locations. The Core Strategy needs to plan for these different groups.

The sustainability appraisal recognises the need to protect landscapes and the natural environment from inappropriate development, as well as not over concentrating sites within any one locality, which is identified in the policy criteria for new or extended sites.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- It is important for the Core Strategy to realise that different types of Gypsies, Travellers and Travelling Showpeople have different lifestyles and prefer different locations. The Core Strategy needs to plan for these different groups. An understanding of the different needs in terms of locations, historic patterns and needs up to 2031 needs to be established.
- The Local Plan should allocated sites to accommodate an established need up to 2031.
- Within rural areas, overall levels of housing should to be kept within the quantities set out in the strategy to avoid creating unsustainable patterns of development that lead to access issues and encourage car travel.

Policy CS21: Well-Designed Buildings and Places		
This policy sets out the general principles for the design of residential development to help create attractive and sustainable places and to protect the character of existing areas. This policy will be supported by a Supplementary Planning Document and supports the National Forest Design Charter.		
Objective		Comment
Employment land	x?	This policy needs also be applied to other types of development, including employment development.
Rural economy	-	No direct relationship.
Efficient use of land	?	Good design is an essential part of using land well.
Reduce waste efficient use of minerals	?	The policy has the potential to reduce waste during construction and reuse demolition waste as part of the 'greener footprint' criteria. More detail could be provided within the policy criteria, supporting text and within the SPD to enable a developer to know what is required in relation to reducing waste and ensuring a proposal meets the 'greener footprint' criteria.
Water consumption	?	The policy has the potential to reduce water consumption in residential developments as part of the 'greener footprint'. More detail could be provided within the policy criteria, with supporting text within SPD to enable developers to know what is required in relation to reducing water consumption and ensuring a proposal meets the 'greener footprint' criteria.
Quality homes	?	The supporting text suggests that all residential developments of eight units or more will be required to meet the Building for Life standard. However, this is not stated within policy wording, therefore this will be difficult for the Council to 'require' without this being policy criteria. The policy would provide the opportunity to meet this sustainability objective, but further detail is required, in policy wording, supportive text and Supplementary Planning Guidance.
Accessibility	?	The policy includes the need to make development well connected and easy to get around, for residential development only. Providing a permeable urban layout for new development is essential in helping to encourage walking and cycling rather than car travel, especially for short journeys to local services by providing links to public transport. However, this should be a criteria for all types of developments, not just residential developments.
Improve town centres	?	Much of the policy could be applied to retail centres, employment, leisure facilities and residential developments within town centres, not just residential developments.
Health and wellbeing	?	This policy could include the requirement for open space and walking/cycling routes to support healthy choices.
Social inclusion	?	The principle of improving access for pedestrians and cyclists can drawn from the policy criteria, particularly criteria 6, 7 and 8.

Crime	?	This policy could include the requirement to design safe places. Some additional information on using development to help design out crime may be suitable in more detailed SPD.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	?	It is likely that this policy (along with the supporting SPD) can contribute to making sure the historic buildings and other heritage is respected by new development, through the 'architectural quality' criteria. However, this criteria is rather vague and the sustainability appraisal would recommend developing the criteria to provide more information to applicants on what is expected from the design of buildings and spaces.
Built environment	?	This directly relates to meeting this sustainability objective. However each policy criteria could provide further detail on which is required from development. This should be explained further within the Supplementary Planning Document which is currently being developed.
Landscape character	?	Good design can help to make the transition from town to country more attractive, ensuring urban peripheral development does not lead to the low quality buildings and landscapes that sometimes characterise the edge of towns.
Biodiversity and geodiversity	?	Good design could include features to support biodiversity, including maintaining mature trees and good quality landscaping making use of local species.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	-	No direct relationship.
Open-space	?	Good design can help to incorporate good quality open space with good connections to residential areas.
Energy	?	Good design can help to reduce the need for natural resources and therefore reduce the need for using energy.
Sustainability summary and significant impacts		
<p>The Core Strategy provides key design principles in line with the National Forest Design Charter and the Synergy Building for Life 2012. A Supplementary Planning Document is currently being produced to support the policy. The policy alone will not be easy to interpret by potential developers and each criteria should be expanded to provide more certainty to ensure the policy can be interpreted easily and correctly. The Supplementary Planning Document will have to also provide a comprehensive and well informed/locally distinctive guidance (SPD), applicants will be able to use the policy.</p> <p>Good design is essential in all new development this policy should refer to the need to secure good quality design and layout throughout the district.</p>		

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • The policy criteria could be expanded to provide more certainty through policy on what will be expected from applicants in terms of high quality design. Further support and guidance is to be provided as part of the Supplementary Planning Document. • The National Planning Policy Framework suggests that ‘local planning authorities should consider using design codes where they could help deliver high quality outcomes. Design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.’ More information will be provided in the relevant SPD. • The policy could specifically state that good design refers to place making as well as individual developments.

Policy CS22: Infrastructure and Developer Contributions		
<p>This is a broad policy with the purpose of making sure new infrastructure delivery is delivered to meet the needs of new development.</p> <p>Infrastructure requires supporting water quality improvements in the River Mease SAC catchment area and the associated Developer Contributions Strategy are addressed by policy CS33. Infrastructure is also referred to as part of the area specific policies.</p>		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No direct relationship.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	?	Infrastructure will include water supply utilities, although this will not reduce water use.
Quality homes	-	No direct relationship.
Accessibility	●	Infrastructure includes public transport, walking and cycling routes. Therefore if this policy is successfully implemented then it will have positive impact on accessibility.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	Infrastructure is described in the supporting text as social and physical infrastructure which can include healthcare, parks and green infrastructure. Therefore if the policy is successfully implemented it could help to achieve good provision of local health facilities and open spaces for people to use for recreation and leisure.
Social inclusion	●	Infrastructure is described in the supporting text as social and physical infrastructure which can include facilities such as community centres, leisure and recreational facilities. Therefore if the policy is successfully implemented it could help to achieve good provision of facilities which promotes social inclusion.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.

Cultural, historic & archaeological heritage	?	New infrastructure, such as new community buildings, has the potential to deliver quality landmark buildings in the built environment.
Built environment	?	New infrastructure, such as new community buildings, has the potential to deliver quality landmark buildings in the built environment.
Landscape character	?	Infrastructure, as set out in the supporting text, is described as green spaces and parks. Therefore if the policy is implemented successfully it could help in the protection and enhancement of landscape features.
Biodiversity and geodiversity	?	Infrastructure, as set out in the supporting text, is described as green spaces and parks. Therefore if the policy is implemented successfully it could help in the protection and enhancement of biodiversity features.
Flooding	●	Infrastructure, as it is described in the supporting text, includes flood defences. Therefore if the policy is implemented successfully it could help in the protection of development from flood risk.
Pollution and contamination	-	No direct relationship.
Water quality	●	Making sure that there is sufficient capacity in the waste water infrastructure including sewers, surface water drains and water treatment, will be essential in maintaining or improving water quality.
Open-space	?	Infrastructure, as it is set out in the supporting text, is described as green spaces and parks. Therefore if the policy is implemented successfully it could help in the provision of new or enhanced open spaces.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>Infrastructure delivery of all types, including flood defences, parks and green spaces, health facilities etc. are essential to creating a sustainable place. This policy should help deliver these infrastructure needs.</p> <p>However, the policy is not very detailed and although it is useful in setting out an expectation of infrastructure delivery and management, there is still much to be determined. As part of the Core Strategy or allocations document there needs to be clarity on infrastructure priorities for each settlement or site. Infrastructure delivery is an essential way of securing sustainability benefits for site development and if opportunities are lost through insufficient detail or evidence base, then opportunities will be lost.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • Policy will be applied in conjunction with the Infrastructure Plan and Developers Contribution Strategy for the River Mease SAC, as outlined in CS33. 		

- The Local Plan delivery and implementation plan covering partners and funding for all infrastructure needs. (The plan was not available for SA).
- An evidence base is necessary to identify all infrastructure priorities and the basis for any contribution discussions. (The plan was not available for SA).

Policy CS23: Transport		
This policy sets the strategy for reducing car reliance by locating development in the most sustainable locations and also through requiring developments to support the use of more sustainable modes of transport.		
Objective		Comment
Employment land	?	<p>Large scale residential and new commercial land that generates significant demand for travel could increase the number of cars significantly if it is not located within sustainable locations, in line with the development strategy. The policy supports the development strategy to locate all major development in and around sustainable settlements.</p> <p>The policy should make more of developments supporting and contributing towards public transport to ensure that sustainable and safe transport provision is dealt with comprehensively in development, by contributing to improved public transport provision, supporting safe and convenient pedestrian, cycling and road traffic movement and promoting green travel plans</p>
Rural economy	?	The policy could restrict some rural development if there is insufficient public transport access.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	?	<p>The policy directs development to sustainable locations which have existing services and facilities.</p> <p>The policy should make more of developments supporting and contributing towards public transport and ensuring that sustainable and safe transport provision is dealt with comprehensively in development, such as contributing to improved public transport provision, supporting safe and convenient pedestrian, cycling and road traffic movement and promoting green travel plans.</p>
Improve town centres	?	<p>The policy directs development to sustainable locations which have existing services and facilities.</p> <p>The policy should make more of developments supporting and contributing towards public transport.</p>
Health and wellbeing	?	Providing improved non-car use transport opportunities and accessibility should include safe transport provision. The policy also specifically refers to improved safety in all new roads.

Social inclusion	?	The policy should make more of developments supporting and contributing towards public transport. There is the potential for more equitable travel access to improve wellbeing by reducing isolation.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	-	No direct relationship.
Built environment	-	No direct relationship.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No direct relationship.
Pollution and contamination	●	Unlike road schemes, the movement to more sustainable transport may help to improve air quality, including emissions of car dioxide. However, the policy does also refer to all types of road users including cars and lorries.
Water quality	?	New development that leads to more motorised transport has the potential for water quality impacts through surface-water runoff.
Open-space	?	The policy could also be more explicit about developments should promote a walking and cycling, connecting to public transport interchanges as well as linking communities and recreational areas.
Energy	●	Reductions in car use, and the movement of more sustainable transport may help to improve air quality, including emissions of carbon dioxide.
Sustainability summary and significant impacts		
This is a positive policy providing the sustainable transport within the district. However, there are a number of sustainable transport issues that may be missing from the policy which could be included, such as information relating to green transport plans, maximum car parking standards, minimum cycling parking standards, development to be designed and also to contribute towards public transport provision.		

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • The policy is supported by the Highways Design Guidance that sets car parking standards set at a maximum, and include minimum cycle parking standards for developments.

Policy CS24: Climate Change and New Development		
This policy outlines how development will meet the legal requirements on low or zero carbon, which will increase to zero carbon in 2016. It provides the mitigation measure for climate change, rather than adaptation measures.		
Objective		Comment
Employment land	?	Strategic employment developments could provide an opportunity to provide large scale renewable energy schemes.
Rural economy	-	No direct relationship.
Efficient use of land	?	Higher densities could help with reducing development's impact on climate change.
Reduce waste efficient use of minerals	●	This policy positively requires new development to maximise recycling and minimise waste, in order to meet the sustainability objectives.
Water consumption	?	The policy could refer to the need to ensure water efficiency as waste of potable water can have benefits for climate change mitigation (as well as adaptation).
Quality homes	?	Strategic housing developments could provide an opportunity to provide large scale renewable energy schemes.
Accessibility	●	This policy indirectly meets this sustainability objective through requiring development to be located where local amenities are accessible by means other than private car, to reduce carbon emissions.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	Reducing carbon emissions and other greenhouse gases will improve air quality, therefore reducing the impact on health and wellbeing.
Social inclusion	-	No direct relationship.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	●	Reducing carbon emissions and other greenhouse gases will improve air quality, therefore reducing the impact of air pollution on historic buildings.

Built environment	?	Giving more thought to urban layout and the building design for carbon reduction, provides the opportunity to comprehensively design a good quality environment.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	?	To help design zero carbon developments biodiversity should be used to reduce urban heating.
Flooding	?	Zero carbon developments will not add to the risk of flooding. The policy could include adaptation measures for climate change, such as not located sites within flood risk areas.
Pollution and contamination	●	Reducing carbon emissions and other greenhouse gases will improve air quality.
Water quality	-	No direct relationship.
Open-space	-	No direct relationship.
Energy	●	This policy directly provides with the sustainability objective.
Sustainability summary and significant impacts		
<p>This policy sets out the criteria to achieve low or zero carbon developments, which will reduce the impact of climate change.</p> <p>The policy does state that renewable energy technology should be used only as a last resort. The sustainability appraisal recognises that within the hierarchy of achieving zero carbon development that energy efficiency measures should be taken first in new proposals. However, in order to achieve zero and low carbon developments, it might be necessary to include micro renewable energy technologies as well as other measures.</p> <p>There is nowhere in the Core Strategy that identifies areas of opportunity for strategic renewable energy sites within the district. This could be achieved as part of the larger planned strategic sites and maximise the opportunities for larger developments to provide large scale carbon savings.</p> <p>Other strategic and development management policies address other matters of fundamental importance for climate change. However, the policy could be expanded upon to include all measures that developments could include to both mitigate and adapt to climate change.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • In order to achieve zero and low carbon developments, it might be necessary to include micro renewable energy technologies as well. Therefore renewable energy should be included in the hierarchy (at the bottom) – rather than identified as a ‘last resort’. • Locations should be identified for strategic renewable energy sites, which could be part of the larger strategic housing/employment sites already identified in the Core Strategy. These must be planned for or required at a strategic stage so costs can be taken into account. 		

- Applications for decentralised energy generation should be viewed positively. This includes community schemes to provide power for villages or communities as part of private wire schemes. It should be noted the energy/sustainability report for the district shows that applications for wind turbines in the 15km airport safety zone can be permitted and should be reviewed on a site by site basis.
- There are other measures included in the Local Plan that will also help in reducing development's impact on climate change, including:
 - Promoting high densities
 - Promoting routes that encourage walking, cycling and use of public transport
 - Developments not increasing flood risk
 - Development on previously developed land in sustainable locations
 - Adopting sustainable drainage systems
 - Developments which encourage biodiversity

Policy CS25: Sustainability and New Development		
This policy sets out that development should reach the highest level of Code of Sustainable Homes or BREEAM if financially viable, otherwise demonstrate why it cannot be reached.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No direct relationship.
Efficient use of land	-	No direct relationship.
Reduce waste efficient use of minerals	?	More sustainable construction should include making sure resources are used more efficiently, ideally reducing waste and use of primary materials. The extent to which this is achieved will be dependent on financial viability issues.
Water consumption	?	More sustainable construction should include making sure water is used more efficiently. The extent to which this is achieved will be dependent on financial viability issues.
Quality homes	-	No direct relationship.
Accessibility	-	No direct relationship.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	More energy efficient housing with good insulation can help make homes healthier for the population. The extent to which this is achieved will be dependent on financial viability issues.
Social inclusion	-	No direct relationship.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	-	No direct relationship.

Built environment	-	No direct relationship.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	?	More sustainability constructed buildings can have benefits for biodiversity, developments may also score well under BREEAM and Code for Sustainable Homes where nature conservation is protected and enhanced as part of development.
Flooding	●	More sustainably constructed buildings can reduce the impact on flood.
Pollution and contamination	●	More sustainably constructed buildings can reduce pollution. The extent to which this is achieved will be dependent on financial viability issues.
Water quality	●	More sustainably constructed buildings can reduce water pollution. The extent to which this is achieved will be dependent on financial viability issues.
Open-space	-	No direct relationship.
Energy	●	More sustainably constructed buildings can reduce the amount of energy used in developments. The extent to which this is achieved will be dependent on financial viability issues, although all development will have to comply with Building Regulations efficiency standards.
Sustainability summary and significant impacts		
This policy shows good intentions of delivering development that is more sustainable. This includes development that will reach the highest standards of sustainable construction through achieving Code for Sustainable Homes and BREEAM. Specific sustainable construction criteria for development in specific settlements		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • The policy should ensure it does not duplicate other policies of the Core Strategy. • Where an applicant proposes an efficiency measure or sustainable construction technique or material the Council will need to be confident it can judge whether it will be effective and perform as expected prior to giving permissions (for example solar panels on homes that are orientated in the wrong direction). 		

Policy CS26: Flood Risk		
This policy provides criteria against which development will be assessed in relation to flood risk and the requirements expected when submitting a planning application.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No direct relationship.
Efficient use of land	?	Avoiding areas at risk of flood may mean that not all land can be used efficiently, for instance where previously developed land is at risk of flood development may be diverted to be a greenfield site.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	?	Protecting developments from flood risk will help to ensure that people can have continued access to jobs and facilities, without being cut off by flood risk.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	Impacts and a known risk of flood can have a negative impact on the wellbeing and health of people affected. Therefore, reducing the impact of development can reduce these potential negative impacts on the local community.
Social inclusion	-	No direct relationship.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	-	No direct relationship.

Built environment	-	No direct relationship.
Landscape character	?	Avoiding areas at risk of flood may mean that development has to be directed to other land, including that of higher landscape quality.
Biodiversity and geodiversity	?	Avoiding areas at risk of flood may mean that development has to be directed to other land, including that of higher nature conservation value.
Flooding	●	The policy is comprehensive in flood issues which meets the sustainability objective. The policy should help to avoid the risks of fluvial flooding as well as the risks from surface water flood, on and off specific development sites.
Pollution and contamination	-	No direct relationship.
Water quality	?	Avoiding putting inappropriate development in flood risk areas can help avoid water pollution during and after flood periods.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
The sustainability appraisal sees this as a comprehensive policy covering flood risk. This policy meets the sustainability objective.		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • No comment 		

Policy CS27: Groundwater protection and Land Instability		
The policy covers two different issues related to the ground beneath potential development sites. These are groundwater and land stability.		
Objective		Comment
Employment land	?	There is the chance that this policy may prevent development taking place in some locations, potentially impacting on employment land delivery.
Rural economy	-	No relationship.
Efficient use of land	?	There is the chance that this policy may prevent development taking place in some locations, potentially impacting on the most efficient use of land.
Reduce waste efficient use of minerals	-	No relationship.
Water consumption	-	No relationship.
Quality homes	?	There is the chance that this policy may prevent development taking place in some locations, potentially impacting on housing land delivery.
Accessibility	-	No relationship.
Improve town centres	-	No relationship.
Health and wellbeing	?	This policy will help protect safety by preventing development taking place in areas of known land instability or requiring suitable remediation where risks are identified. Protecting the quality of drinking waters is also an important for reducing health risks.
Social inclusion	-	No relationship.
Crime	-	No relationship.
Jobs that match skills and education	-	No relationship.
Cultural, historic & archaeological	-	No relationship.

heritage		
Built environment	-	No relationship.
Landscape character	-	No relationship.
Biodiversity and geodiversity	?	Preventing contamination of groundwaters is an important part of protecting the nature conservation value of species and habitats that rely on them.
Flooding	-	No relationship.
Pollution and contamination	?	This policy relates direction to avoiding pollution of groundwater assets. Investigation of coal mining on development sites will also help identify potential for ground contamination that would require remediation prior to development.
Water quality	?	This policy relates direction to avoiding pollution of groundwater assets. Investigation of coal mining on development sites will also help identify potential for ground contamination that would require remediation prior to development.
Open-space	-	No relationship.
Energy	-	No relationship.
Sustainability summary and significant impacts		
<p>The policy should help protect future users of proposed development sites from risks associated with former coal mining uses. Risks could include both land instability and contamination. The preparation of Coal Mining Risk Assessments should ensure developers fully consider these risks before development is allowed to proceed.</p> <p>Protecting ground water quality will have benefits relating to water supply and water quality. These assets can also be important in maintaining wetland and riverine habitats that rely on the good quality water for their survival. However, the policy is not very specific in what will be required of developers to demonstrate that their development would have no adverse impacts.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • None 		

Policy CS28: Strategic Green Infrastructure		
This policy sets the principles for protecting and enhancing the green infrastructure of the district as part of the wider region's Green Infrastructure strategy.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No direct relationship.
Efficient use of land	?	It is likely that green infrastructure protection will also help the protection of land.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	?	Green infrastructure should include footpath and cycleway links, helping people access services by alternatives to the car.
Improve town centres	-	No direct relationship.
Health and wellbeing	●	Protecting green infrastructure should improve access to the countryside and include footpath and cycleway links, helping people to improve their own health and wellbeing.
Social inclusion	●	Protecting green infrastructure should improve access to the countryside and include footpath and cycleway links, to ensure that not only those who use a car have access to good quality countryside.
Crime	-	No direct relationship.
Jobs that match skills and education	-	No direct relationship.
Cultural, historic & archaeological heritage	?	The landscape can be a historic asset. Therefore protecting landscapes can have benefits in historic heritage protection.

Built environment	?	Integration of wildlife routes, trees and green spaces into towns and villages are an essential part of creating a high quality urban environment.
Landscape character	●	The policy relates to meeting this sustainability objective for specific locations which are essential to protecting for green infrastructure reasons.
Biodiversity and geodiversity	●	<p>This policy relates to the protection of biodiversity in specific locations which are essential for protecting green infrastructure. Green infrastructure links can include connective and linking features of importance to biodiversity. These may be essential for maintaining viable populations of some species and helping species move with a changing climate.</p> <p>The policy should be expanded to address the need to protect, mitigate or compensate for the loss of any feature of local or greater importance for nature conservation, including features that help connect habitats or provide a refuge for important species. This includes protection of veteran tree, ponds, hedgerows, shrub borders and verges.</p>
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	?	Protection of landscape and biodiversity assets can help in maintaining water quality.
Open-space	?	Protecting green infrastructure should improve access to the countryside and include footpath and cycleway links, to ensure that not only those who use a car have access to good quality countryside.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>This policy is likely to have a positive impact on achieving sustainable development. Green infrastructure can have a variety of sustainability benefits, including protection of the natural environment, biodiversity and landscape as well as creating an attractive place to live, supporting healthy lifestyles and improving non car access to services. The value and reasons for protecting the Green Infrastructure network is not set out in policy, nor the need to meet strategic actions set at the sub-regional level.</p> <p>The policy and supporting text could have more detail on the reasons for protecting and enhancing the GI, including the potential conflicts of different GI uses.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> The policy will be improved through the support of additional guidance on local GI as well as sub-regional GI. Without the additional guidance it may not be possible to successfully secure all developer contributions toward enhancement of the network. 		

- Further guidance provided at the sub-regional level should help show developers how proposals 'should contribute to the enhancement of the Strategic Green Infrastructure network'.
- Identification of specific sites and allocations in the Local Plan will help improve the performance of this policy and ensure its successful implementation.
- Policy could include more detail on how the green routes and networks will be delivered and enhanced through development.
- The multi-functional purpose of GI could be set out in the policy, although there is also the need to recognise not all uses are compatible (e.g. formal recreational use and nature conservation).

Policy CS29: Open space, sport and recreation		
The policy sets out the tests that will be applied to developments proposed on existing open space and the need to deliver new open space as part of new development proposals.		
Objective		Comment
Employment land	-	No direct relationship.
Rural economy	-	No relationship.
Efficient use of land	-	No relationship.
Reduce waste efficient use of minerals	-	No relationship.
Water consumption	-	No relationship.
Quality homes	?	Part of providing a quality home is ensuring that there is access to open space and places for relaxation and formal sport.
Accessibility	?	The policy sets out in criteria that replacement open spaces must be as accessible as any lost spaces. The criteria for new open space states there should be physical links from new development to open space. This could be elaborated on to ensure these are safe links and certain types of open space, such as children's play space are a walkable distance from new homes.
Improve town centres	?	The policy could help protect existing parts of town and village centres that are identified as open space.
Health and wellbeing	?	Providing everyone with easy access to open space for informal and formal recreation can help support healthy lifestyle choices for all of the population.
Social inclusion	?	Equitable access to open space is an essential part of helping secure social inclusion for all.
Crime	-	No relationship.
Jobs that match skills and education	-	No relationship.
Cultural, historic & archaeological heritage	?	Open space can be an important component of the historic landscape of towns and villages and protecting it can help preserve this.

Built environment	?	Open space can be an important component of the built environment of towns and villages and protecting it can help preserve this.
Landscape character	?	The appearance of towns and villages from the open countryside can be enhanced by areas of open space and tree cover. This policy could help protect open spaces and therefore help preserve the visual character of towns and villages.
Biodiversity and geodiversity	?	Open spaces can have benefits for biodiversity and nature conservation. However, this will depend on the type of open space, for instance it can be high in an area of mixed habitat parkland but very low in a playing field. Therefore, the nature conservation value of any asset must be considered in new applications and the relocation or upgrading facilities.
Flooding	?	Open spaces, such as playing fields, often double as flood water storage areas. This use will be retained by protecting them and will be a consideration of any change of use planning application or provision of new spaces.
Pollution and contamination	-	No relationship.
Water quality	-	No relationship.
Open-space	?	The policy directly relates to open space protection. In any supporting advice should consideration could be made of meeting guideline standards such as accessible greenspace standards advocated by Natural England, or general walkable access to a range of types of open space.
Energy	-	No relationship.
Sustainability summary and significant impacts		
<p>Open space, including sports grounds, playgrounds, allotments and informal parks and gardens are all part of supporting healthy places to live. Retaining existing facilities is essential, as is providing new facilities. This policy should have positive effects on health and wellbeing as well as for social inclusion. These spaces can also have a multi-functional beneficial purpose, including enhancing local biodiversity, providing flood water storage and as an important part of the townscape.</p> <p>As well as provision of open space it will be important that this open space is easily accessible from the development it provides for, including playgrounds within walking distance and on a safe route from new homes. Supporting guidance can provide more information on the type of open space that should be provided, how they will be managed in the long-term and the accessibility standards that will have to be met.</p> <p>The role of the open space as part of the Green Infrastructure network needs to be recognised in planning decision relating to open space. This will include retaining the multi-functional role of existing spaces and helping new spaces perform this type of role.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> Consideration could be included in policy to ensure any enhanced site or relocated use is equally as affordable as the original use, for instance upgraded 		

sports facilities should not mean they are more expensive for local people to use or access.

- In making decisions on planning applications for new, relocated or improved open space their multi-functional role should be a consideration. For instance, if an open space currently provides a nature conservation role that this use as well as the recreational use should be retained.
- New open space provision needs to be on a safe walking route from new homes, in particular childrens' play space.
- The Supplementary Planning Document will provide additional detail to help implement the policy. This should include details of accessibility standards and how contributions will ensure the long-term management of new sites.

Policy CS30: The National Forest		
Policy CS31: Charnwood Regional Forest		
<p>These two policies set out the Council's pledge to work with others to manage, protect and enhance the National Forest and Charnwood Forest Regional Park. Charnwood Forest is yet to be defined but covers part of the National Forest.</p> <p>CS30 sets out how development within the National Forest can contribute towards the enhancement and growth of forestry in the area. CS31 outlines which proposals will be supported within the regional forest.</p> <p>Policy CS30 provides a good comprehensive policy to protect and enhance the National Forest. CS29 does not provide any extra criteria and therefore policies CS31 and CS32 could be merged.</p>		
Objective		Comment
Employment land	?	Increasing the area of woodland and promoting the National Forest and Charnwood Forest for tourism and recreation could potentially increase jobs supporting the woodland and through tourism such as for overnight accommodation. This is supported in both policies.
Rural economy	?	Increasing the area of woodland and promoting the National Forest and Charnwood Forest for tourism and recreation could potentially increase jobs supporting the woodland and through tourism such as for overnight accommodation. This is supported in both policies.
Efficient use of land	?	It is likely that woodland protection will also help the protection of land.
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	-	No direct relationship.
Quality homes	-	No direct relationship.
Accessibility	●	Enhancing woodland and promoting these areas for recreation should include footpath and cycleway links, helping people access open space for informal recreation by alternatives to the car. This is supported in both policies.
Improve town centres	-	No direct relationship.
Health and	●	Enhancing woodland and promoting these areas for recreation should improve access to the countryside and include footpath

wellbeing		and cycleway links, helping people to improve their own health and wellbeing. This is supported in both policies.
Social inclusion	●	Enhancing woodland and promoting these areas for recreation should improve access to the countryside and include footpath and cycleway links, to ensure that not only those who use a car have access to good quality countryside. This is supported in both policies.
Crime	-	No direct relationship.
Jobs that match skills and education	?	Enhancing woodland and promoting the National Forest and Charnwood Forest for tourism and recreation could potentially increase jobs within forestry, recreation and tourism. This is supported in both policies.
Cultural, historic & archaeological heritage	?	The landscape can be a historic resource. Therefore protecting landscapes can have benefits in historic heritage protection.
Built environment	?	Integration of wildlife, trees and green spaces into towns and villages are an essential part of creating a high quality urban environment.
Landscape character	?●	The policy relates to meeting this sustainability objective for specific locations which are essential to protecting high quality landscape character. However, afforestation will fundamentally change the character of some areas of landscape.
Biodiversity and geodiversity	●	This policy relates to the protection of biodiversity in woodland locations. The provision of new woodland provides the opportunity to increase biodiversity benefits within the district. It can also help to improve green infrastructure links which can include connecting and linking features of importance to biodiversity. These may be essential for maintaining viable populations of some species and helping species move with a changing climate.
Flooding	?	Enhancing or increasing the amount of area covered by trees can help reduce flooding in other areas.
Pollution and contamination	?	Enhancing or increasing the amount of area covered by trees can help reduce air pollution.
Water quality	?	Protection of landscape and biodiversity assets can help in maintaining water quality.
Open-space	?	Enhancing or increasing the amount of woodland should improve access to the countryside and include footpath and cycleway links, to ensure that not only those who use a car have access to good quality countryside.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
This policy is likely to have a positive impact on achieving sustainable development. Woodlands can have a variety of sustainability benefits, including protection		

of the natural environment, biodiversity and reducing the district's impact on climate change as well as creating an attractive place to live, supporting healthy lifestyles and improving non car access to services.
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation
<ul style="list-style-type: none"> • The policy will be improved once the Design Supplementary Planning Document has been prepared. Without additional guidance of the SPD it may not be possible to successfully secure all developer contributions toward enhancement of the Forest. • Identification of specific sites and allocations in other parts of the Local Plan could help improve the performance of this policy and ensure its successful implementation.

Policy CS32: Natural Environment		
The policy sets out broad provisions for protecting nature conservation in the district and geology.		
Objective		Comment
Employment land	?	The protection of biodiversity may have some impact on greenfield employment land allocations..
Rural economy	-	No relationship.
Efficient use of land	?	The protection of biodiversity may have impacts on the development of land for other uses.
Reduce waste efficient use of minerals	-	No relationship.
Water consumption	-	No relationship.
Quality homes	-	The protection of biodiversity may have some impact on greenfield employment land allocations..
Accessibility	-	No relationship.
Improve town centres	-	No relationship.
Health and wellbeing	?	The presence of areas of semi-natural environment and tree cover can have benefits for health and wellbeing and make a place a more attractive place to live.
Social inclusion	-	No relationship.
Crime	-	No relationship.
Jobs that match skills and education	-	No relationship.
Cultural, historic & archaeological heritage	?	Ancient trees, woodlands, ponds and long-established habitats can have historical and cultural value of built-up areas and the landscape, protecting them can have benefits against this objective.
Built environment	?	Ancient trees, ponds and long-established habitats can have historical and cultural value, protecting them can have benefits against this objective.

Landscape character		Ancient trees, woodlands, ponds and long-established habitats can have important landscape value.
Biodiversity and geodiversity	??	The policy directly relates to supporting this objective. However, as noted in the commentary section the policy could include the encouraging biodiversity enhancement on a landscape scale, including taking an ecosystems approach and making reference to the Green Infrastructure strategy.
Flooding	-	No relationship.
Pollution and contamination	-	No relationship.
Water quality	-	No relationship.
Open-space	?	Designated sites for nature conservation are sometimes publically accessible open space. Therefore, protecting these sites from harm should also help protect open space.
Energy	-	No relationship.
Sustainability summary and significant impacts		
<p>The policy aims to set out the measures that will be used to protect biodiversity in the district as well as coverage of geodiversity.</p> <p>The policy puts a lot of emphasis on national assets (SSSI), but these are already well protected under legislation. The policy could benefit of being better linked to policies relating to Green Infrastructure. The district has relatively poor biodiversity value compared to other parts of the region and compared nationally. Therefore, there is a need for the Local Plan must plan positively for protecting what there is and encourage the creation and enhancement and management of biodiversity networks (including as part of Green Infrastructure).</p> <p>National policy sets out the need to take an ecosystems approach to protecting biodiversity and this means looking beyond designated sites at the wider environment.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • The policy should consider wider landscape nature conservation issues as part of an ecosystems services approach, this involves considering nature conservation assets wherever they are found. This will include preventing development that would harm irreplaceable habitats such as ancient woodlands, aged trees, • National policy advocates criteria based policies for biodiversity protection on different types of nature conservation site. • The Local Plan should map components of the local ecological network and designated sites. • The policy does not relate to the 'Natural Environment' as a whole and would be more accurately title 'Biodiversity and Geodiveristy' 		

Policy CS33: River Mease Special Area of Conservation		
This policy sets out the principles for protecting the River Mease Special Area of Conservation from increases in poor water quality.		
Objective		Comment
Employment land	?	If the headroom capacity is not increased to protect the SAC, then the delivery of employment land in the River Mease catchment area in the longer term could be prohibited. This will limit development to key sustainable settlements and therefore risk delivery of the Core Strategy development strategy.
Rural economy	-	No direct relationship.
Efficient use of land	?	Due to limits of development in Ashby-de-la-Zouch and Measham due to the capacity at waste water treatment works there is the risk that the most suitable sites for development cannot be used, representing the inefficient use of land
Reduce waste efficient use of minerals	-	No direct relationship.
Water consumption	?	Reducing the amount of water consumed in developments will ultimately reduce the amount of waste water being discharged in to the river.
Quality homes	?	If the headroom capacity is not increased to protect the SAC, then the delivery of housing in the River Mease catchment area, in the longer term, could be prohibited. This will limit development to key sustainable settlements and therefore risk delivery of the Core Strategy development strategy.
Accessibility	-	No direct relationship.
Improve town centres	-	No direct relationship.
Health and wellbeing	?	Access to clean rivers for recreational use can have a positive impact on mental wellbeing, as well as proving a recreational resource for fishing and walks. It will also improve wildlife and plants along the river, which can also have benefits for health and wellbeing.
Social inclusion	-	No direct relationship.
Crime	-	No direct relationship.
Jobs that match	-	No direct relationship.

skills and education		
Cultural, historic & archaeological heritage	-	No direct relationship.
Built environment	-	No direct relationship.
Landscape character	-	No direct relationship.
Biodiversity and geodiversity	<ul style="list-style-type: none"> • 	This policy ensures that any new development plans for the headroom capacity for waste water in order to not increase the impact on the River Mease Special Area of Conservation. This is a European ecological designation which needs to be protected from harm, but also the water quality condition needs to be improved. It will important for the first criteria of the policy to be implemented, to ensure water quality is improved by the key responsible organisations.
Flooding	-	No direct relationship.
Pollution and contamination	-	No direct relationship.
Water quality	<ul style="list-style-type: none"> • 	The policy directly relates to protecting further reduction in water quality in the River Mease, as well as providing commitment from the Council to improve water quality working in partnership with the Environment Agency, Severn Trent Water and the development industry.
Open-space	-	No direct relationship.
Energy	-	No direct relationship.
Sustainability summary and significant impacts		
<p>Making sure that there is sufficient capacity in the waste water infrastructure including sewers, surface water drains and water treatment, will be essential in maintaining or improving water quality.</p> <p>If the headroom capacity is reached for the River Mease catchment area, then development in this location would be prohibited. Therefore this would mean development in key sustainable locations would not take place and the development strategy would not be delivered.</p> <p>The sustainability appraisal's view of this is that it is a as a positive policy, which ensures delivery of employment and housing development in sustainable locations, while protecting the SAC from further poor water quality. It will be important to ensure that the commitment provided in paragraph 1 of the policy –</p>		

<p>to improve the water quality of the SAC – is implemented by the Council and other organisations.</p> <p>However, there may be some constraint on growth in the town will possible medium to long-term effects related to town stagnating. Also, once development limits are reached no more development may be permitted, leading to a possible mismatch of job availability and homes.</p>
<p>How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation</p>
<ul style="list-style-type: none"> • Paragraph ‘B’ in the policy highlights that proposed developments should be in accordance with a Developer Contributions Strategy. The supporting text to the policy could set out briefly what the requirements of the strategy may be for development in the catchment area.

Policy CS34: Conserving and enhancing the historic environment		
The policy aims to protect the heritage assets of the district, with particular reference to those that relate to the coal mining and industrial history of the area.		
Objective		Comment
Employment land	-	No relationship.
Rural economy	-	No relationship.
Efficient use of land	-	No relationship.
Reduce waste efficient use of minerals	-	No relationship.
Water consumption	-	No relationship.
Quality homes	-	No relationship.
Accessibility	-	No relationship.
Improve town centres	?	Heritage assets can make a valuable contribution to town and village centres as unique features that would set these areas apart from others. Their continued protection will be valuable to the regeneration of these areas.
Health and wellbeing	?	Preserving links to the past through protection of local heritage can be important to community identity, an important part of community identity and wellbeing.
Social inclusion	-	No relationship.
Crime	-	No relationship.
Jobs that match skills and education	-	Depending on the location of heritage features and future use there could be benefits for the local economy.
Cultural, historic & archaeological heritage	?	This policy should help historically and culturally important heritage features in the district. This policy supports the protection of local features as well as designated features and this is strongly supported in seeking sustained cultural identity of a place. Often heritage buildings will have direct links to the area either as part of the industrial heritage or made of materials that link to this heritage.
Built environment	?	This policy should help protect important features of the built environment. There should be benefits for the built environment

		by retaining a diverse range of buildings from different time-periods.
Landscape character	?	Depending on the location of heritage features this could include features of importance in the landscape.
Biodiversity and geodiversity	-	No direct relationship.
Flooding	-	No relationship.
Pollution and contamination	-	No relationship.
Water quality	-	No relationship.
Open-space	-	No relationship.
Energy	-	No relationship.
Sustainability summary and significant impacts		
This policy should help protect heritage features of importance to the district wherever they are found and this could include those of local importance as well as wider national importance. There are likely to be positive benefits for sustainability including protection of the historic and built environment. There may also be social benefits as preserving these features could be beneficial in conserving community identity and peoples' relationship with the place where they live. Economic benefits are also possible through preserving unique features of the area making it an attractive place to do business, and some heritage features may also have potential to support tourism.		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • None. 		

Policy CS35: Coalville Urban Area		
The policy sets the development policy for the development in the Coalville Urban Area, covering issues including sustainable construction and Area of Separation, with cross reference to the provision of policy CS36.		
Objective		Comment
Employment land	?	<p>The policy states that 20ha of employment land will need to be provided. However, it does not set out where this should be accommodated, for instance the proportion that will be on peripheral greenfield sites, or the proportion that will be directed to town centre locations as part of regeneration. It will be important that a range of employment land and business sites are delivered to secure a range of employment opportunities in the town and help live/work self-containment.</p> <p>Further detail in this policy or CS36 could help in identifying the suitable locations for employment growth, making sure it is delivered a sustainable way that meets local needs.</p>
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Coalville urban area.
Efficient use of land	?	<p>The policy does not necessarily have an impact on the sustainable use of land as does not direct the housing and employment growth to any one location. However, the policy does restrict growth in some parts of the Urban Area through the protection of the 'Areas of Separation', that are to serve a role in preventing coalescence. New greenfield development therefore is directed to the south of the existing built up area.</p> <p>The policy also states that some new development will be directed to within the urban area. Also, monitoring for the policy will include a requirement for 25% of development to be on previously developed land, although this target is not explicit in policy.</p> <p>When identifying suitable locations for development it will also be necessary to protect the most versatile agricultural soil and other rare soil types.</p>
Reduce waste efficient use of minerals	?	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources. However, the policy also requires that new buildings are designed to meet certain construction standards that should help in the more efficient use of resources. Additional criteria for waste and use of materials could be added to reduce resource use further.
Water consumption	?	New development will result in additional demand for water in new development. Although the policy requires certain sustainability criteria to be met in the construction and operation of new buildings it does not include criteria for the more efficient use of water. This type of criteria could be considered due to the limited additional capacity in the waste water treatment works covering the Coalville catchment.
Quality homes	?	The policy identifies the housing growth required in the Coalville Urban Area over the plan period, and should help deliver more homes in the district.

Accessibility	?	<p>The impact of this policy on accessibility is unclear as it does not specify where new development will be concentrated. Ideally, the policy would specify that new development should be accessible by a variety of modes of transport and the town centre will be favoured for high trip generating uses.</p> <p>The policy does aim to implement the Coalville Town Centre strategy and this may help provide accessible services in the urban area.</p> <p>New employment development in town may help maintain or improve the self-containment of the town for living and working, by reducing the length of trips people have to make to reach their jobs.</p> <p>Maintenance of the Areas of Separation in the Urban Area may have adverse impacts on improved separation. Housing in these areas could help support a more compact urban form, which can be beneficial for improving access to jobs and services for more residents. However, it could also create more trips in the central part of the town with possible localised air quality impacts.</p>
Improve town centres	?	The policy includes a criteria relating to the revitalisation of the Town Centre. This will include directing a proportion of new housing development to this location, although this is not quantified.
Health and wellbeing	?	There is the potential for housing and economic growth in Coalville to deliver improvements to the urban environment that will encourage healthy lifestyles. However, the way this is delivered will need to improve access to services, walking, cycling and access to recreation open space. Without careful delivery and poor urban design there can be adverse impacts on health and wellbeing.
Social inclusion	?	There is the potential for housing and economic growth in Coalville to deliver improvements to the urban environment to contribute to reducing social exclusion. Regeneration initiatives have the potential to delivery improvements for all and tackle issues of social inclusion. New jobs and homes can also help address issues of social inclusion, although much will depend on how they are delivered.
Crime	?	As with other social sustainability objectives much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.
Jobs that match skills and education	?	The policy states that 20ha of employment land will be delivered by 2031. This new employment will need to be in locations and of a type that matches the skills of the district's workforce, and where possible offers opportunities for skills training.
Cultural, historic & archaeological heritage	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district.
Built environment	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district.

		Particularly important will be ensuring that the urban layout as well as individually buildings of any larger scale development or regeneration scheme helps to deliver a healthy urban environment that is a good place to live and encourages walking.
Landscape character	?	New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause adverse impacts on areas of sensitive landscape quality. The maintenance of Areas of Separation should help protect some areas of open character in Coalville; however it should be made sure that this is not at the expense of areas of higher landscape value.
Biodiversity and geodiversity	?	<p>New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause adverse impacts on areas of sensitive nature conservation quality. The maintenance of Areas of Separation should help protect some areas of open character in Coalville. However this should not be at the expense of areas of higher biodiversity (or geodiversity) value.</p> <p>For housing there is a specific requirement that new development meets the Code for Sustainable Homes standard for ecological enhancement and protection on development sites.</p>
Flooding	?	Several areas in the Coalville area have been identified as having possible flood risk. These are at Whitwick adjacent to the Grace Dieu Brook and the River Sence south of Coalville. Development in these areas will have to follow national policy in avoiding putting new development at significant risk of flood.
Pollution and contamination	?	<p>Policies will need to be in place that ensures any contamination of land is remedied prior to occupation. Use of sustainable drainage systems will help avoid adverse impacts on water.</p> <p>Air pollution impacts will be exacerbated through new development causing increase in car and goods vehicle movements. Air quality in parts of the town is already very poor in parts of the district and every attempt should be made to reduce car commuting, a major source of pollution. This could be achieved through securing a better mix of new homes and jobs in Coalville, and making sure all employment development is easily accessed by bus, as well as cycle and walking. Development should not proceed if there is no way to mitigate air quality impacts. The policy does recognise the need to achieve air quality standards in the Air Quality Management Area.</p>
Water quality	?	All new development should incorporate sustainable drainage measures to manage impacts of heavy rainfall and ensure that waste water treatment capacity is not overstretched that will have adverse impacts on water quality. For new buildings there is a specific requirement that new development meets the Code for Sustainable Homes standard for sustainable drainage.
Open-space	?	There is an identified shortfall in types of open space in the Coalville urban area but this is not addressed in the policy.
Energy	?	A large amount of new development is proposed through the policy. However, there is no specific reference on the expectation for new development in Coalville to contribution to a low carbon decentralised supply, which will be an essential part of

		achieving a secure energy future for the town. New development will have inevitable additional demands for new energy use.
Sustainability summary and significant impacts <p>The policy sets out the guiding principles for development in the Coalville Urban Area. The policy contains many elements that are compatible with achieving more sustainable development. For instance, the policy sets out specific sustainable construction criteria that new development should meet and also sets out the need for regeneration and renewal in parts of the Urban Area. However, the policy does lack some detail on how the policy objectives will be achieved, such as a delivery scheme and the proportion of development that will take place within the urban area.</p> <p>As part of strategic planning for the district and identifying the most sustainable direction for growth it may be preferable to complete a review of Green Wedges and Areas of Separation prior to setting policy for areas. As for any designation not based on the quality of the land (only the 'openness') it will be important to judge all decisions about development in this context. Particularly, consideration would need to be given to the possibility that refusing development in an Area of Separation would result in the loss of other higher quality land elsewhere. For example, sites with greater value for nature conservation or landscape, or directing development to sites with poor accessibility by multiple modes of transport.</p>		
How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation		
<ul style="list-style-type: none"> • Policies on protection of biodiversity, the landscape, soils and built heritage will help to mitigate the potential adverse impacts of the level of growth proposed in the policy. • Additional details on how new development will help deliver Town Centre and Regeneration plans for the area could aid its implementation. This may include details in other parts of the Local Plan • The protection of Areas of Separation should not be at the expense of areas of higher quality open space, such as those areas of importance for nature conservation or with a high landscape value. • A review of all the previous Green Wedges could have been completed prior to the preparation of this stage of the plan to provide certainty that the chosen directions for growth are most suitable. • More clarity may be needed on what the protection policies are for the Areas of Separation and how in practice these will differ from Green Wedges. • Policy wording needs to ensure it is tightly worded to help its implementation and ensure the submission of better quality planning applications in Coalville. • To ensure the sustainable construction criteria set out in policy are actually achieved it may be useful to show the reasoning behind their selection and justify the specific inclusion of these ones. 		

Policy CS36: Coalville Urban Broad Locations of Growth		
The policy sets out the two broad locations of growth from for Coalville. The policy sets specific criteria for each proposed direction of growth to guide how development is delivered.		
Objective		Comment
Employment land	??	<p>The south east Direction of Growth contains the full 20ha employment allocation for the Urban Area. Therefore, helping to deliver economic development.</p> <p>However, there is no indication of the employment role of other parts of the Urban Area, including the south west urban extension in contributing to wider distributed economic growth in the town, which will be essential to provide the range of locations necessary to support the market.</p>
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Coalville urban area.
Efficient use of land	?	Both the Broad locations of growth are on greenfield land and therefore do not necessarily represent the best options for efficient land use.
Reduce waste efficient use of minerals	?	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources. Policy CS35 and others on sustainable construction should help to manage this.
Water consumption	?	New development will result in additional demand for water in new development. Implementing other policies on sustainable construction and water use will help to manage this.
Quality homes	?	The policy identifies the housing growth required in the Coalville Urban Area over the plan period, and should help deliver more homes in the district.
Accessibility	?	<p>The scale of proposed growth to the south east offers the potential to create a mix of development types that should support greater accessibility to services as well as the potential for local employment opportunities. This should be positive in terms of meeting this sustainability objective. New public transport, cycling and walking routes should also help to deliver access to wider Coalville and to other towns and cities.</p> <p>The smaller extension to the south west could help support some local services and this should help in improving access. However, development will be largely reliant on existing services in the urban area, meaning that public transport improvements, as well as delivery of high quality walking and cycling routes, are essential to help meet this objective.</p> <p>The policy is clear that new public transport, walking and cycling routes will be required as part of development.</p> <p>Development growth to the north could have potentially represented a more accessible direction for development, as it is well</p>

		connected already, with good bus links.
Improve town centres	?	<p>The policy directs a large proportion of residential housing and new employment land to the urban peripheries; this does not necessarily aid the regeneration and renewal of the town centre.</p> <p>The policy could have benefits in terms of a general increase in population in the town centre catchment supporting existing shops and services and encouraging new growth. However, on both sites a proportion of needs will be met in new local neighbourhood centres.</p>
Health and wellbeing	?	<p>Integrating new open space, opportunities for information recreation and encouraging more walking and cycling will help in making sure urban extensions are a healthy place to live. Access to new health services will also be an important part of meeting this objective.</p> <p>The policy also sets criteria for making sure new development addresses specific safety risks at the south-east site, including the managing risk at the Grange Road crossing.</p>
Social inclusion	?	<p>The policy will have to provide affordable homes at levels set through policy. Due to the scale of development affordable housing should be viable at policy set levels supporting new homes for all. Development will need to ensure a mix of housing types and tenures. Access to new employment opportunities and existing employment sites at Bardonia should help address social exclusion issues. Development at the south west must also ensure integration with existing communities and employment opportunities.</p>
Crime	?	<p>As with other social sustainability objectives much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues, and these are set out in the policy.</p>
Jobs that match skills and education	?	<p>The policy puts the 20ha of new employment land growth for Coalville all in the south east direction of growth. This will help the overall demand for employment land in Coalville, especially for new residents in these locations. However, a single allocation may not help provide a mix of job types and facilities throughout the Urban Area and additional smaller allocations may be more sustainable. In particular, the town centre needs to be the focus for much employment growth and to ensure more accessible jobs.</p> <p>New schools and jobs will help meet educational needs and increase capacity in the town. Consideration could be given to adult education or skills training facility as part of any secondary school development.</p>
Cultural, historic & archaeological heritage	?	<p>Any new development on the scale set in the policy has the potential to have impacts on the historic heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district.</p>

Built environment	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the town. Particularly important will be ensuring that the urban layout as well as individually buildings of any larger scale development or regeneration scheme helps to deliver a healthy urban environment that is a good place to live and encourages walking.
Landscape character	?x	New development will require building on greenfield land. The more southerly parts of the south east extension site have been identified as having high landscape quality. Therefore, development for this growth direction needs to be designed to fit into the landscape, with much of the new development adjoining the existing urban area. Landscaping can be used to soften the urban edge and reduce the visual impacts from the south. The south east extension site is of lower landscape quality and development could be integrated with less impacts. The earlier proposed development site at Stephenson's Green may also have been able to accommodate development with less impact on the landscape as the site is already well screened.
Biodiversity and geodiversity	?	New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause adverse impacts on areas of sensitive nature conservation quality. Development proposals on greenfield sites will need to undertake ecological assessment and creation of new habitats, retention of linking features and protection of the important natural features will need to be part of design proposals. For housing there is a specific requirement that new development meets the Code for Sustainable Homes standard for ecological enhancement and protection on development sites.
Flooding	?	The south east extension site is at risk of flood, development will have to comply with national policy to ensure that development is properly located. All new development will need to be designed to make use of sustainability drainage systems and avoid increase risk of flooding elsewhere.
Pollution and contamination	x	Air pollution impacts will be exacerbated through new development causing increase in car and good vehicle movements. Air quality in parts of the town is already very poor in parts of the district and every attempt should be made to reduce car commuting, a major source of pollution. The policy does contain criteria for helping to provide more sustainable transport to serve the sites, but also sets requirements for road improvements.
Water quality	?	All new development should incorporate sustainable drainage measures to manage impacts of heavy rainfall and ensure that waste water treatment capacity is not overstretched so that it will have adverse impacts on water quality. For new buildings there is a specific requirement that new development meets the Code for Sustainable Homes standard for sustainable drainage. There is also a requirement for new development in the south east to avoid adverse impacts on the groundwater as it is part of the Source Protection Zone and that development must address capacity issues at the Snarrows Waste Water Treatment Plan.

Open-space	?	The policy states that both Broad locations of growth will need to incorporate areas of open space to meet new residents' needs.
Energy	?	A large amount of new development is proposed through the policy. However, there is no specific reference on the expectation for new development in Coalville to contribution to a low carbon decentralised supply, which will be an essential part of securing a secure energy future for the town. New development will have inevitable additional demands for new energy use.

Sustainability summary and significant impacts

The policy includes criteria for delivering the urban extension sites as well as criteria relating to transport and environment improvements.

The section on **transport** does seek a modal shift from car use. However, many of the improvement schemes listed are for roads. Junction improvements and new roads will only have short term and localised sustainability benefits. Over time roads will inevitably fill up and additional capacity created will be lost. Therefore, there will be adverse environmental and social sustainability impacts of new road developments. It is also not clear if all funding for these improvements will come from new development in Coalville and if so if this will affect the viability of this development or achieving other infrastructure delivery.

Proposals for new public transport services to the sites are positive in helping reduce car reliance in the town. To achieve a real modal shift, innovative public transport solutions will need to be found, for instance through intelligent bus information solutions and rapid routes.

The **environment** criteria are positive, although for developers to implement these there may need to be more specific information on what would actually be required.

Much of the new development in the Coalville Urban Area will take the form of an urban extension to the south east of the town, known as 'Bardon Grange'. This site is already progressing through the planning process as it was an allocation in the Local Plan. However, potential yield of the site has increased substantially from that time and now represents a very significant growth area to the town and alone would be a 20% growth in the number of homes in the town by the time it is complete.

For this reason it is essential that Bardon Grange is carefully designed and delivered as it has a great deal of potential on sustainable development in the area. The urban layout can have a substantial impact on sustainability. For instance a mix of uses with clear and direct walking routes can help reduce car use and encourage 'neighbourliness' by having more people walking around neighbourhoods, and it can also contribute to healthy lifestyles. The design of buildings and their surroundings can also play a role in mitigating and adapting to climate change, for instance from reducing car use, urban greening and ensuring sustainable drainage.

Well integrated housing types and tenures can also help create more vibrant areas. A mix of land uses can also improve access to jobs and services and enable the creation of community meeting places and centres. Policy establishes many of these as requirements, however, additional guidance will aid delivery, such as a masterplan for the whole site (all phases).

Growth on this scale also presents opportunities for innovative solutions for decentralised low carbon energy. It is vital not to miss opportunities for delivering low carbon energy, as once development is in place, retrofitting supply networks can be less financially viable. Future communities in this area could be part of a

local energy supply company giving people greater energy security into the future, where more people will suffer from rising fuel price.

The same principles should apply to the other housing development to the south-west of the Urban Area, albeit on a smaller scales.

The levels of growth set for Coalville requires sites for urban extensions to be identified. Two such sites or 'broad locations of growth' are identified for the town, one to the south east and a smaller growth to the south west. In earlier stages of preparing the plan other broad locations of growth were considered, and in this version of the Core Strategy growth to the north (in the Area of Separation) and several smaller development parcels have been ruled out.

South East Direction of Growth: Development to the south east has the potential to deliver a new community for Coalville and should be able to support a mix of uses, including employment, a new shop, schools and health facilities. As stated in policy this development must be matched with a regular quick bus service linking the site with surrounding centres as well as a high quality walking and cycling routes. Therefore, development has the potential to be more self-contained with services a walkable distance from new houses. The likely population increase will also be more able to support a new bus route than a smaller development.

There may be adverse impacts on the landscape of developing in this location especially further south on the site away from the urban area. Ideally all new development should be located adjoining existing development in Coalville with suitable landscape screening to avoid wider impacts.

Part of the site is at risk of flood, scheme layout should ensure that it does not put new residents at undue risk of flood and all development will need to be in keeping with the national planning policy.

The scale of the site may increase the potential for renewable or low power generation, for instance from energy from waste or through a neighbourhood wind turbine.

South West Direction of Growth: This area is proposed as a smaller extension to the town. However, the site would still be of a substantial size and would therefore deliver some new community services, such as health, education and open space. However, the range of accessible local services would be limited with most people reliant on central Coalville services and other towns for some daily needs and access to employment. Northern parts of the site have adequate access to central Coalville. However, new residents are likely to be reliant on their cars than some other possible growth locations. To help reduce car use, any new development will need to be well linked to the surrounding area through improved bus services and walking and cycling routes.

The site may have an adverse impact on the Local Nature Reserve that could fall within the broad location and SSSI and possible impacts will need to be taken into account in the design of new development. This may need to include leaving parts of the site undeveloped to support locally or nationally important habitats.

The location of this site may have a less severe impact on air quality in Broom Leys Road / Stephenson Way Air Quality Management area than some other direction for growth.

Other growth: The policy does not make clear how other growth in Coalville will be managed. It is very likely that development sites will continue to come forward within the existing urban area and this will make an important contribution to the quantity of housing and employment land for the Urban Area. The policy (or CS35) contains little detail of this component of delivery and how it will be viewed in meeting development goals for the Urban Area or district. This

type of development can often have substantial sustainability benefits, such as achieving greater self-containment of Coalville, making efficient use of land and allowing for more sustainable travel choices. However, without recognising the contribution that this development may bring, it risks the over allocation of housing and employment land and development coming forward at levels beyond that set through the spatial strategy.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- The preparation of a masterplan for both sites should set out how development can be delivered in a sustainable way (only required in policy for the large site). For completeness masterplans should address the:
 - Layout to promote walking and cycling, including links to existing built up area and prioritising non-car travel
 - Integrated shops and accessible local services including jobs
 - Bus routes through the site
 - Design guides and codes
 - Sustainable drainage
 - Integration of ecological enhancement
 - Low carbon energy generation and efficiency measures
 - Open spaces
 - Implementation and delivery plan
- Putting a strategy in place if the appeal is granted at the site at Stephenson's Waybroad locations of growth.
- Essential to improving air quality and achieving the necessary step change away from car use is to implement innovative and intelligent solutions for new bus services, as well as providing high quality walking and cycling routes that people want to use. This will need to be successfully secured as required by policy.
- Detailed investigations of all proposed development sites will be necessary as part of gaining planning permission. These may include ecological survey, heritage survey and transport assessment.
- The allocations plan and site specific policies should add an additional layer of detail necessary to implement some aspects of this policy.
- Some more detail could be added to policies to add clarity, this could include action and delivery plans (not available at time of April/May 2012 SA).
- A large amount of infrastructure is required as part of these developments. The plan needs to be able to demonstrate this is viable and a delivery and implementation plan should be prepared to show this. Implementation plans were not available at the time of the April/May 2012 SA.

Policy CS37: Ashby-de-la-Zouch		
The policy sets out the principles by which development in Ashby-de-la-Zouch will be managed, and also includes the preferred direction of growth that is to the north of Ashby-de-la-Zouch.		
Objective		Comment
Employment land	?	No provision is specifically made for new employment development in Ashby-de-la-Zouch. It is assumed that the existing employment sites would be protected from change of use. Ashby-de-la-Zouch has the potential to be quite a self-contained town and therefore new employment so support the self-containment. Some employment allocation may be beneficial in the Ashby-de-la-Zouch.
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Ashby-de-la-Zouch urban area.
Efficient use of land	?	The policy predominantly relates to directing all residual housing development to a greenfield site to the north of the town centre. There is little detail on what the role of the urban area is to be in meeting Ashby-de-la-Zouch's housing need. However, it is likely that a proportion of the development will come forward with the existing built-up area, for instance as part of town centre regeneration, and these sites may make the more efficient use of land. Policy needs to recognise this to ensure that land is used most efficiently and no more greenfield land is allocated than need be.
Reduce waste efficient use of minerals	?x	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources. The policy sets a requirement for consideration for extraction of shallow coal deposits on the extension site prior to development, to help ensure this mineral resource is not sterilised.
Water consumption	?x	New development will result in additional demand for water in new development. In Ashby-de-la-Zouch water use is of particular sustainability concern due to the impacts of increase phosphorus levels on the River Mease SAC. Sewage treatment works that serve Ashby-de-la-Zouch are very near capacity with no solution in place to deal with waste water should these levels be exceeded. Therefore, this means housing development cannot take place in Ashby-de-la-Zouch above the levels specified in the policy. Non-residential and residential development will all need to meet specified sustainable construction criteria relating to water use and sustainable drainage.
Quality homes	?	The policy identifies the housing growth required in the Ashby-de-la-Zouch urban area over the plan period, and should help deliver more homes in the district.
Accessibility	?	The location of growth proposed is close to Ashby-de-la-Zouch town centre, shops and schools. This would give new residents good access to essential services and should ensure easy walking and cycling access for all. New cycle routes and footpaths

		<p>would have to be provided.</p> <p>The possible constraints on new employment and commercial development in the town, with no employment growth specifically directed to the area could have adverse impacts on future access to employment. Therefore, it is unclear if the new housing in Ashby-de-la-Zouch would be supported by improved access to employment. Poor access to employment may be exacerbated by a control on new employment development resulting from the need to protect the River Mease SAC from adverse water quality impacts.</p>
Improve town centres	??	<p>The direction of growth to the north is in a location that has potential to support Ashby-de-la-Zouch town centre. The site would be in walkable distance from the shops and services from the centre, providing an increased footfall to support them. However, the role of the town centre and growth expected here is not set out as policy, meaning impacts are uncertain.</p>
Health and wellbeing	?	<p>Integrating new open space, opportunities for information recreation and encouraging more walking and cycling will help in making sure urban extensions are a healthy place to live. Access to new health services will also be an important part of meeting this objective.</p>
Social inclusion	?	<p>The policy will have to provide affordable homes at levels set through policy. Walking and cycling improvements may be necessary to ensure all have equitable access to new homes.</p> <p>Constraints on new employment development in the town and no quantified employment allocation may have some adverse impacts on access to work for residents of Ashby-de-la-Zouch in the future.</p>
Crime	?	<p>As with other social sustainability objectives much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.</p>
Jobs that match skills and education	?	<p>Constraints on new employment development in the town and no quantified employment allocation may have some adverse impacts on access to work for residents of Ashby-de-la-Zouch in the future.</p> <p>New or improved employment sites may be necessary to support the diverse jobs needs of Ashby-de-la-Zouch residents.</p> <p>The policy states that new schools will need to be provided. However, it is not clear how this will be funded as it unlikely the residual level of housing growth could support delivery of new schools and other physical, environmental and social infrastructure.</p>
Cultural, historic & archaeological heritage	?	<p>Any new development on the scale set in the policy has the potential to have impacts on the historic heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district.</p>
Built environment	?	<p>Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other</p>

		plan policies will need to be in place to ensure that development maintains and enhances the built character of the district. Particularly important will be ensuring that the urban layout as well as individual buildings of any larger scale development or regeneration scheme which helps to deliver a healthy urban environment, that is a good place to live and encourages walking.
Landscape character	?	New development will require building on greenfield land. There will be inevitable impacts on the landscape. However, this could be partly mitigated through careful layout of new development and landscaping.
Biodiversity and geodiversity	?x	<p>New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause adverse impacts on areas of sensitive nature conservation quality. Development proposals on greenfield sites will need to undertake ecological assessment and creation of new habitats, retention of linking features and protection of the important natural features will need to be part of design proposals.</p> <p>Development in Ashby-de-la-Zouch has the potential to have significant adverse impacts on the River Mease SAC through causing deterioration in water quality. The policy specifies the amount of housing permitted in Ashby-de-la-Zouch this represents the maximum that can be provided while there is still no solution to the increase in phosphorus levels in the Mease as a result of increased waste water from Ashby-de-la-Zouch. However, no limits to growth are set for non-residential development and it is unclear how this will be managed with no impact on the SAC.</p> <p>The policy sets requirements for reduced water use in all new development in Ashby-de-la-Zouch. These requirements should help to reduce the impacts on the Mease.</p>
Flooding	?	The policy contains a specific requirement for development in the Gilwiskaw catchment to reduce risk of flooding in Packington. Specific sustainable construction requirements will have to be met for drainage of new development; this should help reduce flooding risk.
Pollution and contamination	?	<p>There are no Air Quality Management Areas in Ashby-de-la-Zouch. The proposed extension site is near the town centre and bus services. The site therefore has the potential to support sustainable travel choices. However, the possible lack in employment growth may have adverse impacts on the delivery of new jobs to meet this growth, leading to unsustainable commuting patterns.</p> <p>New development needs to be managed to avoid significant adverse pollution on the River Mease SAC.</p>
Water quality	x	<p>New development needs to be managed to avoid significant adverse pollution on the River Mease SAC. Housing growth levels in the town are limited to the numbers specified in the Core Strategy as there is a limited headroom capacity in the treatment works. However, no limits are set for other types of development and it is not clear how this will be managed to avoid adverse water quality impacts on the Mease.</p> <p>The policy does require that new residential and non-residential development is delivered to meet specified water reduction</p>

		requirements and sustainable drainage. This should help reduce overall water treatment demands.
Open-space	?	The policy states that the direction of growth will need to incorporate areas of open space to meet new residents' needs.
Energy	?	A large amount of new development is proposed through the policy. However, there is no specific reference on the expectation for new development in Ashby-de-la-Zouch to contribution to a low carbon decentralised supply, which will be an essential part of achieving a secure energy future for the town. New development will have inevitable additional demands for new energy use.
<p>Sustainability summary and significant impacts</p> <p>Ashby-de-la-Zouch has the potential to achieve a high level of self-containment in terms of jobs and homes. However, the River Mease SAC is significantly adversely affected by phosphorous pollution that comes from treated wastewater arising from Ashby-de-la-Zouch. As the River Mease is an internationally protected nature conservation site development and should not proceed which is shown to be have a significant adverse impact. Therefore, development levels in Ashby-de-la-Zouch are constrained to levels that are shown not to have a significant adverse impact.</p> <p>This means only the amount of housing (but actually including non-residential development requirement) agreed with the Environment Agency and Natural England can be provided in the town until an alternative solution to reduce phosphorus levels can be found. This mean there may be negative impacts on other aspects of delivering social and economic sustainable development in the town as development cannot occur in a matched way. This also represents a step-change in housing delivery in the town, where the market is strong. This is demonstrated as the plan is only 6 years into the period, but only 40% of housing is non-committed for the remaining 19 years.</p> <p>The policy does not specify the limits on non-residential development in Ashby-de-la-Zouch although it is likely there would be some control due the importance of avoiding significant impacts.</p> <p>The policy also does not state what, if any proportion of new employment development is directed to Ashby-de-la-Zouch. Understanding this is important to get a clear picture on the sustainable future of the town and achieving self-containment.</p> <p>The urban extension site to the north could support a mix of new development, including housing and local shops and services. The location of the site should mean there are also many existing easily accessible services, reducing the need to travel by car. The policy sets out a list of types of social, environmental and physical infrastructure that should be provided as part of this development. Although it is understood that there are allocations to follow as part of the Local Plan, there needs to be clarity on the funding mechanisms for this, as it unlikely that they could all be funded from the residual level of development. At the time of the SA, no implementation plan was available.</p> <p>The policy also makes no allowance for the quantity of housing that will come forward within the urban area. This is likely to make up a proportion of the overall development in the town on small sites as well as some larger ones. This housing will need to be considered as part of the overall housing delivery figure for the town and be counted within the limits of growth agreed with the Environment Agency and Natural England. It addition, this is an important source of housing delivery for sustainable development. Housing in urban areas can have sustainability benefits including the efficient use of land, as well as providing housing in</p>		

locations with good access to services.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- The preparation of the masterplan for the development site setting out how development can be delivered in a sustainable way. The Council should ensure that the it addresses the:
 - Layout to promote walking and cycling, including links to existing built up area and prioritising non-car travel
 - Integrated shops and accessible local services including jobs
 - Bus routes through the site
 - Design guides and codes
 - Sustainable drainage
 - Integration of ecological enhancement
 - Low carbon energy generation and efficiency measures
 - Open spaces
 - Implementation and delivery plan
- Essential to improving air quality and achieving the necessary standard will be implementing development that achieves a step change away from car use, by implementing innovative and intelligent solutions for new bus services, as well as providing high quality walking and cycling routes that people want to use.
- Strictly limits development must be followed to ensure no harm to the River Mease. Monitoring will be used to review these levels and impacts so that protection can be ensured. Thresholds that are exceeded will be used as grounds for refusal of permission.
- The policy and text needs to clearly show the capacity at treatment works applies to non-residential and residential development.
- Detailed investigations of all proposed development sites will be necessary as part of gaining planning permission. These may include ecological survey, heritage survey, transport assessment.
- The policy should be clear on the role of the urban area in delivering housing to contribute to the residual need. This should include a review of whether the housing numbers set for the urban extensions are accurate, taking the likely contribution from development in the urban area into account.
- The allocations plan and site specific policies should add an additional layer of detail necessary to implement some aspects of this policy.
- Further detail could be added to policies to add clarity. This could include action and delivery plans. These were not available during the SA in April/May 2012.

- A large amount of infrastructure is required as part of these developments. The plan needs to be able to demonstrate this is viable and a delivery and implementation plan should be prepared to show this, implementation plans were not available during the SA in April/May 2012.

Policy 38: Castle Donington		
This policy sets out the direction of growth and development management policies specifically for Castle Donington.		
Objective		Comment
Employment land	?	There is already a large amount of employment availability and allocated employment land in the Castel Donington area, including at East Midlands Airport. However, much of this land is suitable for large scale employers, perhaps not delivering the range of starter and grown-on units needed in the district (and this area).
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Castle Donington urban area.
Efficient use of land	?	The policy directs a large amount of new housing land to a greenfield site. There is little option in this area but to put new housing at the quantity needed on greenfield land. The policy could set specific density targets for this site to ensure that this land is used as efficiently as possible. The entire site is currently in use for agriculture.
Reduce waste efficient use of minerals	x	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources.
Water consumption	?	New development will result in additional demand for water in new development. Meeting sustainable construction policies should help reduce the overall water demand in new development.
Quality homes	?	The policy identifies the housing growth required in Castle Donington over the plan period, and should help deliver more homes in the district. The scale of development proposed should help to deliver affordable homes at the proportion required through policy as viability on this greenfield site should not be an issue.
Accessibility	?	The level of housing growth proposed through this policy should have a positive impact on access to employment. There is chance for new housing to improve self-containment in terms of jobs and homes as more people will be able to live near where they live. Essential to improving accessibility will also be by providing new services to support the level of anticipated growth. This will need to include new services as part of new development as well as new services in the existing town centre. Bus services also need to be secured in the long-term to serve all employment areas and new residential development. In addition, almost all of the employment areas in and near Castle Donington should be accessible to future residents of the urban extension by bike and on foot. However, to achieve this new and higher quality walking and cycling routes must be provided to make sure these are safe and attractive ways to travel.
Improve town	??	The level of growth anticipated through the policy could help to support Castle Donington centre, with northern parts of the site

centres		in close proximity to the existing centre. However, there is the potential for adverse impacts on the existing centre if new retail development is provided that it is out of scale to new residential neighbourhoods. 'Out-of-centre' retail development should be resisted where it is evident that priority is being given to motorists rather than to meet local needs. For instance new retail development around large central car parks could have adverse sustainability impacts, especially if associated with the new link road. This type of retail development is likely to encourage car use, leading to further problems with local air quality and road congestion.
Health and wellbeing	?	Integrating new open space, opportunities for information, recreation and encouraging more walking and cycling will help in making sure urban extensions are healthy places to live. Access to new health services will also be an important part of meeting this objective.
Social inclusion	?	The policy will have to provide affordable homes at levels set through policy. Walking and cycling improvements may be necessary to ensure all have equitable access to new homes. Providing lower cost homes near areas of good employment opportunities for all skill levels should help reduce social exclusion. This will especially be the case where new employment can be reached without the need and expense of driving.
Crime	?	As with other social sustainability objectives much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.
Jobs that match skills and education	??	The large scale employment growth and existing job availability in the area should help make sure that there are jobs to match the skills of all new residents. This will have positive impacts against this policy. There is a specific need for secondary education that includes the last two years of school (GCSE years) in this area and new development could help support this. This would benefit local children as they will need to travel less far for school.
Cultural, historic & archaeological heritage	?	New development will have to ensure that it respects the historic character of Castle Donington.
Built environment	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district. Particularly important will be ensuring that the urban layout, as well as individual buildings of any larger scale development or regeneration scheme helps to deliver a healthy urban environment that is a good place to live and encourages walking.
Landscape character	?	New development will require building on greenfield land. There will be inevitable impacts on the landscape, although the landscape here has been shown to be of limited quality.
Biodiversity and	?x	New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause

geodiversity		adverse impacts on areas of sensitive nature conservation quality. Development proposals on greenfield sites will need to undertake ecological assessment and creation of new habitats, by retaining linking features and the protection of the important natural features as part of design proposals.
Flooding	?	The policy sets requirements for development to meeting sustainable construction requirements for surface water run-off to help reduce flood risk elsewhere.
Pollution and contamination	?	<p>If higher levels of self-containment are achieved through this development it may help to reduce car travel. Reducing car use is essential in the area to decrease the significant, adverse impacts on air quality already experienced. Bus service improvements and new cycle and walking routes will be needed to help reduce these impacts.</p> <p>The creation of a new relief road may temporarily reduce some air quality impacts from congestion on the High Street. However, in the longer term any benefit is likely to be negated as traffic levels increase to fill capacity on both roads. The dual-carriageway relief road is unlikely to be a long term sustainable solution to congestion and air quality impacts in the area.</p> <p>All new residential development will have to take into account the noise impacts from Donington Park and East Midlands airport. This will require that design of new homes and their environs and built to help mitigate noise impacts. Furthermore, new noise controls should be brought in for flights (especially at night) for East Midlands.</p>
Water quality	?	New development should ensure it does not harm water quality.
Open-space	?	The policy states that the direction of growth will need to incorporate areas of open space to meet new residents' needs.
Energy	?	A large amount of new development is proposed through the policy. However, there is no specific reference on the expectation for new development in Castle Donington to contribution to a low carbon decentralised supply, which will be an essential part of securing a secure energy future for the town. New development will have inevitable additional demands for new energy use.
<p>Sustainability summary and significant impacts</p> <p>The quantity of housing growth directed to Castle Donington would need to see a step-change in delivery at this location. However, as this policy allows for a large urban extension to the town this may put in place the conditions needed to achieve this growth. Housing growth of this quantity could see substantial sustainability benefits for this area. At the moment there is a very large amount of in-commuting for work, with people coming to jobs at and around the airport and at strategic distribution sites. This leads to unsustainable travel as by far the majority of people choose to travel by car and they often travel long-distances. This car use has adverse impacts on local and global air quality and creates congestion in Castle Donington centre with adverse impacts on the local character. New homes could mean more people could live near their place of work and that new residents could have ease of access to employment.</p> <p>This level of housing growth would need to be matched by delivery of new accessible services and shops. However, this needs to be carefully managed as there is a risk that when the level of housing increases by this proportion in relation to the existing size of the town/village, it creates a poor living environment. New development can be characterless and outward looking for all their new services, and new residential areas may be simply dormitory areas. New development</p>		

therefore needs to be carefully planned and phased to ensure that a mix of uses are delivered in a timely way, so that community services such as schools, open spaces, local shops are all ready for use before the first phases of homes are occupied. This is an essential way of delivering development to make sure a community can develop from the outset.

New development will also need to contribute to improvements to public transport, cycleways and walking routes so that no-one needs to travel to work in the local area by car.

As part of all new employment development, continued funding for public transport needs to be secured, as commuting from outside the area is likely always to be a characteristic of employment in this location due to its sub-regional role. There always needs to be a choice of transport modes to get to jobs in the Castle Donington area.

The urban extension site to the **south** could support a mix of new development, including housing and local shops and services. A masterplan needs to be drawn up for the whole site to ensure phases are delivered in a co-ordinated way. Essential to creating a good place to live will be delivering a mix of uses in the residential area. This must include new local shops, schools (especially school years that are not currently provided in the village), open space, bus services, GPs and public meeting spaces. Development also needs to be designed to be permeable for walking and cycling, with all new residents within walking distance of local shops and schools. There also needs to be good cycle and bus links to the town centre to the north and the existing and planned employment area, including to the airport.

Development in this location will need to avoid creating new shopping areas that are aimed more at the shopper travelling by car than for shoppers who would walk from local residential areas. These types of shopping areas have very little that is of benefit for sustainable development and are likely to exacerbate the current adverse impacts of congestion and high car use in the district, with risks increased by ease of access off a new dual carriageway.

Development must be delivered that ensures that impacts to the natural environment are appropriately mitigated.

There is a substantial amount of new infrastructure (social, environmental and economic) that needs to be delivered as part of the extension. This infrastructure includes the relief road, schools, affordable housing and local services. An implementation and delivery plan needs to be prepared to show how it will be funded, including possible developer contributions, and who will be responsible for delivery. This was not available to review as part of this stage of the SA.

Noise impacts on new residential development must be taken into account. This will include the need to help mitigate noise impacts.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- The preparation of a masterplan for the development is required in policy this will need to set out how development can be delivered in a sustainable way. This should address the:
 - Layout to promote walking and cycling, including links to existing built up area and prioritising non-car travel
 - Integration of shops and accessible local services including jobs
 - Bus routes through the site

- Design guides and codes
 - Sustainable drainage
 - Integration of ecological enhancement
 - Low carbon energy generation and efficiency measures
 - Open spaces
 - Implementation and delivery plan
- Essential to improving air quality will be implementing development that achieves the necessary step change away from car use is to implement innovative and intelligent solutions for new bus services, as well as providing high quality walking and cycling routes that people want to use.
 - New retail development to support a development of this size should be of a scale suitable to meet local retail needs only and be tailored to people visiting on foot not by car.
 - Detailed investigations of all proposed development sites will be necessary as part of gaining planning permission. These may include ecological survey, heritage survey, and transport assessment.
 - The allocations plan and site specific policies should add an additional layer of detail that is necessary to implement some aspects of this policy.
 - Some more detail could be added to policies to add clarity, this could include action and delivery plans, these were not available during the SA in April/May 2012.
 - A large amount of infrastructure is required as part of these developments. The plan needs to be able to demonstrate this is viable and a delivery and implementation plan should be prepared to show this. Implementation plans were not available during the SA in April/May 2012. To reduce noise impacts on new residents, further controls on night-flights and aircraft movements will be needed through implementing Local Plan policy for East Midlands airport.

Policy CS39: Ibstock		
This policy sets out the direction of growth and development management policies specifically for Ibstock.		
Objective		Comment
Employment land	?	The plan makes no reference to the employment role of Ibstock. There are already some jobs in the village that serve some local needs. However, strong links will remain with larger urban areas to provide a range of employment facilities and jobs.
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Ibstock urban area.
Efficient use of land	?	The policy directs a large amount of new housing land to a greenfield site. There is little option in this area but to put new housing at the quantity needed on greenfield land. The policy could set specific density targets for this site to ensure that this land is used as efficiently as possible. All of the land in the proposed direction of growth is currently used for agriculture.
Reduce waste efficient use of minerals	x	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources.
Water consumption	?	New development will result in additional demand for water in new development. Meeting sustainable construction policies should help reduce the overall water demand in new development.
Quality homes	?	The policy identifies the housing growth required in Ibstock over the plan period, and should help deliver more homes in the district. The scale of development proposed should help to deliver affordable homes at the proportion required through policy as viability on this greenfield site should not be an issue.
Accessibility	?	The proposed direction of growth is some distance from Ibstock centre and the shops and services it provides. Furthermore, the site is unlikely to be able to support many new services of its own, despite the policy stipulating a mix of services should be provided. This means that future residents in this location may often rely on their cars to get to everyday services. It is therefore important for walking and cycling routes to be enhanced with direct links if possible into the village, as well as maintenance of regular bus services. If possible new services should be secured associated with new development.
Improve town centres	?	The level of growth anticipated through the policy could help to support Ibstock village centre through an increase in population in the area. However, to achieve this, the centre needs to be easily accessible by foot and local services retained within it.
Health and	?	Integrating new open space, opportunities for information recreation and encouraging more walking and cycling will help in

wellbeing		making sure urban extensions are a healthy place to live. Access to new health services will also be an important part of meeting this objective.
Social inclusion	?	The policy will have to provide affordable homes at levels set through policy. Walking and cycling improvements may be necessary to ensure all have equitable access to new homes. If jobs are not provided at a level to meet a growing population this may lead to difficulties in local people getting access to jobs, with implications for social inclusion.
Crime	?	As with other social sustainability objectives, much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.
Jobs that match skills and education	?	It is not clear from the policy the anticipated employment growth in the village and therefore if there will be jobs for the workforce. The policy refers to the need to provide new schools but gives no indication on how this will be achieved.
Cultural, historic & archaeological heritage	?	New development will have to ensure that it respects the historic character of Ibstock conservation area.
Built environment	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the village. Particularly important will be ensuring that the urban layout as well as individual buildings of any larger scale development or regeneration scheme helps to deliver a healthy urban environment that is a good place to live and encourages walking. New development will need to be designed to maintain physical separation of Ibstock from Heath as part of an Area of Separation.
Landscape character	?x	New development will require building on greenfield land. The site at the proposed direction of growth is of limited landscape quality and new development may help improve character through tree planting as it is within the National Forest.
Biodiversity and geodiversity	?x	New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause adverse impacts on areas of sensitive nature conservation quality. Development proposals on greenfield sites will need to undertake ecological assessment and creation of new habitats, retention of linking features and protection of the important natural features will need to be part of design proposals. Tree planting as part of the National Forest may help delivery some biodiversity benefits.
Flooding	?	The site is not identified as being a particular risk of flood. However, all new development should ensure that sustainable

		drainage measures are in place to reduce surface water run-off and avoid increasing the risk of flood elsewhere.
Pollution and contamination	?	If development gives rise to increased car use, this will have a negative impact on local and global air quality. Care also needs to be taken to ensure any contaminated land is appropriately remediated prior to development. Sustainable drainage systems should be used to reduce risks of water pollution.
Water quality	?	New development should ensure it does not harm water quality.
Open-space	?	The policy states that the direction of growth will need to incorporate areas of open space to meet new residents' needs.
Energy	?	The quantity of development proposed in Ibstock could take advantage of economies of scale to make a contribution to a low carbon decentralised supply, which will be an essential part of achieving a secure energy future for the district. New development will have inevitable additional demands for new energy use.
<p>Sustainability summary and significant impacts</p> <p>Around half of the housing growth required for the village is still to be committed. It is proposed that all this new growth is directed towards the west of the village in an area that was previously protected open space between Heather and Ibstock.</p> <p>The location of the direction of growth should be able to be integrated into the existing built form and has relatively good access to the village centre. Improvements will be needed to walking and cycling routes into the village centre, and possibly nearby employment sites and Coalville, which are within easy cycling distance.</p> <p>Development in this location may have adverse landscape impacts as the land rises slightly and it is of relatively high quality. Mitigation will be essential. This ensures that any impacts are mitigated from wider views and new buildings are designed to be complementary to the settlement boundary and local building characteristics.</p> <p>The policy calls for a mix of uses to be delivered as part of the development site. As only 220 new homes are to be built here it is difficult to see how all these requirements will be met. Further work is likely to be necessary to determine viability and priorities for more sustainable development.</p> <p>As with some of the other policies on the Coalville and the Rural Centres there is little indication on the proportion of development that will come forward within the existing built-up area. Housing delivered in these built-up locations can contribute to sustainable development by making best use of land and are often in accessible locations.</p>		
<p>How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation</p> <ul style="list-style-type: none"> • Development proposals for the site should be accompanied by a design brief setting out how development can be delivered in a sustainable way. This should include: <ul style="list-style-type: none"> ○ Layout to promote walking and cycling, including links to existing built up area and prioritising non-car travel 		

- Integrated shops and accessible local services including jobs
 - Bus access
 - Design guides and codes
 - Sustainable drainage
 - Integration of ecological enhancement
 - Low carbon energy generation and efficiency measures
 - Open spaces
 - Implementation and delivery plan
- Detailed investigations of all proposed development sites will be necessary as part of gaining planning permission. These may include ecological survey, heritage survey and transport assessment.
 - The allocations plan and site specific policies should add an additional layer of detail necessary to implement some aspects of this policy.
 - More detail could be added to policies to add clarity. This could include action and delivery plans, these were not available during the SA in April/May 2012.
 - A large amount of infrastructure is required as part of these developments. The plan needs to be able to demonstrate this is viable and a delivery and implementation plan should be prepared to show this. Implementation plans were not available during the SA in April/May 2012. More information should be provided on the quantity of development that will come forward from within the built up area, as this will need to be considered as part of overall housing delivery in the village.

Policy CS40: Kegworth		
This policy sets out the growth required in Kegworth.		
Objective		Comment
Employment land	?	The plan makes no reference to the employment role of Kegworth. The area has a very high level of out commuting and additional local employment land could help reduce this.
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Kegworth developed area.
Efficient use of land	?	The policy directs all of the remaining 190 homes to sites within the urban area. This should help make the most efficient use of land, although new development should not result in urban cramming or development on publically used open space and playing fields.
Reduce waste efficient use of minerals	x	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources.
Water consumption	?	New development will result in additional demand for water in new development. Meeting sustainable construction policies should help reduce the overall water demand in new development.
Quality homes	?	The policy identifies the housing growth required in Kegworth over the plan period, and should help deliver more homes in the district. There is a risk that if all new homes are provided in the urban area, more will come forward on smaller sites, below the affordable housing threshold and this will reduce the overall affordable housing provision in the village.
Accessibility	?	<p>Providing a plentiful supply of accessible jobs within Kegworth may help improve access to work. Currently most people travel by car to access employment, often a large distance away. It is not clear what new employment provision is identified for Kegworth. However, it is very unlikely to be of a level and type to significantly reduce the 71% out-commuting. Therefore, to improve accessibility improvements need to be made to alternative modes of travel, so more people can get to jobs in elsewhere by bus. This should include maintenance of regular bus services to job opportunities in Castle Donington and the airport and environs.</p> <p>New housing development in Kegworth should help to support local services. All new development needs to be designed in a way that prioritises cyclists and pedestrians so more people can meet their everyday needs without driving.</p> <p>If any new junction improvements are made to the M1 in vicinity, the Council should lobby for pedestrian links over the M1 and A453 to connect Kegworth with Castle Donington.</p>
Improve town centres	?	The level of growth anticipated through the policy could help to support Kegworth village centre through an increase in population in the area. However, to achieve this the centre needs to be easily accessible by foot and local services retained

		<p>within it.</p> <p>The delivery of the Kegworth bypass may help improve the quality of the built environment in the village centre. However, this will need to be matched by regeneration initiatives to ensure that the lack of passing trade does not cause the centre to stagnate.</p>
Health and wellbeing	?	As new development is likely to be on infill sites, there may be limited opportunities for the creation of new open spaces and this will put pressure on existing services. Developer contributions may be required to fund off-site provision of new open spaces and health services.
Social inclusion	?	<p>The policy will have to provide affordable homes at levels set through policy. Walking and cycling improvements may be necessary to ensure all have equitable access to new homes.</p> <p>If jobs are not provided at a level to meet a growing population this may lead to difficulties in local people getting access to jobs, with implications for social inclusion. At the moment Kegworth lacks a cohesive village centre. Residents of new housing may therefore not have easy access to a range of services to support inclusion.</p>
Crime	?	As with other social sustainability objectives much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.
Jobs that match skills and education	?	<p>It is not clear from the policy that there is anticipated employment growth in the village and therefore if there will be jobs for the workforce. Equitable access needs to continue to be provided to nearby employment opportunities, including in large urban centres such as Nottingham as well as in nearby areas specifically Castle Donington.</p> <p>As most of the new development is likely to come forward within the urban area, it may put pressure on existing schools. Developer contributions will need to be secured from all new development, including on small sites, to ensure there is funding in place to meet capacity demands for schools created by new housing.</p>
Cultural, historic & archaeological heritage	?	New development will have to ensure that it respects the character of Kegworth.
Built environment	?	<p>New development will take place as urban infill. New development needs to be of a high design quality and contribute to the overall quality of the urban area. Much development over the last 50+ years in Kegworth has been of poorer quality and does not help create a cohesive built-up area. New development needs to address this.</p> <p>Where new development is infill it must link well to surrounding roads and be as permeable as possible. All development should have footpaths that link as directly as possible to local services and bus stops.</p>
Landscape	?	Most new development will take place within the urban area and therefore should not have an impact on landscape character.

character		Where development is on the village edge it should positively contribute to views of the village from the rural area.
Biodiversity and geodiversity	?	Most new development will take place within the urban area and therefore may have less of an impact on nature conservation than in greenfield sites. However, consideration must be given to features of high ecological potential on all development sites. For instance, if development occurs on back gardens there may be ponds, trees and hedges that are of high local ecological value. Impacts on these features will need to be mitigated in the design of new development.
Flooding	?	Development to the north of Kegworth is unlikely to be suitable due to flood risk. The policy requires that all new development in the town incorporates sustainable drainage measures that should reduce the risk of flooding elsewhere.
Pollution and contamination	?	<p>Development in Kegworth is very reliant on car use. There is already poor air quality in several parts of the village and new development is likely to increase the negative impacts. The Core Strategy and other plans and strategies need to be put in place to help improve local air quality. In terms of sustainability the best solution will be to help people make fewer local trips from the area by car. This could include supporting economic growth in the village, but probably most importantly getting more people to travel by bus to their jobs throughout the region, and especially at Castle Donington.</p> <p>If a bypass is constructed this may help to reduce air pollution in the village. However, in the long term and in terms of global air quality this is not a sustainable solution. In addition, all new roads need to be created in way that helps reduce walking and cycling severance of the village.</p> <p>Care also needs to be taken to ensure any contaminated land is appropriately remediated prior to development, especially as much of the development will be on brownfield land.</p> <p>Sustainable drainage systems should be used to reduce risks of water pollution.</p>
Water quality	?	The policy requires that all new development in the town incorporates sustainable drainage measures. This should reduce the chances of water pollution.
Open-space	?	<p>All new development is to take place in the urban area. Urban infill development may limit how much new open space it can provide. Therefore, a strategy may need to be in place to secure developer contributions to pay for additional demand off the development site.</p> <p>Playing fields, allotments and public open space should be protected from development. Where land supply is limited, urban extension on lower quality agricultural land may be a better solution than loss of accessible open space in the urban area.</p>
Energy	?	New development will have inevitable additional demands for new energy use. As development in Kegworth is likely to take place in a piecemeal way it will be difficult to secure the economies of scale necessary to delivery large, low carbon solutions. However, new development will have to be delivered to the building regulation low carbon standards.

Sustainability summary and significant impacts

Car travel and traffic is a characteristic of Kegworth. The location of the village on the A6 route to the M1 means that it is often congested and there is poor air quality. Very few residents of the village work within the village (over 71% leaving every day). Kegworth is the settlement in the district that is nearest a train station. Therefore there is the opportunity for more sustainable access to employment centres further away, such as Nottingham. However, the settlement is very cut-off from the rest of the district by the M1 and A453 meaning that walking or cycling to jobs in Castle Donington, which is geographically close, is not an option. With the exception of links to Castle Donington it is likely that this village will always be outward looking from North West Leicestershire due to its remote location from the rest of the district. For sustainability this outward looking is appropriate and there is no need for greater links to the other towns/villages of the district.

A bypass may alleviate the problems in the village in the longer term, although it would not really be a sustainable option with global sustainability issues with increases in car use. It may also exacerbate issues related to lack of services in what is quite a large village, with no real location that provides a community focus. In the immediate term, improvements to bus services linking with the train station and to jobs in Castle Donington are essential. In addition, the provision of supporting local shops and services may alleviate some congestion in the village that are related to local traffic, as more people can walk to meet their day to day needs.

No direction of greenfield growth are identified for Kegworth, although there is still the need to find land for about 190 additional homes in the village. It is not clear if the housing land availability assessment has identified sufficient land to meet this housing demand and consideration could be given to further expansion to the village, for instance to the west, away from the areas at risk of flood to the north. However, there may be air pollution and noise impacts relating to proximity to the M1 in this location.

How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation

- Detailed investigations of all proposed development sites will be necessary as part of gaining planning permission. These may include ecological survey, heritage survey, transport assessment, and contaminated land.
- New development should contribute to public transport improvements, linking the town to the train station, Castle Donington, the airport and nearby employment centres.
- Land allocations should still be made in Kegworth within the urban area.
- More detail could be added to policies to add clarity. This could include action and delivery plans.
- The bypass may help reduce the adverse impacts of congestion and air pollution in the village. However, the long term sustainability of road building is limited. If funding is available for M1 improvements, the Council should press for pedestrian access from Kegworth to Castle Donington across the motorway and slip road.

Strategies need to be in place to foster community cohesion in the village, including possible new shopping area or village services.

Policy CS41: Measham		
This policy sets out the broad location of growth and development management policies specifically for Measham.		
Objective		Comment
Employment land	?	The plan makes no reference to the employment role of Measham. The village already has some local employment and it not clear if it is anticipated if this employment role is likely to grow to support a more diverse range of businesses.
Rural economy	-	The policy does not directly relate to the rural economy as it focuses on economic growth in the Kegworth developed area.
Efficient use of land	?	The policy directs a large amount of new housing land to a greenfield site. There is little option in this area but to put new housing at the quantity needed on greenfield land. The policy could set specific density targets for this site to ensure that this land is used as efficiently as possible. The current use of the land is for agriculture and development here would sterilise this use.
Reduce waste efficient use of minerals	x	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources.
Water consumption	?x	New development will result in additional demand for water in new development. In Measham, water use is of particular sustainability concern due to the impacts of increased phosphorus levels on the River Mease SAC. Sewage treatment works that serve the village only have a limited remaining capacity with no solution in place to deal with waste water should these levels be exceeded. Therefore, this means housing development cannot take place Measham above the levels specified in the policy. However, the levels set for the Measham waste water treatment works should easily be able to accommodate growth in the plan period. Non-residential and residential development will all need to meet specified sustainable construction criteria relating to water use and sustainable drainage.
Quality homes	?	The policy identifies the housing growth required in Measham over the plan period, and should help deliver more homes in the district. The scale of the site should mean that there is no difficulty providing affordable homes in the quantity required due to economies of scale.
Accessibility	?	The proposed direction of growth should mean future residents have good access to existing shops and services of Measham town centre, although new cycleways and footpaths may be required. The development could also be able to support some additional local services, further improving access to services. Currently there are poor bus links to this part of the village, although central Measham has bus services linking to the wider area. To ensure there is equitable access to a range of employment opportunities new bus services should be secured. In

		<p>addition, new walking and cycling routes could be provided to make non-car access to the centre and current employment sites easier.</p> <p>The possible constraints on new employment and commercial development in the village, with no employment growth specifically directed to the area, could have adverse impacts on future access to employment. Therefore, it is unclear if the new housing in Ashby-de-la-Zouch would be supported by improved access to employment. Poor access to employment maybe exacerbated by controls on new employment development, resulting from the need to protect the River Mease SAC from adverse water quality impacts.</p>
Improve town centres	?	<p>The level of growth anticipated through the policy could help to support Measham village centre through an increase in population in the area. However, to achieve this, the centre needs to be easily accessible by foot and local services retained within it.</p> <p>However, the policy directs all residential housing to the village periphery. This does not necessarily aid the regeneration and renewal of the village centre. All types of development, including a proportion of housing should be directed to central locations as part of regeneration strategies.</p>
Health and wellbeing	☐	<p>Integrating new open space, opportunities for information, recreation and encouraging more walking and cycling will help in making sure that urban extensions are a healthy place to live. Access to new health services will also be an important part of meeting this objective.</p>
Social inclusion	?	<p>The policy will have to provide affordable homes at levels set through policy. Walking and cycling improvements may be necessary to ensure all have equitable access to new homes.</p> <p>Constraints on new employment development in the town and no quantified employment allocation may have some adverse impacts on access to work for residents of Measham in the future.</p>
Crime	?	<p>As with other social sustainability objectives, much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.</p>
Jobs that match skills and education	?	<p>It is not clear from the policy the anticipated employment growth in the village and therefore if there will be jobs for the workforce. Equitable access needs to continue to be provided to nearby employment opportunities including in large urban centres and nearby areas such as Ashby-de-la-Zouch (although it is not clear what jobs growth here will be either).</p> <p>As most of the new development is likely to come forward within the urban area it may put pressure on existing schools. Developer contributions will need to be secured from all new development, including on small sites, to ensure there is funding in place to meet capacity demands for schools created by new housing.</p>
Cultural, historic &	?	<p>New development will have to ensure that it respects the character of Measham conservation area. The direction of growth</p>

archaeological heritage		also raises the potential for restoration of the canal, an important heritage asset of the town.
Built environment	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district. Particularly important will be ensuring that the urban layout, as well as individual buildings of any larger scale development or regeneration scheme, helps to deliver a healthy urban environment so that that it is a good place to live and encourages walking.
Landscape character	?	There is the potential for some landscape impact as the site is visible from surrounding areas. These impacts will require mitigation.
Biodiversity and geodiversity	?x	New development will require building on greenfield land. Policies will need to be in place to ensure that this does not cause adverse impacts on areas of sensitive nature conservation quality. Development proposals on greenfield sites will need to undertake ecological assessment with creation of new habitats, retention of linking features and protection of the important natural features that will need to be part of design proposals.
Flooding	☐	Development in the direction of growth is not at risk of flood. The policy requires that all new development in the town incorporate sustainable drainage measures that should reduce the risk of flooding elsewhere as well as helping to manage water flows to the treatment works to maintain capacity.
Pollution and contamination	?	There are no Air Quality Management Areas in Measham. The proposed extension site is near the village centre and therefore has the potential to support sustainable travel choices. However, the possible lack in employment growth may have adverse impacts on the delivery of new jobs to meet this growth, leading to unsustainable commuting patterns. New development needs to be managed to avoid significant adverse pollution on the River Mease SAC.
Water quality	?X	New development needs to be managed to avoid significant adverse pollution on the River Mease SAC. Housing growth levels in the town are limited to the numbers specified in the Core Strategy as there is a limited headroom capacity in the treatment works. The policy does require that new residential and non-residential development is delivered to meet specified water reduction requirements and sustainable drainage. This should help reduce overall water treatment demands.
Open-space	☐	The policy states that the direction of growth will need to incorporate areas of open space to meet new residents' needs.
Energy	?	A large amount of new development is proposed through the policy. However, there is no specific reference on the expectation for new development in Ashby-de-la-Zouch to contribution to a low carbon, decentralised supply, which will be an essential part of achieving a secure energy future for the town. New development will have inevitable additional demands for new energy

		use.
<p>Sustainability summary and significant impacts</p> <p>Most of the housing requirement in this village remains to be committed – 442 out of 550. It is proposed that all this new growth is directed towards the west of the village.</p> <p>The location of the direction of growth should be able to be integrated into the existing built form, although landscape impacts are possible. It is also quite close to the existing services of the village centre. However, there are currently poor bus links to this part of the village and these will need to be improved to levels to support better access to a wider range of services. If possible new local services, such as local shops should be provided as part of development. Also, improvements to walking and cycling routes into the village centre, and possibly nearby employment sites and Coalville, which are within easy cycling distance.</p> <p>The policy calls for mix of uses to be delivered as part of the development site. 440 new homes remain to be built so there is potential to deliver some mix of uses. However, the policy does include quite a long list of development that would need to be provided and it is difficult to see how all these requirements will be met. Further work is likely to be necessary to determine viability and priorities for more sustainable development.</p> <p>As with some of the other policies on the Coalville and the Rural Centres there is little indication on the proportion of development that will come forward within the existing built-up area. Housing delivered in these built-up locations can contribute to sustainable development by making best use of land as these are often in accessible locations.</p> <p>Development in this location could support some restoration of the Ashby-de-la-Zouch Canal with benefits for tourism and the local economy, as well as to the heritage identity of the village.</p> <p>There are constraints on the long-term growth of the town related to impacts of phosphorous on the river Mease SAC. This internationally designated nature conservation site is significantly adversely affected by phosphorous pollution that comes from treated wastewater in settlements such as Ashby-de-la-Zouch and Measham. Development cannot proceed if it is shown to have a significant adverse impact on the SAC. Therefore, development levels in Measham (and Ashby-de-la-Zouch) are constrained to levels that are shown not to have a significant adverse impact.</p> <p>This means only the amount of development agreed with the Environment Agency and Natural England can be provided in the town until an alternative solution to reduce phosphorus levels can be found. This means there may be negative impacts on other aspects of delivering social and economic sustainable development in the town as development cannot occur in a matched way.</p>		
<p>How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation</p> <ul style="list-style-type: none"> ○ The preparation of the masterplan for the development site out how development can be delivered in a sustainable way. The Council should ensure that the it addresses the Layout to promote walking and cycling, including links to existing built up area and prioritising non-car travel ○ Integrated shops and accessible local services including jobs ○ Bus access ○ Design guides and codes 		

- Sustainable drainage
 - Integration of ecological enhancement
 - Low carbon energy generation and efficiency measures
 - Open spaces
 - Delivery of benefits for the Ashby-de-la-Zouch Canal
 - Implementation and delivery plan
- New retail development in the urban extension should be of a scale suitable to meet local retail needs only and be tailored to people visiting on foot not by car.
- Detailed investigations of all proposed development sites will be necessary as part of gaining planning permission. These may include ecological survey, heritage survey, transport assessment etc.
- The allocations plan and site specific policies should add an additional layer of detail that is necessary in order to implement some aspects of this policy.
- More detail could be added to policies to add clarity. This could include action and delivery plans, these were not available during the SA in April/May 2012.
- A large amount of infrastructure is required as part of these developments. The plan needs to be able to demonstrate this is viable and a delivery and implementation plan should be prepared to show this. Implementation plans were not available during the SA in April/May 2012. More information should be provided on the quantity of development that will come forward from within the built up area, as this will need to be considered as part of overall housing delivery in the village.

Policy CS42: Rural Areas		
This policy sets out the development management policies for development in the rural area – primarily the Sustainable Villages.		
Objective		Comment
Employment land	?	The policy allows for new employment growth in locations set out in policy CS6.
Rural economy	?	The policy supports retention of rural services and employment growth in rural locations.
Efficient use of land	?	The policy would allow for new development in rural settlements. This development could be on greenfield or previously developed land.
Reduce waste efficient use of minerals	x	New development at the level proposed in the policy will inevitably have an adverse impact on the use of natural resources.
Water consumption	?x	New development will result in additional demand for water in new development. Development in settlements where waste water would need to flow into the River Mease should be built to sustainable construction targets, this is not addressed in the policy.
Quality homes	?	The policy could help deliver some more affordable housing in rural settlements. This should be secured at high levels as rural areas are in need of more of this type of housing.
Accessibility	X	Development in these locations is not compatible with greater accessibility. All new residents in these areas will primarily need to rely on their cars for easy access to a range of services, particularly in villages with poor bus services.
Improve town centres	?	Development in the rural settlements may detract from growth at the main settlements of the district.
Health and wellbeing	?	Impacts on health and wellbeing are not clear and will depend on services available in any one settlement. Physical access to health services may be poor where villages do not already contain these services, this will especially be the case for those in greater health need – such as elderly or those on low incomes. New housing in these locations may not support healthy lifestyles as most trips will be made by car as there will be few accessible local services.
Social inclusion	?	The policy will have to provide affordable homes at levels set through policy. The sustainability appraisal supports a greater proportion of all new rural homes to be for affordable local needs. However, care will need to be taken to avoid creating areas of rural isolation in rural communities where access to services is poor and residents will have to rely on using a car. Increasing fuel prices will mean the costs of living in rural areas are always getting greater, using up a greater proportion of peoples' incomes to unsustainable levels. Given the level of dispersal of development and the number of 'Sustainable Villages' is unlikely

		that development will ever be provided at levels that support additional services in any of the villages that may reduce isolation risks.
Crime	?	As with other social sustainability objectives, much of the impact of this policy on meeting this objective will depend on how it is implemented. Good quality urban design and reducing social exclusion can all help to tackle these issues.
Jobs that match skills and education	?	The rural settlements of the district are characterised by a high level of commuters. This demonstrates a lack of match between employment opportunities in these areas and local skills base. It is very unlikely, and probably unsustainable, to deliver new jobs and the levels necessary to match the rural workforce. Therefore, tighter controls on new rural housing provision is essential. Without this the gaps between workforce and jobs will continue to increase.
Cultural, historic & arch heritage	?	New development will have to ensure that it respects the character rural settlements.
Built environment	?	Any new development on the scale set in the policy has the potential to have impacts on the built heritage of the district. Other plan policies will need to be in place to ensure that development maintains and enhances the built character of the district. Particularly important will be ensuring that the urban layout as well as individual buildings of any larger scale development or regeneration scheme can help to deliver a healthy urban environment that is a good place to live and that encourages walking. In rural areas there will be a need to ensure that development enhances the rural edge of villages, making sure views of the village from the countryside are attractive.
Landscape character	?	Impacts will depend on the location of new development.
Biodiversity and geodiversity	?	Impacts will depend on the location of new development. For new development in the River Mease SAC catchment development will need to ensure there is capacity in local waste water treatment works to ensure no significant harm to the nature conservation value of the site.
Flooding	?	Impacts will depend on the location of new development.
Pollution and contamination	?	Development in rural areas is likely to increase car travel with adverse impacts on air quality. New development needs to be managed to avoid significant adverse pollution on the River Mease SAC.
Water quality	x	New development needs to be managed to avoid significant adverse pollution on the River Mease SAC. New development that would result in effluent being discharged to the River Mease should seek to ensure that sustainable construction standards are met to improve water use efficiency and develop sustainable drainage systems.
Open-space	?	Impacts will depend on the location of new development.

Energy	?	New development will have inevitable additional demands for new energy use. Development will not be of a scale to be able to delivery community heat and power schemes. However, policy should look favourably on innovative solutions for low carbon energy, including the potential for local communities to develop their own community based renewable energy generation schemes, such as village wind turbines.
<p>Sustainability summary and significant impacts</p> <p>This policy sets out some additional criteria to policies already part of the Core Strategy. However, the value of this policy that mainly cross-references others may be negligible, with additional criteria better incorporated in other policies.</p> <p>The policy shows that there will need to be step change in the delivery of housing in the rural areas relative to the past. Housing growth in these areas must slow considerably. The sustainability appraisal supports such an approach as the high levels of housing growth in rural villages can only result in an unsustainable layout of development for the district. The majority villages in the district have the characteristics of commuter settlements, where most householders drive to get to work, the shops and other services. Allowing development in rural villages has not been effective in protecting village services as new homes are mainly lived in by commuters who meet their day-to-day needs elsewhere.</p> <p>New housing in these locations should only really be for affordable and local needs, although care needs to be taken to avoid adverse impacts related to social and physical isolation, as the need to own a car is a characteristic of village life and can be too expensive for those on lower incomes.</p> <p>The sustainability appraisal supports an approach that puts much tighter controls on housing permissions in all settlements outside Coalville and the Rural Centres.</p> <p>Avoiding loss of existing services is part of the policy criteria and this is essential as part of retaining villages at least have some walkable services accessible for all. The Council should be supportive of innovate solutions that aim to protect local services, such as extensions to village shops and pubs that would support a diversified income, as population increase in any of these areas will only have a very limited benefit on supporting services.</p>		
<p>How impacts will be mitigated (including through the NW Leicestershire Local Plan) and recommendations for further mitigation</p> <ul style="list-style-type: none"> • Development in villages should be limited to meet affordable or local need, although this should not take place in villages with poor bus services, or where large centres are not within walking distance. New market housing is unlikely to be delivered at levels that really would affect decline of village services. • The policy could be combined with others on the rural area. • The policy should set sustainable construction requirements to reduce water use for those villages in the River Mease SAC catchment. • The Core Strategy may help achieve a step change in planning permissions for housing in rural settlements. The current rate of growth in these areas is incompatible with a sustainable spatial strategy. It needs to be noted that there is only a residual requirement for 125 homes for the next 19 years – or 6.5 a year. 		

Appendix 3

Sustainability comparison of levels of housing growth

Social progress which recognises the needs of everyone

LOW	MEDIUM	HIGH
<ul style="list-style-type: none"> • Delivering lower levels of homes could result in a lack of affordable housing. However, the extent of this problem may depend on the distribution of growth around the district. To support any economic growth planned for the area there will be a need to ensure housing supply meets more than the natural increase in demand for housing created by population growth and reduced household size. • Potential for a changing community character in less affordable areas as local families move away, new people move into the area. • A low level of development may not be able to support the provision of associated services that would come from planning contributions and obligations associated with new development, for example schools, open space and transport improvements. This may impact the accessibility of services and facilities for new and existing residents. Problems could be exacerbated by wide distribution of development, which will not help reach critical levels needed. • Lower growth rates can help preserve some of the character of existing settlements, helping to protect existing levels of services. 	<ul style="list-style-type: none"> • It is evident that the provision of homes at a medium growth rate would be less able to provide the number of homes to meet needs as high growth would, but more than a low growth option. • Suitable distribution of this number of new homes around the district will be key to enabling better access to facilities by linking to existing town centres and employment areas. • This approach may not be able to support substantial additional provision of new services, shops and facilities as high growth options, as contributions to development may not be sufficient. Therefore there may be greater pressure on existing services. • This approach may help to protect the status quo in terms of access to services and community character. 	<ul style="list-style-type: none"> • This approach may deliver a large amount of new homes, thereby helping ensure there is housing to meet all needs. • If the level of homes under a high growth approach is achieved then there may be changes to the community character of the district as more people move into the area to live. • With a higher level of growth it may be possible to support the provision of a range of new facilities, shops and services throughout district, helping to ensure a better access for new and existing residents. In addition large scale 'urban extensions' can be planned to contain a mix of uses, including housing, employment and education that will improve access for future residents. • This level of housing may mean that housing is better distributed around the district, helping to support more homes near jobs and reducing people's need for longer distance commuting. • Providing a greater number of homes than jobs in the area may have adverse impacts on the character and services available in the district, as it runs the risk of turning parts of the area into 'commuter towns' supporting employment elsewhere in the greater Leicestershire area. Such areas can often lack character and any community identity as all residents look outside the area to meet their day-to-day needs including for work, shop and cultural participation.

Effective protection of the environment		
LOW	MEDIUM	HIGH
<ul style="list-style-type: none"> The low land take under a low growth option is more likely to see a protection of green field land that may have benefits for biodiversity and landscape protection. Although it will be important to respect biodiversity wherever it is found, even on previously developed land. Parts of the district already suffer from an over supply of jobs to resident workforce, this creates unsustainable travel patterns. Low levels of housing growth will not be able to accommodate a new workforce population without pushing up house prices for people with in the district. This policy may exacerbate current transport impacts of development, including declining air quality. 	<ul style="list-style-type: none"> Depending on the location of new allocations this approach has the potential to adversely impact on biodiversity and landscape where new greenfield sites are allocated. However this will be less than for a high growth option and it may be possible to identify locations where these impacts can be avoided or mitigated against. 	<ul style="list-style-type: none"> The large land take required by this option may mean that a larger green field land requirement is needed. This is very likely to have impact on biodiversity and landscape quality. Building a large number of new homes in and around the towns of the district will need to be carefully planned in order to protect and enhance the built character, large new developments have a substantial opportunity to make built environment contributions. There is a need to balance job availability with housing availability, especially in northern parts of the district. A greater housing growth option would allow for new homes to be built in these areas to meet these needs, as well as new homes built to support other parts of the district.

Maintenance of high and stable levels of economic growth and employment		
LOW	MEDIUM	HIGH
<ul style="list-style-type: none"> It is unlikely that this lower level of growth will be compatible with supporting the existing economy of the area, encouraging more in-commuting especially if there is economic growth. 	<ul style="list-style-type: none"> This level of growth is likely to be able to support the economy of the district, and may help promote more self-containment in the area for living and working. 	<ul style="list-style-type: none"> Higher rates of housing growth are likely to be better able to support high levels of economic growth, this is particularly the case as this option will have advantages in increasing the proportion of people in the working age demographic with benefits for the economy.

Prudent use of natural resources		
LOW	MEDIUM	HIGH
<ul style="list-style-type: none"> • The approach is likely to help previously developed sites allocated for housing to be developed in preference to greenfield land, due to limited choice of sites. However, this may be depend on chosen distribution options. • This approach may not lead to development in locations where it is needed, as much land is already allocated for development, leaving little residual to have an impact on the distribution of growth in the district. • Fewer houses may mean that more people have to live outside the area and commute into the district for work, which is likely to lead to increased car use and the environmental impacts associated with this. This includes air pollution with climate change related and health related effects as well as the consumption of non-renewable fuel resources. • A low growth rate offers low flexibility in the choice of most appropriate sites for new housing so that they are linked to existing and planned employment. This disjointed approach is unlikely to lead to the most sustainable pattern of development in terms of living and working locations, with the potential for the inefficient use of land and increasing the distances travelled for work commuting. • The lower level of development is likely to have a lesser demand for energy and other resources, although this may only be local in scale as housing demand to meet needs may be built elsewhere outside the district resulting in the same level of residential development. • This level of development may be better able to avoid adverse impacts on the River Mease SAC through avoiding significant increase in 	<ul style="list-style-type: none"> • This approach may be most suitable in finding a balance between economic growth and housing provision, and help the better self-containment of parts of the district in terms of jobs/homes. This should have the advantage of reducing car commuting and associated environmental and natural resource impacts. • This level of growth is unlikely to be able to support larger new urban extensions to existing towns, and therefore it will not be possible to create self-contained new 'sustainable communities' a mix of different uses in easy proximity to one another as they will be too small to contain a sufficient. This therefore may encourage more car travel, with associated local and global impacts. • A level of growth above that already allocated for (as in the low growth approach) will also allow a greater choice of sites which may help promote mixed use development associated with the development of new employment land. • The distribution of this level of development may be better able to avoid adverse impacts on the River Mease SAC through avoiding significant increase in phosphate levels in the river, and not exceeding capacity at the Packington Waste Water Treatment works. 	<ul style="list-style-type: none"> • Depending on the level of economic growth in the area this level of housing growth could have adverse impacts on reducing car use. This will particularly be the case if people who continue to work in other parts of the region move to the area due to lower house prices and must commute daily to work elsewhere. This is not compatible with objectives of reducing resource use. • However a higher growth rate may make it possible to build carefully planned new extensions to towns in the area that can support a mix of uses, including housing, employment and services, that could help reduce the need to travel and therefore the use of natural resources. • This level of new housing will require a large amount of land including greenfield sites. If allocations are not phased this could lead to a green field sites being developed in preference to previously developed land, which would mean land is being used inefficiently. However given the quantity required it is likely that all allocations will be taken up in the long-term by the end of the plan period, including previously developed land. • This level of housing development will use a large amount of natural resources in construction and energy and water during their operation. • If housing is not provided at levels it is needed it may happened anyway – but outside the district. • A level of growth above that already allocated for (as in the low growth approach) will also allow a greater choice of sites which may help promote mixed use development associated with the development of new employment land.

phosphate levels in the river, and not exceeding capacity at the Packington Waste Water Treatment works.		
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Appendix 4

Sustainability appraisal of the strategic distribution options

1 Introduction

- 1.1 This paper looks at the options put forward for how the Core Strategy should distribute the **housing** growth around the district. There are three main sources of these options produced at different stages of plan preparation showing the iterative process of finding the most suitable distribution option for the submission core strategy.
- 1.2 The sources of the options are:
- As they are presented in the Further Consultation version of the Core Strategy in 2008, this provides the options for distributing the Regional Spatial Strategy housing figure around the district (section 2 of this paper)
 - Various iterations of housing distribution discussed at Cabinet and reported in Cabinet Reports
 - The preferred distribution as reported in the Core Strategy (section xx of this paper).
- 1.3 At Further Consultation Stage a sustainability appraisal reporting contains the appraisal of the four main options, plus consideration of additional possibilities for distributing development. This assessment is repeated in full in section 2 of this paper. This SA stage allowed useful investigation of what differing levels of growth for each town may mean for delivering sustainable development to each area and the wider district.
- 1.4 None of the options was taken forward exactly as it appeared at Further Consultation as the preferred choice for submission. The most similar is Option 3, although there have been reductions in the overall quantity of housing.
- 1.5 This paper also contains a full assessment of the preferred option based on general assumptions about development. It is preferable at this stage to look in a broad way at growth options, rather than getting involved in the specifics of the impacts on particular site, as this allows for comparison between options.
- 1.6 A complete SA of the distribution of the options as considered by Cabinet is not part of this paper, although section xx does consider the differences in these options from the preferred option.
- 1.7 The Council plan-making team have completed their own SA of all of the options considered. The relative sustainability benefits of each option was also an integral part of refining options and selection of the preferred choice, this means some elements of this informal process are not document. The Council's in-house SA is part of the wider SA process, even though it is not explicitly part of the plan.

The SA can be found in the background papers to the Core Strategy preparation on the Council's website. The options are shown in table 1.1

Table 1.1: Options considered for the distribution of development

OPTIONS FOR DEVELOPMENT DISTRIBUTION	Further Consultation Options 2008				Cabinet options			Submission
	Option 1	Option 2	Option 3	Option 4	October 2009	March 2011	October 2011	Preferred Option
Coalville	9800	8000	5400	7700	6500	4398	5000	4950
Ashby-de-la-Zouch	500	2400	1800	500	1000	785	1400	1400
Castle Donington	500	350	1200	1000	1000	785	1000	1300
Ilstock	100	100	1000	1000	500	393	500	550
Kegworth	50	75	800	400	300	233	450	450
Measham	50	75	800	400	400	313	450	550
Rest of district	None given	None given	None given	None given	500	393	900	500
Total	<i>11000</i>	<i>11000</i>	<i>11000</i>	<i>11000</i>	<i>10200</i>	<i>7300*</i>	<i>9700</i>	<i>9700</i>

* although actually 8000 with 700 distributed to other settlements

2 Further Consultation Options sustainability appraisal

- 2.1 This section presents the findings of the sustainability appraisal of the options that were considered during the Further Consultation stage of the North West Leicestershire Core Strategy. This section repeats Appendix 3 of the SA Report of the Further Consultation Core Strategy in full. Therefore, the appraisals in this section refer entirely to the Further Consultation draft and not as the plan appears now.

Option 1 – The Coalville focus option	
This option focuses almost all development in Coalville (89%) with Ashby and Castle Donington each with 500, Ibstock 100 and Kegworth and Measham 50 dwellings each.	
<ul style="list-style-type: none"> • focuses development in the Coalville, the only sub-regional centre in the District • would see a rapid expansion of Coalville • housing allocation in other towns is likely to see population levels fall in these settlements (housing unlikely to meet natural growth or falling household size) 	
Accessibility	<p>This option has the potential to create new ‘sustainable communities’ on the edge of Coalville’s existing urban area. If new urban extensions are carefully planned and properly delivered they could help create new mixed use areas that have good access to a range of services, for example schools, health and community facilities. Achieving greater access to work will depend on suitable levels of employment land allocation and uptake. Without housing being matched by jobs it could create undesirable residential neighbourhoods that have poor access to local employment and are dependent on longer distance, out-commuting for work, for example to Loughborough or Leicester, or the existing and planned employments areas in the north of the district.</p> <p>Early outputs from the PTOLEMY transport study indicate that this option is likely to reduce the existing self-containment levels for work commuting (down to only 57% from 62%). The study indicates that by 2026 there may be over 11,000 more workers living in Coalville than jobs (in 2006 this was only around 1000 more). Improvements to access to the M1 will also increase long-distance commuting.</p> <p>The remaining five rural towns may see a drop in population. This could put existing businesses and community facilities at risk in these areas. The critical mass of population may no longer be achievable, particularly for private businesses, and may result in their closure, putting access to jobs and services for existing and future residents at risk. Also, people working in businesses in these towns may not</p>

	<p>be able to access necessary local housing, therefore increasing the likelihood of increased in-commuting into these towns for work (including from Coalville).</p> <p>This option puts sustainable access and achieving greater live-work self-containment at risk. This is contrary to sustainable development principles and could have adverse impacts on the environment, health and wellbeing.</p>
Housing	<p>This option would provide a large amount of housing in Coalville, making housing in this town more affordable. In the remaining five towns, house prices are likely to be relatively more expensive due to the limited supply and possible increase in demand. This option is the most likely of all four to give rise to problems of affordability for North West Leicestershire.</p>
Community	<p>Coalville would inevitably see a change in character from rapid expansion. This could help support a more vibrant town centre with new facilities, although with possibly a very different community character. If the social infrastructure is in place to support the growing town then impacts could be mainly positive.</p> <p>This option also presents the opportunity to create new communities as part of new urban extensions to the town. The rapid growth of the extensions will need to be carefully planned, with social infrastructure phased into delivery to help build sustainable communities with a neighbourhood focus.</p> <p>For the other five towns, impacts are likely to be less positive, with a strong possibility of shrinking of local populations (especially in Ibstock, Castle Donington and Measham) resulting in a changing character. Changes could result from services or businesses closing and increasing affordability issues. Low levels of development in these settlements will mean correspondingly low levels of developer contributions. This could have some adverse impacts on delivery of social infrastructure in the Rural Towns, particularly where current deficiencies have been identified.</p>
Biodiversity, landscape and land/soil	<p>This option would see the majority of development as greenfield growth around Coalville. All sites around Coalville are part of the National Forest and this will need to be a consideration of development, ensuring that new trees and open spaces are integral to any new development.</p> <p>Several sites around Coalville are near areas of biodiversity importance, including <i>north of Thringsone</i> near a Site of Special Scientific Interest (SSSI) 'Grace Dieu and High Sharpley', which is an area of broadleaved, mixed and yew woodland that is in an unfavourable status. The site to the <i>South West of Coalville</i> shares a border with a Local Nature Reserve 'Snibston Grange', and also the site <i>Greenhill Farm</i> which is also near Carnwood Lodge National Nature Reserve. Both these designations will need to be considerations of proposed development of these sites.</p>

	<p>By focusing the majority of housing growth on one town, this limits the choice of sites available. The risk is that this means that some sites have to be developed that have a more sensitive environment than others elsewhere. Appendix 4 of the Further Consultation is an assessment of the housing sites, but does not include Coalville sites, giving no overall picture of the relative suitability of Coalville sites in comparison to others.</p> <p>Less development in Measham and in Ashby-de-la-Zouch is likely to be better in protecting the River Mease Special Area of Conservation (SAC) from harm related to development by avoidance of over-abstraction of water for new development, as well as the direct impacts of development on the water environment. This option is unlikely to provide the level of developer contributions needed to upgrade the Packington waste water treatment works. This may put the SAC at pollution risk, as water use in existing homes and infill development will put the existing works that are already at capacity under increased pressure.</p> <p>Some soils around Coalville are of Grade 2 quality and therefore it will be important to ensure that development of sites takes this into account.</p>
Built environment and historic heritage	<p>The very high growth in Coalville will change the whole shape of the town. Therefore, there is the risk that new development could harm the built character, but there is also the opportunity for careful planning to delivering new, higher quality urban areas for the town. This could use the principles of sustainable layout and design to create new urban neighbourhoods that brings benefits to new and existing residents. This could include promoting movement routes that encourage walking and cycling, sustainable construction, renewable energy and public open space provision.</p> <p>At specific sites in Coalville, proximity to historic assets need to be taken into account. This includes near <i>Greenhill Farm</i>. There are Rabbit Warrens on Warren Hill and by <i>south west of Coalville</i> there is Snibston Colliery, both of which are scheduled monuments.</p> <p>This option also misses out opportunities for housing development to help deliver renewal and regeneration of the other towns, especially where they are currently suffering from a poor quality urban environment. The gradual decline in population could also lead to changes in the character of these areas.</p>
Air	<p>These impacts relate closely to the impacts identified under accessibility. There is the potential for this option to create some types of greater self-containment in Coalville. However, as the PTOMELY results show, there is the risk that where there is housing and employment mismatch in the town, and improvements to M1 access, there could be a large increase in out-commuting for work. This will have inevitable adverse impacts on air quality related to increased car use, with negative impacts related to reducing carbon emissions, air pollution and health and wellbeing. Therefore, housing growth must be better matched with job growth, as well as other service provision, and improvements to public transport links.</p>

	<p>Decline or static populations in the other five towns could also have adverse impacts related to commuting. Lower numbers of resident workforce will result in more people travelling into these towns for work.</p> <p>Overall, this option does not perform well in terms of air quality and avoiding a contribution to climate change.</p>
Water quality and supply	<p>Water supply issues are of serious concern in the District. In particular there is a water supply shortage in the Ashby and Measham area. However, this option avoids locating large amounts of new housing in these towns and this supports making the best use of available water.</p> <p>Under all options, measures will have to be put in place to limit potable water use in new homes and businesses, using all water sources more efficiently. This could include the use of grey water recycling in all new homes.</p> <p>The Snarrow waste water treatment works in Osgathrope to the north of the District is also identified as High Risk¹. Therefore, new housing in the district will need to be supported by improvements to capacity at the waste water treatment works.</p>
Flood	<p>To the south and the south east of Coalville there is some risk of flood adjacent to the River Sence that flows through the area. Therefore, vulnerable development including housing should not be built in this part of the site, but it does not mean development cannot proceed.</p> <p>This option means that sites that are shown to have quite a high risk of flood will not need to be developed. These sites are at the <i>rear of Upton Close, Castle Donington</i> and the northern section of <i>Adjoining Cott Factory, Kegworth</i>.</p> <p>To avoid increasing the risk of flood on and off-site, all new development should be designed to incorporate sustainable urban drainage measures, including limiting water run-off to greenfield levels or lower if possible.</p>
Energy	<p>This option is likely to include large new development sites. The development of larger 'urban extensions' may present greater opportunities for the delivery of low carbon heat and power. This can be as part of district or community heat and power schemes, which may be more financially viable and integrated into large development sites to be delivered by a single developer, rather than in multiple smaller schemes. It may also be possible to set specific policy for higher targets to be met on strategic sites.</p>
Economy	<p>To achieve greater self-containment the new jobs and home provision in the District's towns need to be well matched. This means that under this option the majority of new employment will have to be directed to the Coalville area. This is not necessarily the option that is</p>

¹ Environment Agency (200?) *RSS8 Housing options appraisal – EA Paper on Water Quality*

	<p>being pursued by the Core Strategy, and therefore there is a strong likelihood that new jobs will not be very accessible to new homes. This could adversely impact on peoples' ability to access local jobs that meet their needs, as well as provide new employers with a local workforce.</p> <p>It is not clear what the overall impact on the District, as a whole, would be from pursuing this option.</p>
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Option 2 – Coalville focus with significant amount in a rural town (Ashby-de-la-Zouch)	
<p>This option still sees the majority of development in Coalville, but also a larger proportion in Ashby, but less in Castle Donington and marginally more in Kegworth and Measham.</p>	
<ul style="list-style-type: none"> • focuses development in Coalville, the only sub-regional centre in the District • would see a rapid expansion of Coalville • housing development in Ashby would see the a proportional rise in its role in the District, acting as the second major centre • housing allocation in other towns is likely to see population levels fall in these settlements (housing unlikely to meet natural growth or falling household size) 	
Accessibility	<p>This option has the potential to create new 'sustainable communities' on the edge of Coalville existing urban area. If new urban extensions are carefully planned and properly delivered it could help create new mixed use areas that have good access to a range of services, for example schools, health and community facilities.</p> <p>Growth in Ashby-de-la-Zouch could help support the services and facilities of this town, and therefore accessibility.</p> <p>Achieving greater access to work will be depended on suitable levels of employment land allocation and uptake in both Coalville and Ashby. Without housing being matched by jobs it could create undesirable residential neighbourhoods that have poor access to local employment and are dependent on longer distance out-commuting for work, for example to Loughborough or Leicester, or the existing and planned employments areas in the north of the district.</p> <p>Early outputs from the PTOLEMY transport study indicate that this option may help create some better self-containment for jobs in Ashby.</p>

	<p>Data indicates that under this option there may be more people living in Ashby working there also (38% to 46%). However, employment growth is still expected to be lower than growth in the workforce, and this 46% figure is still quite low in terms of self-containment.</p> <p>Despite slightly lower housing growth in Coalville (down 1800) it remains likely that job provision in the town would not match housing growth. This could possible result in lower self-containment for Coalville, with more workers than jobs in the town. Improvements to access to the M1 will also increase long-distance commuting.</p> <p>The remaining four rural towns are could suffer a drop or stagnation of population. Castle Donington in particular would see little growth, 350 homes in total to 2026, which could be as little as 20 homes a year. This could put existing businesses and community facilities at risk in these areas. The critical mass of population may no longer be achievable, particularly for private businesses, and may result in their closure, putting access to jobs and services for existing and future residents at risk. People working in businesses in these towns may not be able to access necessary local housing, therefore increasing the likelihood of increased in-commuting into these towns for work (including from Coalville).</p> <p>This option may be slightly preferable for job access to option 1, as it provides greater self-containment in Ashby. However, this option also risks the creation of patterns of development that encourage commuting for work, with the risk of low access to employment for new residents. There is also the possibility that reducing the role of other towns will reduce the availability of services in these areas, further reducing accessibility.</p>
Housing	<p>This option would provide a large amount of housing in Coalville and growth in Ashby, making housing in these two towns relatively more affordable. In the remaining four towns house prices are likely to be relatively more expensive due to limited supply and possible increasing demand. This option is the most likely of all four to give rise to problems of affordability.</p>
Community	<p>Coalville would inevitably see a change in character from rapid expansion, growth at Ashby would be more limited than at Coalville. However, the growth level in both towns could still result in some changes to the community character. The growth could help support a more vibrant town centre with new facilities. If the social infrastructure is in place to support the growing town then impacts could be mainly positive.</p> <p>This option also presents the opportunity to create new communities as part of new urban extensions to Coalville, and possible Ashby if all development was located in one expansion site. The rapid growth of the extensions will need to be carefully planned, with social infrastructure phased into delivery to help build sustainable communities with a neighbourhood focus.</p> <p>For the other five towns impacts are likely to be less positive, with a gradual shrinking of local populations resulting in a changing character. Changes could result from services or businesses closing and increasing affordability issues. Lower levels of development in</p>

	these settlements will mean correspondingly low levels of developer contributions. This could have some adverse impacts on delivery of social infrastructure in the Rural Towns, particularly where current deficiencies have been identified.
Biodiversity, landscape and land/soil	<p>This option would see the majority of development as greenfield growth around Coalville. All sites around Coalville and Ashby-de-la-Zouch are in National Forest and this will need to be a consideration of development, ensuring that new trees and open spaces are integral to any new development.</p> <p>Several sites around Coalville are near areas of biodiversity importance. Including <i>north of Thringstone</i>, that is near a Site of Special Scientific Interest (SSSI) 'Grace Dieu and High Sharpley', an area of broadleaved mixed and yew woodland that is in an unfavourable status. The site to the <i>South West of Coalville</i> shares a border with a Local Nature Reserve 'Snibston Grange'. Also the site <i>Greenhill Farm</i> is also near Carnwood Lodge National Nature Reserve. Both these designations will need to be considerations of proposed development of these sites.</p> <p>Sites around Ashby-de-la-Zouch all are within the catchment of the River Mease that is designated as a Special Area of Conservation for its international importance for nature conservation. Development on any of the sites around the town has the potential to have adverse impacts on the Mease. This could be through direct impacts on water quality from tributaries flowing through the proposed development site and also from impacts on water flows in the river which are related to water use and abstraction. Any development in these areas would need to undergo site specific 'appropriate assessment'. An HRA screening has been prepared for the Further Consultation document. Measham is also effected by the same issues, and this option only puts 75 dwellings in the town, making adverse impacts unlikely or minimal.</p> <p>Focusing on two towns rather than one allows some of the landscape and biodiversity impacts of development to be distributed around the District. However, the quantity of development remains high in Coalville meaning the majority of impacts will be experienced here. Policies will need to be in place to ensure biodiversity and landscape enhancement is part of any proposed development scheme.</p> <p>Some soils around Coalville are of Grade 2 quality and therefore it will be important to ensure that development of sites takes this into account.</p>
Built environment and historic heritage	<p>The very high growth in Coalville and large new expansions to Ashby-de-la-Zouch will change the whole shape of these towns. Therefore, there is the risk that new development could harm the built character, but there is also the opportunity for careful planning to deliver new, higher quality urban areas for the towns. This could use the principles of sustainable layout and design to create new urban neighbourhoods that bring benefits to new and existing residents. This could include promoting movement routes that encourage walking and cycling, sustainable construction, renewable energy and public open space provision.</p>

	<p>At specific sites in Coalville, the proximity to historic assets need to be taken into account. This includes near <i>Greenhill Farm</i>. There are Rabbit Warrens on Warren Hill and by <i>south west of Coalville</i> there is Snibston Colliery, both of which are scheduled monuments.</p> <p>On the opposite side of the road from <i>East of Leicester Road</i> in Ashby is the Ashby Castle and Associated Formal Gardens scheduled monument, the character of this area will need to be a consideration of development proposals on the site. New development in Ashby-de-la-Zouch will have to respect the central conservation area, in particular the south of <i>Money Hill</i> and <i>East of Leicester Road</i> sites.</p> <p>This option also misses out on opportunities for housing development to help deliver renewal and regeneration of the other three towns, especially where they are currently suffering from a poor quality urban environment. The gradual decline in population could also lead to changes in the character of these areas.</p>
Air	<p>These impacts relate closely to the impacts identified under accessibility. There is the potential for this option to create some types of greater self-containment in Ashby-de-la-Zouch. However, as the PTOMELY results show that high levels of housing growth in Coalville may result in reduced self-containment of the town and increase in travel needs and distances. This will have inevitable adverse impacts on air quality related to increased car use, with negative impacts related to reducing carbon emissions, air pollution and health and wellbeing. Therefore, housing growth will need to be better matched with job growth, as well as other service provision.</p> <p>In Ashby-de-la-Zouch this option could see some growth in self-containment for living and working, helping to reduce car movement in the town and elsewhere. Impact on air quality is therefore likely to be positive.</p> <p>Decline or static populations in the other five towns could also have adverse impacts related to commuting. Lower numbers of resident workforce will result in more people travelling into these towns for work.</p> <p>Overall, the air quality impacts of this option related to car travel remain poor, although possibly better than for option 1.</p>
Water quality and supply	<p>Water supply issues are of serious concern in the District. In particular there is a water supply shortage in the Ashby and Measham area. Therefore, this option has the potential to have an impact on water supply in the Ashby area, especially as the Packington waste water treatment works that serve the towns are identified as High Risk by the Environment Agency of exceeding capacity due to housing expansion in the area. This has a particular risk for waste quality in the River Mease SAC.</p> <p>The Snarrow waste water treatment works in Osgathrope to the north of the District is also identified as High Risk. Therefore, new housing in the district will need to be supported by improvements to capacity at the waste water treatment works.</p> <p>Under all options measures, will have to be put in place to limit potable water use in new homes and businesses, using all water sources more efficiently. This could include the use of grey water recycling in all new homes.</p>

Flood	<p>The south at the <i>south east of Coalville</i> has some risk of flood immediately adjacent to the River Sence that flows through the site. Therefore, vulnerable development including housing should not be built in this part of the site, but it should not mean development cannot proceed.</p> <p>In Ashby the site <i>south of Ashby</i> areas along brook/drain that runs through the site that are at risk of flood, vulnerable development will have to be located away from this area. Very small parts of the sites in <i>Money Hill</i> and <i>East of Leicester Road</i> are also shown to be at risk of flood.</p> <p>This option means that sites that are show to have quite a high risk of flood will not need to be developed. These sites are <i>rear of Upton Close</i>, <i>Castle Donington</i> and the northern section of <i>Adjoining Cott Factory, Kegworth</i>.</p> <p>To avoid increasing the risk of flood on and off-site, all new development should be designed to incorporate sustainable urban drainage measures, including limiting water run-off to greenfield levels.</p>
Energy	<p>This option is likely to include large new development sites. The development of larger ‘urban extensions’ may present greater opportunities for the delivery of low carbon heat and power. This can be as part of district or community heat and power schemes, which may be more financially viable when integrated into large development sites to be delivered by a single developer, rather than in multiple smaller schemes. It may also be possible to set specific policy for higher targets to be met on strategic sites.</p>
Economy	<p>To achieve greater self-containment the new jobs and home provision in the District’s towns need to be well matched. This means that under this option, the majority of new employment will have to be directed to the Coalville area and with additional employment at Ashby. This is not necessarily the option that is being pursued by the Core Strategy, and therefore there is a strong likelihood that new jobs will not be very accessible to new homes. This could adversely impact on peoples’ ability to access local jobs that meet their needs, as well as to provide new employers with a local workforce.</p> <p>The very low levels of housing at Castle Donington and Kegworth could also impact on a locally available workforce for any expansion of the East Midlands Airport and the possible new regional distribution centre.</p> <p>It is not clear what the overall impact on the District, as a whole, would be from pursuing this option.</p>

Option 3 – Coalville focus with a significant amount in two of the Rural Towns	
<p>This option still sees the majority of development in Coalville, although the least of all four options. Ashby and Castle Donington and to a lesser extent Ibstock are each to receive more new housing that should result in their growth. Levels of housing in Kegworth and Measham are also higher. This is the most dispersed option of housing growth.</p>	
<ul style="list-style-type: none"> • The most dispersed option, although Coalville remains the focus with more than double the housing of the next largest settlement • Housing in Ashby is less than under option 2 • Housing in Castle Donington is highest under this option, significantly higher than for option 1 or 2, although only 200 homes more than for option 4 • Ibstock, Kegworth and Measham all would see a level of housing that is likely to support their continued function and some population growth, particularly for Ibstock • This option is the closest to a 'business as usual' approach with all settlements more or less receiving a pro-rata proportional share of new dwellings. 	
Accessibility	<p>This option sets housing growth at levels in all towns that would allow their continued growth and development. This option could therefore help would support the continued viability of the town centres of all of the six towns.</p> <p>Coalville remains the focus of the majority of development, with 5400 homes proposed for the town, slightly reducing the proportion of dwellings in this town from current levels by 2026. This quantity of development is still likely to be able to support a new mixed use sustainable urban extension to the town, if a single location for growth is chosen. New urban extensions could include new accessible local services such as schools, open spaces, jobs and shops, and the level of development should be sufficient to support new public transport.</p> <p>Similarly for Ashby and Castle Donington development levels could be sufficient to deliver smaller urban extensions, although these could still be of a level to support some accessible services.</p> <p>The PTOLEMY study has shown that this quantity of housing in Castle Donington could help to improve the local trip containment as new homes could be supported by jobs in the nearby East Midlands airport. However, this is from a very low starting point of only 6% self-containment. Self-containment of trips in Kegworth is also increased under this option. The slightly increased proportion of new homes</p>

	<p>in Kegworth and Castle Donington by 2026 from current levels will help provide accessible homes near areas of planned employment expansion.</p> <p>Trip containment for Kegworth also increases, indicating greater self-containment for work.</p> <p>The lower level of homes delivered in Coalville and Ashby can only help to reduce out-commuting as this option is most likely to better match workforce growth with job growth.</p> <p>This option is most likely to see more accessible jobs for new residents, but as with all options, the predicated jobs growth does lag behind the housing growth. This means there will always be out-commuting for work.</p>
Housing	<p>This distribution of housing is most likely to help meet housing needs throughout the District of all of the four options. This approach to growth should help make sure house prices are not artificially increased in any settlement simply by lack of supply.</p>
Community	<p>The overall growth in any one settlement is less than for other options. This means changes to community character will not be as great as under some of the other options. This option should also allow for the continued natural growth and change of all of the six named towns, helping to preserve the demographic and social mix in all these areas that contributes to character.</p> <p>There is less opportunity to create sustainable, new neighbourhoods in new urban extensions under this option. However, this may still be possible in Coalville if the majority of growth is located in one extension.</p> <p>Development at these quantities should also help in the continued support of viable town centres, this is likely to be important in maintaining the character and identity of these settlements.</p>
Biodiversity, landscape and land/soil	<p>This more dispersed distribution of development is also most likely to help distribute adverse impacts across the District. For instance, not all potential urban extensions will need to be developed, allowing those locations where adverse impacts will be least to be prioritised for development.</p> <p>The main biodiversity impacts relate to the potential effects of development in and around Ashby and Measham on the River Mease Special Area of Conservation (designated for its international importance for nature conservation).</p> <p>Of all four options this would see the most development at Measham. The three sites proposed for development are all within 500m of the designated area, and Ashby sites have tributaries of the River Mease flowing through them. Therefore, development has the potential to have direct impacts on water quality. Information from the Environment Agency also shows that this area suffers from over abstraction of water. Therefore, additional water abstraction in Measham and Ashby to supply development could have a detrimental</p>

	<p>impact on the River Mease SAC. Further details of possible impacts on the River Mease SAC are shown in the Habitats Regulations Assessment. The quantity of development under this option may also allow for development contributions to pay for waste water treatment works upgrades to increase capacity, this will help reduce adverse water quality impacts on the SAC.</p> <p>All the six settlements, with the exception of Kegworth and Castle Donington are in the National Forest. This does not necessary preclude development, but it will have to be a consideration of development proposals.</p> <p>Several sites around the district are near areas of biodiversity importance. Including <i>north of Thringstone</i>, that is near a Site of Special Scientific Interest (SSSI) 'Grace Dieu and High Sharpley', an area of broadleaved mixed and yew woodland that is in an unfavourable status. The site to the <i>South West of Coalville</i> shares a border with a Local Nature Reserve 'Snibston Grange', also the site <i>Greenhill Farm</i> is also near Carnwood Lodge National Nature Reserve. Both these designations will need to be considerations of proposed development of these sites.</p> <p>There are Grade 2 agricultural soils in the District, and some locations will may need further analysis to identify the quality of soils. In particular development near Coalville, Castle Donington and Ibstock.</p>
Built environment and historic heritage	<p>This option would see growth distributed throughout the District. This should enable new development to be used in the regeneration and renewal of towns centres where necessary. In some instances the quantity of development will have the potential to bring major changes to the built character of towns, such as in Coalville and possibly in Ashby and Castle Donington.</p> <p>Urban extensions will need to be carefully planned to deliver new higher quality urban areas for the town. This could use the principles of sustainable layout and design to create a new urban neighbourhood that brings benefits to new and existing residents. Including promoting movement routes that encourage walking and cycling, and sustainable construction.</p> <p>At specific sites in Coalville proximity to historic assets need to be taken into account. This includes near <i>Greenhill Farm</i>. There are Rabbit Warrens on Warren Hill and by <i>south west of Coalville</i> there is Snibston Colliery, both of which are scheduled monuments.</p> <p>On the opposite side of the road from <i>East of Leicester Road</i> in Ashby is the Ashby Castle and Associated Formal Gardens scheduled monument, the character of this area will need to be a consideration of proposed development here. New development in Ashby-de-la-Zouch will have to respect the central conservation area, in particular the south of <i>Money Hill</i> and <i>East of Leicester Road</i> sites.</p> <p>In Castle Donington the site <i>rear of Upton Close</i> is within 200m of the Enclosure Castle and 600m of Hemington Chapel, both of which are scheduled monuments.</p>
Air	<p>These impacts relate closely to the impacts identified under accessibility. The PTOMELY Assessment of this option reveals that it is the</p>

	<p>most likely to contribute to greater self-containment of towns for jobs and homes. This could help in reducing car use and the associated air quality impacts. However, there is an overall reliance on car travel for all trips in the District, and many trips are made over long distances and this could be exacerbated by M1 access improvements. Therefore, strategies need to be in place to help make sure more trips in future are by car alternatives, although lack of train stations in the District does make this difficult.</p>
Water quality and supply	<p>Water supply issues are of serious concern in the District. In particular there is a water supply shortage in the Ashby and Measham area. Therefore, this option has the potential to have an impact on water supply in the Ashby area, especially as the Packington waste water treatment works that serve the towns are identified at High Risk by the Environment Agency of exceeding capacity due to housing expansion in the area. This has a particular risk for waste quality in the River Mease SAC.</p> <p>The Snarrow waste water treatment works in Osgathrope to the north of the District is also identified as High Risk. Therefore, new housing in the district will need to be supported by improvements to capacity at the waste water treatment works.</p> <p>Under all options measures will have to be put in place to limit potable water use in new homes and businesses, using all water sources more efficiently. This could include the use of grey water recycling in all new homes.</p>
Flood	<p>The proposed locations for greenfield expansion are relatively low risk of flood, with a few exceptions.</p> <p>The sites at greatest risk, and that may need developing under this option, are at the <i>rear of Upton Close, Castle Donington</i> and the northern section of <i>Adjoining Cott Factory, Kegworth</i>.</p> <p>Also at risk are sites to south at the <i>south east of Coalville</i> has some risk of flood immediately adjacent to the River Sence. In Ashby at the site <i>south of Ashby</i>, along brook/drain that runs through the site are at risk of flood. Therefore any areas of development will be vulnerable, so must be located away from this area. Very small parts of the sites in <i>Money Hill</i> and <i>East of Leicester Road</i> are also shown to be at risk of flood.</p> <p>To avoid increasing the risk of flood on and off-site all new development should be designed to incorporate sustainable urban drainage measures, including limiting water run-off to greenfield levels.</p>
Energy	<p>This option is likely to include large new development sites. The development of larger 'urban extensions' may present greater opportunities for the delivery of low carbon heat and power. This can be as part of district or community heat and power schemes, which may be more financially viable integrated into large development sites to be delivered by a single developer, rather than in multiple smaller schemes. It may also be possible to set specific policy for higher targets to be met on strategic sites.</p>

Economy	<p>To achieve greater self-containment the new jobs and home provision in the District's towns need to be well matched. This option distributes development more equally around the District, reflecting the existing role of settlements. This may mean that more people under this option have access to local employment.</p> <p>The focus of new development in the Castle Donington and Kegworth area should help support economic growth in and around the airport, helping to provide a local workforce to meet needs in the area.</p>
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Option 4 – Coalville focus with significant amount in two rural towns	
<p>Despite being referred to in its title as the same as Option 3, this option sees more development in Coalville. Ashby has a much reduced role from Option 3, Castle Donington and Ibstock would receive 1000 new homes. The role of Kegworth and Measham is also reduced from Option 3 but remains higher than under Option 1 or 2.</p>	
<ul style="list-style-type: none"> • Under this option Coalville is still the major focus of development, receiving 7-8 times the quantity of development of the next tier of settlement (Ibstock and Castle Donington) • Housing in Ashby is reduced to the same levels as under Option 1 • Housing in Castle Donington and Ibstock should help to allow the continued growth of these towns in terms of population. • Ashby, Kegworth and Measham all would see a level of housing that is likely to mean their role shrinks, with housing at levels only to provide for a natural reduction in population size and little or no growth 	
Accessibility	<p>This option sets housing growth at levels in Coalville, Castle Donington and Ibstock that should allow their continued growth and development. This option could therefore help would support the continued viability of the town centres in these three towns.</p> <p>Coalville remains the focus of the majority of development, with 7700 homes proposed for the town. Therefore, this retains the possibility of creating new mixed use sustainable urban extension to the town in a single location for growth is chosen. New urban extensions could include new accessible local services such as schools, open spaces, jobs and shops, and the level of development should be sufficient to support new public transport.</p> <p>It may also be possible in Ibstock and Castle Donington to create new urban extensions provide locally accessible services, and possibly</p>

	<p>new mixed use development, therefore improving access.</p> <p>No PTOLEMY assessment results were available for this Option. However, based on the assessment of other options it is likely that the large quantity of development in Coalville is likely to result in more workforce than jobs and therefore a large amount of out-commuting for work. For the other towns the limited supply of new homes may help to better match job and home growth, reducing the need and distance people commute. The focus on Castle Donington could help to improve the local trip containment as the closest town to the East Midlands airport and possible regional distribution centre.</p>
Housing	<p>This option would provide a large amount of housing in Coalville as well as a large amount in Castle Donington and Ibstock. This development will help meet peoples' needs for housing in these towns. However, in the other three towns housing may be less available, which could result in prices increasing due to lack of supply.</p>
Community	<p>Coalville would inevitably see a change in character due to rapid expansion. Growth at Castle Donington and Ibstock would be more limited than at Coalville. However, the growth level could still result in some changes to the community character. In all three towns this growth could help support a more vibrant town centres with new facilities. If the social infrastructure is in place to support the growing town then impacts could be mainly positive.</p> <p>For the other three towns impacts are likely to be less positive, with the level of housing unlikely to be of the quantities to support the continued natural growth and change of settlements. There is the risk that the quantity of housing will reduce the affordability of homes, and change the social and demographic character of communities.</p>
Biodiversity, landscape and land/soil	<p>This option would see the majority of development as greenfield growth around Coalville. Several sites around Coalville are near areas of biodiversity importance. Including <i>north of Thringstone</i>, that is near a Site of Special Scientific Interest (SSSI) 'Grace Dieu and High Sharpley', an area of broadleaved mixed and yew woodland that is in an unfavourable status. The site to the <i>South West of Coalville</i> shares a border with a Local Nature Reserve 'Snibston Grange', also the site <i>Greenhill Farm</i> is also near Carnwood Lodge National Nature Reserve. Both these designations will need to be considerations of proposed development of these sites.</p> <p>There are no nature conservation designations in proximity of Castle Donington or Ibstock.</p> <p>Coalville and Ibstock are in the National Forest and this will need to be taken into account in any development proposals.</p> <p>Focusing on three towns, rather than one, allows some of the landscape and biodiversity impacts of development to be distributed around the District. However, the quantity of development remains high in Coalville meaning the majority of impacts will be experienced here.</p>

	<p>Policies will need to be in place to ensure biodiversity and landscape enhancement is part of any design scheme.</p> <p>This option limits development in Measham and in Ashby-de-la-Zouch and therefore may be preferable options for protecting the River Mease Special Area of Conservation from harm related to development. This includes the need to avoid over-abstraction of water for new development, as well as the direct impacts of development on the water environment.</p> <p>Some soils around Coalville, Castle Donington and Ibstock are of Grade 2 quality and therefore it will be important to ensure that development of sites takes this into account.</p>
Built environment and historic heritage	<p>This option would see growth distributed throughout the District. This should enable new development to be used in the regeneration and renewal of towns centres where necessary. In some instances the quantity of development will have the potential to bring major changes to the built character of towns, such as in Coalville and possibly in Ibstock and Castle Donington, and therefore needs to be sensitively planned.</p> <p>Urban extensions will need to be carefully planned to deliver new higher quality urban areas for the town. This could use the principles of sustainable layout and design to create a new urban neighbourhood that brings benefits to new and existing residents. Including promoting movement routes that encourage walking and cycling, and sustainable construction.</p> <p>At specific sites in Coalville proximity to historic assets need to be taken into account. This includes near <i>Greenhill Farm</i>. There are vestiges of Rabbit Warrens on Warren Hill and by <i>south west of Coalville</i> there is Snibston Colliery, both of which are scheduled monuments.</p> <p>In Castle Donington the site <i>rear of Upton Close</i> is within 200m of the Enclosure Castle and 600m of Hemington Chapel, both of which are scheduled monuments.</p>
Air	<p>These impacts relate closely to the impacts identified under accessibility. There has been no PTOMELY Assessment yet of this option. However, based on the other options assessments it is likely that this options would result in more commuting trips from Coalville, with many more workforce than available jobs. This is likely to give rise to increased car travel and associated sustainability impacts. There is an overall reliance on car travel for all trips in the District, and many trips are made over long-distances and this could be exacerbated by M1 access improvements. Therefore, strategies need to be in place to help make sure more trips in future are by car alternatives, although lack of train stations in the District does make this difficult.</p>
Water quality and	<p>Water supply issues are of serious concern in the District. In particular there is a water supply shortage in the Ashby and Measham area. Therefore, this option has the potential to have an impact on water supply in the Ashby area, especially as the Packington waste water</p>

supply	<p>treatment works that serve the towns are identified at High Risk by the Environment Agency of exceeding capacity due to housing expansion in the area. This has a particular risk for waste quality in the River Mease SAC.</p> <p>The Snarrow waste water treatment works in Osgathrope to the north of the District is also identified as High Risk. Therefore, new housing in the district will need to be supported by improvements to capacity at the waste water treatment works.</p> <p>Under all options measures will have to be put in place to limit potable water use in new homes and businesses, using all water sources more efficiently. This could include the use of grey water recycling in all new homes.</p>
Flood	<p>The proposed locations for greenfield expansion are at relatively low risk of flood, with a few exceptions.</p> <p>The sites at greatest risk, and that may need developing under this option, are <i>rear of Upton Close, Castle Donington</i>. Also at risk are sites to south at the <i>south east of Coalville</i> has some risk of flood immediately adjacent to the River Sence.</p> <p>To avoid increasing the risk of flood on and off-site all new development should be designed to incorporate sustainable urban drainage measures, including limiting water run-off to greenfield levels.</p>
Energy	<p>This option is likely to include large new development sites. The development of larger 'urban extensions' may present greater opportunities for the delivery of low carbon heat and power. This can be as part of district or community heat and power schemes, which may be more financially viable integrated into large development sites to be delivered by a single developer, rather than in multiple smaller schemes. It may also be possible to set area specific higher targets for low carbon energy on strategic sites.</p>
Economy	<p>To achieve greater self-containment the new jobs and home provision in the District's towns need to be well matched. This option may limit accessibility to jobs, particularly in the Coalville area.</p> <p>The focus of new development in Castle Donington should help support economic growth in and around the airport, helping to provide a local workforce to meet needs in the area.</p>

2.2 There was a previous stage of consultation where options were considered. At the *Additional Consultation Core Strategy* (2007) two other main options were considered. These were rejected prior to the preparation of the Further Consultation (2008).

2007 Additional consultation options

Option 5 – The dispersed option

This option would be to further disperse development beyond that covered by the current Option 3 and would have included allocating land for development in some of the larger villages.

The main implications for sustainable development from this approach to distribute development would be related to the long-term patterns of development that this could give rise to. It may encourage very dispersed development. Under this option no single settlement would be the primary focus of development and would possibly include developing in locations where there is poor existing access to a good range of services and facilities. This pattern of development would make delivering new public transport routes difficult, with the dispersed patterns of new development requiring complicated bus routes. Therefore, this option is likely to have performed poorly in relation to sustainability objectives of access, air quality, and health, resulting from increase car travel.

This option would also have resulted in quite a large amount of development in Ashby and possibly Measham with potentially adverse impacts on the River Mease SAC.

Option 6 – New settlement

This option would be to create a new settlement in North West Leicestershire to accommodate a large amount of the new development.

Such a settlement would need to be of quite a large threshold size to provide the necessary critical mass of population to support new services, such as a viable town centre, schools, employment health and leisure centres, public transport routes and other facilities. Without the critical mass of population the new settlement could become a commuter town providing predominantly housing to meet employment needs elsewhere, contrary to the principles of creating a sustainable community and sustainable access.

A new settlement would also need a large amount of land take to provide all the housing, employment and services necessary for its successful functioning. This could have greater impacts on the environment than a single large or several smaller urban extensions.

Development in the District is already very dispersed, and adding a new town would exacerbate this. For instance, creating problems in setting up new functional public transport routes to connect the town to all nearby towns and cities, and further disjuncting where people live and work.

A potential benefit of this option for sustainable development would be the opportunity to develop in a location where there would be minimal environmental impact, in terms of landscape and biodiversity – or if there is a large previously developed site outside a settlement in need for redevelopment. A new settlement could also be located next to existing or planned employment growth areas, where existing towns in the area are constrained in terms of suitable locations for growth. However, given that many of the locations for extensions have quite low environmental sensitivity, benefit could also be gained from carefully planned expansions around an existing core.

3 Sustainability appraisal of the preferred distribution of development Core Strategy

- 3.1 This section looks at the sustainability implications of the preferred distribution of options as they are proposed, this is in keeping with the policy appraisal of policy CS16 of the Core Strategy.
- 3.2 In addition, this section considers the relative impacts of this policy compared to the options that were considered earlier. This appraisal now reflects the quantity of development that is being proposed also. This is significantly reduced from the amount that was assessed at Further Consultation options – now at 9700 to 2031 instead of 11000 (not including rural) to 2026. The implications of this change are referred to at the end of this section and in main report text.

Preferred Options – Core Strategy Policy	
<p>This is the preferred option for the distribution of development set out in the Core Strategy. This split sees Coalville get just over 50% of the housing growth. Ashby and Castle Donington would get a similar level of growth to each other, despite their existing very different sizes. The remaining Rural Centres would get a small number of new homes.</p> <p>This option also gives a figure for the rural area, which would see also a small growth.</p>	
<ul style="list-style-type: none"> • Growth in Coalville is likely to require one or more urban extensions of a significant scale. There is the potential to create an urban extension with a new local centre and mix of uses, including employment. • Housing growth is set to rapidly increase in Castle Donington. In 2009 there was under 10% of total housing in the district in the village and it will increase in size by almost half. There is potential for a development to deliver new services to meet increased demands from residents, as well as to give support the town. There is also the potential for greater self-containment for jobs and homes. • Ashby. Measham and Ibstock would be expected to get proportionally less housing than their current share • If housing is only delivered to the figures given in the policy rural housing development would have to slow considerably. 	
Accessibility	<p>This option has the potential to create new ‘sustainable communities’ on the edge of Coalville existing urban area, as well as in Castle Donington. In both these settlements, as long as development is not disbursed between lots of small extensions, planning urban extensions to meet growth needs could help create new mixed use areas that have good access to a range of services. For example,</p>

	<p>new local centres with schools, shops and community facilities could be delivered to support access to service and reduce car reliance.</p> <p>In Castle Donington the desired housing growth could help improve self-containment of the village. The area currently has about a quarter of all jobs in the district but only 10% of all the homes. Supported by better cycle paths and footpaths new homes could have good and equitable access to a range of jobs.</p> <p>Growth in Ashby-de-la-Zouch could help support the services and facilities of this town, and therefore accessibility.</p> <p>Achieving greater access to work will be depended on suitable levels of employment land allocation and uptake in both Coalville and Ashby. Without housing being matched by jobs it could create undesirable residential neighbourhoods that have poor access to local employment and are dependent on longer distance out-commuting for work, for example to Loughborough or Leicester, or the existing and planned employments areas in the north of the district.</p> <p>There remains risk in Coalville and Ashby that job growth will not match housing growth, leading to increasing need to travel long distances to get to jobs. This commuting is likely to favour those who drive, which is not compatible with equitable access for all.</p> <p>The remaining Rural Centres may also see some substantial growth in terms of proportion size, with Kegworth and Measham likely to grow by well over a quarter. Growth in all the Rural Centres would need to be matched by employment growth. In particular, Kegworth that currently acts as a commuter settlement serving Castle Donington and the airport and towns and cities up and down the M1. In Kegworth a step change in local service availability is essential to help improve accessible service and reduce car use in the village. There is a risk that this allocation of housing to Kegworth is incompatible with sustainable and equitable access considerations.</p> <p>This option would see housing growth in the rural area slow. This is compatible with a strategy that seeks to find a long-term layout of development in the district that reduces the need to travel with accessible local services. Few of the rural or sustainable villages really support a level of services that provide 'good access' with only essential services locally available.</p> <p>The particularly benefits of this option for accessibility is associated with more houses in Castle Donington helping to secure greater self-containment. Housing growth levels in Castle Donington and Coalville also gives the potential for large new urban extensions that support locally accessible new services, such as shops and schools. There is a risk that housing growth in Kegworth is too high for this settlement with few accessible local services and where a very high proportion of the workforce commute by car outside the area for work.</p>
Housing	<p>This option would provide a large amount of housing in Coalville and Castle Donington, making housing in these two towns relatively more affordable.</p> <p>In Ashby the 1400 new homes would only see a growth in number of dwellings in the town by about 14% this is a much lower proportional</p>

	<p>growth than for any other of the main centres. There is the risk relatively low growth could push up local house prices and insufficient home will be built to fulfil the demand for homes for indigenous population growth and lowering household size.</p> <p>In the remaining Rural Centres delivery of affordable housing is likely to be lower, especially if development comes forward on smaller sites.</p> <p>In rural areas the overall housing requirement may limit supply of rural affordable housing.</p>
Community	<p>Coalville and Castle Donington are most likely to experience a change in community character from rapid growth. The number of households in Coalville is expected to growth by about a third and Castle Donington by a half. Despite the significant amount of growth directed to Ashby this is only growth of 14% of current size and there is the possibility that this could have an impact on actually meeting the needs of the community.</p> <p>In Coalville and Castle Donington growth levels could be beneficial in supporting the town centre and local services with positive impacts on character. If the social infrastructure is in place to support the growing town then impacts could be mainly positive.</p> <p>This option also presents the opportunity to create new communities as part of new urban extensions to Coalville and Castle Donington. The rapid growth of the extensions will need to be carefully planned, with social infrastructure phased into delivery to help build sustainable communities with a neighbourhood focus.</p> <p>Lower levels of development in these settlements will mean correspondingly low levels of developer contributions; this could have some adverse impacts on delivery of social infrastructure in the Rural Centres, particularly where current deficiencies have been identified. However, the need of these centres is not clear and it may simply mean growth maintains current population levels more or less.</p>
Biodiversity, landscape and land/soil	<p>This option would see the majority of development as greenfield growth around Coalville, as well as some greenfield growth in Ashby. All sites around Coalville and Ashby-de-la-Zouch are in National Forest and this will need to be a consideration of development, ensuring that new trees and open spaces are integral to any new development.</p> <p>There are several areas of are ease of biodiversity importance around Coalville. Including <i>north of Thringstone</i>, that is near a Site of Special Scientific Interest (SSSI) 'Grace Dieu and High Sharpley', an area of broadleaved mixed and yew woodland that is in an unfavourable status. The site to the <i>South West of Coalville</i> shares a border with a Local Nature Reserve 'Snibston Grange', also the site <i>Greenhill Farm</i> is also near Carnwood Lodge National Nature Reserve. Both these designations will need to be considerations of proposed development of these sites.</p> <p>Sites around Ashby-de-la-Zouch all are within the catchment of the River Mease that is designated as a Special Area of Conservation for</p>

	<p>its international importance for nature conservation. Development on any of the sites around the town has the potential to have adverse impacts on the Mease. This could be through direct impacts on water quality from tributaries flowing through the proposed development site and also related to water use and abstraction impacting on water flows in the River. Any development in these areas would need to undergo site specific 'appropriate assessment'. An HRA screening has been prepared for Submission Core Strategy document. This indicates that there is capacity at Sewage Treatment works serving Ashby for the time being, although to avoid impacts this will need frequent review.</p> <p>Measham is also affected by the same water quality issues on the River Mease, although capacity at local treatment works is proportionally greater, the level of housing allocated to the village should be able to take place without adverse impacts. However, as with Ashby, development impacts will need to be monitored to ensure adverse impacts are not occurring at the River Mease SAC.</p> <p>The preferred distribution of development disperses development around the district that should help dilute environmental effects in any one area. Furthermore, lower amounts of development in each settlement mean that the more sustainable sites with lower impacts can be selected as the preferred locations of growth. However, the quantity of development remains high in Coalville meaning the majority of impacts will be experienced here. Policies will need to be in place to ensure biodiversity and landscape enhancement is part of any proposed development scheme.</p> <p>Some soils around Coalville are of Grade 2 quality and therefore it will be important to ensure that development of sites takes this into account.</p>
Built environment and historic heritage	<p>The very high growth in Coalville and large new expansions to Castle Donington will change the whole shape of these settlements. Therefore, there is the risk that new development could harm the built character, but there is also the opportunity for careful planning to deliver new higher quality urban areas in each area. This could use the principles of sustainable layout and design to create new urban neighbourhoods that bring benefits to new and existing residents. This could include promoting movement routes that encourage walking and cycling, sustainable construction, renewable energy and public open space provision.</p> <p>At specific sites in Coalville proximity to historic assets need to be taken into account. This includes near <i>Greenhill Farm</i>. There are Rabbit Warrens on Warren Hill and by <i>south west of Coalville</i> there is Snibston Colliery, both of which are scheduled monuments.</p> <p>New development in Ashby-de-la-Zouch will have to respect the central conservation area, in particular to the north of the town.</p> <p>The distribution should consider how housing growth can help stimulate regeneration of Coalville town centre, while protecting the distinctive character of the area.</p>

Air	<p>These impacts relate closely to the impacts identified under accessibility. Wherever it is identified that access would be reduced there would be an associated impact relating to car use therefore air quality.</p> <p>There is the potential for this option to create some types of greater self-containment in Castle Donington. In any of the settlements if new housing is not matched by job growth and the provision of new services it may lead to increased need to travel, especially by car. This will have inevitable adverse impacts on air quality related to increased car use, with negative impacts related to reducing carbon emissions, air pollution and health and wellbeing.</p> <p>Kegworth is particularly characterised by high levels of car commuting in relation to population size. Development in this village is very likely to give rise to additional car trips unless housing is matched by new employment growth to meet the skills of local residents, as well as improved village centre services. Housing may further reduce air quality in areas already suffering poor air quality in the village, identified by designation of Air Quality Monitoring Areas.</p> <p>Reducing the amount of housing in the rural area overall may help to reduce travel trips and distances from these settlements, almost all of these trips are made by car.</p>
Water quality and supply	<p>Water supply issues are of serious concern in the District. In particular are capacity issues and water quality issues at the River Mease SAC resulting from the waste water originating in Ashby, and to some extent Measham. Therefore, this option has the potential to have an impact on water supply in the Ashby area, especially as the Packington waste water treatment works that serve the towns are identified as at risk of exceeding capacity due to housing expansion in the area. However, both the distribution to Ashby and Measham is likely be within existing capacity of the treatment works at least in the medium term, although this will need to be monitored to ensure there is capacity (or no new development) until the end of the plan period.</p> <p>Under all options measures will have to be put in place to limit potable water use in new homes and businesses, using all water sources more efficiently. This could include the use of grey water recycling in all new homes.</p>
Flood	<p>The south at the <i>south east of Coalville</i> has some risk of flood immediately adjacent to the River Sence that flows through the site. Therefore, vulnerable development including housing should not be built in this part of the site, but it should not mean development cannot proceed.</p> <p>In Ashby at the site <i>south of Ashby</i>, along brook/drain that runs through the site are at risk of flood. Therefore any areas of development will be vulnerable, so must be located away from this area.</p> <p>This option means that sites that are show to have quite a high risk of flood will not need to be developed, such as on land near <i>rear of</i></p>

	<p><i>Upton Close, Castle Donington and the northern section of Adjoining Cott Factory, Kegworth.</i></p> <p>To avoid increasing the risk of flood on and off-site all new development should be designed to incorporate sustainable urban drainage measures, including limiting water run-off to greenfield levels.</p>
Energy	<p>This option is likely to include large new development sites. The development of larger ‘urban extensions’ may present greater opportunities for the delivery of low carbon heat and power. This can be as part of district or community heat and power schemes, which may be more financially viable, integrated into large development sites to be delivered by a single developer, rather than in multiple smaller schemes. It may also be possible to set specific policy for higher targets to be met on strategic sites.</p>
Economy	<p>To achieve greater self-containment the new jobs and home provision in the District’s towns need to be well matched. This means that under this option the majority of new employment will have to be directed to the Coalville area. However, new houses at Castle Donington will have good access to existing employment as well as employment growth on committed development sites, helping local access to jobs.</p> <p>In all other areas the plan needs to be clear on how employment growth will take place to match housing and new resident workforce. In some areas there may already be a deficit in local employment and this should be taken into consideration when allocating new employment land. This is not necessary the option that is being pursued by the Core Strategy, and therefore there is a strong likelihood that new jobs will not be very accessible to new homes. This could adversely impact on peoples’ ability to access local jobs that meet their needs, as well as provide new employers with a local workforce.</p>

4 Other options

- 4.1 In addition, to the Options presented at the Further Consultation stage options were also considered during preparation of the Core Strategy and submitted to Cabinet for consideration. However, for various reasons, including those relating to planning matters such as insufficient housing capacity these options were all reject. In this section the SA considers some of the principle sustainability differences that would differentiate these options from the preferred option.

October 2009

- 4.2 This option would require additional land to be developed on Coalville's urban periphery, requiring greenfield land. Therefore, there may be additional impacts on the preferred option relating to the use of land and protection of landscape and biodiversity. This additional growth at Coalville does not reduce significantly the amount of development elsewhere. This housing growth would need to be matched by even more employment growth than other the preferred option and without this would lead to further adverse commuting issues.
- 4.3 Lower levels of growth in Castle Donington could would be less beneficial in terms of reducing commuting levels in the village, and may not represent the best use of land and the village is well suited to growth.
- 4.4 Lower levels of growth in Kegworth may reduce the impact from creating extra commuting.
- 4.5 Other levels of growth are largely the same as for the preferred option.

March 2011

- 4.6 The primary difference of this option is a lower level of growth in every settlement, although there are 700 homes that aren't included in figures and would be distributed around the district. This option is not compatible with meeting the needs of the district and misses opportunities for reducing commuting, for instance substantially increasing housing numbers in Castle Donington. However, this option is not considered reasonable as it well below existing completions rates and is unlikely to meet the housing needs of district.

October 2011

- 4.7 The growth levels of this option are almost identical to the preferred option, with the exception of the rural area where growth is almost double.
- 4.8 The impact of this policy would be increasing dispersal of development to the rural areas, which is largely incompatible with sustainable development. This distributed development would give rise to increase car travel and the rural areas have much poorer access to jobs and services than rural areas, for instance poor bus services and longer distances to travel.
- 4.9 The option could help deliver affordable housing to meet all local needs. However, high levels of housing for lower income groups raises the risk of rural social exclusion as the costs of driving are ever increasing, meaning car ownership may reduce and services become even less accessible.

5 The 'business as usual' case

- 5.1 This section considers what would happen if no new development plan was put in place and development occurred to reflect existing trends in development.
- 5.2 Table 5.1 shows the preferred scenario for development and two other options that could represent 'business as usual'. These alternatives are based on a hypothetical scenario where only the preferred growth scenario of 9700 homes is delivered between 2006 and 2031. The two 'business as usual' cases are:
- If growth was distributed to in a proportional way to match the size of existing settlements and distribution of existing housing
 - If growth was distributed to reflect housing completion rates since 2001.

Table 5.1: 'Business as usual' scenarios

	Preferred options	Based on existing proportional split of homes	Based on completion rates since 2001
Coalville Urban Area	4950	3349	4209
Ashby-de-la-Zouch	1400	2278	1595
Castle Donington	1300	634	751
Ibstock	550	600	722
Kegworth	450	357	345
Measham	550	473	413
Other	500	2010	1665
TOTAL	9700	9700	9700

- 5.3 It could be argued that the scenario based on proportional split of homes based on current distribution of housing is unrealistic as this is based on historical patterns of development. The split based on the current rates of completions is also misleading as it includes a period of recession that may have impact on built rates in some settlements.
- 5.4 The differences the business as usual approaches to show is the amount of development that would take place in Castle Donington and the rural areas would be hugely different. As noted the approach to speed delivery of homes in Castle Donington has the potential for positive sustainability impacts, in relation to supporting the economy and access to work. Reducing development in the rural area is also compatible with sustainable development, helping to reduce the need to travel for new residents and slowing the unsustainable patterns of development that are currently occurring.
- 5.5 For Coalville growth is above current completions and this is also compatible with more sustainable development. Coalville should be the primary focus of development in the district as it is the main town with greatest potential for self-containment. Growth in Ashby has slowed considerably based on current size and this will be due to the potential impacts on the River Mease SAC, which is reflected in preferred growth options also.
- 5.6 For the remaining settlements the levels of growth are more comparable in the 'business as usual' scenarios as to the preferred options. Indicating that the preferred choice is simply putting development in places where the market requires it and maintaining the roles of these settlements.

Appendix 5

Comparison of Core Strategy Objectives from Further Consultation and Submission Versions

No.	2012 Core Strategy Objectives	No.	2008 Core Strategy Objectives
	No objective relating to the 2008 SO1 objective.	SO1	Concentrate the majority of new development in the most sustainable locations, giving priority to previously developed land, in locations that have good access to services and facilities and public transport and / or the potential to contribute to the re-opening of the National Forest passenger rail line
SO1	<p>Improve economic prosperity and employment opportunities. Residents commute outside the district for better paid, professional and managerial jobs</p> <p>Net inflow of workers</p> <p>Population and housing growth</p> <p>Low levels of educational attainment</p> <p>High levels of car dependence</p> <p>Expansion of East Midlands Airport</p>	SO7	Continue to diversify the districts economic base and meet the existing and future business needs of the district, including identifying sufficient land for employment purposes
SO2	<p>Provide for the growth of passenger and freight operations at East Midlands Airport having regard to improving access by sustainable transport modes and impact on the environment. Expansion of East Midlands Airport</p> <p>Lack of public transport access to East Midlands Airport</p> <p>Net inflow of workers</p> <p>High levels of car dependence</p> <p>High level of road injuries and deaths</p> <p>Traffic congestion</p> <p>Need to improve public transport</p>	SO11	Meet the operational needs of the East Midlands Airport whilst avoiding significant harm and securing mitigation for any unavoidable damage to the environment and developing sustainable transportation options to access the airport.

SO3	<p>Enhance the vitality and viability of the district's town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet consumer needs. The need to revitalise town centres, especially Coalville</p> <p>Local people want better shopping facilities</p> <p>Limited services and facilities in rural settlements</p> <p>High levels of car dependence</p> <p>Traffic congestion</p> <p>Need to improve public transport</p>	SO9	<p>Enhance the vitality and viability of Coalville and other centres across the district, particularly the revitalisation of Coalville town centre to perform as a vibrant sub regional centre and a contemporary market town</p>
SO4	<p>Support the sustainable growth of the rural economy, particularly tourism, leisure and the diversification of agricultural businesses. Provide for the growth of tourism</p> <p>Protecting the countryside</p>	SO10	<p>Encourage the sustainable diversification of the rural economy and protect and enhance the network of local centres and rural services</p>
SO5	<p>Improve access to services and facilities including jobs, shops, education, sport and recreation, green space, communication networks, health and social care. The need to revitalise town centres, especially Coalville</p> <p>Local people want better shopping facilities</p> <p>Population and housing growth</p> <p>Ageing population</p> <p>Activities for teenagers</p> <p>Limited services and facilities in rural settlements</p>	SO14	<p>Enhance and promote access to services and facilities by alternative modes of transport</p>

	<p>Low levels of educational attainment</p> <p>High levels of car dependence</p> <p>Lack of public transport access to East Midlands Airport</p> <p>Traffic congestion</p> <p>Need to improve public transport</p> <p>Reduced infrastructure funding</p>		
SO6	<p>Reduce congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes. Residents commute outside the district for better paid, professional and managerial jobs</p> <p>Net inflow of workers</p> <p>The need to revitalise town centres, especially Coalville</p> <p>Ageing population</p> <p>Limited services and facilities in rural settlements</p> <p>Obesity</p> <p>Air quality</p> <p>High levels of CO2 emissions</p> <p>High levels of car dependence</p> <p>Lack of public transport access to East Midlands Airport</p> <p>High level of road injuries and deaths</p>		

	<p>Traffic congestion</p> <p>Need to improve public transport</p> <p>Reduced infrastructure funding</p>		
SO7	<p>Increase the delivery of new homes to provide a stock of housing that meets the needs of the community, including the need for affordable housing.</p> <p>Population and housing growth</p> <p>Need to increase supply of housing land</p> <p>Ageing population</p> <p>Changing housing needs</p> <p>The need for affordable housing, particularly in the rural areas</p>	SO8	<p>Meet the different housing needs of the community by providing an adequate amount and range of housing, including affordable housing</p>
SO8	<p>Promote social inclusion and reduce deprivation particularly in Priority Neighbourhoods.</p> <p>Neighbourhood Priority Areas</p> <p>Ageing population</p> <p>Activities for teenagers</p> <p>Limited services and facilities in rural settlements</p> <p>Low levels of educational attainment</p> <p>Need to improve public transport</p>	SO12	<p>Reduce social exclusion and deprivation, particularly in the Priority Neighbourhoods</p>
SO9	<p>Promote healthier communities.</p> <p>Neighbourhood Priority Areas</p> <p>Ageing population</p>		

	<p>Activities for teenagers</p> <p>Air quality</p> <p>Obesity</p>		
SO10	<p>Improve community safety and reduce crime, the fear of crime and anti-social behaviour.</p> <p>Concerns about crime</p> <p>Ageing population</p> <p>Activities for teenagers</p> <p>Neighbourhood Priority Areas</p> <p>High level of road injuries and deaths</p>		
SO11	<p>Prepare for, limit and adapt to climate change</p> <p>High levels of CO₂ emissions</p> <p>Air quality</p> <p>Flooding</p> <p>High levels of car dependence</p>	SO3	Minimise the effects of, and the districts contribution towards, climate change, particularly minimising the risk from flooding and reducing the districts carbon footprint
SO12	<p>Reduce the risk of flooding and avoid development in areas subject to flooding.</p> <p>Flooding</p> <p>Improving design of new housing developments</p>	SO3	Minimise the effects of, and the districts contribution towards, climate change, particularly minimising the risk from flooding and reducing the districts carbon footprint
SO13	<p>Conserve the character and appearance, and improve our knowledge and understanding, of the historic environment and heritage assets.</p> <p>Provide for the growth of tourism</p>	SO4	Protect and enhance the character and appearance of the built, historic and cultural environment

	<p>Protecting the countryside</p> <p>Historic environment and industrial heritage</p>		
SO14	<p>Support the continued transformation of the National Forest to a well-managed forested landscape with accompanying biodiversity, climate change, economic and social benefits.</p> <p>Supporting the National Forest</p> <p>Provide for the growth of tourism</p> <p>Protecting the countryside</p> <p>Charnwood Forest</p> <p>High levels of CO₂ emissions</p>	SO2	<p>Promote the appropriate development of the National Forest including realising the leisure, tourism and economic potential of the National Forest consistent with other objectives</p>
SO15	<p>Protect and enhance landscape character and the quality of the natural environment.</p> <p>Supporting the National Forest</p> <p>Provide for the growth of tourism</p> <p>Protecting the countryside</p> <p>Charnwood Forest</p> <p>Nature conservation especially the protection of the River Mease SAC</p>	SO5	<p>Protect and enhance the landscape and biodiversity of the district, particularly the Charnwood Forest, National Forest and River Mease Special Area of Conservation</p>
SO16	<p>Achieve high quality and inclusive design.</p> <p>Community identity</p> <p>Improving design of new housing developments</p> <p>Historic environment and industrial heritage</p>	SO6	<p>Require that new developments are of a high quality design in order to create attractive and safe places in which to live, work and play and to create a distinct local identity based upon the character and local distinctiveness of the district, particularly the National Forest where new development will be designed to reflect the forest setting, including the provision of tree planting</p>

	Poor design		
SO17	<p>Reduce the amount of waste produced and protect and manage the use of natural resources. Supporting the National Forest</p> <p>High levels of CO₂ emissions</p> <p>Protecting the countryside</p>		
SO18	<p>Reinforce the character and local distinctiveness of the district and its communities. Community identity</p> <p>Provide for the growth of tourism</p> <p>Protecting the countryside</p> <p>Supporting the National Forest</p> <p>Charnwood Forest</p> <p>Nature conservation especially the protection of the River Mease SAC</p> <p>Historic environment and industrial heritage</p> <p>Poor design</p>	SO13	Create healthy and strong communities and enhance provision of and access to 'green infrastructure' and sport, recreation and open spaces

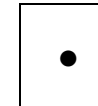
Appendix 6

Sustainability appraisal of the Core Strategy Objectives

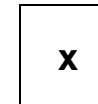
This Appendix considers the sustainability implications of the submission Core Strategy objectives, in order to ensure the matters covered are consistent with the objectives for more sustainable development. The matrix based approach provides a useful visual overview of the compatibility of the two sets of objectives, allowing for the identification of potential areas of conflict and omissions in the Core Strategy objectives. This appraisal method is intended to be quite simplistic in its approach, and therefore the appraisal primarily considers if the objectives are compatible based on direct impacts.

Key to appraisal symbols

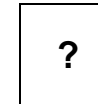
Likely to contribute to the achievement of greater sustainability according to the identified objective



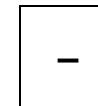
Likely to hinder the achievement of greater sustainability according to the identified objective



Likely effect but too unpredictable to specify, or multiple impacts which are potentially both positive and negative



No identifiable relationship between the topic covered in the policy and the sustainability concern



For full strategic objectives SO1 to SO14 see 'Core Strategy Submission Document' (March 2012). The list of full sustainability objectives are given in the Core Strategy Scoping Report (amended) (November 2005), and the SA report Appendix 1. They were also assessed in an interim Sustainability Appraisal of the September 2008 consultation version of the Core Strategy.

Core Strategy 2012 Objectives:

SO1	Improve economic prosperity and employment opportunities.
SO2	Provide for the growth of passenger and freight operations at East Midlands Airport having regard to improving access by sustainable transport modes and impact on the environment.
SO3	Enhance the vitality and viability of the district's town and local centres, with a particular focus on the regeneration of Coalville, in ways that help meet consumer needs.
SO4	Support the sustainable growth of the rural economy, particularly tourism, leisure and the diversification of agricultural businesses.
SO5	Improve access to services and facilities including jobs, shops, education, sport and recreation, green space, communication networks, health and social care.
SO6	Reduce congestion, reduce the need to travel by private car whilst increasing the use of sustainable transport modes.
SO7	Increase the delivery of new homes to provide a stock of housing that meets the needs of the community, including the need for affordable housing.
SO8	Promote social inclusion and reduce deprivation particularly in Priority Neighbourhoods.
SO9	Promote healthier communities.
SO10	Improve community safety and reduce crime, the fear of crime and anti-social behaviour.
SO11	Prepare for, limit and adapt to climate change
SO12	Reduce the risk of flooding and avoid development in areas subject to flooding.
SO13	Conserve the character and appearance, and improve our knowledge and understanding, of the historic environment and heritage assets.
SO14	Support the continued transformation of the National Forest to a well-managed forested landscape with accompanying biodiversity, climate change, economic and social benefits.
SO15	Protect and enhance landscape character and the quality of the natural environment.
SO16	Achieve high quality and inclusive design.
SO17	Reduce the amount of waste produced and protect and manage the use of natural resources.
SO18	Reinforce the character and local distinctiveness of the district and its communities.

		This objective is supportive of economic prosperity and employment opportunities. There is the potential for benefits for social and economic sustainability of implementing the objective, although there could also be adverse impacts on the built and natural environment from land allocation and development.
Energy	-	
Open space	-	
Improve water quality	?	
Pollution	?	
Flooding	?	
Biodiversity	?	
Landscape character	?	
Built environment	-	
Cultural heritage	?	
Jobs matched to skills	●	
Crime	-	
Social inclusion	?	
Health and wellbeing	-	
Town/village centres	?	
Improve accessibility	-	
Quality homes	-	
Water consumption	?	
Reduce waste and use of minerals	-	
Use of land	?	
Rural economy	●	
Employment land	●	
	SO1 - Jobs	SO2 – Airport growth

	Energy	Open space	Improve water quality	Pollution	Flooding	Biodiversity	Landscape character	Built environment	Cultural heritage	Jobs matched to skills	Crime	Social inclusion	Health and wellbeing	Town/village centres	Improve accessibility	Quality homes	Water consumption	Reduce waste and use of minerals	Use of land	Rural economy	Employment land	
SO3 – Settlement centres	-	-	-	-	-	-	-	?	?	-	-	?	?	●	●	-	-	-	-	-	-	
SO4 – Rural jobs	-	-	-	-	-	?	?	-	-	?	-	?	-	-	●	-	-	-	?	●	●	
SO5 – Accessibility	?	-	-	-	-	-	-	-	-	●	-	●	●	●	●	-	-	-	-	-	-	
SO6 – Reduce congestion	●	-	-	-	-	-	-	-	-	-	-	●	?	-	●	-	-	-	-	-	-	

Supporting town centres can help create attractive places to live and visit. Providing a range of services in town centres can also reduce the need to travel and reliance on car modes of transport as these locations are often accessible by a variety of transport modes.

Supporting the diversification of the rural economy will be essential in protecting communities in these locations. There remains the risk that focusing too much development in these locations can give rise to unsustainable travel patterns, reliant on car use, and adversely impact on the character of the rural environment.

This objective could help to achieve an improved access to services including jobs and health facilities if located in the right locations and public transport is improved.

This objective could help change a modal shift from the use of the private car to public transport, which would reduce the use of natural resources and impact on climate change.

	Energy	Open space	Improve water quality	Pollution	Flooding	Biodiversity	Landscape character	Built environment	Cultural heritage	Jobs matched to skills	Crime	Social inclusion	Health and wellbeing	Town/village centres	Improve accessibility	Quality homes	Water consumption	Reduce waste and use of minerals	Use of land	Rural economy	Employment land	
SO7 – New homes	-	?	?	-	-	?	?	?	-	-	-	?	?	-	?	●	-	-	?	-	?	
SO8 – Social inclusion	-	-	-	-	-	-	-	-	-	?	?	●	?	-	-	?	-	-	-	-	-	
SO9 – Healthy community	-	-	-	?	-	-	-	-	-	-	-	-	●	-	-	-	-	-	-	-	-	
SO10 – Reduce crime	-	-	-	-	-	-	-	-	-	-	●	●	●	?	-	-	-	-	-	-	-	

This objective is supportive of housing delivery. Implementing this objective could have positive impacts on social elements of sustainability, although there could also be impacts on the built and natural environment from land allocation and development.

The objective is not specific on how it will be achieved. However there are clear positive benefits for social sustainability through focusing on these communities. Benefits could include better housing, access to jobs, education opportunities, improved environment and wellbeing.

This objective promotes healthier communities, which can be achieved through planning by providing health, sport and recreation facilities, as well as improving air quality.

Improving community safety and reducing the fear of crime could improve social inclusion and the health of communities.

	Energy	Open space	Improve water quality	Pollution	Flooding	Biodiversity	Landscape character	Built environment	Cultural heritage	Jobs matched to skills	Crime	Social inclusion	Health and wellbeing	Town/village centres	Improve accessibility	Quality homes	Water consumption	Reduce waste and use of minerals	Use of land	Rural economy	Employment land	
SO15 – Natural environment and landscape	-	?	●	?	-	●	●	-	?	-	-	-	●	-	?	?	-	-	-	-	?	
SO16 – High quality design	-	?	-	-	-	?	?	●	●	-	?	-	?	-	-	●	-	-	-	-	-	
SO17 – Reduce waste and use of natural resources	●	-	?	●	-	?	?	-	-	-	-	-	?	-	-	-	●	●	?	-	-	

Protecting biodiversity and the landscape has a positive relationship with environmental sustainability and also can have social benefits related to health and well-being. However, emphasis on environmental protection could adversely impact on delivery of development in some locations.

This objective could have benefits related to protection of the natural and built environment. Its implementation could also benefit local wellbeing, help reduce crime risk and potentially create movement routes through development that reduce the need to travel by car.

This objective is to reduce waste and manage use of natural resources which could have a positive impact on the environment and mitigating climate change. This will be particularly important in the development of the number of homes and jobs proposed.

Energy	-
Open space	?
Improve water quality	-
Pollution	-
Flooding	-
Biodiversity	?
Landscape character	?
Built environment	●
Cultural heritage	●
Jobs matched to skills	-
Crime	?
Social inclusion	?
Health and wellbeing	?
Town/village centres	?
Improve accessibility	-
Quality homes	●
Water consumption	-
Reduce waste and use of minerals	-
Use of land	-
Rural economy	-
Employment land	-
	SO18 – Retain character of district & communities

Notes:

- new objectives in Core Strategy 2012
 - SO6
 - SO9
 - SO10
 - SO12
 - SO17
- objectives that have changed between 2008 and 2012 in the Core Strategy
 - SO1, SO2, SO4, SO5, SO14, SO15, SO16
- deleted objectives in Core Strategy 2008
 - SO1 (old objective number)
 - SO13 (old objective number)
- changes in sustainability objectives
 - new water quality objective
 - change to accessibility objective
 - education and jobs objectives combined
 - waste and minerals combined