

Charnwood Borough Council

Charnwood 2026 Local Development Framework

Core Strategy Development Plan Document
Further Consultation report - Sustainability Appraisal

September 2008

Contents

Introduction and background	3
The sustainability appraisal framework	4
<u>Alternative Directions for Growth</u>	
▪ East of Loughborough at Cotes	9
▪ East of Loughborough, on & around Wymeswold Airfield	16
▪ West of Shepshed	22
▪ South of Loughborough	26
▪ South West of Loughborough	31
▪ West of Loughborough	36
▪ North of Birstall	42
▪ North of Glenfield/South of Anstey	47
▪ East of Thurmaston/North of Hamilton	52
▪ East of Thurmaston/South of Syston	58
▪ East of Thurmaston/South of Syston/North of Hamilton	62
<u>Appraisal of Roads</u>	
▪ East of Loughborough	66
▪ South of Loughborough	71
▪ West of Loughborough	75
▪ Thurmaston/Syston	79
<u>Appraisal of Topic Areas</u>	
▪ Alternative Options For the Size of Urban Extensions	82
▪ Settlement Hierarchy	
Future Growth below Service Centres	88
Future Growth Options of Service Centres	96
▪ Managing Travel Demand and Widening Transport Choice	104
▪ Green Infrastructure	111
▪ Affordable Housing Provision	120
▪ Gypsy, Traveller & Show People Accommodation Provision	125
▪ Renewable and Low Carbon Technology	
Environmental Performance of New Buildings	135
Large-scale Renewable Energy Installations	141
▪ Shopping and Town Centres	
Control Over Town Centre Uses within Loughborough Town Centre	145
Provision of New Comparison Retail Floorspace	151
▪ Student Housing Provision in Loughborough	158
▪ Employment Provision	167
Glossary of terms	177

INTRODUCTION AND BACKGROUND

1. Sustainability appraisal is a process to examine the potential social, economic and environmental impact of policies and proposals to ensure that they contribute towards sustainable development. The purpose of this document is to explain the sustainability implications of different locations for development in Charnwood and also to explain the implications of different policy approaches. This document accompanies 'Charnwood 2026: Planning for Our Next Generation - Core Strategy Further Consultation', which will be published for consultation upon for 6 weeks from 24th October to 5th December 2008.
2. The rules¹ governing how planning documents are prepared changed in June 2008 and now consultation around preferred options is intended to be more streamlined, focussing on principles, rather than very detailed policy wording. This sustainability appraisal is part of an ongoing process of refinement of alternative options and has helped the Council to arrive at a preferred way forward for consultation. It is not intended to be a final Sustainability Appraisal Report. This will be published later to accompany the final version of the Core Strategy before it is submitted to the Secretary of State.
3. This sustainability appraisal draws on the work carried out by Charnwood Borough Council in the last 3 years in preparing its local development framework. It uses an assessment framework that was set out in the Scoping Report published in October 2005. This is available on the Council's website at:

www.charnwood.gov.uk/pages/issues2005

4. The Scoping Report is the first stage in the sustainability appraisal process and provides useful background information about the Borough including information about different plans and programmes that the local development framework needs to consider. It also reflects the key issues to be addressed in the Core Strategy.
5. The assessment framework in the Scoping Report sets out the criteria for measuring the social economic and environmental effects of the Core Strategy Development Plan Document, and also explains how the assessment criteria were determined. The assessment criteria are included in table 1 and also set out more detailed sub objectives. It is against these criteria with their sub-objectives that the different locations for development and different approach to policies have been assessed. To reduce the amount of text the sub-objectives have not been reproduced in each sustainability appraisal matrix, however the sub-objectives have been considered in the appraisal work that has been done. Please note that specific targets will be developed as the Core Strategy process progresses.
6. This Sustainability Appraisal document is intended to help the public and anyone interested in the planning process to comment on the Core Strategy document by setting out the sustainability implications of different policy approaches. A glossary is provided at the end of the document to explain technical language.
7. The rest of this document consists of a series of tables in which the different locations for growth and the different policy approaches are assessed against the sustainability appraisal framework criteria. The Core Strategy document refers to

¹ Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008

the outcome of this sustainability appraisal and explains how the Council has arrived at its preferred approach.

Sustainability Appraisal Framework

Sustainability Objective	Sub Objectives	Targets	Indicator - (Core Indicators)
1 To maintain and enhance biodiversity, flora and fauna	To conserve & enhance existing habitats; To create new habitats identified in UK, Leicestershire & Chamwood Biodiversity Action Plans; To conserve & enhance species protected by UK, Leicestershire and Chamwood Biodiversity Action Plans; To maintain & enhance designated sites of nature conservation interest; To increase connectivity of habitats.		Change in areas and populations of biodiversity importance, including: (i) change in priority habitats and species (by type); and (ii) change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance. The area of land designated as an SSSI which is in 'unfavourable condition'.
2 To maintain and enhance landscape and townscape character	To minimise detrimental visual intrusion of development; To minimise light pollution; To maintain & enhance landscape character & distinctiveness identified in the Leicester, Leicestershire and Rutland Landscape & Woodland Strategy; To protect & enhance areas of relative tranquillity; To promote landscape schemes designed to respect the diversity of landscape and built character into new development.		Percentage of landscape character areas where there are marked changes or significant changes that are inconsistent with that character.
3 To protect and improve surface and groundwater quality	To improve surface water quality as identified by the Environment Agency's General Quality Assessment; To protect quality of vulnerable groundwater resources.		Number of planning permissions granted contrary to the advice of the Environment Agency on grounds of flood defence or water quality; Percentage of main rivers and canals rated as good or fair quality.
4 To minimise water consumption	To minimise the use and increase re-use & recycling of water in existing and planned development.		Number of new developments given planning permission that incorporate water reduction measures eg. Rainwater and greywater recycling.
5 To improve air quality	To reduce inappropriate development in Air Quality Management Areas" To mitigate and appropriately locate potentially air polluting processes' To reduce travel distances' To reduce the need to travel by car' To reduce automotive movements related to logistical supply and distribution.		Number of days of air pollution (i.e. limits exceeded); Population living in Air Quality Management Areas; Number of businesses with a Company Travel Plan and percentage of workforce employed by companies with a Travel Plan.; Number of schools with a School Travel Plan and percentage of pupils attending schools with a Travel Plan; Number of new cycle routes developed during the year.
6 To conserve soil resources and quality	To reduce loss of best and most versatile agricultural land; To reduce contamination of land and soils due to development, industrial processes or agriculture;		Number of developments incorporating soil loss minimisation measures; Area of Agricultural Land Classification grading 1, 2

Sustainability Objective	Sub Objectives	Targets	Indicator - (Core Indicators)
	To reduce loss of soils and increase local re-use of soils through development; To protect geological SSSIs.		and 3a lost to development.
7 To reduce contributions to climate change	To reduce greenhouse gas emissions.		Carbon dioxide (CO ₂) emissions; Number of new developments given planning permission that incorporate sustainable drainage systems; Number of new developments given planning permission that mitigate against flood risk.
8 To reduce vulnerability to climate change	To reduce energy consumption; To increase building designed to be adaptable to climate change (temperature extremes, storm events and flooding); To minimise the risk of flooding to people and properties from rivers and watercourses.		Percentage of new residential, commercial, retail and office developments built to a 'good', 'very good', or 'excellent' BREEAM or EcoHomes rating.
9 To conserve and enhance the historic and cultural environment	To increase re-use of built heritage including 'buildings at risk'; To protect & enhance sites, features, areas & settings of historical, archaeological and cultural value; To increase use of locally distinctive and diverse materials & style.		Loss of Scheduled Ancient Monuments; Loss or damage to listed buildings and their settings; Number of listed buildings on the 'at risk' register.
10 To increase the re-use of previously developed land and buildings	To increase the redevelopment of previously developed land and buildings in sustainable locations; To increase the remediation and regeneration of contaminated land and buildings.		Percentage of new dwellings and conversions of existing buildings, on previously developed land; Percentage of land developed for employment on previously developed land, by type.
11 To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	To increase restoration of mineral workings for biodiversity, landscape and the general public; To reduce use of minerals and increase the re-use of materials on and off site; To increase the use of locally extracted minerals; To safeguard mineral reserves and sites enabling their bulk transport; To safeguard existing development from the environmental effects of mineral workings.		For minerals planning authority only; Production of primary land won aggregates; Production of secondary/recycled aggregates.
12 To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	To reduce waste & increase the re-use, recycling and energy produced of waste; To increase the provision of waste infrastructure; To increase use of long lasting and recycled materials in building design; To reduce hazardous waste.		For waste planning authority only; Capacity of new waste management facilities by type; Amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed.

Sustainability Objective	Sub Objectives	Targets	Indicator - (Core Indicators)
13 To minimise the use of energy and optimise the use of renewable resources	To increase measures to ensure energy efficiency; To increase use of renewable energy supplies; To increase supply of locally produced clean energy eg. combined heat and power.		Renewable energy capacity (MW) installed by type; Energy use per household.
14 To increase the population's access to a full range of public, private, community and voluntary services	To increase access to retail centres, post offices, local food markets, commercial centres & employment for all; To increase access to community facilities – libraries, community centres, education, places of worship, healthcare – for all; To increase access to services by more sustainable forms of transport – walking, cycling, bus and train; To reduce food miles		Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre; Percentage of residents defined as within a distance of 500m (15 minutes walk) of key local services; Amount of completed retail, office and leisure development; Percentage of completed retail, office and leisure development in town centres.
15 To increase access to the countryside, public open spaces and semi urban environments (eg parks)	To increase access to features of landscape, ecological and cultural heritage in a way that minimises damage to such features; To increase interpretation facilities for features of landscape, ecological and cultural heritage; To increase linkages between open spaces and increase permeability of the countryside and semi-urban environments.		Percentage of eligible open spaces managed to green flag award standard; Percentage of residents that are satisfied with the quantity and quality of open space in their area (BVI 19e); Access to green spaces in line with the standards set out in the Green Space Strategy.
16 To promote a strong community where people feel they have a say in the future	To increase community engagement and the capacity of the local community to influence decisions; To increase the voluntary and community infrastructure; To increase racial equality and community cohesion.		Level of satisfaction within the community people live in.
17 To reduce crime, anti social behaviour and increase community safety	To reduce anti-social behaviour; To reduce nuisance noise; To reduce fear of crime and actual crime; To increase the use of design techniques to reduce crime.		Vehicle crimes per 1000 population; Domestic burglaries per 1000 households; Number of noise complaints annually by type.
18 To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	To increase access to sports, arts, culture and leisure facilities; To enhance local cultural diversity.		Amount of completed retail, office and leisure development; Percentage of completed retail, office and leisure development in town centres.
19 To ensure that the housing stock meets the housing needs of all sections of the community	To increase the quality or upkeep of the existing housing stock; To ensure an adequate supply of a diverse range of housing types appropriate to the needs of the community; To increase the amount of housing that is affordable to all sections of the community; To reduce homelessness.		Housing trajectory showing: (i) net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer; (ii) net additional dwellings for the current year; (iii) projected net additional dwellings up to the end of the relevant development plan document period

Sustainability Objective	Sub Objectives	Targets	Indicator - (Core Indicators)
			<p>or over a ten year period from its adoption, whichever is the longer;</p> <p>(iv) the annual net additional dwelling requirement; and</p> <p>(v) annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years' performances;</p> <p>Percentage of new and converted dwellings on previously developed land;</p> <p>Percentage of new dwellings completed at:</p> <p>(i) less than 30 dwellings per hectare;</p> <p>(ii) between 30 and 50 dwellings per hectare; and</p> <p>(iii) Above 50 dwellings per hectare.</p> <p>Affordable housing completions;</p> <p>Number of unfit homes per 1000 dwellings.</p>
20	<p>To reduce poverty and social exclusion</p> <p>To reduce poverty and social exclusion across Chamwood but particularly on those areas most affected.</p>		<p>Percentage of the working age population who are claiming key benefits (3);</p> <p>Proportion of the population who live in wards that rank within the most deprived – 10% and 25% Unemployment Rates.</p>
21	<p>To increase learning, skills and employability for all sectors of the community</p> <p>To improve access to opportunities for education, learning and skills training for all sections of the community</p>		<p>Proportion of young people (18 –24 year olds) in full time education or in employment</p>
22	<p>To increase the vibrancy and viability of settlements</p> <p>To increase the attractiveness of town, district and local centres;</p> <p>To increase the sense of place;</p> <p>To maintain settlement identity and prevent coalescence;</p> <p>To increase neighbourhood satisfaction levels;</p> <p>To increase patterns of development and movement that helps to tackle congestion.</p>		<p>% of vacant dwellings;</p> <p>Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre;</p> <p>Amount of completed retail, office and leisure development;</p> <p>Percentage of completed retail, office and leisure development in town centres.</p>
23	<p>To increase sustainable design and construction</p> <p>To increase the use of sustainable design and construction techniques in all forms of development;</p> <p>To increase number of developments that accord with good, very good and excellent level of BREEAM assessment;</p> <p>To increase the use of innovative and adaptive design;</p> <p>To increase the use of exemplar projects to demonstrate good practice in sustainable design and construction.</p>		<p>Percentage of new residential, commercial, retail and office developments built to a 'good', 'very good', or 'excellent' BREEAM or EcoHomes rating.</p>

Sustainability Objective	Sub Objectives	Targets	Indicator - (Core Indicators)
24 To increase healthy life styles	To increase access to high quality healthcare facilities; To reduce health inequalities; To increase healthy lifestyles through increased physical activity, improved diet and less smoking; To reduce death rates.		Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre; Death rates (Number of deaths per 1000 population) for cancer, circulatory disease, accidents and suicides.
25 To encourage a sustainable economy	To increase competitiveness, productivity, progress and investment of local firms; To increase inward investment; To ensure an adequate supply of a range of sites in terms of type and quality for employment uses; To increase the working environment through access to non work related facilities; To increase the culture of enterprise and innovation; To increase infrastructure for information and communications technology.		Amount of land developed for employment by type; Amount of land developed for employment, by type, which is in development and/or regeneration areas defined in the local development framework; Percentage of land developed for employment, by type, which is on previously developed land; Employment land supply by type; Losses of employment land in: (i) development/regeneration areas and (ii) local authority area. Amount of employment land lost to residential development; Percentage of working age people in employment; Percentage change in VAT registered businesses Average earnings; Average house prices year by type.
26 To increase efficient patterns of movement to support a sustainable economy	To reduce commuting and traffic congestion; To increase access to work by public transport, walking and cycling; To reduce journey time between key employment areas and key transport interchanges; To increase efficiency in freight distribution; To increase working from home.		Percentage of completed non-residential development complying with car parking standards set out in the local development framework; Annual average flow per 1000km of principal roads; Travel to work journeys by mode.
27 To reduce disparities in economic performance	To increase diversification of the rural economy; To increase the diverse range of job opportunities in urban and rural areas.		Variation in key economic and social indicators at ward level in the Borough (Index of Multiple Deprivation).

COMPARISON OF DIRECTIONS FOR GROWTH: EAST OF LOUGHBOROUGH AT COTES

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>Cote's Site NW of A60 and Cote's Site SW of A60: The scoring of this option relates solely to the impact of the urban development. The impact of the road has been assessed separately. This option is likely to have an impact upon the hydrological regime near to the river valley</p> <p>Two <u>SSSI</u> at Loughborough Meadows (SK538218) and Cotes Grassland (SK554208); 1 Local Nature Reserve at Bishop Meadow (SK528218). The River Soar has been identified as a Strategic River Corridor and a Regional Biodiversity Enhancement Area by the <u>EMRP</u>. The river valley contains significant areas of ecological interest including 5 Local Wildlife Sites within 1 km.</p> <p>Cotes Grassland <u>SSSI</u> is designated for its neutral lowland grassland. This type of habitat is vulnerable to increased nutrient inputs such as from dog walking, nutrient deposition from increased traffic pollution and salt deposition from road gritting in winter. It is also vulnerable to changes in management, localised trampling and erosion, and changes in <u>hydrology</u>, including water quality.</p> <p>Loughborough Meadows is the last example of a Lammas meadow (medieval flood meadow) in Leicestershire, and is of major historical significance as only six Lammas meadows are left in the British Isles. The Meadows have been managed by traditional methods for centuries providing long term ecological stability. Extensive winter flooding provides a natural nutrient input. Some areas are permanently wet and would be highly susceptible to changes in the hydrological regime. The Meadows may also be vulnerable to increased nutrient inputs and recreational pressure, as outlined above.</p> <p>Although Bishop Meadow LNR (SK528218) is > 1 km away, it is a floodplain meadow also highly dependent on the hydrological regime. Both <u>SSSI</u> and <u>LNR</u> are lowland meadows, a Section 74 habitat of principal importance. Besides changes in hydrology, the greatest likely detrimental impact on the <u>SSSI</u> and <u>LNR</u> is direct land-take from the link road and this would apply to all options.</p> <p>Other <u>Section 74 habitats</u> of principal importance which are found within the potential area for development or in its vicinity are rivers, ponds</p>

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
		<p>and hedgerows. Rivers and ponds can be adversely affected by changes in hydrology, nutrient input and pollution. Ponds and hedgerows can be adversely affected by isolation and fragmentation at the landscape scale.</p> <p>There are several <u>linear features</u> running across the site, such as small watercourses (Burton Brook, Walton Brook and brook north-east of Cotes) and hedgerows, which function as wildlife corridors. They provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, particularly in the context of climate change. These features can be easily interrupted and their function diminished or entirely lost.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 3 statutory sites, non-statutory sites, 4 Section 74 habitats of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives.</p>
To maintain and enhance the landscape and townscape character		<p>Cote's Site NW of A60 and Cote's Site SW of A60: Development would not affect the Charnwood Forest. However, the landform immediately adjacent to the north and east of town is low lying, traditional river valley landscapes. The valley varies in width from about 1 km in the Meadow Lane area to over 2 km east of town. The overall area has a very open character, rural appearance and is open to views from roads, the railway line and footpaths. Built features are railway corridors, high voltage transmission lines, Cotes village, Cotes Mill and scattered farmsteads.</p> <p>East of the river valley and east of the village of Cotes, the landform rises to the Wolds with the village of Hoton and Prestwold Park situated further up the valley slope to the east. It is difficult to envisage a form of development in this location that would not have significant adverse visual impact given the prominent, sloping landform.</p> <p>Landscaping and screening could help assimilate an employment area off Meadow Lane into the wider urban form but the current rural character of the approach into Loughborough would be diminished.</p> <p>None of the options are of a scale that is consistent with the settlement pattern on the eastern side of the town. Cotes, Hoton and Wymeswold are much smaller in scale and their rural settings would be much diminished. It would seem impossible to replicate this pattern of development whilst still providing development on the scale envisaged or needed to create a degree of self containment.</p> <p>In terms of light pollution it could be argued that the area around Cotes is more likely to give rise to light pollution because a development on level ground or a relative plateau would have more scope for mitigation in terms of lighting impacts, such as screening and reduction of glare and sky glow, whereas a development on a slope would presumably be tiered and therefore there is a greater risk of the lit surfaces being visible by surrounding receptors.</p>
To protect and improve surface and groundwater quality	?	<p>Cote's Site NW of A60 and Cote's Site SW of A60: The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for <u>sustainable drainage systems</u> would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner. Given the proximity of this site to the Cotes Grassland <u>SSSI</u> there could be potential for effects relating to surface water quality. This would need to be explored in further detail but could in principle be capable of mitigation.</p>
To minimise water consumption	Neutral	<p>Cote's Site NW of A60 and Cote's Site SW of A60: New development will result in an increase in water consumption. There will be opportunities to minimise water consumption in any new development through sustainable design techniques.</p>

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
To improve air quality	↓	<p>Cote's Site NW of A60 and Cote's Site SW of A60: Transport is one of the significant contributors to poorer air quality so development that helps reduce the need to travel and provide alternatives to the car is desirable. All the options are of a size that should enable some improvement to existing public transport services.</p> <p>Cote's Site NW of A60: A site option east of Cotes would need significant new road infrastructure and could generate significant additional traffic. Demand management measures would be needed to reduce car use arising from easy access to an improved main road network. There would be potential for reductions in air quality around Cotes associated with new development.</p> <p>The site is currently served by the A60 from the east and Meadow Lane from the north with both roads feeding into the Loughborough AQMA at Ratcliffe Road/Nottingham Road. Proposals for a new link road between the A60 Nottingham Rd and Meadow Lane in the town will remove through traffic from Ratcliffe Road. Development east of the town would add to traffic congestion, especially on the narrow Nottingham Rd and Meadow Lane corridors towards the town centre.</p> <p>The distance between the railway station in Loughborough and the nearest point east of Cotes is about 2km. This suggests that a cycle and walking link could be put in place which would enable cycling between the western side of this site and the railway station². The town centre is approximately 3-4km away which would suggest that cycling would be a possible form of transport for trips to the town centre and the facilities located there.</p> <p>At present the half hourly South Notts bus service between Nottingham and Loughborough travels via Meadow Lane. Hourly services 8, 27 and 99 use the A60 through Cotes. This level of bus access does not offer a significant advantage over car use. There are no bus priority measures between this location and Loughborough town centre via the narrow Nottingham road corridor.</p> <p>There is potential for effects on the <u>SSSI</u> associated with transport related emissions.</p> <p>Development would need to fund cycling facilities currently lacking on the northern and eastern approaches into Loughborough apart from sections of cycle lane on Nottingham Rd.</p> <p>A Travel Plan for the whole development could be required.</p>
To conserve soil resources and quality	↓	<p>Cote's Site NW of A60 and Cote's Site SW of A60: Any development option to the east of the river valley either side of the A60 would take Grade 2 best and most versatile agricultural land.</p>
To reduce contributions to climate change	↓	<p>See comments on air quality.</p> <p>Cote's Site NW of A60 and Cote's Site SW of A60: New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques.</p>

² In the absence of local data, the following assumptions should be made about average journey speeds: 5 km/hr for people on foot, 10 km/hr for equestrians and 20 km/hr for cyclists. Source: The Design Manual for Roads and Bridges, Volume 11, Section 8 (page 3/1). Using this assumption a 10 minute walk would cover a distance of approximately 800m and a 10 minute cycle would cover a distance of approximately 3km. PPG 13 states that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' and that 'cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport'.

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
To reduce vulnerability to climate change	D	<p>Cote's Site NW of A60 and Cote's Site SW of A60: New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The area drains to the west into the River Soar via Hoton, Burton and Walton Brooks.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p50):</p> <ul style="list-style-type: none"> • Fluvial flooding from the River Soar • Fluvial flooding from the three watercourses • Overland flow from east of area • Blockages/insufficient capacity of bridges/culverts on the three watercourses • Need to manage runoff in view of downstream flood risk long the River Soar. <p>The main issue for this location is appropriate runoff management.</p>
To conserve and enhance the historic and cultural environment	↓	<p>Cote's Site NW of A60 and Cote's Site SW of A60: Between Stanford Lane, Cotes and the River Soar is the site of the deserted medieval village of Cotes, a Scheduled Ancient Monument (SAM) (SK 554208). Cotes village is an archaeological alert area including features of interest. Parts of Fishpond Spinney (SK55 21) are of acknowledged archaeological interest.</p> <p>There are 4 listed buildings in Cotes. Development at this location will potentially impact on the setting of the <u>SAM</u>, e.g. through built development and increased traffic.</p> <p>Development east of the river valley could come to within 1km of Hoton's Conservation Area and increased traffic may affect the conservation area and its setting.</p> <p>Prestwold Hall has an extensive historic park and garden, and includes a number of listed buildings. The introduction of urban development and increased traffic are likely to impact on the setting of the park.</p> <p>Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.</p>
To increase the re-use of previously developed land and buildings	↓	<p>Cote's Site NW of A60 and Cote's Site SW of A60: This option involves the development of Greenfield land.</p>
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	<p>Cote's Site NW of A60 and Cote's Site SW of A60: This option falls within a mineral consultation area.</p> <p>New development will give the opportunity to encourage sustainable extraction (if minerals are workable) re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.</p>
To manage waste in	Neutral	<p>Cote's Site NW of A60 and Cote's Site SW of A60: This objective is neutral. New development will give the opportunity to reduce, re-use</p>

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)		and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		<p>New development will give the opportunity to incorporate measures to reduce energy consumption and increase the proportion of energy from renewable sources.</p> <p>None of the areas adjoining the Loughborough built-up area have an average wind speed of 6m/s and above. The majority of the areas to the East of Cotes have a wind speed above 6 m/s. Areas within and adjoining Loughborough have an average wind speed of above 5 m/s and have good wind energy potential. There is an area of large scale wind energy generation potential to the East of Loughborough. (This area lies to the southwest of Stanford on Soar).</p> <p>Wymeswold Airfield is an area of large scale wind energy generation potential. Cotes Mill (SK 553 203) on the River Soar has a head above 1.5m and has technical potential for small-scale hydro-electric power generation. This site lies to the East of Loughborough and may be remote from some potential development areas.</p>
To increase the population's access to a full range of appropriate public, private, community and voluntary services		<p>Cote's Site NW of A60 and Cote's Site SW of A60: This option is of sufficient size to support a range of community facilities including a small secondary school. The Charmwood Borough Retail and Town Centre Study indicates that the scheme will also support a local centre but would not be of sufficient size to support a district centre/foodstore. Development at this location would however be outside the recommended distance for <u>higher order services</u>, including a district centre/food superstore, the nearest store is Sainsburys at Ashby Road @ 3km away as the crow flies.</p>
To increase access to the countryside, open spaces and semi urban environments (eg parks)		<p>Cote's Site NW of A60 and Cote's Site SW of A60: There is a network of rural footpaths and a bridleway from Stanford Lane to Hoton.</p> <p>The Green Space Strategy identifies the north east of Loughborough as being one area where residents do not live within 400m of a local park/district open space of 2.5ha+. There is also a lack of district park provision in north Loughborough. Land off Meadow Lane is not a realistic location given for such provision as much of the area is an <u>SSSI</u> and land liable to flood.</p> <p>Development across the river valley would be about 2.5km by road from the Allsopps Lane site with potential to create an urban park. There would be scope for providing new open space as part of the development however this is likely to be geared more to the needs of new residents, rather than being something the wider community could utilise because of its likely scale. There is potential for recreation to be enhanced along the <u>strategic river corridor</u>.</p>
To promote a strong community where people feel they have a say in the future		Cote's Site NW of A60 and Cote's Site SW of A60: There may be objections to development of this Greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.
To reduce crime, anti social behaviour and increase community safety	Neutral	Cote's Site NW of A60 and Cote's Site SW of A60: New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in		Cote's Site NW of A60 and Cote's Site SW of A60: Development east of the river valley would be about 3km from nearest major leisure, entertainment and cultural facilities in Loughborough town centre. Over 4km from facilities in Barrow upon Soar. This is outside of the suggested distance for such facilities. Development would be of insufficient size to justify such facilities.

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
culture, media and sport		There may be scope for the school to provide shared facilities, e.g. swimming pool and gym that would be open to the public out of school hours.
To ensure that the housing stock meets the housing needs of all sections of the community		<p>Cote's Site NW of A60 and Cote's Site SW of A60: A development option east of Loughborough would be expected to accommodate affordable housing to address needs identified in nearby communities. New housing development would be relatively close to where it is likely to be needed most. Separation caused by river valley may pose problems of access to affordable housing being located away from social networks. Ability of location to deliver affordable housing where it will benefit more deprived communities depends on how it is implemented.</p> <p>This option would have limited effect in terms of tackling rural housing. However, it may contribute to local housing needs for Loughborough and the Wolds villages.</p>
To reduce poverty and social exclusion		<p>Cote's Site NW of A60 and Cote's Site SW of A60: The provision of an element of affordable housing would help contribute to this objective. Shepshed, Loughborough, the Soar Valley Villages and South Charnwood areas are identified as priorities in the Charnwood Renewal Framework. The extent to which development at this location helped to address social exclusion would depend on the quality of accessibility to higher order services and employment.</p> <p>It is unlikely that development will be able to improve access to higher order services which will be located in Loughborough. The provision of employment on site would help to contribute to this objective but whether it could benefit existing deprived areas is uncertain due to its isolated location, the other side of the River Soar and beyond the limits of Loughborough. Good public transport links could help counter accessibility issues but walking and cycling access would still be very limited.</p> <p>Planning obligations or voluntary agreements could be used to secure employment for the socially excluded.</p>
To increase learning, skills and employability for all sections of the community		Cote's Site NW of A60 and Cote's Site SW of A60: Development would be of sufficient size to support a primary school and a small secondary school and these could be capable of dual use as a venue for evening classes.
To increase the vibrancy and viability of settlements		Cote's Site NW of A60 and Cote's Site SW of A60: Development around Cotes and the scale of growth would not be in keeping with the existing character of the settlements in this location.
To increase sustainable design and construction	Neutral	Cote's Site NW of A60 and Cote's Site SW of A60: New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles		<p>Cote's Site NW of A60 and Cote's Site SW of A60: A network of public footpaths and bridleways give access to parts of the local countryside and the river valley. Due to distance from Loughborough, cycling may be an option for trips to Loughborough centre. The train station would be within an appropriate distance. Cycle lanes would be required. The nearest leisure centre is in Loughborough, approx. 3 km away and in Barrow-upon-Soar approx. 4 km away as the crow flies.</p> <p>A development option could incorporate recreational facilities, walking and cycling routes accessible to people living in north eastern Loughborough and Cotes and Hoton.</p> <p>The development could support a doctors surgery. Loughborough Hospital at Epinal Way is about 3.5km away.</p>
To encourage sustainable a economy		Cote's Site NW of A60 and Cote's Site SW of A60: a mixed used development is anticipated, including some provision for employment. Making provision for employment land will foster local economic growth.

East Loughborough – Growth based on Cotes		
Objective	Performance	Commentary
		<p>Employment area off Meadow Lane would adjoin Loughborough's main employment areas and be close to housing areas. There are already substantial areas of employment land in north and east Loughborough.</p> <p>A high quality employment area east of the river valley would be about 1.5km from the town's main employment areas. This is a less suitable location for a Science Park because it is on the opposite side of the town, and over 5km, from the University.</p>
To increase efficient patterns of movement to support a sustainable economy		<p>Cote's Site NW of A60 and Cote's Site SW of A60: Land off Meadow Lane is close to the rail station, and the distance to the nearest point east of Cotes is about 2km. Scope for a high quality bus link to Loughborough. Cycling may be an option for trips to Loughborough centre. The train station would be within an appropriate distance for walking and cycling for some residents but cycle lanes / pedestrian paths would be required.</p> <p>A development option east of the river valley if built with significant new road infrastructure would have good links to the main road network. Demand management measures would be needed to reduce car use arising from improved road access.</p>
To reduce disparities in economic performance		<p>Cote's Site NW of A60 and Cote's Site SW of A60: A mixed use development is anticipated in this location however the employment and facilities that will be provided may be no better than existing provision nearby in the town and remote from the existing deprived neighbourhoods identified in East Loughborough to benefit from them. Improved public transport links would be key. Distances would be too long to walk.</p> <p>This site is poorly located in terms of proximity to the university and would therefore be less suitable as a location for spin off activity or other activity associated with the university. Any employment provision would need to be compatible with residential development.</p>

COMPARISON OF DIRECTIONS FOR GROWTH: EAST OF LOUGHBOROUGH, ON & AROUND WYMESWOLD AIRFIELD

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

East of Loughborough Option: On & Around Wymeswold Airfield		
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>The scoring of this option relates solely to the impact of the urban development. The impact of the road has been assessed separately. This option is located away from the river valley and is less likely than other options to have an impact upon the hydrological regime near to important wildlife sites</p> <p>Two <u>SSSI</u> at Loughborough Meadows (SK538218) and Cotes Grassland (SK554208); 1 Local Nature Reserve at Bishop Meadow (SK528218). Both <u>SSSI</u> and <u>LNR</u> are Lowland Meadows, a <u>Section 74 habitat</u> of principal importance. Although the Option Site is more than 1 km away, the greatest likely detrimental impact on the <u>SSSI</u> and <u>LNR</u>, besides changes in <u>hydrology</u>, would be through a direct land-take from the associated link road.</p> <p>The Option Site contains significant areas of ecological interest including 13 Local Wildlife Sites within 1 km, mainly comprising neutral lowland meadows.</p> <p>Neutral lowland grassland, a <u>Section 74 habitat</u> of principal importance, is vulnerable to increased nutrient inputs such as from dog walking, nutrient deposition from increased traffic pollution and salt deposition from road gritting in winter. It is also vulnerable to changes in management, localised trampling and erosion, and changes in the hydrological regime, including water quality. <u>Rivers</u>, another <u>Section 74 habitat</u> of principal importance, can be adversely affected by changes in <u>hydrology</u>, increased nutrient input and pollution.</p> <p>Other <u>Section 74 habitats</u> of principal importance which are found within the option site or in its vicinity are ponds and hedgerows. Ponds can be adversely affected by changes in <u>hydrology</u>, nutrient input and pollution. Ponds and hedgerows can be adversely affected by isolation and fragmentation at the landscape scale.</p> <p>There are several <u>linear features</u> running across and on the edge of the site, such hedgerows, which function as wildlife corridors. They</p>

East of Loughborough Option: On & Around Wymeswold Airfield		
Objective	Performance	Commentary
		<p>provide connectivity between habitats and routes for species movement at the landscape scale, particularly in the context of climate change. These features can be easily interrupted and their function diminished or entirely lost.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 3 statutory sites, non-statutory sites, 4 section 74 habitats of principal importance and wildlife corridors. Mitigation measures would need to be put in place to protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should deliver biodiversity objectives.</p>
To maintain and enhance the landscape and townscape character		<p>The airfield is on a plateau above Loughborough and therefore may not be visible from Loughborough, however it may be visible within the wider Wolds area. The area east of the airfield rises gradually to the east, in the direct of Melton Mowbray and may therefore also be visible within the wider Wolds area. Development on Wymeswold Airfield has the potential to significantly affect the character and rural separation and setting of the villages of Wymeswold, Hoton, and Burton on the Wolds through visual impact and through increases in traffic generated by the development. This option will also change the setting of Prestwold Park by surrounding about 40% of the boundary with urban development. Screening might help reduce visual effects but would itself alter the character of the Park's setting. A decision would need to be made regarding whether the new development would be separated from the existing villages or whether there would be integration of new and old. The latter could be seen as coalescence of the villages and the new development.</p> <p>Screening may be required as mitigation. There will be issues in relation to integrating new development with the existing character of the fringe of Burton on the Wolds.</p> <p>New highway provision required to serve the development option would pass through the sensitive Soar Valley landscape and could introduce a number of large structures.</p> <p>None of the options are of a scale that is consistent with the settlement pattern on the eastern side of the town. Cotes, Hoton and Wymeswold are much smaller in scale. It would seem impossible to replicate this pattern of development whilst still providing development on the scale envisaged or needed to create a degree of self containment.</p> <p>There may be issues around light pollution but these should be capable of mitigation.</p> <p>The area to the east of the existing industrial estate also seems to have a finer network of hedgerows associated with field boundaries.</p>
To protect and improve surface and groundwater quality	?	<p>The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p> <p>Distance from the SSSI suggests that there may be less sensitivity in terms of potential run off, however this would need to be determined through more detailed assessment. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner.</p> <p>The land slopes down towards Burton on the Wolds and there could there be a need for surface water attenuation measures.</p>
To minimise water consumption	Neutral	<p>New development will result in an increase in water consumption/impacts. There will be opportunities to minimise water consumption in any new development through sustainable design techniques.</p>

East of Loughborough Option: On & Around Wymeswold Airfield		
Objective	Performance	Commentary
To improve air quality	↓	<p>Transport is one of the significant contributors to poorer air quality so development that helps reduce the need to travel and provide alternatives to the car is desirable. All the options are of a size that should enable some improvement to existing public transport services.</p> <p>The sites are isolated from Loughborough (on average approximately 7km), making cycling and walking impractical between the sites and Loughborough³. The development will support a range of facilities, including a secondary school but is outside the recommended distance for <u>higher order services</u>. Development in this location could be expected to generate significant travel for the higher order needs of the new residents. Even with significant investment in public transport it is likely to be difficult to develop this location sustainably.</p> <p>The presence of the industrial estate in the middle of the site effectively splits the site into two and might give rise to car based journeys within the site to access facilities. If the centre was to be located to the north of the industrial estate this might help address this issue by making the site accessible to a larger proportion of the new residents.</p> <p>A Travel Plan for the whole development could be required.</p>
To conserve soil resources and quality	↓	<p>The <u>Agricultural Land Classification Map</u> (Preliminary) available through <u>Multi Agency Geographical Information Centre (MAGIC)</u> suggests that the airfield and land north of Burton on the Wolds is Grade 3 land. A detailed survey would be required to establish if the land was grade 3a or b.</p> <p>The land immediately south of Wymeswold may include Grade 2 land but this will need to be confirmed through a more detailed survey.</p>
To reduce contributions to climate change	↓	<p>See comments on air quality</p> <p>On average, private transport contributes 10% of the average person's carbon footprint (excluding car manufacture) (source: Carbon Trust). The presence of the industrial estate means that it might be difficult to provide a centre that is accessible to all and that therefore encourages walking and cycling. The site is outside the recommended distance for higher order services.</p> <p>New development provides the opportunity to provide buildings with a reduced carbon footprint but this could be achieved anywhere.</p>
To reduce vulnerability to climate change	D	<p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The western portion of this area drains to the south east into Burton Brook and the eastern area drains to the north into a tributary of the River Mantle, which joins downstream of Wymeswold.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p51):</p>

³ In the absence of local data, the following assumptions should be made about average journey speeds: 5 km/hr for people on foot, 10 km/hr for equestrians and 20 km/hr for cyclists. Source: The Design Manual for Roads and Bridges, Volume 11, Section 8 (page 3/1).

Using this assumption a 10 minute walk would cover a distance of approximately 800m and a 10 minute cycle would cover a distance of approximately 3km. PPG 13 states that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' and that 'cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport'.

East of Loughborough Option: On & Around Wymeswold Airfield		
Objective	Performance	Commentary
		<ul style="list-style-type: none"> • Fluvial flooding from the tributary to the River Mantle. • Overland flow from west and south • Blockages/insufficient capacity of bridges/culverts on watercourses • Need to manage runoff in view of downstream flood risk on Wymeswold. <p>The main issue for this location is appropriate runoff management.</p>
To conserve and enhance the historic and cultural environment		<p>The airfield may be itself of limited local historic significance because of its role in World War 2. It may be sufficient to preserve the key features of the site through record but this would need to be discussed with English Heritage and other stakeholders.</p> <p>The site is close to Hoton and Wymeswold and may affect the setting of the Conservation Areas, for example if road widening is required to accommodate cycle and bus lanes.</p> <p>Development at this location would also potentially affect the setting of Prestwold Park. The site abuts the north and east of the Park. See landscape and townscape objective.</p> <p>The field pattern south of Wymeswold also contributes to the historic landscape character of the area.</p>
To increase the re-use of previously developed land and buildings		<p>Area East of Wymeswold Airfield: This is a greenfield site. The area around Burton on the Wolds is Greenfield.</p> <p>Wymeswold Airfield and environs Appraised on the basis that the airfield comprises a mix of greenfield and brownfield land i.e. it contains elements that are Greenfield (including areas between the runways) and elements that are brownfield (including the runways).</p>
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources		<p>Area East of Wymeswold Airfield: This option falls within a mineral consultation area. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.</p> <p>Wymeswold Airfield and environs: There may be scope for recycling aggregates on site, e.g. associated runways. However, there maybe some conflict between the desire to reuse and recycle as much material on site as possible on site and potential contamination issues associated with the former use as an airfield.</p>
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	This objective is neutral. New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		<p>None of the areas adjoining the Loughborough built-up area have an average wind speed of 6m/s and above. The majority of the areas to the East of Cotes have a wind speed above 6 m/s. Areas within and adjoining Loughborough have an average wind speed of above 5 m/s and have good wind energy potential. There is an area of large scale wind energy generation potential to the East of Loughborough. (This area lies to the southwest of Stanford on Soar).</p> <p>Wymeswold Airfield is an area of large scale wind energy generation potential. Cotes Mill (SK 553 203) on the River Soar has a head above</p>

East of Loughborough Option: On & Around Wymeswold Airfield		
Objective	Performance	Commentary
		<p>1.5m and has technical potential for small-scale hydro-electric power generation. This site lies to the East of Loughborough and may be remote from some potential development areas.</p> <p>.New development will give the opportunity to incorporate measures to reduce energy consumption and increase the proportion of energy from renewable sources.</p>
To increase the population's access to a full range of appropriate public, private, community and voluntary services		<p>This option would be relatively remote from the jobs and services in Loughborough and other settlements, including the hospital, retail, cultural, media and sport activities. Its location makes walking to jobs and service impractical and cycling much less attractive</p> <p>The Chamwood Retail and Town Centre study indicates that it is likely that new foodstore provision will be needed locally given the relative isolation of this location from the existing main stores in Loughborough. It is anticipated that development would be anchored by a local centre or a small district centre.</p>
To increase access to the countryside, open spaces and semi urban environments (eg parks)		<p>There would be scope for providing new open space as part of the development however this is likely to be geared more to the needs of new residents, rather than being something the wider community could utilise because of its likely scale. There may be some potential for access to Prestwold Hall historic park and garden.</p>
To promote a strong community where people feel they have a say in the future		<p>This option has the benefit of a single site and therefore should enable the new community to have its own identity but it would also impact on the sense of place and identity of communities at Hoton, Wymeswold and Burton on the Wolds.</p>
To reduce crime, anti social behaviour and increase community safety	Neutral	<p>New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.</p>
To increase the population's access and opportunity to participate in culture, media and sport		<p>Development east of the river valley would be about 7km from nearest major leisure, entertainment and cultural facilities in Loughborough town centre. Over 5km from facilities in Barrow upon Soar. This is outside of the suggested distance for such facilities. Development would be of insufficient size to justify such facilities.</p> <p>There may be scope for the school to provide shared facilities, e.g. swimming pool and gym that would be open to the public out of school hours.</p>
To ensure that the housing stock meets the housing needs of all sections of the community		<p>A development option east of Loughborough would be expected to accommodate affordable housing to address affordable housing needs identified in nearby communities including the Wolds villages. New affordable housing would be located away from areas where it is needed the most.</p>
To reduce poverty and social exclusion		<p>The provision of an element of affordable housing would help contribute to this objective. Shepshed, Loughborough, the Soar Valley villages and South Chamwood areas are identified as priorities in the Chamwood Renewal Framework. The extent to which development at this location helped to address social exclusion would depend on the quality of accessibility to higher order services and employment.</p> <p>It is unlikely that development will be able to improve access to higher order services which will be located in Loughborough. The provision of employment on site would help to contribute to this objective but whether it could benefit existing deprived areas is uncertain due to it's isolated location, the other side of the River Soar and beyond the limits of Loughborough. Good public transport links could help counter accessibility issues but walking and cycling access would still be very limited.</p>

East of Loughborough Option: On & Around Wymeswold Airfield		
Objective	Performance	Commentary
		Planning obligations or voluntary agreements could be used to secure employment for the socially excluded.
To increase learning, skills and employability for all sections of the community	↓	Development would be of sufficient size to support a primary school and a small secondary school and these could be capable of dual use as a venue for evening classes.
To increase the vibrancy and viability of settlements	↓	The scale of growth would not be in keeping with the existing character of the settlements in this location and would result in the coalescence of three existing villages which could give rise to a negative effect on the vibrancy and sense of place of the villages. Development of the Wymeswold Airfield could create coalescence of the villages of Hoton, Wymeswold and Burton on the Wolds which could give rise to a negative effect on the vibrancy and sense of place of the villages.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	↓	<p>The relative isolation of the airfield from Loughborough (approx. 7 km) where recreational facilities are located is likely to discourage walking and cycling into the town centre. Other recreational facilities exist within Barrow upon Soar which is over 5km as the crow flies. These distances are well above the recommended distance to a leisure centre. Cycle and pedestrian routes could be created between the site and existing villages to enable localised outdoor recreation.</p> <p>The development (if considered as one) is of a scale sufficient enough to provide a small secondary school which could be capable of dual use to provide sports and recreation facilities for the new residents.</p> <p>The development could support a doctor's surgery. Loughborough hospital at Epinal Way is about 6.5 km away from the sites (as the crow flies).</p>
To encourage sustainable a economy	↑	A mixed used development is anticipated, including some provision for employment. This is not a suitable location for a Science Park because it is on the opposite side of the town, and over 5km, from the University. It will be important to integrate the existing industrial estate into any new development.
To increase efficient patterns of movement to support a sustainable economy	↑	Demand management measures would be needed to reduce car use. Hourly bus services currently operate along the A60 but at present these are unlikely to present an attractive option to using the car and significant investment in bus infrastructure would be required. The distance from the site into the town centre is likely to discourage cycling and walking.
To reduce disparities in economic performance	↓	A mixed use development is anticipated in this location. However the employment and facilities that will be provided would be no closer to existing deprived neighbourhoods in East Loughborough than significant provision in the town centre, north and east Loughborough. Improved public transport links would be key. Distances would be too long to walk. This site is poorly located in terms of proximity to the university and would therefore be less suitable as a location for spin off activity or other activity associated with the university. Any employment provision would need to be compatible with residential development.

COMPARISON OF DIRECTIONS FOR GROWTH: WEST OF SHEPSHED

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		West of Shepshed Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>There are two designated (<u>Local Wildlife Sites</u> - formerly SINCS) within this area: (a) a section of road side verges along Harborough Pit Farm Road and (b) the entire section of the Black Brook. Adjacent to the south of the site are Blackbrook Hill Farm Black Brook Spinney (2.6ha of ancient woodland), Hookhill (8.9ha of ancient woodland), White Horse Wood (9.3ha of ancient woodland) and Black Brook Meadow..</p> <p>A further 7 locations within the area may meet the <u>LWS</u> criteria. Their designation would enhance the designation sites indicated within this area. Sympathetic management would allow movement of species of within and beyond this area.</p> <p>Whilst the Blackbrook corridor could be retained, development could lead to the fragmentation and erosion of the various wildlife interests identified.</p>
To maintain and enhance the landscape and townscape character		<p>Shepshed is just west of the M1 corridor at J23. Most of the urban area lies to the north of the A512. To the west of the town is an undulating landform falling away beyond Tickow Lane to the valley of the Black Brook before rising to a prominent ridge beyond which lies the valley of Grace Dieu Brook and Belton.</p> <p>Significant development on the western edge of Shepshed, would urbanise important areas of open land fringing the town and be difficult to assimilate given local topography.</p> <p>A new access road to the A512 would have to pass through an area of Chamwood Forest countryside.</p>
To protect and improve surface and groundwater quality	?	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.
To minimise water consumption		New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.

West of Shepshed Option		
Objective	Performance	Commentary
To improve air quality	↓	<p>There are no AQMAs in Shepshed. Traffic would add to pressures on the A512 and M1 J23. This section of the M1 may be widened in coming years.</p> <p>There should be scope to reduce car use. The existing bus routes (4, 99 and 127) could be re-routed to serve this area with high frequency services between Loughborough and Shepshed, and less frequent services to Coalville.</p> <p>The area is crossed by a section of the National Cycle Network Route 6 linking to Shepshed town centre and beyond to Loughborough.</p> <p>Shepshed is remote from rail access with Loughborough station over 7km away, although bus service 4 provides a direct link. Some services and facilities are available within Shepshed. Loughborough Town Centre would be over 5km away.</p>
To conserve soil resources and quality	↓	<p>Most land around to the West of Shepshed is Grade 3 but further south towards the A512 Grade 2 land becomes significant.</p>
To reduce contributions to climate change	↓	<p>See comments on air quality above.</p> <p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques.</p>
To reduce vulnerability to climate change	D	<p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). This area drains towards the northeast to the Black Brook running through the area via several minor tributaries. The Black Brook has been associated with flooding further downstream in the Thorpe Acre area.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p52):</p> <ul style="list-style-type: none"> • Fluvial flooding from the Black Brook watercourses. • Blockages/insufficient capacity of bridges/culverts on watercourses • Need to manage runoff in view of downstream flood risk and backing up of the Black Brook when the River Soar is in flood. <p>The main issue in this location is appropriate runoff management</p>
To conserve and enhance the historic and cultural environment	D	<p>Archaeological and historic interest sites are largely confined to locations within the town so there are unlikely to be significant harmful effects.</p>
To increase the re-use of previously developed land and buildings	↓	<p>This option involves the development of greenfield land.</p>
To reduce the extraction of new and increase the reuse and recycling of minerals	D	<p>The southern part of the area is within a mineral consultation area.</p> <p>New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources</p>

		West of Shepshed Option
Objective	Performance	Commentary
and aggregates resources		through sustainable design and construction techniques.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		<p>New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.</p> <p>All of the land to the West and South of Shepshed has wind speed above 6m/s and therefore has very good wind energy generation potential. Areas to the East of Shepshed have an average wind speed of 5 m/s or above and therefore have good wind energy potential. There is an large area of potential for large scale wind energy generation to the northwest of Shepshed which lies approximately 500m from the edge of Shepshed. There are no hydro sites which have a head above 1.5m within 1km of this location This location is close to significant areas of woodland that lie to the West of the Borough.</p>
To increase the population's access to a full range of appropriate public, private, community and voluntary services		<p>Areas nearest to Oakley Rd would be within about 0.5km of Shepshed Town Centre and the furthest parts over 2km away. Shepshed (population 12990), a Main Town proposed to be part of the Loughborough/ Shepshed Sub Regional Centre in the draft regional plan. The town offers a range of services and facilities.</p> <p>People in Shepshed regularly use services and facilities available in Loughborough, notably the town centre about 6km away well connected by bus services.</p> <p>The Chamwood Borough Retail and Town Centre study indicates that development in this area would create the need for a medium to large size store in the centre particularly given the distance to existing main stores in Loughborough and existing limited provision in Shepshed itself. This need could be met at locations within or on the edge of Shepshed town centre itself.</p>
To increase access to the countryside, open spaces and semi urban environments (eg parks)		<p>There are good footpath links into surrounding countryside and part of National Cycle Route 6 between Shepshed and Loughborough crosses the area. The Green Space Strategy identifies a need for a district park of 10 to 20 ha in Shepshed and this strategic allocation provides the opportunity to provide it.</p> <p>Large scale development would be able to provide new recreational facilities helping meet the deficiencies identified.</p>
To promote a strong community where people feel they have a say in the future	D	There will be objections to development of this greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.
To reduce crime, anti social behaviour and increase community safety	Neutral	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport		Shepshed has a reasonable range of community and leisure facilities. However the nearest public leisure centre and cinema are in Loughborough town centre over 6km away.

West of Shepshed Option		
Objective	Performance	Commentary
To ensure that the housing stock meets the housing needs of all sections of the community	↑	New housing developments can help meet the housing needs of the community as there is more possibility of affordable housing being incorporated into larger residential sites.
To reduce poverty and social exclusion	↑	Parts of south Shepshed are identified as being areas of deprivation. New employment would provide locally based jobs for the local community reducing the costs of commuting, and affordable housing could help improve access to the housing market.
To increase learning, skills and employability for all sections of the community	↑	There are good education facilities in Shepshed at Hind Leys Upper School and 4 primary schools. Loughborough University/ College campus is about 4km to the west.
To increase the vibrancy and viability of settlements:	↓ / D	Large scale development to the West of Shepshed would extend over a prominent ridgeline to the south east of Belton, reducing the separation between Shepshed and the village from 2.5km to under 1km.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	↑	There is reasonable public access by public footpaths and good cycleway links between Loughborough and Shepshed, and westward from Shepshed to Belton via NCR 6. New development gives the opportunity to incorporate open space within new development and extend access by walking and cycling routes. The town has a number of doctors surgeries, pharmacies, dentists and opticians. It is not known how much capacity is available. Epinal Way Hospital in Loughborough is about 6km away.
To encourage sustainable a economy	↑	Employment development in this location has the potential to provide investment and employment opportunities to aid regeneration of Shepshed. This location would enable travel to the site by modes of transport other than the car. Employment development in this location is also relatively close to Loughborough University, and may be attractive to more knowledge based industries. The centre of Shepshed is in close proximity where a number of facilities and services can be found.
To increase efficient patterns of movement to support a sustainable economy	↑	Although development to the West of Shepshed would have good road access to M1 J23, it could also be well served by bus services. There are good cycle ways along NCN Route 6.
To reduce disparities in economic performance	↑	Development in this location can provide employment opportunities for residents of Shepshed and help reduce levels of unemployment, but given the location on the edge of Shepshed development is unlikely to encourage rural diversification. Employment development in this location is also relatively close to Loughborough University, and may be attractive to more knowledge based industries.

COMPARISON OF DIRECTIONS FOR GROWTH: SOUTH OF LOUGHBOROUGH

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		South Loughborough Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>Mucklin Wood is an ancient woodland and <u>Local Wildlife Site</u>. There are a further 4 <u>Local Wildlife Sites</u> within 1 km of the option site.</p> <p>Lowland mixed woodland, found at Mucklin Wood, is a <u>Section 74 habitat</u> of principal importance. This type of habitat is vulnerable to increased visitor pressure, trampling, increased nutrient input such as from dog walking.</p> <p>Other <u>Section 74 habitats</u> of principal importance with are found within the option site or in its vicinity are ponds, wet woodland and hedgerows, including at several Local Wildlife Sites such at and around Chamwood Water. Ponds and wet woodland can be adversely affected by changes in hydrology, nutrient input, pollution and isolation at the landscape scale. Hedgerows can be adversely affected by fragmentation at the landscape scale.</p> <p>There are several linear features running across part of the option site or in close proximity to it, such as a small watercourse (Poultey Brook) and a network of hedgerows linking with ancient woodland and connecting other habitats such as ponds and spinneys. They provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, particularly in the context of climate change. These features can be easily interrupted and their function impaired or entirely lost.</p> <p>The impact of a proposed access road is assessed separately.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 1 ancient woodland and 4 non-statutory sites, 4 <u>Section 74 habitats</u> of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives.</p>

South Loughborough Option		
Objective	Performance	Commentary
To maintain and enhance the landscape and townscape character		<p>Much land in the south and east quadrant is well farmed land with an open landscape and designated as a green wedge providing strategic separation between Loughborough/Woodthorpe and Quorn. Built development is in the form of the small village of Woodthorpe and a scatter of farmsteads. The area is severed by rail and road corridors and crossed by electricity transmission lines. Eastward the character becomes traditional river valley landscape.</p> <p>Parts of this development option already have urban influences and an urban fringe character. Significant development in this general location, however well screened, would have further urbanising impact on the landscape to the south of Loughborough. The impact of a proposed access road is assessed separately.</p> <p>The development would further erode the rural setting of Woodthorpe.</p>
To protect and improve surface and groundwater quality	?	<p>The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner.</p> <p>Potential effects on water levels and water quality at the Chamwood Pond Local Wildlife Site would need further consideration.</p>
To minimise water consumption	Neutral	New development will result in an increase in water consumption. There will be opportunities to minimise water consumption in any new development through sustainable design techniques.
To improve air quality		<p>Transport is one of the significant contributors to poorer air quality so development that helps reduce the need to travel and provide alternatives to the car is desirable. All the options are of a size that should enable some improvement to existing public transport services.</p> <p>Land close to the A6 has good potential for a range of travel choices. The A6 (Loughborough to Leicester) is currently the Borough's best served bus corridor including 10 min frequency weekday daytime services between the 2 towns (20 mins to Shepshed) plus half hourly services to Leicester via villages on the eastern edge of the Soar valley and hourly via Chamwood Forest villages. There is an inbound peak hour bus lane between the A6/ A6004 junction and Woodthorpe turn. No services use the A6004.</p> <p>Cycle access between Loughborough and Quorn is in the form of National Cycle Route 6 alongside the A6 also alongside Epinal Way extension.</p> <p>Loughborough Railway Station is about 3km away (outside the recommended distance) but there are currently no direct bus links.</p> <p>The A6/ A46 and Epinal Way/ A512 provide attractive traffic routes to the M1 that could encourage car use. Additional traffic could impact on identified AQMAs in Loughborough.</p>
To conserve soil resources and quality		Either side of Epinal Way is Grade 2 best and most versatile agricultural land. Land east of the A6 is Grade 4 and Grade 3.
To reduce contributions to climate change		See comments on air quality above.
To reduce vulnerability to climate change	D	New development will give the opportunity to reduce greenhouse gas emission through sustainable design and construction techniques.
		New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.

South Loughborough Option		
Objective	Performance	Commentary
		<p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The area drains to the south to Poultney Brook and Woodthorpe Brook. Poultney Brook passes through Quorn before joining the River Soar.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p49):</p> <ul style="list-style-type: none"> • Fluvial flooding from watercourses • Overland flow from west and south • Blockages/insufficient capacity of bridges/culverts on watercourses • Need to manage runoff in view of downstream flood risk on Poultney Brook through Quorn. <p>The main issue in this location is appropriate runoff management</p>
To conserve and enhance the historic and cultural environment	D	<p>Woodthorpe village and surrounding land is an archaeological alert area. There is one listed building in Woodthorpe and 3 near Grange Park/ Bramcote Rd. Loughborough Cemetery is designated as a Conservation Area.</p> <p>Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.</p>
To increase the re-use of previously developed land and buildings	↓	This option involves the development of greenfield land. May be limited scope for incorporating existing buildings into the development.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	<p>Land south east of Shelthorpe golf course within this option falls within a mineral consultation area. More information on the status of this area is required.</p> <p>New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.</p>
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	This objective is neutral across options - New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources	↑	<p>New development will give the opportunity to incorporate measures to reduce energy consumption and increase the proportion of energy from renewable sources.</p> <p>None of the areas adjoining the Loughborough built-up area have an average wind speed of 6m/s and above. Locations to the West and South of Loughborough are close to significant areas of woodland that lie to the West of the Borough.</p>
To increase the population's access to a full range of appropriate public,	↑	The site adjoins Loughborough offering a full range of services and facilities. The area around the A6 south of town is about 4 km from provision in Quorn village centre, and on an existing bus corridor. For distances under 5km cycling should be a possible mode of transport ⁴ and a national cycle route runs alongside the A6.

⁴ In the absence of local data, the following assumptions should be made about average journey speeds: 5 km/hr for people on foot, 10 km/hr for equestrians and 20 km/hr for cyclists. Source: The Design Manual for Roads and Bridges, Volume 11, Section 8 (page 3/1). Using this assumption a 10 minute walk would cover a distance of approximately 800m and a 10 minute cycle would cover a

South Loughborough Option		
Objective	Performance	Commentary
private, community and voluntary services		Loughborough town centre is less than 2km from the area around the A6/ Epinal Way which is a walkable distance. The nearest existing local centre is at Shelthorpe about 1.5km away with good access by cycle and walking but no direct bus links at present. The Chamwood Borough Retail and Town Centre study indicates that due to the size of the SUE and its proximity to Loughborough town centre, the need for a <u>local centre</u> is not envisaged in this location.
To increase access to the countryside, open spaces and semi urban environments (eg parks)	↑	The Greenspace Strategy identifies south Loughborough as being deficient in terms of a district park of 10-20 ha with Shelthorpe and the area north west of Nanpantan Rd identified as lacking local parks/ distinct open spaces of 2.5 ha+. Development could contribute to additional provision if required. The area south of town is next to Shelthorpe public (mini) golf course and Chamwood Water. There are good footpath links eastward into the river valley to the canal corridor, and south towards Quorn and Woodhouse. There are no bridleways.
To promote a strong community where people feel they have a say in the future	D	The effect depends on strategies adopted to integrate new development with existing communities. As an urban extension it will be important to integrate the new development with the existing town, e.g. through provision of footpaths, cycleways, open space and community facilities.
To reduce crime, anti social behaviour and increase community safety	Neutral	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport	↑	Easy access to facilities in Loughborough and Quorn. The area south of town is about 2km from Browns Lane leisure centre and other leisure, cultural and entertainment opportunities in the town centre. This is about 0.5 km outside the suggested distance. It is adjacent to Shelthorpe Golf Course and Chamwood Water Local Wildlife Site. Public facilities in Quorn notably at Rawlins are about 3.5km away. Quorn FC's ground is located on the northern edge of the village next to the A6.
To ensure that the housing stock meets the housing needs of all sections of the community	↑	Potential in a large scale development to provide a range and mix of new housing to meet identified needs, including the need for affordable housing. There are areas of deprivation which are located in south Loughborough. Affordable housing would be located where there is higher need, where it is closer to existing social networks.
To reduce poverty and social exclusion	↑	The area south of town is adjacent to Shelthorpe, an area with a relatively high level of deprivation. New development for employment would increase locally accessible employment opportunities.
To increase learning, skills and employability for all sections of the community	↑	Development would be of sufficient size to support a primary school and a small secondary school and these could be capable of dual use as a venue for evening classes. Sites in south Loughborough are located closer to areas of higher deprivation and so offer greater potential to improve learning and skills, than those sites with views into Chamwood Forest.

distance of approximately 3km. PPG 13 states that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' and that 'cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport'.

South Loughborough Option		
Objective	Performance	Commentary
To increase the vibrancy and viability of settlements:		Sites along A6 Corridor: A sustainable urban extension in the area south of Loughborough could only be acceptable if it is demonstrated that the individual identities and separation of Loughborough, Quorn and Woodthorpe could be retained in line with green wedge policies. If this is achievable a green wedge definition would complement the new urban structure and safeguard strategically important areas of open land.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles		Sites along A6 Corridor: The area south of the town would have good access to open land around the town and is well served by cycle links (town centre is about 3km away, which is about 1km outside the preferred distance for cycling). It is close to a public golf course and Chamwood Water.
To encourage a sustainable economy		A mixed used development is anticipated, including some provision for employment. Making provision for employment land in this general location could help rectify an apparent imbalance between housing and employment areas in the south of Loughborough close to an identified <u>Priority Area</u> and reduce the distances people need to travel to work. South and south west Loughborough, Woodthorpe and Quorn are predominantly residential areas.
To increase efficient patterns of movement to support a sustainable economy		The area in the vicinity of the A6 south of the town has good travel choices.
To reduce disparities in economic performance		The area south of town is adjacent to Shelthorpe, an area with a relatively high level of deprivation. New development for employment would increase locally accessible employment opportunities.

COMPARISON OF DIRECTIONS FOR GROWTH: SOUTH WEST OF LOUGHBOROUGH OPTION

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		South West of Loughborough Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>One <u>SSSI</u> at Beacon Hill, Hangingstone & Outwoods (SK512165). The Outwoods and Mucklin Wood (SK538163) are Ancient Woodland. There are another 2 Local Wildlife Sites within 1 km of the Option Site.</p> <p>Lowland mixed woodland, found at the Outwoods and Mucklin Wood, is a Section 74 habitat of principal importance. This type of habitat is vulnerable to increased visitor pressure, trampling, increased nutrient input such as from dog walking.</p> <p>Pignut Spinney LWS (SK524176) is an area of neutral lowland grassland with a wet grassland plant community close to the Brook. This type of habitat is vulnerable to increased nutrient inputs such as from dog walking, nutrient deposition from increased traffic pollution and salt deposition from road gritting in winter. It is also vulnerable to changes in management, localised trampling and erosion, and changes in hydrology including water quality. Although this site is part of an existing public open space, there would be increased recreational pressures.</p> <p>Other <u>Section 74 habitats</u> of principal importance with are found within the option site or in its vicinity are ponds and hedgerows. Ponds can be adversely affected by changes in hydrology, nutrient input, pollution and isolation at the landscape scale. Hedgerows can be adversely affected by fragmentation at the landscape scale.</p> <p>There are several linear features running across part of the option site or in close proximity to it, such as small watercourses (Wood Brook and Moat Brook) and a network of hedgerows linking with ancient woodland sites and connecting other habitats such as ponds and spinneys. They provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, particularly in the context of climate change. These features can be easily interrupted and their function impaired or entirely lost.</p> <p>The road would have a major impact through the severing of existing wildlife corridors, lead to habitat fragmentation and create a physical barrier to the dispersal of species. The impact of the road associated with the option site is dealt with in more details separately.</p>

South West of Loughborough Option		
Objective	Performance	Commentary
		Development in this location will result in the loss of greenfield land and potentially affect 1 statutory site, 2 ancient woodland and non-statutory sites, 3 <u>Section 74 habitats</u> of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives.
To maintain and enhance the landscape and townscape character		To the west of Bramcote Rd and Grange Park land outside the town is well farmed, attractive countryside with Chamwood Forest providing the scenic foreground to the Outwoods west of the town. Impact upon the landscape and setting for this site would be greater than for the sites along the A6 corridor. The site does not have any major urban influences and provides a quiet and tranquil setting for the surrounding housing estate. The impact of a proposed access road is assessed separately.
To protect and improve surface and groundwater quality	?	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner. Potential effects on water levels and water quality at the Chamwood Pond Local Wildlife Site would need further consideration.
To minimise water consumption	Neutral	New development will result in an increase in water consumption. There will be opportunities to minimise water consumption in any new development through sustainable design techniques.
To improve air quality		Transport is one of the significant contributors to poorer air quality so development that helps reduce the need to travel and provide alternatives to the car is desirable. All the options are of a size that should enable some improvement to existing public transport services. The area in the vicinity of Nanpantan Road currently has limited travel choices and is within 1.75km of the nearest AQMA along Epinal Way in Loughborough. There would be a need to improve bus access to this location. Land near Bramcote Rd would be close to the 30 min frequency 11 and 12 town services running via Valley Rd/ Forest Rd. There would be scope for improving these services. Development could link into cycle routes towards the Town Centre and nearby University. Loughborough station is about 4.5 km away across town but there are no direct bus links. It should be possible to cycle this distance ⁵ . Good traffic access to M1 J23 about 3km away could encourage car use. Additional traffic could impact on identified AQMAs in Loughborough. A Travel Plan for the whole development could be required.
To conserve soil resources and quality		Grade 3. It is not known how much is Grade 3a and so best and most versatile agricultural land – more information is required.

⁵ In the absence of local data, the following assumptions should be made about average journey speeds: 5 km/hr for people on foot, 10 km/hr for equestrians and 20 km/hr for cyclists. Source: The Design Manual for Roads and Bridges, Volume 11, Section 8 (page 3/1). Using this assumption a 10 minute walk would cover a distance of approximately 800m and a 10 minute cycle would cover a distance of approximately 3km. PPG 13 states that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' and that 'cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport'.

South West of Loughborough Option		
Objective	Performance	Commentary
To reduce contributions to climate change		See comments on air quality above. New development will give the opportunity to reduce greenhouse gas emission through sustainable design and construction techniques.
To reduce vulnerability to climate change	D	New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques. The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The area drains to the north east into the Wood Brook, which is associated with flooding downstream in Loughborough town centre. There is a need to consider the following potential flood risks (See SFRA, p49): <ul style="list-style-type: none"> • Significant flood risk issues along the Wood Brook as it passes through Loughborough. • Opportunity to provide attenuation along Wood Brook upstream of the town centre. • Overland flow from west and south • Blockages/insufficient capacity of bridges/culverts on watercourses • Need to manage runoff in view of downstream flood risk on Wood Brook through Loughborough. The main issue in this location is appropriate runoff management.
To conserve and enhance the historic and cultural environment	D	Woodthorpe village and surrounding land is an archaeological alert area. There is one listed building in Woodthorpe and 3 near Grange Park/ Bramcote Rd. Loughborough Cemetery is designated as a Conservation Area. Mitigation measures will have to be put in place to safeguard and where appropriate enhance the historic features.
To increase the re-use of previously developed land and buildings		This option involves the development of Greenfield land. May be limited scope for incorporating existing buildings into the development.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	Land south east of Shelthorpe golf course within this option falls within a mineral consultation area. More information on the status of this area is required. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	This objective is neutral across options - New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		New development will give the opportunity to incorporate measures to reduce energy consumption and increase the proportion of energy from renewable sources. None of the areas adjoining the Loughborough built-up area have an average wind speed of 6m/s and above. Locations to the West and

South West of Loughborough Option		
Objective	Performance	Commentary
To increase the population's access to a full range of appropriate public, private, community and voluntary services	↑	<p>South of Loughborough are close to significant areas of woodland that lie to the West of the Borough.</p> <p>The town centre is about 3.5 km away from the Nanpantan Rd area with access by hourly bus services. It is about 2km to the <u>local centre</u> at Shelthorpe with half hourly bus services via Valley Rd. Traffic calming in the Valley Road area should facilitate cycle access.</p> <p>The Chamwood Borough Retail and Town Centre study indicates that due to the size of the <u>SUE</u> and its proximity to Loughborough town centre, the need for a local centre is not envisaged in this location.</p> <p>The railway line cuts across a parcel and two other sites lie on the eastern side of the line. This could impact on actual journey distances and ease of access by foot and cycle.</p>
To increase access to the countryside, open spaces and semi urban environments (eg parks)	↑	<p>The area south of Nanpantan Rd would be adjacent to the Bramcote Rd open space and has good footpath and bridleway links to the Outwoods.</p> <p>Both areas would be adjacent to the new open space system being developed as part of the Grange Park housing area</p>
To promote a strong community where people feel they have a say in the future	D	The effect depends on strategies adopted to integrate new development with existing communities. As an urban extension it will be important to integrate the new development with the existing town, e.g. through provision of footpaths, cycleways, open space and community facilities.
To reduce crime, anti social behaviour and increase community safety	Neutral	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport	↑	The area off Nanpantan Rd is about 2.5km from Browns Lane leisure centre (about a kilometre outside the suggested distance) and other leisure, cultural and entertainment opportunities in the town centre. It is adjacent to the Nanpantan Rd sports ground and Bramcote Rd open space.
To ensure that the housing stock meets the housing needs of all sections of the community	↑	Potential in a large scale development to provide a range and mix of new housing to meet identified needs, including the need for affordable housing. There are areas of deprivation which are located in south Loughborough. Affordable housing would be located where there is higher need, where it is closer to existing social networks.
To reduce poverty and social exclusion	↑	The area south of Nanpantan Rd is not next to areas with a relatively high level of deprivation and therefore may not help address deprivation. The nearest area at Shelthorpe is about 2km away. Development here could be outward looking and integrate with the existing areas as an urban extension, potentially providing investment for the expansion of existing facilities e.g. schools in order to meet the needs of the new residents.
To increase learning, skills and employability for all sections of the community	↑	Development would be of sufficient size to support a primary school and a small secondary school and these could be capable of dual use as a venue for evening classes. Sites in south Loughborough are located closer to areas of higher deprivation and so offer greater potential to improve learning and skills, than those sites with views into Chamwood Forest.
To increase the vibrancy and viability of settlements:	↓ / D	The area south of Nanpantan Rd is not close to any other settlements but the area is close to the Outwoods located upslope about 0.75-1km to the west.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.

South West of Loughborough Option		
Objective	Performance	Commentary
To increase healthy life styles	↑	<p>The area south of Nanpantan Road has good footpath access to the Outwoods and is next to the Bramcote Rd open space.</p> <p>New development gives the opportunity to incorporate open space, walking and cycling routes.</p> <p>In terms of access to health related facilities, the development would support a doctor's surgery (as would all the options). Loughborough hospital at Epinal Way is about 2.5km – 3.5km away from the different elements of the site.</p>
To encourage a sustainable economy	↑	<p>A mixed used development is anticipated, including some provision for employment. Making provision for employment land in this general location could help rectify an apparent imbalance between housing and employment areas in the south of Loughborough close to an identified <u>Priority Area</u> and reduce the distances people need to travel to work. South and south west Loughborough, Woodthorpe and Quorn are predominantly residential areas.</p>
To increase efficient patterns of movement to support a sustainable economy	↑	<p>The area south of Nanpantan Rd currently has limited travel choices. See the comments re air quality.</p> <p>Employment development would be close to significant housing areas and could reduce commuting trips.</p>
To reduce disparities in economic performance	↑	<p>Area along A6 corridor is poorly located in terms of proximity to the university and would therefore be less suitable as a location for spin off activity or other activity associated with the university. The area with views into Chamwood Forest has reasonable access to Loughborough University. Any employment provision would need to be compatible with residential development.</p>

COMPARISON OF DIRECTIONS FOR GROWTH: WEST OF LOUGHBOROUGH

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)	O	There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		West of Loughborough Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>One <u>SSSI</u> at Oakley Wood (SK485217), which is also an ancient woodland, lies adjacent to the Borough boundary. There are 2 <u>Local Wildlife Sites</u> within the Option Site and another 4 <u>Local Wildlife Sites</u> in close proximity to it.</p> <p>Lowland mixed woodland, found at Oakley Wood SSSI, is a <u>Section 74 habitat</u> of principal importance. This type of habitat is vulnerable to increased visitor pressure, trampling, increased nutrient input such as from dog walking. Oakley Wood would be surrounded on three sides by development / MI, potentially severing links with the surrounding countryside and resulting in its isolation.</p> <p>Other <u>Section 74 habitats</u> of principal importance which are found within the option site or in its vicinity are wet woodland, lowland neutral grassland, ponds and hedgerows. Wet woodland and ponds can be adversely affected by changes in hydrology, increased nutrient input, pollution and isolation at the landscape scale. Hedgerows can be adversely affected by fragmentation at the landscape scale. Neutral lowland grassland found at the Hermitage, can be vulnerable to increased nutrients input, recreational pressure and changes in management.</p> <p>There are several <u>linear features</u> running across the option site or in close proximity to it, such as the Black Brook <u>Local Wildlife Site</u>, woodland belts, such as Hathern Drive and the disused railway line, hedgerows, such as Pear Tree Lane. They function as wildlife corridors by providing connectivity between habitats and routes for species movement and dispersal at the landscape scale, particularly in the context of climate change. These features can easily be interrupted and their function diminished or entirely lost. Of particular concern is the possible removal of the south to north connectivity between habitats and the impairment of the west to east connectivity along the Black Brook which would result from the development of the option site.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 1 statutory site, 6 non-statutory sites, 5 <u>Section 74 habitats</u> of principal importance and major wildlife corridors. Mitigation measures would need to be carefully put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of the new development and the restoration /</p>

West of Loughborough Option		
Objective	Performance	Commentary
		<p>enhancement of the biodiversity network should seek to deliver biodiversity objectives.</p> <p>The impact of the road associated with the option site is dealt with in more detail elsewhere. Crayfish, kingfisher and brook lamprey have been recorded along the Black Brook LWS.</p> <p>There are a large number of ecological sites and important local populations associated with the area. Development in this location will result in the loss of greenfield land and potentially affect 1 statutory site, 6 non-statutory sites, 5 Section 74 habitats of principal importance and major wildlife corridors. Potential new roads would cut across several wildlife corridors, including the Black Brook LWS, Pear Tree Lane and Hathern Drive. This option would need extremely careful design to ensure that existing sites of ecological interest are not detrimentally affected and wildlife corridors not severed. Sufficient buffer zones should be allowed and strong linkages between ecological sites maintained. The creation of new habitats as part of the new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives.</p> <p>The impact of the road associated with the option site is dealt with in more details separately.</p>
To maintain and enhance the landscape and townscape character	<p></p> <p></p>	<p>Site closest to M1 Jn 23: The land to the east of the M1 Motorway is subject to a number of urbanising influences, including the M1 itself and the roads associated with Junction 23. Garendon Park is a Registered Park and Garden and an important feature in landscape terms. The option could involve routing a road through the western edge of the Park near the existing M1 and the development area nearby to the north could potentially affect its setting.</p> <p>Development here would still leave a functional gap between Loughborough and Shepshed.</p> <p>Sites SW of Hathern: These two land parcels seem divorced from the main urban area and if developed on their own would not constitute 'natural' extensions to Loughborough, Shepshed or Hathern.</p>
To protect and improve surface and groundwater quality	<p>?</p>	<p>Site closest to M1 Jn 23 and Sites SW of Hathern: The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner.</p> <p>There are records of otters in Black Brook and it will be important to avoid any impacts on water quality and the hydrological regime.</p>
To minimise water consumption	<p>Neutral</p>	<p>Site closest to M1 Jn 23 and Sites SW of Hathern: New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.</p>
To improve air quality	<p></p>	<p>Site closest to M1 Jn 23 and Sites SW of Hathern: Given the location's proximity to a range of jobs, services and facilities there should be scope to reduce car use and thereby help avoid effects on air quality. The A512 currently carries a number of bus routes notably the 4, 99 and 125/ 127 ensuring high frequency services between Loughborough and Shepshed. High traffic flows on the A512 west of the town suggest potential for park and ride. The A6 is served by the half hourly Skylink and hourly Rainbow 5 bus services There are good cycleways between Loughborough and Shepshed on the north side of the A512 and across Garendon. The town centre is about 4km-5km from the sites, which is outside the suggested distance of 2km.</p> <p>The sites are over 4.5km from the rail station but bus services 4 and the high frequency University Shuttle 7 provide direct links across town via the town centre.</p>

West of Loughborough Option		
Objective	Performance	Commentary
		Proximity to the M1 could encourage car use which could impact on air quality. If a link road is not provided traffic movements associated with the development could impact on Ashby Road/ Epinal Way AQMA.
To conserve soil resources and quality	↓	Site closest to M1 Jn 23 and Sites SW of Hathern: West of Loughborough includes an area of Grade 2 best and most versatile agricultural land (west of Garendon Park) The remainder is Grade 3. There is no information on how much of this is grade 3a best and most versatile agricultural land.
To reduce contributions to climate change	↑	Site closest to M1 Jn 23 and Sites SW of Hathern: See comments re air quality above. Effective demand management measures needed to reduce potential for high car use arising from good access to main road network. New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques but this comment applies to all of the options considered.
To reduce vulnerability to climate change	D	New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques. The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The area drains from the south and north towards the Black Brook and Oxley Gutter. Historically the Black Brook has been associated with flooding downstream in the Thorpe Acre area. There is a need to consider the following potential flood risks (See SFRA, p49): <ul style="list-style-type: none"> • Fluvial flooding from Black Brook and Oxley Gutter • Overland flow from higher land south and north west • Blockages/insufficient capacity of bridges/culverts • Need to manage runoff in view of downstream flooding and backing up of the Black Brook when River Soar is in flood. The main issue for this location is appropriate runoff management and flood flow balancing along the Black Brook. There could be an opportunity to provide flood attenuation for existing development downstream, with upstream balancing capacity for Black Brook.
To conserve and enhance the historic and cultural environment	↓	Sites closest to M1 Jn 23 and Sites SW of Hathern: North of the A512 is Garendon historic park and garden containing one ancient monument: the Cistercian abbey & mansion, with fishpond and mound (SK 50141988). The M1 site lies adjacent to this. Development of this site could progress the designation of this site and provide opportunities for funding in order to protect and enhance the area for the future. The Greenspaces Strategy indicates Garendon Park has potential to provide ready access to a significant country park for residents in Shepshed and the west and north of Loughborough. The setting of the park is already affected by urban influences, including the built up area of Loughborough and the M1. It is very difficult to assess potential effects at this level. The growth option may require a new link road between the A512 and A6 north running through the edge of Garendon Park next to the M1 corridor. Any development located to the north of the Park would need to respect the setting of the Park. Within the surrounding built up areas are 13 listed buildings (some are 'at risk') and 8 sites of archaeological interest. 2 listed buildings at

West of Loughborough Option		
Objective	Performance	Commentary
		Holywell Farm south of the A512 and a site of archaeological interest close to Snells Nook Lane. Development at this location would not directly impact on such features.
To increase the re-use of previously developed land and buildings		Sites closest to M1 Jn 23 and Sites SW of Hathern: This option involves the development of greenfield land.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources		Sites closest to M1 Jn 23 and Sites SW of Hathern: The areas north of Garendon Park and west of Snells Nook Lane close to the motorway are mineral consultation areas. More information on the status of these areas is required. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	Sites closest to M1 Jn 23 and Sites SW of Hathern: There is a civic amenity site in Shepshed north of Butthole Lane accessed from Hathern Rd, Shepshed. New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		Sites closest to M1 Jn 23 and Sites SW of Hathern: New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques None of the areas adjoining the Loughborough built-up area have an average wind speed of 6m/s and above. Locations to the West and South of Loughborough are close to significant areas of woodland that lie to the West of the Borough.
To increase the population's access to a full range of appropriate public, private, community and voluntary services	 (Sites SW Hathern)  (Sites closest to M1 Jn 23)	This option is of sufficient size to support a range of community facilities including a small secondary school. The scheme will also support a local centre but would not be of sufficient size to support a district centre or food superstore. The nearest superstore is at Thorpe Acre which is about 1.5 to 2km away (as the crow flies). Schemes can be outward facing by providing some facilities within the new area that the existing areas can utilise. Development is split across a number of sites. For sites SW of Hathern, there will be limited opportunities to integrate development with existing urban areas, whereas sites closer to J23 offer better integration. Sites SW of Hathern: The sites are about 4 km from Loughborough and about 2km from Shepshed (as the crow flies). Loughborough has a full range of services and facilities, whilst Shepshed provides a reasonable range of facilities for the town and immediate rural catchment. Services and facilities in Loughborough town centre are about 3.5km away. The nearest existing <u>local centre</u> is at Gorse Covert (2.5km by road but only about 0.5km by cycle via the existing route across Garendon). Shepshed town centre would be about 3km by road but as near as 2km by cycle route or direct bus route across Garendon. Sites closest to M1 Jn 23 This area is physically closer to Loughborough than the other sites included in the option however a cycle/public footpath link through Garendon Park would be important to integrate the site with the rest of Loughborough. The Charnwood Borough Retail and Town Centre study indicates that development in this location would require the provision of a local

West of Loughborough Option		
Objective	Performance	Commentary
To increase access to the countryside, open spaces and semi urban environments (eg parks)		<p>centre.</p> <p>Sites closest to M1 Jn 23 and Sites SW of Hathern: Public access in the area north of the A512 is limited to a few public/ permissive paths and a section of National Cycle Route 6 across Garendon estate. Pear Tree Lane bridleway links Loughborough to Shepshed in the vicinity of the Blackbrook. There are public footpaths through Holywell Farm to Snells Nook Lane and from the south end of Snells Nook Lane north westward across Longcliff (private) golf course to the A512.</p> <p>The Green Spaces Strategy identifies a deficiency in <u>district park</u> provision of 10 to 20 ha in the north and south of Loughborough and Shepshed. It also indicates Garendon Park has potential to provide ready access to a significant country park for residents in Shepshed and the west and north of Loughborough.</p> <p>There are also deficiencies in <u>local parks/distinct open spaces</u> in NW Loughborough between the town centre and later developments, east and south of Shepshed and north west of Nanpantan Rd/ Forest Rd.</p> <p>Development in this location could contribute to new provision to help meet the deficiencies identified. This development option has land suitable for a significant park and is close to residents in Loughborough and Shepshed.</p>
To promote a strong community where people feel they have a say in the future		Sites closest to M1 Jn 23 Sites SW of Hathern: There are likely to be objections to development of this greenfield location. The effect depends on strategies adopted to integrate new development with existing communities.
To reduce crime, anti social behaviour and increase community safety	Neutral	Sites closest to M1 Jn 23 and Sites SW of Hathern: New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport	 Hathern  M1	<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: Access to a range of cultural and entertainment opportunities in Loughborough, particularly within the town centre and to a lesser extent Shepshed.</p> <p>Facilities in Loughborough town centre would be about 3.5 km away and the range of sports facilities at the University and Burleigh Community College both about 1.75km away. There are reasonable facilities in Shepshed. Sites southwest of Hathern are less accessible to some cultural and sporting facilities than those situated closest to J23 of M1</p>
To ensure that the housing stock meets the housing needs of all sections of the community	 Hathern  M1	Sites closest to M1 Jn 23 and Sites SW of Hathern: A large scale development offers opportunities to provide a range and mix of new housing to meet identified needs, including the need for affordable housing. There are areas of deprivation which are located close to this option. Affordable housing would be located where there is higher need, where it is closer to existing social networks.
To reduce poverty and social exclusion	 Hathern  M1	<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: This location is not adjoining areas known to have a relatively high level of deprivation but would provide affordable housing and a range of facilities and services. New development for employment will increase local employment opportunities and an outward looking scheme could improve access to some facilities.</p> <p>Areas around Jn 23 of M1: This location does not adjoin, but is close to areas known to have a relatively high level of deprivation but would provide affordable housing and a range of facilities and services. New development for employment will increase local employment</p>

West of Loughborough Option		
Objective	Performance	Commentary
To increase learning, skills and employability for all sections of the community	 Hathern  M1	<p>opportunities and an outward looking scheme could improve access to some facilities.</p> <p>Sites closest to M1 Jn 23 and Sites SW of Hathern: This location is close to a range of education facilities being next to the University campus and the Burleigh/ Garendon/ De Lisle upper school sites. Hind Leys Upper School in Shepshed would be easily accessible, the latter via NCR 6 across Garendon. The nearest primary schools are at Booth Wood on Old Ashby Rd (about 1.5km) and Holywell north of Nanpantan Rd. Newcroft PS in Shepshed could be within 1.5km if access were available via Coach Rd. Sites closest to J23 of the M1 offer better access to these educational institutions than sites SW of Hathern.</p> <p>Development would be of sufficient size to support a primary school and a small secondary school and these could be capable of dual use as a venue for evening classes.</p>
To increase the vibrancy and viability of settlements:	 	<p>A sustainable urban extension in the area north of Garendon Park could have an effect upon the settlement identities of Hathern, Shepshed and Loughborough. The area is however subject to urban influences in the form of M1 and A512. The delivery of a restored Garendon park with public access would contribute to meeting green wedge objectives and help integrate the new development.</p>
To increase sustainable design and construction	Neutral	<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: New development will provide the opportunity to use sustainable design and construction techniques.</p>
To increase healthy life styles		<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: There is reasonable public access by public footpaths in this location and very good cycleway links between Loughborough and Shepshed. New development provides the opportunity to incorporate significant open space including the restoration of the historic park in Garendon and to extend public access by walking and cycling routes in a location readily accessible to many people living in Shepshed and west Loughborough.</p> <p>The nearest existing doctors' surgeries would be at Maxwell Drive about 3km away if road access is provided to the A6 north of the town. Forest Edge (Old Ashby Rd) is about 1km away and Leicester Rd in Shepshed about 2.25km. It is not known how much spare capacity exists. Epinal Way Hospital is about 2.75km away.</p>
To encourage sustainable a economy		<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: The provision of general employment land would be accessible to many people living in Loughborough and Shepshed including by good quality bus and cycle provision and residents of Hathern. This area is well located in terms of proximity to the university and would be suitable as a location for spin off activity or other activity associated with the university.</p>
To increase efficient patterns of movement to support a sustainable economy		<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: Although development in this location would have very good road access being next to M1 J23, the A6 and A512 it is near high frequency bus services along the A512 between Loughborough and Shepshed with direct bus services to the rail station and bus services along the A6. There could be potential for park and ride in the future. There is good cycleway provision between Loughborough and Shepshed on the north side of the A512 and across Garendon.</p> <p>Housing in this location could be as close as 1km to main employment sites at the University and south of Shepshed. Employment development would be close to housing in Loughborough and Shepshed and a Science Park could be located adjacent to the University.</p> <p>Potential for new link between A512 and A6 to provide access to existing employment areas in north Loughborough.</p>
To reduce disparities in economic performance		<p>Sites closest to M1 Jn 23 and Sites SW of Hathern: This site is well located in terms of proximity to the university and would be suitable as a location for spin off activity or other activity associated with the university. Any employment provision would need to be compatible with residential development.</p>

COMPARISON OF DIRECTIONS FOR GROWTH: NORTH OF BIRSTALL

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral		Performance against this objective is neutral					

		North of Birstall Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and faun		<p>There are no statutory or non statutory ecological sites within the Option Site. There are 6 <u>Local Wildlife Sites</u> within 1 km of the option site.</p> <p>The northern half of the option site is well wooded with many veteran trees and form part of a parkland habitat, a <u>Section 74 habitat</u> of principal importance. Large-scale development would not be compatible with the retention of these trees.</p> <p>There is one main <u>linear feature</u> running north-east to south-west along the wooded banks of a small watercourse which functions as a wildlife corridor. Close to the option site's western, northern and eastern boundaries are 3 major wildlife corridors respectively represented by the Great Central Railway, Rothley Brook and River Soar. The wildlife corridors provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, of particular importance in the context of climate change. These features can easily be interrupted and their function impaired or entirely lost.</p> <p>The rest of the option site consists of farmland with small spinneys interlinked by hedgerows, a <u>Section 74 habitat</u> of principal importance which can easily be adversely affected by fragmentation.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect <u>Section 74 habitats</u> of principal importance and wildlife corridors. The creation of new habitats as part of development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives.</p>
To maintain and enhance the landscape and townscape character		This option falls on land close to the A6/A46 interchange designated as countryside and some land east of the A6 falls within the Soar Valley landscape character area. The land forms part of a wider tract of open land between Birstall and Rothley. Development in this area could have a significant visual impact upon the high, sloping landform in the vicinity of the A6, north of the A46; and on the village of Rothley. The village of Wanlip would be affected if development were located in the area south of the A46, east of the former A6.

North of Birstall Option		
Objective	Performance	Commentary
		Housing and employment uses at Birstall are currently contained south of the A46 which acts as a strong boundary to urban form.
To protect and improve surface and groundwater quality	?	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.
To minimise water consumption	Neutral	The site is adjacent to Rothley Brook and the River Soar. Attenuation of surface water will be necessary to avoid impact on water quality. New development will result in an increase in water consumption. There are opportunities to minimise water consumption through sustainable design techniques.
To improve air quality	↑	The area is adjacent to the main 125/127 bus route between Loughborough and Leicester running at 10 minute frequency during the day and hourly in the evenings and on Sundays. The nearest rail station is over 3km to the east in Syston. This distance should be cyclable but suitable cycle paths would be required to link into the local network. Cycle infrastructure is currently poor between Rothley and Syston. National Cycle Route 6 runs alongside the A6 on its way between Loughborough and Leicester and would provide a good cycling route between the site and Birstall. East to west links are planned as part of the Hallam Fields development, which will also provide a park and ride site serving Leicester. Proximity to the A46/A6 interchange offers easy access to the M1 and A46 and may result in additional vehicle journeys both long and short. Development in this location would be expected to generate significant travel movements in and out of Leicester. With respect to employment a well researched public transport strategy would be vital in order to prevent a dependency on car travel for employees. A site wide Transport Plan could be required. This location is more than 3.5km from the nearest current Air Quality Management Area at Abbey Lane in Leicester.
To conserve soil resources and quality	↓	This location comprises land designated grade 2 best and most versatile agricultural land.
To reduce contributions to climate change	↑	The comments relating to air quality above are relevant. The close proximity to the A6 and A46 and distance from Birstall could give rise to car based journeys to access facilities. On average, private transport contributes 10% of the average person's carbon footprint (excluding car manufacture). The option adjoins the Birstall part of the Leicester Principal Urban Area. However, it is 6km from Leicester City Centre and 13 km from Loughborough town centre. There are no bus services to key orbital destinations such as ASDA at Thurmaston or Tesco at Beaumont Leys.
To reduce vulnerability to climate change	D	New development provides the opportunity to provide buildings with a reduced carbon footprint but this could be achieved anywhere. New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques. The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The majority of this area drains northwards to the Rothley Brook, which is associated with flooding problems downstream in Rothley, before joining the River Soar. An unnamed watercourse (passing through Broadnook Spinney) issues and flows through the centre of the area. The area east of the A6 drains east directly to the River Soar.

North of Birstall Option		
Objective	Performance	Commentary
		<p>There is a need to consider the following potential flood risks (See SFRA, p54):</p> <ul style="list-style-type: none"> • Fluvial flooding from Rothley Brook. • Overland flow from higher land adjacent to the area. • Blockages/insufficient capacity of bridges/culverts • Groundwater flooding associated with area of groundwater upwelling around the spring which feeds the unnamed watercourse. • Need to manage runoff in view of downstream flooding risk. <p>The main issue for this location is appropriate runoff management and use of SUDS and storage options to prevent any increase in flood risk downstream.</p>
To conserve and enhance the historic and cultural environment	D	<p>There are potentially 4 archaeological sites and an archaeological alert area in the general vicinity of the option. There is a Conservation Area within Rothley. Further information would be required in relation to these. There are also 2 listed buildings within this general location. The impact of any development on the identity and character of Birstall and Wanlip would need to be considered.</p> <p>Until the height, scale, massing and layout of development for this option is known it is difficult to indicate whether there will be significant harmful effects. It may be possible to avoid some potential effects through careful layout and design .</p>
To increase the re-use of previously developed land and buildings		This option would involve the development of greenfield land.
To minimise the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	<p>Much of the land in this general location falls within a mineral consultation area. More information on the status of these areas is required.</p> <p>North and east of Birstall and west of Thurmaston are within the mineral consultation area for sand and gravel. There is a long history of extraction and restoration of former workings in these parts of the Soar and Wreake valleys.</p> <p>New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.</p>
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		All of the land adjoining the north of Hallamfields and the western part of Birstall has a wind speed above 6m/s and therefore has very good wind energy generation potential. Areas to the north East towards Wanlip and the Eastern part of Birstall have a an average wind speed of 5 m/s or above and therefore have good wind energy potential. A large area of land to the north of the A46 / south of Rothley has potential for large scale wind energy generation potential. There are no hydro sites which have a head above 1.5m within 1km of this location. There are no significant areas of woodland in the vicinity of this location. There is an existing anaerobic digestion from waste facility at Wanlip that has the potential to expand.
To increase the population's access to a full range of appropriate public, private, community and		<p>The location adjoins the Birstall part of the Leicester Principal Urban Area but it is about 6km away from city centre facilities. There are currently no bus services to key orbital destinations such as ASDA at Thurmaston or Tesco at Beaumont Leys.</p> <p>Birstall has convenience stores and other facilities and a range of leisure and community facilities and lie approximately 2.5 km south of the</p>

North of Birstall Option		
Objective	Performance	Commentary
voluntary services		<p>site as the crow flies.</p> <p>The Chamwood Borough Retail and Town Centre Study indicates that it is likely that new convenience floorspace will be needed in the form of a single larger food store. This provision will depend on whether housing development taking place in Leicester City includes retail provision as part of its overall development and as such the two planning authorities will need to work closely together to meet the need.</p>
To increase access to the countryside, open spaces and semi urban environments (eg parks)		<p>The Green Space Strategy indicates people living in Birstall do not have access to a district park of 10-20 ha. Parts of north Birstall are not currently within 400m of a local park/distinct open space of 2.5 ha+. The situation should improve in coming years with provision planned as part of the Hallam Fields development.</p> <p>The central north part of Birstall is not served adequately by equipped play provision.</p> <p>There may be scope to remedy some of these deficiencies as part of new development schemes.</p> <p>Public footpaths give good access to the Watermead Country Park and the River Soar close by to the east, but elsewhere footpath links are less well developed. National Cycle Route 6 goes along the A6 and less trafficked routes towards Loughborough and Leicester.</p>
To promote a strong community where people feel they have a say in the future		<p>Depends upon the strategies adopted to integrate new development with existing communities.</p>
To reduce crime, anti social behaviour and increase community safety		<p>New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.</p>
To increase the population's access and opportunity to participate in culture, media and sport		<p>The option is about 6km from Leicester City Centre and 13km from Loughborough town centre where there is a wide range of cultural and entertainment opportunities. Beaumont Leys Leisure Centre is over 6km away and the Soar Valley Centre, Mountsorrel is about 4km to the north, and South Chamwood Swimming Pool is approximately 4km to the east in Syston.</p> <p>If the site were to be allocated for employment, then proximity to such facilities would be less of an issue.</p>
To ensure that the housing stock meets the housing needs of all sections of the community		<p>New development for housing in this location will help to ensure that needs including those for affordable housing are met. If an employment allocation is pursued there will be no contribution to this objective.</p>
To reduce poverty and social exclusion		<p>This location is not close to a specific area with a relatively high level of deprivation. However, new development for housing in this location will help to ensure that the housing needs including those for affordable housing. New development for employment will increase employment opportunities.</p>
To increase learning, skills and employability for all sections of the community		<p>Birstall has a secondary school/ community college on its north west edge and 2 primary schools. The location would be about 6km from education and training facilities in and around Leicester City Centre, including the University.</p>
To increase the vibrancy and viability of settlements:		<p>This is likely to depend upon the mix of uses, design and integration into existing settlements. This is likely to be a neutral factor across all greenfield options.</p>

		North of Birstall Option
Objective	Performance	Commentary
		However, this option is in an area where settlements are already relatively close together. The Hallam Fields development will take the built area of Birstall up to the A46, west of the A6. The gap between the A46 and Rothley is under 800m on either side of a prominent ridge. Wanlip is about 250 m from nearest housing areas in Birstall (but only 100m from the Longslade school site) and will be less than 200m from the park and ride site to be provided east of the A6.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	↑	National Cycle Route 6 runs alongside the A6. Improved east to west links planned as part of Hallam Fields should improve cycle access towards Castle Hill and Watermead Country Parks. There are good walking links within Watermead Country Park. Health facilities (doctor's surgery) are available at Birstall. Birstall is approximately 2.5 km from the site as the crow flies. If the site were developed for housing it is not of a scale large enough to include the provision of a new health centre (4 doctors)
To encourage sustainable a economy	↑	Making provision for employment land will give the opportunity for economic growth. The site has good access to the strategic road network and is likely to be attractive to inward investment and would also provide local employment opportunities which could reduce the need for out commuting. The size of the site would present opportunities for a variety of different types of employment use. It could present opportunities for hotel / conference / leisure facilities that employees could also make use of.
To increase efficient patterns of movement to support a sustainable economy	↑	The option is located along the main 125/127 bus route between Loughborough and Leicester which runs at 10 minute frequency during the day and hourly in the evenings and on Sundays. However, the option is located close to the junction of the A46/A6 where there is easy access to the M1 and A46. This may result in additional car and other vehicle journeys both long and short. There are likely to be implications for the A6/A46 junction. Birstall has convenience stores and other facilities and a range of leisure and community facilities and lies approximately 2.5 km south of the site as the crow flies. This distance is likely to deter walking ⁶ but cycling could be possible providing cycling paths lanes were provided to link into the local network.
To reduce disparities in economic performance	↑	Even if the site is allocated as an employment site it will be important to provide a range of services, e.g. food retail and leisure etc. An employment allocation at this location would contribute to this objective, although the location is not well connected to the deprived neighbourhoods identified in Thurmaston and Syston. The strategic location of this site could make it attractive to a range of uses including BI, helping to diversify the range of jobs available in the Borough.

⁶ In the absence of local data, the following assumptions should be made about average journey speeds: 5 km/hr for people on foot, 10 km/hr for equestrians and 20 km/hr for cyclists. Source: The Design Manual for Roads and Bridges, Volume 11, Section 8 (page 3/1). Using this assumption a 10 minute walk would cover a distance of approximately 800m and a 10 minute cycle would cover a distance of approximately 3km. PPG 13 states that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres' and that 'cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport'.

COMPARISON OF DIRECTIONS FOR GROWTH: NORTH OF GLENFIELD/SOUTH OF ANSTEY

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		North of Glenfield/South Anstey Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>The option site is in close proximity to Rothley Brook which is a <u>Local Wildlife Site</u>. Protected species such as the otter and white-clawed crayfish have been recorded along the Brook. The farmland comprises a network of hedgerows and a number of veteran trees, which would individually qualify as <u>Local Wildlife Sites</u>. Hedgerows are a <u>Section 74 habitat</u> of principal importance. The Brook and hedgerows are linear features which provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, particularly in the context of climate change. These features can be easily interrupted and their function impaired or entirely lost.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 1 non-statutory site, 1 habitat of principal importance and a number of veteran trees. Mitigation measures would need to be put in place to retain and protect existing features of ecological interest. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should deliver biodiversity objectives.</p> <p>Bradgate Park <u>SSSI</u> (SK537108) comes within about 700 m and Sheet Hedges Wood <u>SSSI</u> (SK529087) less than 500 m of the option site. Within the option site is 1 Local Wildlife Site - Rothley Brook.</p> <p>Sheet Hedges Wood is an area of lowland mixed deciduous woodland, a <u>Section 74 habitat</u> of principal importance. Although the Wood is some distance away from the option site, there would be increased recreational pressure. This type of habitat is vulnerable to increased nutrient input such as from dog walking, localised trampling and erosion.</p> <p>The farmland comprises a network of hedgerows with a number of veteran trees, some of which would individually qualify as Local Wildlife Sites. Hedgerows are a <u>Section 74 habitat</u> of principal importance, which can be adversely affected by fragmentation.</p> <p>Linear features running across the option site, such as small watercourse and hedgerows functions as wildlife corridors, which provides</p>

North of Glenfield/South Anstey Option		
Objective	Performance	Commentary
		<p>connectivity between habitats and routes for species movement and dispersal at the landscape scale, particularly in the context of climate change. Wildlife corridors can easily be interrupted and their function diminished if not entirely lost.</p> <p>Development of the location would result in the loss of greenfield land and potentially affect 1 statutory site, 1 non-statutory site, 2 <u>Section 74 habitat</u> of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing features of ecological interest. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should deliver biodiversity objectives.</p>
To maintain and enhance the landscape and townscape character	↓	<p>Closest to Anstey this area comprises part of the valley of the Rothley Brook. This is separated from an undulating landform rising southward towards Leicester by the A46 corridor and interchange. Although rural in character there are urbanising influences in the form of main roads (A46, Gorse Hill) electricity transmission lines and ribbon housing development. In views from the north this appears as a significant open area fringing Leicester between major development areas notably County Hall/ Glenfield Hospital and Beaumont Leys housing and employment areas. Development is likely to appear prominent especially in views from the north. The area provides a setting to the village of Anstey and is also a buffer to the edge of the urban area of Leicester. Blaby District Council highlighted that it is important that Anstey and Glenfield retain their distinct identity and that any future development does not result in coalescence.</p>
To protect and improve surface and groundwater quality	?	<p>The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p>
To minimise water consumption	Neutral	<p>New development will result in an increase in water consumption. There opportunities to minimise water consumption through sustainable design techniques.</p>
To improve air quality	↓	<p>The close proximity of development in this location to established housing and employment areas in Leicester and Anstey could reduce the need to travel and distances travelled.</p> <p>Scope for good bus use utilising or enhancing high frequency 74 services between Anstey and Leicester and other services between Leicester and Loughborough via rural villages. Effective demand management measures would be needed to reduce likelihood of high car use arising from proximity to main road network via A46 interchange and A50. The location is remote from the rail network.</p> <p>Area is about 2.5km from nearest <u>AQMA</u> at New Parks Boulevard/ A50 junction in Leicester.</p>
To conserve soil resources and quality	↑	<p>Greenfield location but does not contain best and most versatile agricultural land.</p>
To reduce contributions to climate change	↓	<p>The comments relating to air quality above are relevant.</p> <p>New development will give the opportunity to reduce greenhouse gas emissions through sustainable design and construction techniques.</p>
To reduce vulnerability to climate change	D	<p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). This area drains to the southeast into Rothley Brook, which is associated with flooding problems downstream in Rothley.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p54):</p>

North of Glenfield/South Anstey Option		
Objective	Performance	Commentary
		<ul style="list-style-type: none"> • Fluvial flooding from Rothley Brook. • Overland flow from higher land adjacent to the area • Blockages/insufficient capacity of bridges/culverts • Need to manage runoff in view of downstream flooding risk. <p>Main issue for this location is appropriate runoff management and use of SUDS and storage options to prevent any increase in flood risk downstream.</p>
To conserve and enhance the historic and cultural environment	D	<p>Location is not close to any conservation areas or listed buildings.</p> <p>Parts of Anstey Pastures (SK55 07) and Old Park Pale (SK55 07) are defined as areas of archaeological significance. Until the scale and extent of development for this option is known it is difficult to indicate whether either there will be significant harmful effects.</p>
To increase the re-use of previously developed land and buildings	↓	<p>There is no previously developed land and buildings in this greenfield location.</p> <p>No known evidence of contamination.</p>
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	<p>No mineral consultation areas affect this location.</p> <p>New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.</p>
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral	<p>New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.</p>
To minimise the use of energy and optimise the use of renewable resources	↑	<p>New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques. All of the areas within and adjoining Anstey have an average wind speed of 6m/s or above and therefore have very good wind energy generation potential. There is technical potential for large scale wind energy generation 500m to the north of Anstey, but there may be landscape character constraints in terms of the Chamwood Forest. There are no hydro sites which have a head above 1.5m within 1km of this location. This location is close to significant areas of woodland that lie to the West of the Borough.</p>
To increase the population's access to a full range of appropriate public, private, community and voluntary services	↑	<p>The location is close to main bus routes to and from Leicester City Centre about 3km away. Housing in this location would be within 800m of employment opportunities at Beaumont Leys, County Hall and Glenfrith Hospital. Same distance from services at County Hall and the hospital. about 1km from Beaumont Leys shopping centre, including large food superstore, and within 1.5km of services and facilities in Anstey village centre.</p> <p>Employment in this location would be within 800 m of housing at Glenfield and Beaumont Leys and about 1km from Anstey village.</p> <p>All these distances are relatively short and suitable for walking, cycling and bus.</p> <p>The Chamwood Borough Retail and Town Centre Study indicates that new floor space should firstly be focussed within on the edge of Anstey District Centre. If no such site is available then the food store could be developed along with a local centre of a scale which</p>

North of Glenfield/South Anstey Option		
Objective	Performance	Commentary
		would not detract from the vitality and viability. of Anstey District Centre.
To increase access to the countryside, open spaces and semi urban environments (eg parks)		The location is within 1km of the Castle Hill Country Park and is crossed by a network of rural footpaths connecting local communities. Potential to extend recreational provision in this urban fringe location as part of a development scheme. This option has good access to Bradgate Park.
To promote a strong community where people feel they have a say in the future		Development in this location would function as part of the Leicester Principal Urban Area rather than Anstey. Depends upon the strategies adopted to integrate new development with existing communities.
To reduce crime, anti social behaviour and increase community safety	Neutral	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport		The nearest leisure centre is at Beaumont Leys about 1 km away. A variety of recreation areas, playing fields exist in Anstey, Glenfield and Beaumont Leys. Other leisure, cultural and entertainment opportunities in Leicester City Centre are about 3 km away
To ensure that the housing stock meets the housing needs of all sections of the community		New development for housing in this location will help to ensure that needs including affordable housing are met. A strategy of urban concentration would do little to tackle rural housing needs.
To reduce poverty and social exclusion		No output areas of Anstey display high indices of deprivation. Location is close to areas of significant deprivation at Beaumont Leys & New Parks. New development for employment will increase employment opportunities in an accessible location.
To increase learning, skills and employability for all sections of the community		Location is about 2km from Anstey Martin High School and about 1 km from the village's Latimer St Primary School. The location is about 3 to 4 km from education and training opportunities at Leicester University/ City Centre.
To increase the vibrancy and viability of settlements:		The actual impact would depend upon the mix of uses, design and integration into the existing urban form. Development here would form part of the Leicester Principal Urban Area rather than Anstey. As a result the village would be expected to retain its existing form and character, but the gaps between Anstey village and Leicester/ Glenfield would be reduced from about 1.5 km to as little as 0.5 km. Development in this location would encroach into the green wedge area between Anstey, Glenfield and Leicester. However, strategic planning policy indicates that green wedge boundaries are reviewable.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles		There are a number of local footpaths linking Anstey/ Glenfield and Leicester. Parts of this location are within 800 metres of Glenfield Hospital and within 1.5km of health centres at Anstey and Glenfield, although capacity is unknown. Direct links by bus to Anstey. Short distances to the hospital would be suitable for cycling and
To encourage sustainable a economy		An employment area in this location could develop linkages with existing provision at Beaumont Leys/ Gorse Hill in Leicester and would be close to a range of local services with good bus links to Leicester and Anstey.
To increase efficient patterns of movement to support a sustainable economy		Scope for good bus use utilising high frequency services between Anstey and Leicester via Leicester Rd, and Gorse Hill, Anstey. Close to hourly bus services 120 & 123 from Leicester to Loughborough town centre via Gynsills Lane. Effective demand management measures would be needed to reduce potential for high car use arising from proximity to main road network. There is likely to be an impact on the

North of Glenfield/South Anstey Option		
Objective	Performance	Commentary
To reduce disparities in economic performance	↑	<p>A46 junctions at Glenfield and in particular at Anstey. Cycle facilities are lacking. Rail provision is remote.</p> <p>This option is unlikely to encourage diversification of the rural economy. The locational strategy set at national, regional and county level is one of urban concentration. However new employment opportunities in this location would compensate for the loss of employment sites in Anstey. This option offers very good access to the strategic road network and public transport and therefore would be very attractive to investors and innovative companies. This option has the potential to be sited within attractive landscaped setting, which would be potentially attractive to investors.</p>

COMPARISON OF DIRECTIONS FOR GROWTH: EAST OF THURMASTON/NORTH OF HAMILTON

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		East of Thurmaston/North of Hamilton Option
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>There are no statutory or non-statutory ecological sites within the option site. There are 7 Local Wildlife Sites within 1 km of the Option Site. Three sites have been notified for their wetland habitats including wet woodland, grassland and fen. The remaining four have been notified for their population assemblages of great crested newt, a European protected species and <u>Section 74 species</u> of principal importance. There is a network of field ponds within the option site and in its vicinity which are likely to support this species.</p> <p>Ponds are a <u>Section 74 habitat</u> of principal importance, and can be adversely affected by changes in hydrology, nutrient input and pollution, as well as isolation and fragmentation at the landscape scale.</p> <p>The option site consists of an extensive area farmland with hedgerows and small areas of secondary and plantation woodland, particularly bounding Thurmaston and the Leicester urban area. Hedgerows are a <u>Section 74 habitat</u> of principal importance and can be adversely affected by fragmentation.</p> <p>There are <u>several linear features</u> running across the option site, such as small watercourses (Melton Brook and Barkby Brook) associated with tree cover, and hedgerows, which function as wildlife corridors. They provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, of particular importance in the context of climate change. These features can easily be interrupted and their function diminished or entirely lost.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 2 <u>Section 74 habitats</u> of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives</p>

East of Thurmaston/North of Hamilton Option		
Objective	Performance	Commentary
		<p>The impact of the road associated with the option site is dealt with in more details separately.</p> <p>This option would have some negative impact upon biodiversity but this is similar to the impact of other Thurmaston options. The Thurmaston options would be the least critical in relation to the impact on species, although there could be some impact on habitat connectivity.</p>
To maintain and enhance the landscape and townscape character		This option would include land within the bowl in the landscape east of Thurmaston, which would limit views from the nearby villages. However it also includes the land on top of the ridge at Hamilton on a down slope, which would be visible and intrusive on the landscape there, although this would be a localised impact effecting Barkby and Barkby Thorpe.
To protect and improve surface and groundwater quality	?	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner.
To minimise water consumption	Neutral	New development will result in an increase in water consumption. There opportunities to minimise water consumption through sustainable design techniques.
To improve air quality		The potential to minimise the need to travel by car, as with all the options is dependent on the package of transport measures. This option would utilise current city bus routes which could be extended. The potential new road infrastructure to support this option could help to alleviate the air quality issues in Syston.
To conserve soil resources and quality		This greenfield location is mainly Grade 3 agricultural land but it is not known how much is Grade 3a best and most versatile agricultural land.
To reduce contributions to climate change		<p>There is a pocket of Grade 2 best and most versatile agricultural land adjacent to Hamilton.</p> <p>The comments relating to air quality above are relevant. There may be scope for good bus use utilising some of the high frequency services between Melton Mowbray/ East Goscote/ Syston/ /Thurmaston/ Hamilton and Leicester or providing dedicated new routes. If the development could fund a new rail station at Thurmaston it is uncertain trains would serve it. Cycle facilities are currently restricted to the vicinity of the A607 interchange. Effective demand management measures would be needed to reduce potential for high car use arising from good access to main road network.</p> <p>A Travel Plan for the whole development could be required.</p>
To reduce vulnerability to climate change		<p>New development will give the opportunity to reduce greenhouse gas emission through sustainable design and construction techniques.</p> <p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone 1 – land with a less than 0.1% chance of river and sea flooding in any year). The northern margin of the area drains to the Barkby Brook, which is associated with flooding problems downstream in Syston. The western margin of the area drains to the Thurmaston Dyke, which is severely constricted and colverted and is associated with flooding problems downstream in Thurmaston. Preliminary investigations appear to show that drainage in the area of Thurmaston, east of the railway embankment, sits in a topographical bowl with drainage potentially constricted by the capacity of the Thurmaston Dyke culvert and surface water drains under the railway embankment. An unnamed watercourse passes through the site issuing near Hill Top Farm and flowing southwest to Melton Brook. The eastern and southern portions of the area drain to Melton Brook, which flows north of Hamilton and through Rushey Mead on the outskirts of Leicester City. All these watercourses join the River Soar, which passes north through the Borough.</p>

East of Thurmaston/North of Hamilton Option		
Objective	Performance	Commentary
		<p>There is a need to consider the following potential flood risks (See SFRA, p53):</p> <ul style="list-style-type: none"> • Fluvial flooding from Barkby Brook, Thurmaston Dyke and Melton Brook. • Overland flow from higher land adjacent to the area • Blockages/insufficient capacity of bridges/culverts • Need to manage runoff in view of downstream flooding risk. <p>The main issue for this location is appropriate runoff management and investigating the potential limitations of the Thurmaston Dyke. There is an opportunity to provide flood attenuation on Barkby Brook for existing development downstream in Syston.</p>
To conserve and enhance the historic and cultural environment		<p>There is a Conservation Area covering Barkby and Barkby Thorpe and land in between. Listed buildings are situated in and around Barkby.</p> <p>There is significant archaeological interest in the form of the deserted medieval village of Hamilton (SK 64340740) and a roman villa at Hamilton Grounds Farm (SK 646074) which are designated as a Scheduled Ancient Monuments (SAMs) plus in the area south of Barkby Thorpe (SK 6350925). At the junction of Colby Road and Humberstone Lane (SK61730844), is the excavated site of the Thurmaston Anglo-Saxon cemetery. The site lies within the existing built up area of Thurmaston, approximately 500m from the edge of the settlement.</p> <p>Development offers the potential to secure the conservation and enhancement of these important historic features although further investigation would be required to assess whether there is potential to affect the setting of the SAMs in the vicinity of Hamilton and the Conservation Area at Barkby and Barkby Thorpe.</p>
To increase the re-use of previously developed land and buildings		<p>There is no previously developed land and buildings in this greenfield location.</p> <p>No known evidence of contamination.</p>
To minimise the extraction of new and increase the reuse and recycling of minerals and aggregates resources		<p>Land surrounding Barkby Thorpe is part of a mineral consultation area. More information on the status of this area required.</p> <p>New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.</p>
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)		<p>New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.</p>
To minimise the use of energy and optimise the use of renewable resources		<p>All of the land within this broad area has a wind speed above 6m/s and therefore has very good wind energy generation potential. Three broad areas: one south of Barkby Thorpe; one west of Barkby Thorpe the third immediately south of Beeby have potential for large scale wind energy generation. (The third area to the south of Beeby may only be relevant to an urban extension which extended eastwards There are no hydro sites which have a head above 1.5m within 1km of this location. There are no significant areas of woodland in the vicinity of this location.</p>
To increase the		<p>Western parts of this location and the area close to Hamilton are reasonably close to current main bus routes to and from Leicester City</p>

East of Thurmaston/North of Hamilton Option		
Objective	Performance	Commentary
population's access to a full range of appropriate public, private, community and voluntary services		<p>Centre about 4.5km away.</p> <p>This option would have reasonable access to a range of services in Thurmaston, the city centre and in Hamilton. Housing adjoining Thurmaston could be within 2km of employment opportunities at Thurmaston and north east Leicester, about 1.5km from shopping facilities at Asda/ retail park, about 2.5km from Syston town centre. Employment in this location would be adjacent to existing housing at Thurmaston, Syston and in north east Leicester. The area south of Barkby Thorpe would be approximately 2km from Hamilton District Centre. The area near Hamilton would be under 1.5km from the Hamilton District Centre. All these distances are relatively short and could be made by walking, cycling and bus.</p> <p>A large scale development option could contribute to improved community facilities. The Chamwood Borough Retail and Town Centre study anticipates the requirement for one new local centre within the Sustainable Urban Extension</p> <p>A strategy of urban concentration could limit opportunities for development in rural areas to support local services.</p>
To increase access to the countryside, open spaces and semi urban environments (eg parks)	↑	<p>Land east and north of Thurmaston is within 1.5km of Watermead Country Park. There are no access routes across land north of Thurmaston. There are some footpaths to the east of Thurmaston mainly linking to Barkby/ Barkby Thorpe.</p> <p>The area near Hamilton adjoins public open space within the Hamilton development area and would be close to footpath and bridleway links between Barkby/ Barkby Thorpe and Hamilton. It would be about 3.5km from Watermead Country Park and about 2km from Humberstone Heights Golf Course.</p> <p>Chamwood's Green Space Strategy identifies some local deficiencies:</p> <ul style="list-style-type: none"> - people living in south Thurmaston are not within 400 metres of a local park/ distinct open space, and this area lacks equipped play provision. - Thurmaston has no allotment provision. - a district park of 10 to 20 ha in Syston. - Barkby Thorpe lacks a local recreation ground. <p>Potential to extend recreational provision in this urban fringe location as part of a development scheme, especially east Thurmaston and Barkby Thorpe area.</p>
To promote a strong community where people feel they have a say in the future	D	<p>This development would function as part of the wider Leicester PUA, especially near Hamilton. The impact depends on strategies adopted to integrate new development with existing communities.</p>
To reduce crime, anti social behaviour and increase community safety	Neutral	<p>New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.</p>
To increase the population's access and	↑	<p>The nearest Leisure Centre is at Cossington Street in Leicester which is approximately 4km away. This is beyond the recommended distance of 1,500m. South Chamwood Swimming pool is 3km away from the part of the Option near Thurmaston. The Elizabeth Park Sports and</p>

East of Thurmaston/North of Hamilton Option		
Objective	Performance	Commentary
opportunity to participate in culture, media and sport		<p>Community Centre in Thurmaston and lies within 1,500m of a significant proportion of the Option to the east of Thurmaston. The centre lies approximately 4km from the part of the option near Hamilton. Other leisure, cultural and entertainment opportunities in the City centre are about 4.5km to the south.</p> <p>A range of existing recreation areas, playing fields etc in Thurmaston and NE Leicester, including Humberstone Heights Golf Course.</p> <p>The potential for new development to contribute to new leisure facilities, possible as part of a shared educational facility should be explored.</p> <p>A strategy of urban concentration could limit opportunities for the development of cultural and leisure activities in rural areas.</p>
To ensure that the housing stock meets the housing needs of all sections of the community	↑	<p>A large scale development offers opportunities to provide a range and mix of new housing to meet identified needs, including the need for affordable housing.</p> <p>This option could help needs in nearby small villages in south east Charnwood but would do little to tackle wider rural housing needs.</p>
To reduce poverty and social exclusion	↑	<p>Parts of north east Thurmaston and Syston display high indices of deprivation. New development for employment would increase job opportunities in an accessible location. The provision of an element of affordable housing would also help contribute to this objective. The extent to which development at this location helped to address social exclusion would depend on the quality of accessibility to higher order services and employment. Planning obligations or voluntary agreements could be used to secure employment for the socially excluded.</p>
To increase learning, skills and employability for all sections of the community	↑	<p>The area north of Thurmaston would be adjacent to the Roundhill College site. The area east of Thurmaston would be about 1.5km from the Roundhill College site.</p> <p>Development close to Hamilton could be adjacent to Hamilton Community College. The overall location is about 6km from Leicester University/ City Centre education and training opportunities.</p> <p>The quantum of development would be sufficient to support a primary school and possibly a small secondary school and these could be capable of dual use as a venue for evening classes. This option has the potential to integrate with the surrounding areas and provide facilities which could benefit existing communities – an outward looking scheme.</p>
To increase the vibrancy and viability of settlements:	↓	<p>A sustainable urban extension in the area east of Thurmaston could only be acceptable if it is demonstrated that the individual identities and separation of Thurmaston, Syston, Barkby, Barkby Thorpe and Hamilton in Leicester, were retained in line with green wedge policies. If this is achievable a green wedge definition would be needed to complement the new urban structure and safeguard strategically important areas of open land. The delivery of extensive green infrastructure permeating the development with public access would contribute to meeting green wedge objectives and help integrate the new and existing developments</p> <p>The actual impact would depend upon the mix of uses, design, integration into the existing urban form Development would form part of the Leicester PUA. Coming to a view on the scope for development in this area would need to take account of landform and existing separation between communities:</p> <ul style="list-style-type: none"> - north Thurmaston to south Syston, east of Melton Rd 400m - east Thurmaston to Barkby/ Barkby Thorpe 200m
To increase sustainable design and construction	Neutral	<p>New development will give the opportunity to use sustainable design and construction techniques.</p>

East of Thurmaston/North of Hamilton Option		
Objective	Performance	Commentary
To increase healthy life styles	↑	<p>There are a number of local footpaths in the area east of Thurmaston and north of Leicester.</p> <p>This location is within 5km of Leicester General hospital and within 1.5km of the nearest health centre at Thurmaston. Other nearby health centres are at Syston (about 2.5km) and in Leicester (about 2.5km) both of which are outside of the recommended distance of 1,000m however the development could support a doctors surgery.</p> <p>New development gives the opportunity to incorporate improved open space, walking and cycling routes.</p>
To encourage a sustainable economy	↑	<p>A mixed used development is anticipated, including some provision for employment. An employment area close to east Thurmaston could develop linkages with existing provision close to the A607. There is also an opportunity to locate next to existing provision at Troon/ Hamilton in Leicester. Development, depending on location, could be close to a range of local services and have, or develop, good bus links to Leicester and Syston/ East Goscote.</p> <p>Urban concentration strategy would do little to support rural enterprise.</p>
To increase efficient patterns of movement to support a sustainable economy	↑	<p>Scope for good bus use especially in areas north and east of Thurmaston utilising high frequency services between Thurmaston and Leicester. Effective demand management measures would be needed to reduce potential for high car use arising from proximity to main road network. Cycle facilities are relatively lacking at present and would require improvement as part of a development-wide Travel Plan. There is a range of existing facilities within walking distance from the development areas (on average 1km distance). The site at Hamilton is closest to existing facilities: Hamilton District Centre is approx. 1km away as the crow flies. Housing adjoining Thurmaston could be within 2km of employment opportunities at Thurmaston and north east Leicester, about 1.5km from shopping facilities at Asda/ retail park. These distances are considered walkable. The nearest rail station is at Syston about 4km to the north, which is outside the recommended distance of 800m. It is doubtful rail services would stop at a new station at Thurmaston, even if it were viable to provide as part of a new development.</p>
To reduce disparities in economic performance	↑	<p>New employment in this location would be close to significant housing areas in north east Leicester and neighbouring settlements.</p> <p>A mixed use development is anticipated in this location. Employment and facilities that will be provided could be accessible to existing deprived neighbourhoods identified in Thurmaston and Syston. Any employment provision would need to be compatible with residential development.</p>

**COMPARISON OF DIRECTIONS FOR GROWTH:
EAST OF THURMASTON/SOUTH OF SYSTON**

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		East of Thurmaston/South of Syston
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>There are no statutory or non-statutory ecological sites within the option site. There are 7 <u>Local Wildlife Sites</u> within 1 km of the option site. Three sites have been notified for their wetland habitats including wet woodland, grassland and fen. The remaining four have been notified for their population assemblages of great crested newt, a European protected species and <u>Section 74 species</u> of principal importance. There is a network of field ponds within the option site and in its vicinity which are likely to support this species.</p> <p>Ponds are a <u>Section 74 habitat</u> of principal importance, and can be adversely affected by changes in hydrology, nutrient input and pollution, as well as isolation and fragmentation at the landscape scale.</p> <p>The option site consists of an extensive area farmland with hedgerows and small areas of secondary and plantation woodland, particularly bounding Thurmaston and the Leicester urban area. Hedgerows are a <u>Section 74 habitat</u> of principal importance and can be adversely affected by fragmentation.</p> <p>There are several <u>linear features</u> running across the option site, such as small watercourses (Melton Brook and Barkby Brook) associated with tree cover, and hedgerows, which function as wildlife corridors. They provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, of particular importance in the context of climate change. These features can easily be interrupted and their function diminished or entirely lost.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 2 <u>Section 74 habitats</u> of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives</p>

East of Thurmaston/South of Syston		
Objective	Performance	Commentary
		<p>There would be some negative impact upon biodiversity but this is similar to the impact of all the options. The Thurmaston options would be the least critical in relation to the impact on species, although there could be some impact on habitat connectivity.</p> <p>The impact of the road associated with the Option Site is dealt with in more details separately.</p>
To maintain and enhance the landscape and townscape character	↓	This option would include land within the bowl in the landscape east of Thurmaston, which would limit views from the nearby villages. The landscape south of Syston is also flatter than the other options and has urban influences of Thurmaston and Syston so would have the least landscape impact of the options
To protect and improve surface and groundwater quality	?	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner.
To minimise water consumption	Neutral	New development will result in an increase in water consumption. There opportunities to minimise water consumption through sustainable design techniques.
To improve air quality	↓	The potential to minimise the need to travel by car, as with all the options dependent on the package of transport measures. For this option bus routes would need to be extended and there is reasonable access to the railway station at Syston. This option, due to its distance, a lack of current bus routes and infrequent rail services, has the least access by non-car modes to services in Leicester. Potential road infrastructure could help air quality issues in Syston.
To conserve soil resources and quality	↓	This option has some areas of grade II but is predominantly grade III agricultural land and therefore more impact on soil resources than the other options, with exception of Birstall.
To reduce contributions to climate change	↓	The comments relating to air quality above are relevant.
To reduce vulnerability to climate change	↓	<p>New development will give the opportunity to reduce greenhouse gas emission through sustainable design and construction techniques.</p> <p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone I – land with a less than 0.1% chance of river and sea flooding in any year). The northern margin of the area drains to the Barkby Brook, which is associated with flooding problems downstream in Syston. The western margin of the area drains to the Thurmaston Dyke, which is severely constricted and colverted and is associated with flooding problems downstream in Thurmaston. Preliminary investigations appear to show that drainage in the area of Thurmaston, east of the railway embankment, sits in a topographical bowl with drainage potentially constricted by the capacity of the Thurmaston Dyke culvert and surface water drains under the railway embankment. An unnamed watercourse passes through the site issuing near Hill Top Farm and flowing southwest to Melton Brook. The eastern and southern portions of the area drain to Melton Brook, which flows north of Hamilton and through Rushey Mead on the outskirts of Leicester City. All these watercourses join the River Soar, which passes north through the Borough.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p53):</p> <ul style="list-style-type: none"> • Fluvial flooding from Barkby Brook, Thurmaston Dyke and Melton Brook. • Overland flow from higher land adjacent to the area • Blockages/insufficient capacity of bridges/culverts • Need to manage runoff in view of downstream flooding risk.

East of Thurmaston/South of Syston		
Objective	Performance	Commentary
		The main issue for this location is appropriate runoff management and investigating the potential limitations of the Thurmaston Dyke. There is an opportunity to provide flood attenuation on Barkby Brook for existing development downstream in Syston.
To conserve and enhance the historic and cultural environment		There is a Conservation Area covering Barkby and Barkby Thorpe and land in between. Listed buildings are situated in and around Barkby. This option would also have some impact on the historic environment due to its location close to the deserted mediaeval village at Hamilton and associated archaeological interests. At the junction of Colby Road and Humberstone Lane (SK61730844), is the excavated site of the Thurmaston Anglo-Saxon cemetery. The site lies within the existing built up area of Thurmaston, approximately 500m from the edge of the settlement.
To increase the re-use of previously developed land and buildings		This is a greenfield location and there is no potential to maximise the use of brownfield land.
To minimise the extraction of new and increase the reuse and recycling of minerals and aggregates resources		Land surrounding Barkby Thorpe is part of a mineral consultation area. More information on the status of this area required. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)		New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.
To minimise the use of energy and optimise the use of renewable resources		All of the land within this broad area has a wind speed above 6m/s and therefore has very good wind energy generation potential. Three broad areas: one south of Barkby Thorpe; one west of Barkby Thorpe the third immediately south of Beeby have potential for large scale wind energy generation. (The third area to the south of Beeby may only be relevant to an urban extension which extended eastwards There are no hydro sites which have a head above 1.5m within 1km of this location. There are no significant areas of woodland in the vicinity of this location.
To increase the population's access to a full range of appropriate public, private, community and voluntary services		This option would have reasonable access to employment, healthcare, retail provision and a range of cultural, media and sport activities in the city centre, Thurmaston and Syston. The Charnwood Borough Retail and Town Centre study anticipates the requirement for one new local centre within the Sustainable Urban Extension.
To increase access to the countryside, open spaces and semi urban environments (eg parks)		This option (like all other Thurmaston options) has good access to the countryside. It also has good access to Watermead Country Park and provides an opportunity to improve access for whole community. There is good access to Queen Elizabeth Leisure Centre, the swimming pool at Syston and to Leicester City Centre. New open space provision would be accessible to existing residents reducing the current deficiency, potentially reducing health inequalities
To promote a strong community where people feel they have a say in the future		This development would function as part of the wider Leicester PUA, especially near Hamilton. The impact depends on strategies adopted to integrate new development with existing communities.

East of Thurmaston/South of Syston		
Objective	Performance	Commentary
To reduce crime, anti social behaviour and increase community safety	Neutral	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.
To increase the population's access and opportunity to participate in culture, media and sport	↑	This option would have reasonable access to a range of cultural, media and sport activities in the city centre, Thurmaston and Syston.
To ensure that the housing stock meets the housing needs of all sections of the community	↑	A large scale development offers opportunities to provide a range and mix of new housing to meet identified needs, including the need for affordable housing.
To reduce poverty and social exclusion	↑	This option is very close to some of the most deprived communities in Thurmaston, which is identified as a priority neighbourhood. The options around Thurmaston offer the greatest potential for integrated development with the existing community, and for new infrastructure, facilities and affordable housing, to benefit deprived households.
To increase learning, skills and employability for all sections of the community	↑	This option has the potential to provide education and training through new schools and work based training in new employment areas. There potential for these options around Thurmaston to improve the skills and employability of deprived households.
To increase vibrancy and viability of settlements	↓	This option would have more impact on the settlement identity than the other Thurmaston options as it would further join Syston and Thurmaston and would also impact on the identity of Barkby and Barkby Thorpe.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	↑	This option would have reasonable access to healthcare, and sport activities in the city centre, Thurmaston and Syston. New open space provision would be accessible to existing residents reducing the current deficiency, potentially reducing health inequalities.
To encourage a sustainable economy	↑	As with all the options this option has the potential to provide education and training through new schools and work based training in new employment areas. There potential for these options around Thurmaston to improve the skills and employability of deprived households.
To increase efficient patterns of movement to support a sustainable economy	↓	This option has the potential to minimise the need to travel by car, as with all the options dependent on the package of transport measures. For this option bus routes would need to be extended and there is reasonable access to the railway station at Syston. This option, due to its distance, a lack of current bus routes and infrequent rail services, has the least access by non-car modes to services in Leicester. Potential road infrastructure could help air quality issues in Syston.
To reduce disparities in economic performance	↑	This option is potentially attractive to investors with access to the strategic road network and an attractive landscaped setting. The proximity to existing employment areas in Thurmaston may also create an opportunity for the clustering of more innovative companies.

COMPARISON OF DIRECTIONS FOR GROWTH: EAST OF THURMASTON/SOUTH OF SYSTON/NORTH OF HAMILTON

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

East of Thurmaston/South of Syston/North of Hamilton Option		
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>There are no statutory or non-statutory ecological sites within the option site. There are 7 <u>Local Wildlife Sites</u> within 1 km of the Option Site. Three sites have been notified for their wetland habitats including wet woodland, grassland and fen. The remaining four have been notified for their population assemblages of great crested newt, a European protected species and <u>Section 74 species</u> of principal importance. There is a network of field ponds within the option site and in its vicinity which are likely to support this species.</p> <p>Ponds are a <u>Section 74 habitat</u> of principal importance, and can be adversely affected by changes in <u>hydrology</u>, nutrient input and pollution, as well as isolation and fragmentation at the landscape scale.</p> <p>The option site consists of an extensive area farmland with hedgerows and small areas of secondary and plantation woodland, particularly bounding Thurmaston and the Leicester urban area. Hedgerows are a <u>Section 74 habitat</u> of principal importance and can be adversely affected by fragmentation.</p> <p>There are several linear features running across the option site, such as small watercourses (Melton Brook and Barkby Brook) associated with tree cover, and hedgerows, which function as wildlife corridors. They provide connectivity between habitats and routes for species movement and dispersal at the landscape scale, of particular importance in the context of climate change. These features can easily be interrupted and their function diminished or entirely lost.</p> <p>Development in this location will result in the loss of greenfield land and potentially affect 2 <u>Section 74 habitats</u> of principal importance and wildlife corridors. Mitigation measures would need to be put in place to retain and protect existing habitats, species and wildlife corridors. The creation of new habitats as part of new development and the restoration / enhancement of the biodiversity network should seek to deliver biodiversity objectives</p>

East of Thurmaston/South of Syston/North of Hamilton Option		
Objective	Performance	Commentary
		There would be some negative impact upon biodiversity but this is similar to the impact of all the options. The Thurmaston options would be the least critical in relation to the impact on species, although there could be some impact on habitat connectivity.
To maintain and enhance the landscape and townscape character	↓	This option includes the bowl in the landscape east of Thurmaston, the flatter landscape south of Syston and the prominent ridgeline at Hamilton. The effect of spreading development would mean this option would be worse than the other options around Thurmaston for landscape impact.
To protect and improve surface and groundwater quality	?	The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources. Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner.
To minimise water consumption	Neutral	New development will result in an increase in water consumption. There opportunities to minimise water consumption through sustainable design techniques
To improve air quality	↓	The potential to minimise the need to travel by car, as with all the options dependent on the package of transport measures. This option would utilise current bus routes which could be extended. It provides a similar opportunity to minimise the need to travel by car as the Thurmaston/Hamilton options. The potential new road infrastructure to support this option could help to alleviate the air quality issues in Syston.
To conserve soil resources and quality	↑	This option has some areas of grade II but is predominantly grade III agricultural land. This would have less impact on soil resources than the Birstall or Thurmaston/Syston options;
To reduce contributions to climate change	↑	The comments relating to air quality above are relevant
To reduce vulnerability to climate change	↓	<p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations through sustainable design and construction techniques.</p> <p>The Strategic Flood Risk Assessment shows that this option is located in an area with a low probability of flooding (Flood Zone I – land with a less than 0.1% chance of river and sea flooding in any year). The northern margin of the area drains to the Barkby Brook, which is associated with flooding problems downstream in Syston. The western margin of the area drains to the Thurmaston Dyke, which is severely constricted and culverted and is associated with flooding problems downstream in Thurmaston. Preliminary investigations appear to show that drainage in the area of Thurmaston, east of the railway embankment, sits in a topographical bowl with drainage potentially constricted by the capacity of the Thurmaston Dyke culvert and surface water drains under the railway embankment. An unnamed watercourse passes through the site issuing near Hill Top Farm and flowing southwest to Melton Brook. The eastern and southern portions of the area drain to Melton Brook, which flows north of Hamilton and through Rushey Mead on the outskirts of Leicester City. All these watercourses join the River Soar, which passes north through the Borough.</p> <p>There is a need to consider the following potential flood risks (See SFRA, p53):</p> <ul style="list-style-type: none"> • Fluvial flooding from Barkby Brook, Thurmaston Dyke and Melton Brook. • Overland flow from higher land adjacent to the area • Blockages/insufficient capacity of bridges/culverts • Need to manage runoff in view of downstream flooding risk. <p>The main issue for this location is appropriate runoff management and investigating the potential limitations of the Thurmaston Dyke. There is</p>

East of Thurmaston/South of Syston/North of Hamilton Option		
Objective	Performance	Commentary
		an opportunity to provide flood attenuation on Barkby Brook for existing development downstream in Syston.
To conserve and enhance the historic and cultural environment		There is a Conservation Area covering Barkby and Barkby Thorpe and land in between. Listed buildings are situated in and around Barkby. At the junction of Colby Road and Humberstone Lane (SK61730844), is the excavated site of the Thurmaston Anglo-Saxon cemetery. The site lies within the existing built up area of Thurmaston, approximately 500m from the edge of the settlement. English Heritage have raised serious concerns about the impact of this option on the deserted mediaeval village at Hamilton and associated archaeological interests
To increase the re-use of previously developed land and buildings		This is a greenfield location and there is no potential to maximise the use of brownfield land
To minimise the extraction of new and increase the reuse and recycling of minerals and aggregates resources		Land surrounding Barkby Thorpe is part of a mineral consultation area. More information on the status of this area required. New development will give the opportunity to encourage sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)		New development will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques.'
To minimise the use of energy and optimise the use of renewable resources		All of the land within this broad area has a wind speed above 6m/s and therefore has very good wind energy generation potential. Three broad areas: one south of Barkby Thorpe; one west of Barkby Thorpe the third immediately south of Beeby have potential for large scale wind energy generation. (The third area to the south of Beeby may only be relevant to an urban extension which extended eastwards There are no hydro sites which have a head above 1.5m within 1km of this location. There are no significant areas of woodland in the vicinity of this location.
To increase the population's access to a full range of appropriate public, private, community and voluntary services		This option would have reasonable access to employment, healthcare, retail provision and a range of cultural, media and sport activities in the city centre, Thurmaston, Hamilton and Syston. This option does not offer as good access to higher order services, including hospitals and employment as the Thurmaston/Hamilton and north of Glenfield option, as parts of this option are marginally further away from the city centre. The Chamwood Borough Retail and Town Centre study anticipates the requirement for one new local centre within the Sustainable Urban Extension
To increase access to the countryside, open spaces and semi urban environments (eg parks)		This option (like all other Thurmaston options) has good access to the countryside. It also has good access to Watermead Country Park and provides an opportunity to improve access for whole community. There is good access to Queen Elizabeth Leisure Centre, the swimming pool at Syston and to Leicester City Centre. New open space provision would be accessible to existing residents, reducing the current deficiency and health inequalities.
To promote a strong community where people feel they have a say in the future		This development would function as part of the wider Leicester PUA, especially near Hamilton. The impact depends on strategies adopted to integrate new development with existing communities.
To reduce crime, anti social behaviour and increase	Neutral	New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques

East of Thurmaston/South of Syston/North of Hamilton Option		
Objective	Performance	Commentary
community safety		
To increase the population's access and opportunity to participate in culture, media and sport	↑	This option would have reasonable access to a range of cultural, media and sport activities in the city centre, Thurmaston, Hamilton and Syston. This option does not offer as good access to higher order services as the Thurmaston/Hamilton and north of Glenfield option, as parts of this option are marginally further away from the city centre
To ensure that the housing stock meets the housing needs of all sections of the community	↑	A large scale development offers opportunities to provide a range and mix of new housing to meet identified needs, including the need for affordable housing.
To reduce poverty and social exclusion	↑	This option is very close to some of the most deprived communities in Thurmaston, which is identified as a priority neighbourhood. The options around Thurmaston offer the greatest potential for integrated development which has links with the existing community, and for new infrastructure, facilities and affordable housing to benefit deprived households.
To increase learning, skills and employability for all sections of the community	↑	As with all the options this option has the potential to provide education and training through new schools and work based training in new employment areas. There potential for these options around Thurmaston to improve the skills and employability of deprived households
To increase the vibrancy and viability of settlements:	↓	This option would also have an impact on the settlement identity of Barkby and Barkby Thorpe.
To increase sustainable design and construction	Neutral	New development will give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	↑	This option would have reasonable access to healthcare, and sport activities in the city centre, Thurmaston, Hamilton and Syston. This option does not offer as good access to higher order services, including hospitals as the Thurmaston/Hamilton and north of Glenfield option, as parts of this option are marginally further away from the city centre.
To encourage a sustainable economy	↑	This option is potentially attractive to investors with access to the strategic road network and an attractive landscaped setting. The proximity to existing employment areas in Thurmaston may also create an opportunity for the clustering of more innovative companies.
To increase efficient patterns of movement to support a sustainable economy	↑	The potential to minimise the need to travel by car, as with all the options dependent on the package of transport measures. This option would utilise current bus routes which could be extended. It provides a similar opportunity to minimise the need to travel by car as the Thurmaston/Hamilton options.
To reduce disparities in economic performance	↑	A mixed use development is anticipated in this location. Employment and facilities that will be provided could be accessible to existing deprived neighbourhoods identified in Thurmaston and Syston. Any employment provision would need to be compatible with residential development.

**APPRAISAL OF ROADS:
EAST OF LOUGHBOROUGH RELIEF ROAD**

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		East of Loughborough Relief Road
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>Both Inner & Outer Routes: the alignment common to both routes would result in the loss of 2 <u>Local Wildlife Sites</u> which are in the direct line of the road. A further 5 <u>Local Wildlife Sites</u> would likely be affected as they are in close proximity to the road, i.e. 180 m to 250 m, and are habitats typically associated with the floodplain. The proximity of the road to Chamwood Water (SK546183) (65 m from the road), would likely have a detrimental effect on the largest known breeding population in Chamwood of common toad <i>Bufo bufo</i>, a <u>Section 74 species</u> of principal importance. The road would also have an impact on the River Soar, the Grand Union Canal and Hermitage Brook, by either crossing or running close by (less than 200 m to the River Soar), through increased nutrient deposition, waterborne and airborne pollution, salt deposition from road gritting in winter, and would affect water quality.</p> <p>Rivers, ponds, wet woodland, lowland neutral grassland and hedgerows, which all are <u>Section 74</u> of principal importance, would be detrimentally affected by this route.</p> <p>The severance of hedgerows and other linear features such as watercourses which function as wildlife corridors would potentially affect biodiversity including protected species such as bats, the otter and badger.</p>
		<p>Outer Route: the alignment would sever Loughborough Meadows <u>SSSI</u> (SK538218) in 1 location and likely require some encroachment at another 2 locations on the <u>SSSI</u> to enable the crossing of the mainland railway line. The route would directly run through 2 <u>Local Wildlife Sites</u>, including Bishop Meadow (SK528218) which is also a <u>Local Nature Reserve</u>. The River Soar and the Black Brook, which are another 2 <u>LWS</u>, would be in direct line of the road. The River Soar has also been identified as a Regional Strategic River Corridor and a Biodiversity Enhancement Area.</p> <p>The land take needed to bridge the River Soar, the Black Brook and elevate the mainland railway line in close proximity to Loughborough Meadows <u>SSSI</u>, as well as raise the road above the floodplain would need to be substantial.</p>

East of Loughborough Relief Road		
Objective	Performance	Commentary
	<p style="text-align: center;"></p> <p style="text-align: center;"></p>	<p>The hydrological regime of habitats within the floodplain is key to their wildlife interest and would be disrupted by this alignment. Pollution from the road could further reach the <u>SSSI</u> and <u>LWS</u> via surface water runoff and spray and via airborne emission from vehicles.</p> <p>Rivers, ponds, lowland neutral grassland and hedgerows, which all are <u>Section 74</u> of principal importance, would be detrimentally affected by this route.</p> <p>The route would further lead to the loss of greenfield land, which supports <u>Section 74</u> species such as reed bunting, song thrush, skylark and barn owl, as well as a breeding colony of sand martin.</p> <p>Inner Route (Burder Street Link): This alignment would cross the Hermitage Brook once more, the Wood Brook, Grand Union Canal and Black Brook. The watercourses function as wildlife corridors and their crossing would potentially affect biodiversity including protected species such as bats and the otter.</p> <p>Inner Route (Via Sewage Plant & Bakewell Road): This alignment would sever Loughborough Meadows <u>SSSI</u> and likely require some encroachment at another location on the <u>SSSI</u> to enable the crossing of the mainland railway line.</p> <p>The hydrological regime of habitats within the floodplain is key to their wildlife interest and would be disrupted by this alignment. Pollution from the road could further reach the <u>SSSI</u> via surface water runoff and spray and via airborne emission from vehicles.</p> <p>Rivers, lowland neutral grassland and hedgerows, which all are <u>Section 74</u> of principal importance, would be detrimentally affected by this route.</p> <p>This alignment would cross the Hermitage Brook once more, the Wood Brook, Grand Union Canal and Black Brook. The watercourses function as wildlife corridors and their crossing would potentially affect biodiversity including protected species such as bats and the otter.</p>
To maintain and enhance the landscape and townscape character	<p style="text-align: center;"></p> <p style="text-align: center;"></p>	<p>Outer route: although a detailed landscape and visual assessment would be necessary to identify specific effects, the outer route is likely to give rise to effects relating to lighting, signage, noise as the effect the road itself will have on the landscape character. This alignment passes through more open countryside and would cut through the Soar Valley to a greater extent than the inner route. A number of significant bridge structures with large visual impacts are likely to be needed.</p> <p>Inner route: this alignment would have less of an impact on the Soar Valley but will still pass through a rural area to the south, with potentially significant landscape and visual effects relating to lighting and signage and the road itself. North East of the town centre the alignment could affect residential dwellings. It could involve significant demolition of existing buildings, the provision of new bridges and upgrading of some roads that are currently low standard.</p>
To protect and improve surface and groundwater quality	?	For both alignments there is potential for negative effects on surface water quality however the degree to which these could be mitigated is uncertain. Groundwater is less sensitive because the underlying geology is not utilised as an aquifer for drinking water.
To minimise water consumption	○	There is no relationship between the alignments and this objective.

East of Loughborough Relief Road		
Objective	Performance	Commentary
To improve air quality	↑	Both alignments would relieve traffic congestion in the town centre which should help improve air quality within the urban area. The degree of benefit would be dependent on how much traffic can be diverted but a technical study undertaken earlier in 2007 ⁷ indicates that the benefit could be significant for many roads in the centre of Loughborough.
To conserve soil resources and quality	↑	Both alignments would take land that is classed as grade 4 agricultural land. The southern most point of the road could take some grade 2 land. Both alignments would sever farmland potentially making some land less viable. The outer route would have a greater effect in this respect.
To reduce contributions to climate change	?	On one hand improved vehicle flow in the town centre could reduce emissions that contribute to climate change. On the other hand the new road might encourage more journeys by car by making journeys by car easier. It should only be provided in part or in total if justified as part of an integrated package of measures to mitigate the impact of development.
To reduce vulnerability to climate change	↓	Outer route: this alignment is located within the floodplain of the River Soar and would therefore decrease the volume of functional floodplain and contribute to an increase in flood risk. The road itself would be vulnerable to flooding, thereby making it dangerous and unusable during these periods unless the road is designed in such a way to avoid flood risk. This option would need to be assessed against the Planning Policy Statement 25 tests. Inner route: The same comments apply as above but to a lesser extent because parts of the route pass through areas which are classed as being at a lower risk of flooding. This option would need to be assessed against the Planning Policy Statement 25 tests..
To conserve and enhance the historic and cultural environment	↑	Neither alignment appears to affect the setting of any scheduled ancient monuments or pass through any areas identified for their archaeological potential. More detailed consideration would be given to this issue through an <u>Environmental Impact Assessment</u> .
To increase the re-use of previously developed land and buildings	↓ ↓	Outer route: this alignment would take entirely greenfield land and is therefore working against this objective. Inner route: this alignment has less effect on greenfield land. Significant portions of the route pass through what appear to be existing built-up areas. Part of the route between the A60 and A6(S) may pass through a former landfill site.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	Performance is dependant on the source of material for the road. The outer route might be more resource intensive because it is longer and may require more bridges and building up above existing levels to avoid risk of flooding.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	D	Performance is dependant on a construction and environmental management plan.
To minimise the use of energy and optimise the	D	There is potential for lighting to be powered from renewable sources. Resource use is dependent on the source of materials and the potential for use of recycled materials.

East of Loughborough Relief Road		
Objective	Performance	Commentary
use of renewable resources		
To increase the population's access to a full range of appropriate public, private, community and voluntary services	D	The relief road may help improve access to facilities within the town centre through alleviating congestion. It could also encourage walking and cycling within the town centre by improving the environment within the town. It should only be provided in part or in total if justified as part of an integrated package of measures to mitigate the impact of development. Otherwise it could encourage car use
To increase access to the countryside, open spaces and semi urban environments (eg parks)	? ↓ / ?	There may be potential to create a linear park along the route of the new road. The road will intersect several footpaths and bridleways which would result in a reduction in access to the countryside. Mitigation measures will be required to ensure that disruption of routes is minimised and rights of way are retained.
To promote a strong community where people feel they have a say in the future	D	There would be potential for more detailed public consultation on the route alignment.
To reduce crime, anti social behaviour and increase community safety	?	There may be potential for reducing road traffic accidents in the town centre through alleviating congestion.
To increase the population's access and opportunity to participate in culture, media and sport	D	The relief road may help improve access to facilities within the town centre through alleviating congestion.
To ensure that the housing stock meets the housing needs of all sections of the community	○	There is no relationship with this objective.
To reduce poverty and social exclusion	○	There is no relationship with this objective.
To increase learning, skills and employability for all sections of the community	D	There may be some scope to employ local labour and improve skills through construction.
To increase the vibrancy and viability of settlements	↑ / ? ↓ ↓	There is potential benefit through relieving congestion within the centre. although being the shortest route around the town it could induce higher traffic levels. However, there is also potential for local disbenefit along the north eastern side of Loughborough as the inner route passes existing communities. There is also potential for negative effects as the outer route passes nearer to the village of Cotes.
To increase sustainable design and construction	D	This is dependent on a construction and environmental management plan.

East of Loughborough Relief Road		
Objective	Performance	Commentary
To increase healthy life styles	?	There is a potential to encourage walking and cycling in the town centre through relieving congestion and improving the environment within the centre.
To encourage a sustainable economy	?	Outer route: this appears to have no impact on existing businesses, see below.
	?	Inner route: this alignment would appear to impact on a number of existing businesses and premises so it would be important to ensure that these are suitably relocated.
To increase efficient patterns of movement to support a sustainable economy		The road should alleviate some congestion within the town centre, making road journeys within and past Loughborough easier. It could improve road access to employment areas.
To reduce disparities in economic performance	?	Inner route: this alignment appears to affect existing industrial areas and could reduce the land available for employment uses in these areas. Both: the road could also make the area more attractive for distribution uses which could affect employment densities. The road may result in lower traffic flows through parts of deprived areas but junctions on and off it could encourage traffic through parts of this areas. The potential for the road to address deprivation in parts of Loughborough, particularly in the east is uncertain because the reasons for these areas being identified as deprived have not been fully explored.

APPRAISAL OF ROADS: SOUTH OF LOUGHBOROUGH LINK ROAD

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		South of Loughborough Link Road
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>Option A: the route passes about 85 m to the Outwoods <u>Site of Special Scientific Interest</u> (SK512165) at the junction with Forest Road and some 250 m from the Ancient Woodland to the east of the Outwoods. It skirts Mucklin Wood (SK538163), which is a Local Wildlife Site and Ancient Woodland. It also passes about 65 m from a field pond and skirts Welland Plantation.</p> <p>Lowland mixed deciduous woodland, hedgerows and ponds are <u>Section 74 habitat</u> of principal importance which be adversely affected by changes in <u>hydrology</u>, increased nutrient deposition from increased traffic pollution and salt deposition from road gritting in winter. They are also vulnerable to change in management, localised trampling and erosion, as well as isolation and fragmentation at the landscape scale. Due to its close proximity, the road is highly likely to have a detrimental impact on these habitats.</p> <p>The route intersects Wood Brook and Moat Brook. The Brooks, with their associated tree cover, act as strong wildlife corridors and are known to support species such as bullhead, <i>Tinodes pallidulus</i> (a UK Red Data Book caddis fly) and kingfisher. The brooks may also qualify as Local Wildlife Sites but they haven't been assessed yet. The route also intersects the Great Central Railway which functions as a wildlife corridor.</p> <p>There is a strong network of hedgerows linking with other habitats and providing wildlife corridors of importance for the movement of species and their dispersal at the landscape scale, of particular importance in the context of climate change. The road would disrupt the strong hedgerow network and other <u>linear features</u> and potentially affect species such as bats and badgers which have often been recorded in this area.</p> <p>The road would likely act as a barrier preventing connection between habitats along a south to north axis and lead to their isolation. Ecological corridors could be retained / created to maintain ecological connections, but they would still need to 'bridge' the road in many locations.</p>

South of Loughborough Link Road		
Objective	Performance	Commentary
		Option B: as above + an area of public open space forming a corridor on by the side of a small watercourse would be severed by the road. Robust mitigation measures will be required to protect not only these sites but also their connectivity and the species they support. There may also be some potential for habitat creation and enhancement / restoration of the biodiversity network at the landscape scale, particularly in the context of climate change.
To maintain and enhance the landscape and townscape character		A landscape and visual assessment would be required to identify specific effects. To the west the road will pass through an area of currently open countryside which looks across to the Chamwood Forest area from south western Loughborough. However, the road is enabling infrastructure for new development and will be a perimeter road for development between the road and the town. The link road would have an urbanising effect and has potential for noise and lighting impacts on existing residents to the south and south west of Loughborough. There is potential for cumulative effects on Woodthorpe village.
To protect and improve surface and groundwater quality	?	Potential for sustainable drainage systems would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner. Groundwater is less sensitive because the underlying geology is not utilised as an aquifer for drinking water.
To minimise water consumption	○	There is no relationship with this objective.
To improve air quality	?	The road may also provide some relief for congestion within Loughborough Town Centre. It will be important that direct cycle and pedestrian links are put in place to encourage walking and cycling to District Centres and Loughborough town centre. In order to avoid encouraging car use the road should only be considered as part of an integrated package of measures designed to help reduce car dependency.
To conserve soil resources and quality		The road would pass through areas classed as grade 3 and Grade 2 agricultural land and a soil assessment would be required to determine whether the Grade 3a land would also be classified as grade 3a best and most versatile land. The road will sever farmland potentially making some land less viable.
To reduce contributions to climate change		The purpose may provide some relief for Loughborough but its main function would be to serve the development to the south and south west of Loughborough. It should also provide cycle and walking infrastructure and therefore does not work against this objective.
To reduce vulnerability to climate change		Potential for <u>sustainable drainage systems</u> would need to be investigated and appropriate methods put in place in order to manage surface water in a sustainable manner. The road does not appear to pass through an area at risk from flooding.
To conserve and enhance the historic and cultural environment		Woodthorpe village and surrounding land is an <u>archaeological alert area</u> . There is one listed building in Woodthorpe and 3 near Grange Park/ Bramcote Rd. An archaeological assessment would be required. Mitigation measures will have to be put in place to safeguard the historic features and deal with any archaeology discovered in an appropriate way.
To increase the re-use of previously developed land and buildings		The road would take entirely greenfield land and is therefore working against this objective.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources		Performance is dependant on the source of material for the road.

South of Loughborough Link Road		
Objective	Performance	Commentary
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	D	Performance is dependant on a construction and environmental management plan.
To minimise the use of energy and optimise the use of renewable resources	D	There is potential for lighting to be powered from renewable sources. Resource use is dependent on the source of materials and the potential for use of recycled materials.
To increase the population's access to a full range of appropriate public, private, community and voluntary services	D	The purpose of the road is to enable development to the south and south west of Loughborough and as such it will provide access for the new residents to facilities in the town centre by car and by public transport. Direct pedestrian and cycle links into town and district centres in the west of Loughborough will be required as well as paths along the route of the road.
To increase access to the countryside, open spaces and semi urban environments (eg parks)	↓ / ?	<p>Option A: The road would intersect a number of footpaths and a bridleway connecting the Loughborough urban area with the wider countryside. Mitigation measures would be required to ensure that rights of way are maintained and access to the countryside is therefore not reduced.</p> <p>The alignment of the road would result in the village of Woodthorpe being isolated from the wider countryside so the south.</p> <p>Option B: As above and the alignment of the road would result in the village of Woodthorpe being isolated from the wider countryside so the south.</p>
To promote a strong community where people feel they have a say in the future	D	There would be potential for more detailed public consultation on the route alignment.
To reduce crime, anti social behaviour and increase community safety	D	Minimising vehicle speeds along the route and providing crossing points would help safety. The road may help reduce traffic accidents on other roads.
To increase the population's access and opportunity to participate in culture, media and sport	↑	The link road will provide access to facilities within Loughborough via a range of modes however, more direct cycle and pedestrian routes into Loughborough will be required.
To ensure that the housing stock meets the housing needs of all sections of the community	○	There is no relationship with this objective.
To reduce poverty and social exclusion	○	There is no relationship with this objective.
To increase learning, skills and employability for all	D	There may be some scope to employ local labour and improve skills through construction.

South of Loughborough Link Road		
Objective	Performance	Commentary
sections of the community To increase the vibrancy and viability of settlements		The impact on existing housing areas and Woodthorpe would depend on the routeing and design of the road Both options could have negative effects on the village of Woodthorpe, which in the case of Option A especially, would be enclosed on three sides by roads. Both options could result in isolating the village from the wider countryside and potentially resulting in a cumulative impact on the village with respect to noise and light pollution.
To increase sustainable design and construction		This is dependent on a construction and environmental management plan.
To increase healthy life styles		The road should include cycle and pedestrian paths which would enable walking and cycling within the area and linking into local network. The road will enable access to Loughborough's leisure centres. A number of important footpaths cross the route of the road towards Chamwood Forest. Consideration needed to mitigating their severance by the road
To encourage a sustainable economy		The route does not pass near to any existing employment areas. The road could potentially make journeys easier for vehicles travelling south from west Loughborough.
To increase efficient patterns of movement to support a sustainable economy		The road is required to enable development to the south of Loughborough and does not work against this objective. It should provide walking and cycling links for the new development linking into local networks.
To reduce disparities in economic performance		The road should provide access to employment and facilities, via a range of modes but the road alone will not itself work towards this objective.

APPRAISAL OF ROADS: WEST OF LOUGHBOROUGH LINK ROAD

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		West of Loughborough Link Road
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna		<p>The road will intersect 2 Local Wildlife Sites, the Black Brook and part of the Hermitage Estate (SK496200).</p> <p>The road will also result in the severance of a high number of woodland belts and hedgerows such as along the A512, the disused railway line, Hathern Drive (twice), Pear Tree Lane, as well as the Hermitage Brook. All these sites, including the 2 Local Wildlife Sites, form linear features running across the site and functioning as wildlife corridors. They provide connectivity between habitats and routes for species movement at the landscape scales, such as badgers and bats which are known to have maternity roosts on the outskirts of the area. This is particularly relevant in the context of climate change. These features would be interrupted by the road and their function impaired if not entirely lost.</p> <p>The road will also take land from Home Covert East, a small area of woodland to the west of Stonebow Bridge and skirts Bailey's Plantation. Hedgerows and lowland mixed deciduous woodland are Section 74 habitat of principal importance which can be adversely affected by fragmentation. Lowland mixed deciduous woodland is vulnerable to nutrient deposition from increased traffic airborne and waterborne pollution and salt deposition from road gritting in winter.</p> <p>The water quality of the watercourses, which support species such as kingfisher, white-clawed crayfish and otter, could be detrimentally by the new road.</p> <p>The road would likely act as a barrier preventing connection between habitats along a south to north axis and lead to their isolation. Ecological corridors could be retained / created to maintain ecological connections, but they would still need to 'bridge' the road in many locations.</p> <p>Robust mitigation measures will be required to protect not only these sites but also their connectivity and the species they support. There may also be some potential for habitat creation and enhancement / restoration of the biodiversity network at the landscape scale, particularly</p>

West of Loughborough Link Road		
Objective	Performance	Commentary
		in the context of climate change.
To maintain and enhance the landscape and townscape character	↓/?	A landscape and visual assessment would be required to identify specific effects however, the area through which the road would pass may not be seen as being sensitive to impacts from the road because it is already affected by the M1 motorway to the west. The road could affect residents of Hathern. Routeing of the road and mitigation measures would need to minimise adverse impacts. The road would probably need to be routed through the edge of Garendon Park
To protect and improve surface and groundwater quality	?	There is potential for negative effects on surface water quality, particularly on Black Brook, however the degree to which this could be mitigated is uncertain. Groundwater is less sensitive because the underlying geology is not utilised as an aquifer for drinking water.
To minimise water consumption	○	There is no relationship between the alignments and this objective.
To improve air quality	?	The road may provide some relief for traffic congestion in the town centre but the main benefit is from the road functioning as a relief road for traffic exiting the motorway and travelling to employment areas and destinations in north Loughborough. The road would also provide a link to the motorway from north of Loughborough avoiding the town centre and therefore potentially improving air quality in the centre. The degree of benefit would be dependent on how much traffic can be diverted. The road could also facilitate motorway commuting by improving access to it from areas north of Loughborough. The road intersects the cycle route between Shepshed and Loughborough and mitigation would be required to ensure that this route remains connected. It should only be provided as part of package of integrated transport measures designed to help mitigate the impact of the development.
To conserve soil resources and quality	↓	The road would mainly pass through areas classed as grade 3 agricultural land and a soil assessment would be required to determine whether this could be classified as grade 3a, best and most versatile land. The road would take some Grade 2 land. The road severs farmland potentially making some land less viable. The outer route would have a greater effect in this respect.
To reduce contributions to climate change	?	See comments relating to air quality. On one hand improved vehicle flow in the town centre could reduce emissions that contribute to climate change. On the other hand the new road might encourage more journeys by car by making motorway commuting easier.
To reduce vulnerability to climate change	↓/?	The road passes through an area at risk from flooding at Black Brook and measures will be needed to ensure that the road does not increase flood risk and is not vulnerable to flooding. This option would need to be assessed against the Planning Policy Statement 25 tests.
To conserve and enhance the historic and cultural environment	↓	The road would probably need to be routed through the edge of Garendon Park next to the M1 and J23. Garendon Park is a registered Park and Garden and there may be a significant negative impact on the character of park if the route is not carefully routed and adequate mitigation measures implemented.
To increase the re-use of previously developed land and buildings	↓	The road would take entirely greenfield land and is therefore working against this objective.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	Performance is dependant on the source of material for the road.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	D	Performance is dependant on a construction and environmental management plan.

West of Loughborough Link Road		
Objective	Performance	Commentary
To minimise the use of energy and optimise the use of renewable resources	D	There is potential for lighting to be powered from renewable sources. Resource use is dependent on the source of materials and the potential for use of recycled materials.
To increase the population's access to a full range of appropriate public, private, community and voluntary services	D	The link road may help improve access to facilities within the town centre if it provides wider traffic relief. It could also encourage walking and cycling within the town centre by improving the environment within the town.
To increase access to the countryside, open spaces and semi urban environments (eg parks)	?	The road would intersect a bridleway and the cycleway/footpath between Shepshed and Loughborough (plus a shorter path near Hathern). Mitigation measures would be required to ensure that rights of way are maintained and access to the countryside is therefore not reduced. There is currently no public access to Garendon Park. Designing the road with provision of safe cycling and walking routes could facilitate safer access to main destinations in north Loughborough, the university and science park
To promote a strong community where people feel they have a say in the future	D	There would be detailed public consultation on the route alignment and design.
To reduce crime, anti social behaviour and increase community safety	?	There may be potential for reducing road traffic accidents in parts of the town through alleviating congestion.
To increase the population's access and opportunity to participate in culture, media and sport	D	The relief road may help improve access to facilities within the town centre through alleviating congestion.
To ensure that the housing stock meets the housing needs of all sections of the community	○	There is no relationship with this objective.
To reduce poverty and social exclusion	○	There is no relationship with this objective.
To increase learning, skills and employability for all sections of the community	D	There may be some scope to employ local labour and improve skills through construction.
To increase the vibrancy and viability of settlements	↑/?	There is potential for a strategic benefit for Loughborough as a whole through relieving congestion within parts of the town.
To increase sustainable design and construction	D	This is dependent on a construction and environmental management plan.

West of Loughborough Link Road		
Objective	Performance	Commentary
To increase healthy life styles	↑ / ?	There is a potential to encourage walking and cycling within and to the town centre through relieving congestion and improving the environment within the centre and the provision of an improved cycle / pedestrian network.
To encourage a sustainable economy	?	The route would facilitate access to and between employment areas in north of the town, the University and science park. However, it may improve access to the motorway for businesses in the north of Loughborough. This could encourage motorway travel.
To increase efficient patterns of movement to support a sustainable economy	↑	The road could alleviate some congestion in parts of the town, making road journeys within and past Loughborough easier.
To reduce disparities in economic performance	?	<p>The road could benefit businesses in Loughborough which could also benefit the areas to the west of Loughborough identified as deprived. However, the reasons for these areas being identified as being deprived have not been fully explored and therefore the potential for the road to benefit these communities is uncertain.</p> <p>The road could make the area more attractive for distribution uses which could affect employment densities.</p>

APPRAISAL OF ROADS: THURMASTON/SYSTON LINK ROAD

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral						

		Thurmaston/Syston Link Road
Objective	Performance	Commentary
To maintain and enhance biodiversity, flora and fauna	 / D	<p>The route would not pass through or near any designated nature conservation sites. It would, however, disrupt the hedgerow network and other linear features and therefore has potential to affect protected species, for example, bats and badgers which have been recorded</p> <p>The route intersects Barkby Brook and Melton Brook and runs very close to a section of Barkby Brook. The Brooks act as wildlife corridors and are known to support protected species such as water vole, otter and kingfisher. The brooks may also qualify as Local Wildlife Sites but they haven't been assessed yet.</p> <p>Robust mitigation measures will be required to protect these sites and the species they support and to prevent detrimental impacts. There is also potential for habitat creation and enhancement / restoration of the biodiversity network at the landscape scale, particularly in the context of climate change.</p>
To maintain and enhance the landscape and townscape character	 Perhaps a red lined arrow?	<p>The passes through open countryside although it would be built in association with a major development site east of Thurmaston and would skirt the outside of this site. However, the road will pass through open countryside where it bypasses Barkby and Syston. The potential negative impact of a new road corridor around the edge of Barkby with its extensive historic interest and Barkby Thorpe in terms of visual intrusion, noise, light and change in landscape character would be significantly offset by the removal of traffic from the poor standard roads through the villages</p> <p>Screening of the road could mitigate for some of the potential effects.</p>
To protect and improve surface and groundwater quality	?	<p>There is potential for negative effects on surface water quality however the degree to which these could be mitigated is uncertain. Groundwater is less sensitive because the underlying geology is not utilised as an aquifer for drinking water.</p>
To minimise water consumption		<p>There is no relationship between the alignments and this objective.</p>

Thurmaston/Syston Link Road		
Objective	Performance	Commentary
To improve air quality		According to a technical study ² the road is predicted to remove some traffic in Syston. It should also provide improved cycle and pedestrian infrastructure linking Syston, Thurmaston and Hamilton. It should also enable bus services to serve new development at Thurmaston and Hamilton. However, the road could also encourage car use by improving access in the area by car.
To conserve soil resources and quality		The road passes through Grade 3 agricultural land east of Thurmaston and an assessment would be required to determine whether this land was classified as Grade 3a best and most versatile agricultural land. Where the road passes Syston, this land is classed as Grade 2. The road has potential to sever farmland potentially making some land less viable.
To reduce contributions to climate change	?	On one hand improved vehicle flow in Syston and reduced traffic through Barkby and Barkby Thorpe could reduce emissions that contribute to climate change. On the other hand the new road might encourage more journeys by car by making journeys by car easier. The road should only be provided if justified as part of an integrated package of measures to mitigate the impact of development.
To reduce vulnerability to climate change		The road passes through small areas at risk from flooding (at Barkby Brook and Melton Brook) and measures will be needed to ensure that the road does not increase flood risk and is not vulnerable to flooding. This option would need to be assessed against the Planning Policy Statement 25 tests.
To conserve and enhance the historic and cultural environment		The road does not pass near to any Scheduled Ancient Monuments. The route does pass through an area identified as an archaeological site to the route of Barkby. This will require archaeological assessment and recording of artefacts in situ if necessary. More detailed consideration would be given to this issue through an Environmental Impact Assessment. There is a potential to affect the setting of the Barkby and Barkby Thorpe Conservation Area.
To increase the re-use of previously developed land and buildings		The road would take entirely greenfield land and is therefore working against this objective.
To reduce the extraction of new and increase the reuse and recycling of minerals and aggregates resources	D	Performance is dependant on the source of material for the road.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	D	Performance is dependant on a construction and environmental management plan.
To minimise the use of energy and optimise the use of renewable resources	D	There is potential for lighting to be powered from renewable sources. Resource use is dependent on the source of materials and the potential for use of recycled materials.
To increase the population's access to a full range of appropriate public, private, community and voluntary services	D	The road is predicted to improve linkages between Syston, Thurmaston and Hamilton which would provide existing residents with better access to employment and other facilities. However, there is a risk that the link road could encourage car use at the expense of travel by other modes. This adverse impact could be reduced if high quality public transport measures were provided linking these areas with surrounding areas and the centre of Leicester and Fosse Park area. The road could improve the cycling and walking environment within Syston centre through removing some traffic.
To increase access to the countryside, open spaces and semi urban environments (eg parks)		The road will intersect several footpaths and bridleways which would result in a reduction in access to the countryside. Mitigation measures will be required to ensure that disruption of routes is minimised and rights of way are retained.

Thurmaston/Syston Link Road		
Objective	Performance	Commentary
To promote a strong community where people feel they have a say in the future	D	There would be potential for more detailed public consultation on the route alignment.
To reduce crime, anti social behaviour and increase community safety	↑ / ?	There may be potential for reducing road traffic accidents in the area (Syston in particular) through alleviating congestion and reducing rat-running.
To increase the population's access and opportunity to participate in culture, media and sport	↑	The link road is expected to improve access to facilities in Leicester and Syston but being attractive for car use may reduce cycling and walking trips. With appropriate traffic management measures areas relieved of traffic may be more attractive for cycling and walking.
To ensure that the housing stock meets the housing needs of all sections of the community	○	There is no relationship with this objective.
To reduce poverty and social exclusion	○	There is no relationship with this objective.
To increase learning, skills and employability for all sections of the community	D	There may be some scope to employ local labour and improve skills through construction.
To increase the vibrancy and viability of settlements	↑ / ?	There is potential benefit for Syston, Barkby and Barkby Thorpe through reducing traffic through these communities.
To increase sustainable design and construction	D	This is dependent on a construction and environmental management plan.
To increase healthy life styles	↑	There is a potential to create good walking and cycling routes connecting Syston, Thurmaston and Hamilton associated with the road which could encourage walking and cycling. Walking and cycling may also become more attractive in Syston centre with the reduction in traffic the road is expected to bring. However, it will be important that cycling and walking networks are linked with new development in order to encourage walking and cycling and in order to avoid increased use of the car.
To encourage a sustainable economy	↑ / ?	The road appears to pass through an employment area at it's southernmost point. If these businesses can be accommodated the road should benefit businesses in the area through improving access and relieving traffic levels in Syston.
To increase efficient patterns of movement to support a sustainable economy	↑	The road may alleviate traffic levels within Syston centre, making road journeys within Syston easier. The road should create a link between Syston, Thurmaston and Hamilton enabling walking and cycling if this infrastructure is put in place with the road, and through provision of public transport services. There is a significant risk that the road could encourage car use by making journeys between these areas easier by car. It should only be provided if justified as part of an integrated package of measures.
To reduce disparities in economic performance	↑ / ?	Thurmaston and Syston contain areas of deprivation. The road will improve car and lorry access in the area and help to reduce traffic levels in Syston. This could benefit businesses in the area and increase access to employment, services and facilities. However, the reasons for these areas being identified as deprived have not been fully explored and therefore there is uncertainty over how the road will benefit them.

APPRAISAL OF TOPIC AREAS SIZE OF URBAN EXTENSIONS

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)	O	There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers two possible approaches to development form:

Option 1 would involve two large sustainable urban extensions within the Borough of Chamwood: one adjoining the Leicester Principal Urban Area and one to the Sub-Regional Centre of Loughborough and Shepshed. Developer contributions for services and facilities within the new urban extension would be maximised and provided within development. Compared to option 2 below there would be greater economies of scale to deliver community and green infrastructure.

Option 2 would involve a greater number of smaller urban extensions within the Borough of Chamwood scattered on the fringe of Loughborough/Shepshed and the Principal Urban Area of Leicester. Developer contributions would be maximised and would be provided as part of development. Compared to option 1 there would be less economies of scale to deliver community and green infrastructure.

Alternative Options For the Size of Urban Extensions			
	Option 1 Large Sustainable Urban Extensions: One to Principal Urban Area of Leicester and one to the Sub-Regional Centre of Loughborough/ Shepshed.	Option 2 Greater number of smaller urban extensions on the fringe of the Principal Urban Area of Leicester and the Sub-Regional Centre of Loughborough/Shepshed.	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	<p style="text-align: center;">D/</p> <p>Larger sustainable urban extensions would be able to include comprehensively planned green infrastructure which has the potential to have positive effect against this objective. There would be some scope to locate large urban extensions to minimise impact upon areas of biodiversity, however scope for this would be more limited than with a larger number of smaller urban extensions. Performance against this criterion is dependent on location.</p>	<p style="text-align: center;">D/</p> <p>Smaller sustainable urban extensions would be able to include comprehensively planned green infrastructure which has the potential to have positive effect against this objective. This option would offer greater flexibility to locate development where it would minimise its impact upon biodiversity.</p>	Both options have the potential to have a negative impact on biodiversity, but this is dependent on location. Option 2 offers greater flexibility to locate development away from areas of biodiversity interest.

Alternative Options For the Size of Urban Extensions			
	Option 1 Large Sustainable Urban Extensions: One to Principal Urban Area of Leicester and one to the Sub-Regional Centre of Loughborough/ Shepshed.	Option 2 Greater number of smaller urban extensions on the fringe of the Principal Urban Area of Leicester and the Sub-Regional Centre of Loughborough/Shepshed.	Overall Commentary
To maintain and enhance landscape and townscape character	 A single large urban extension has the potential to have a significant negative effect upon townscape and landscape character. One large single urban extension is likely to have a worse impact than an individual smaller urban extensions. One large urban extension may have less impact than the cumulative impact of a number of smaller urban extensions.	 A smaller urban extension still has the potential to have a significantly negative impact upon landscape and townscape character. For each individual sustainable urban extension there is less potential to have a negative impact against this objective, and greater scope to integrate with existing landscape and townscape character. Cumulatively however there may be a greater negative effect against this objective, as the effects upon landscape and townscape character would be to a number of locations over a wider area.	Both options have the potential to have a significantly negative impact against landscape and townscape character. Option 1 has potential to have a large impact but contained to a smaller area. For option 2 each individual urban extension may have less of an impact however cumulatively this may be greater than option 1.
To protect and improve surface and groundwater quality	Neutral	Neutral	Neutral
To minimise water consumption	Neutral	Neutral	Neutral
To improve air quality	 Reducing the need to travel and encouraging alternatives to the private car is likely to have a positive effect in terms of improving air quality. Option 1 offers the potential for development to be located near to existing public transport services, and for links to be made with existing communities, services and facilities which can encourage walking and cycling. Through greater economies of scale there is more potential to provide alternative to the private car for example through park and ride facilities. A single large urban extension will have greater potential to include a number of facilities including shops and schools, making it more self contained and reducing the need to travel by car.	 Reducing the need to travel and encouraging alternative to the private car is likely to have a positive effect in terms of improving air quality. Option 1 offers the potential for development to be located near to existing public transport services, and for links to be made with existing communities, services and facilities which can encourage walking and cycling. Option 2 offers less economies of scale to provide alternatives to the private car. Each individual urban extension would have less potential to be self-contained in terms of the facilities that they would provide, which may encourage the need to travel and would have a negative effect upon the objective of improving air quality.	Option 1 would perform better than option 2 against the objective of improving air quality.
To conserve soil resources and quality	 Both options have the potential to have a significantly negative effect against this sustainability objective. There would be some scope to locate large urban extensions to minimise impact upon soil resources and quality, however this would be more limited than with a larger number of	 Both options have the potential to have a significantly negative effect against this sustainability objective. This option would offer greater flexibility to locate development where it would minimise its impact upon soil resources and quality.	Both options have the potential to have a significantly negative effect against this sustainability objective of conserving soil resources and quality. Option 2 offers greater flexibility to locate development to minimise the impact against soil resources

Alternative Options For the Size of Urban Extensions			
	Option 1 Large Sustainable Urban Extensions: One to Principal Urban Area of Leicester and one to the Sub-Regional Centre of Loughborough/ Shepshed.	Option 2 Greater number of smaller urban extensions on the fringe of the Principal Urban Area of Leicester and the Sub-Regional Centre of Loughborough/Shepshed.	Overall Commentary
	smaller urban extensions. Performance against this criterion is dependent on location.		and quality.
To reduce contributions to climate change	 Comments on air quality are relevant to this sustainability objective.	 Comments on air quality are relevant to this sustainability objective	Option 1 would perform better than option 2 against the objective of reducing contributions to climate change.
To reduce vulnerability to climate change	 Both options have the potential to have a significantly negative impact flooding, but this is dependent on location. There would be some scope to locate large urban extensions to minimise impact flooding, however this would be more limited than with a larger number of smaller urban extensions.	 Both options have the potential to have a significantly negative impact flooding, but this is dependent on location. This option would offer greater flexibility to locate development where it would minimise the impact upon flooding.	Performance against this sustainability objective is dependent on location. Option 2 would allow greater flexibility to locate development where it would minimise the impact upon flooding.
To conserve and enhance the historic and cultural environment	 Performance against the objective of conserving and enhancing the historic and cultural environment is dependent on location. A single urban extension is likely to have a more concentrated negative impact against parts of the historic or cultural environment. However this is likely to be confined to a limited number of locations within the borough.	 Performance against the objective of conserving and enhancing the historic and cultural environment is dependent on location. Within each potential smaller urban extension there may be more scope for space in which the impact upon some historic features could be mitigated. Option 2 is likely to have an impact upon a more locations of historic interest across the borough.	Both options have the potential to have a significantly negative impact against the historic and cultural environment. Option 1 has potential to have a large impact but contained to a smaller area. Option 2 each individual urban extension may have less of an impact however cumulatively this may be greater than option 1.
To increase the re-use of previously developed land and buildings	 This option would involve the use of greenfield land.	 This option would involve the use of greenfield land.	Both options would involve the use of greenfield land.
To minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources	Neutral Both options can utilise construction techniques which can help to minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources.	Neutral Both options can utilise construction techniques which can help to minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources.	Both options can utilise construction techniques which can help to minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral Both options can include measures which seek to manage waste in accordance with the waste hierarchy.	Neutral Both options can include measures which seek to manage waste in accordance with the waste hierarchy.	Both options can include measures which seek to manage waste in accordance with the waste hierarchy in all sectors.
To minimise the use of energy and optimise the use of	 All development offers the opportunity to utilise	 All development offers the opportunity to utilise	All development offers the opportunity to utilise sustainable design and construction

Alternative Options For the Size of Urban Extensions			
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renewable resources	sustainable design and construction techniques which would contribute towards this objective. The use of renewable energy is dependent on location.	sustainable design and construction techniques which would contribute towards this objective. The use of renewable energy is dependent on location.	techniques which would contribute towards this objective. The use of renewable energy is dependent on location.
To increase the population's access to a full range of public, private, community and voluntary services	 Option 1 offers the potential for development to be located near to existing public transport services, and for links to be made with existing communities, services and facilities. The integration with existing communities is dependent upon location and upon how developments are designed. A larger urban extension would have the size of population that would allow for the provision a wider range of higher order services such as schools, healthcare facilities and for these to be provided within the development itself.	 Option 2 offers the potential for development to be located near to existing public transport services, and for links to be made with existing communities, services and facilities. The integration with existing communities is dependent upon location and upon how developments are designed. Smaller urban extensions lack the potential for the provision of higher order services and facilities, as there would not be sufficient developer contributions to fund these and there would not be the critical mass of population needed to support them.	Option 1 would allow more potential for a full range of public, private, community and voluntary services to be delivered within sustainable urban extensions. Such facilities would be of benefit to the population in the sustainable urban extension and to existing populations which would adjoin new developments.
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	 Larger sustainable urban extensions would be able to include comprehensively planned green infrastructure which has the potential to have positive effect against this objective. Larger sustainable urban extensions have the potential to fund larger areas of open space which would be of benefit to the wide population.	 Smaller sustainable urban extensions would be able to include comprehensively planned green infrastructure which has the potential to have positive effect against this objective. Smaller urban extensions have less potential to provide large areas of open space and therefore would have less potential to be of benefit to a wider area.	Option 1 offers the greatest potential to contribute towards
To promote a strong community where people feel they have a say in the future	Neutral This objective is considered to be neutral across the options	Neutral This objective is considered to be neutral across the options	This objective is considered to be neutral across the options
To reduce crime, anti social behaviour and increase community safety	Neutral This objective is considered to be neutral across the options	Neutral This objective is considered to be neutral across the options	This objective is considered to be neutral across the options
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	 Access to existing cultural, media and sporting facilities in Chamwood depends on location. Larger urban extensions have greater potential to provide more facilities within the development to enable people to participate in culture, media and sport.	 Access to existing cultural, media and sporting facilities in Chamwood depends on location. Smaller urban extensions offer less potential to provide further opportunities within the development to participate in culture media and sport.	Option 1 would perform better against this sustainability objective, as there would be greater potential within a larger sustainable urban extension for the provision for opportunities to participate in culture, media and sport.

Alternative Options For the Size of Urban Extensions			
	Option 1 Large Sustainable Urban Extensions: One to Principal Urban Area of Leicester and one to the Sub-Regional Centre of Loughborough/ Shepshed.	Option 2 Greater number of smaller urban extensions on the fringe of the Principal Urban Area of Leicester and the Sub-Regional Centre of Loughborough/Shepshed.	Overall Commentary
To ensure that the housing stock meets the housing needs of all sections of the community	 Development of sustainable urban extensions irrespective of size would be expected to deliver a proportion of affordable housing which would have a significantly positive effect against this objective.	 Development of sustainable urban extensions irrespective of size would be expected to deliver a proportion of affordable housing which would have a significantly positive effect against this objective.	Both options would have a significant positive effect in terms of ensuring that the housing stock meets the needs of all sections of the community.
To reduce poverty and social exclusion	 A single large urban extension will have greater potential to include a number of facilities including shops and schools, and healthcare facilities making it more self contained and also being of benefit to the wider community. There would also be greater potential to deliver green infrastructure which can help to address inequalities in health levels. A fewer number of larger urban extensions has greater potential to reduce poverty and social exclusion	 Smaller urban extensions will have less potential to include a number of facilities including shops and schools, and healthcare facilities and therefore have less potential to be self sufficient and to serve a wider community. There would be less potential to deliver larger elements of green infrastructure and so would have less potential to tackle health inequalities. A greater number of smaller urban extensions have less potential to reduce poverty and social exclusion.	Option 1 of a fewer number of larger urban extensions would perform better than option 2 in terms of reducing poverty and social exclusion.
To increase learning, skills and employability for all sectors of the community	 A fewer number of larger urban extensions has greater potential to include secondary schools and other employment opportunities which can provide training and education and thereby increase learning, skills of all sections of the community.	 Smaller urban extensions have less potential to provide secondary education and less potential to provide employment providing training and education. Option 2 has less potential than option 1 to increase learning, skills and employability for all sectors of the community.	Option 2 has less potential than option 1 to increase learning, skills and employability for all sectors of the community.
To increase the vibrancy and viability of settlements	 Development can have an effect against this objective by affecting the identities of villages. A single large urban extension has the potential to have a significant negative effect upon the vibrancy and viability of settlements. One large single urban extension is likely to have a worse impact than an individual smaller urban extension. One large urban extension may however have less impact than the cumulative impact of a number of smaller urban extensions.	 Development can have an effect against this objective by affecting the identities of villages. A smaller urban extension still has the potential to have a significant negative impact vibrancy and viability of settlements. For each individual sustainable urban extension there is less potential to have a negative impact against this objective, and greater scope to integrate with existing landscape and townscape character. Cumulatively however there may be a greater negative effect against this objective, as the effects upon vibrancy and viability of settlements would be to a number of locations over a wider area.	Both options have the potential to have a significantly negative effect against the objective of increasing the vibrancy and viability of settlements.

Alternative Options For the Size of Urban Extensions			
	Option 1 Large Sustainable Urban Extensions: One to Principal Urban Area of Leicester and one to the Sub-Regional Centre of Loughborough/ Shepshed.	Option 2 Greater number of smaller urban extensions on the fringe of the Principal Urban Area of Leicester and the Sub-Regional Centre of Loughborough/Shepshed.	Overall Commentary
To increase sustainable design and construction	Neutral This objective is considered to be neutral across the options	Neutral This objective is considered to be neutral across the options	Neutral This objective is considered to be neutral across the options.
To increase healthy life styles	 A single large urban extension will have greater potential to include a number of facilities including healthcare facilities which could be of benefit to a wider community. There would also be greater potential to deliver green infrastructure which can help to address inequalities in health levels. A fewer number of larger urban extensions has greater potential to increase healthy lifestyles.	 Smaller urban extensions will have less potential to include healthcare facilities and therefore have less potential to serve a wider community. There would be less potential to deliver larger elements of green infrastructure and so would have less potential to tackle health inequalities. A greater number of smaller urban extensions have less potential to increase healthy lifestyles.	Option 1 would perform better than option 2 in terms of increasing healthy lifestyles.
To encourage a sustainable economy	D This option would allow for development which would be potentially attractive to investors with access to the strategic road network and with an attractive landscape setting. Performance against this objective is dependent upon location.	D This option would allow for development which would be potentially attractive to investors with access to the strategic road network and with an attractive landscape setting. Performance against this objective is dependent upon location	Performance against this objective is dependent upon location
To increase efficient patterns of movement to support a sustainable economy	 Reducing the need to travel and encouraging alternative to the private car is likely to have a positive effect in terms of increasing efficient patterns of movement. Option 1 offers the potential for development to be located near to existing public transport services, and for links to be made with existing communities, services and facilities which can encourage walking and cycling. Through greater economies of scale there is more potential to provide alternative to the private car for example through park and ride facilities. A single large urban extension will have greater potential to include a number of facilities including shops and schools, making it more self contained thereby reducing the need to travel by car.	 Reducing the need to travel and encouraging alternative to the private car is likely to have a positive effect in terms of increasing efficient patterns of movement. Option 1 offers the potential for development to be located near to existing public transport services, and for links to be made with existing communities, services and facilities which can encourage walking and cycling. Option 2 offers less economies of scale to provide alternatives to the private car. Each individual urban extension would have less potential to be self-contained in terms of the facilities that they would provide, which may encourage the need to travel and would have a negative effect upon the objective of increasing efficient patterns of movement.	Option 1 would perform better than option 2 against the objective of increasing efficient patterns of movement.
To reduce disparities in economic performance	D	D	Performance against this objective is dependent upon location

Alternative Options For the Size of Urban Extensions			
	Option 1 Large Sustainable Urban Extensions: One to Principal Urban Area of Leicester and one to the Sub-Regional Centre of Loughborough/ Shepshed.	Option 2 Greater number of smaller urban extensions on the fringe of the Principal Urban Area of Leicester and the Sub-Regional Centre of Loughborough/Shepshed.	Overall Commentary
	Opportunities to diversify the rural economy depend on the location. The attractiveness to investors and to innovative companies is also dependent on location.	Opportunities to diversify the rural economy depend on the location. The attractiveness to investors and to innovative companies is also dependent on location.	

APPRAISAL OF TOPIC AREAS FUTURE GROWTH BELOW SERVICE CENTRES

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers three options around the distribution of growth below Service Centres:

Option 1 is a restrictive approach to development in settlements which are below Service Centres in the settlement hierarchy. No market housing would be allowed in any settlements below Service Centres. Affordable housing, community or employment development would only be allowed where it meets a proven local need.

Option 2 In addition to development which meets a proven local need, option 2 allows for limited market housing development of up to 2 dwellings in all settlements below Service Centre in the settlement hierarchy.

Option 3 allows for development which meets a proven local need and for market housing of up to 2 dwellings in all settlements below Service Centres. In addition, Option 3 allows for larger scale market housing of up to 9 dwellings within existing limits to development, but this only applies to those settlements below Service Centres which have 4 or more key services and facilities.

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	 Limiting new development to within settlement boundary would reduce adverse impacts as most areas of significant interest are located outside settlements.	 Limiting new development to within settlement boundary would reduce adverse impacts as most areas of significant interest are located outside settlements.	 Limiting new development to within settlement boundary would reduce adverse impacts as most areas of significant interest are located outside settlements.	All of the options would perform well against this objective. However, the larger scale of Option 3 means that there would be a higher possibility of affecting biodiversity, flora and fauna.

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
To maintain and enhance landscape and townscape character	D All schemes will be required to meet high standards of design	D All schemes will be required to meet high standards of design	D All schemes will be required to meet high standards of design	All schemes will be required to meet high standards of design
To protect and improve surface and groundwater quality	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution fro surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution fro surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution fro surface sources.	There is not considered to be a strong link between this objective and future growth outside service centres
To minimise water consumption	Neutral There will be opportunities to minimise water consumption in new development through sustainable design.	Neutral There will be opportunities to minimise water consumption in new development through sustainable design.	Neutral There will be opportunities to minimise water consumption in new development through sustainable design.	Performance against this objective is neutral across all options
To improve air quality	↑ In general terms concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	↑ In general terms concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	↓ In general terms concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities. Option 1 may not positively contribute towards the improvement of air quality; as it may increase the need to travel and distances travelled by car.	Option 1 has more potential than to positively contribute towards the achievement of this objective by decreasing the need to travel and reducing the distances travelled by car.
To conserve soil resources and quality	↑ Limiting new development within	↑ Limiting new development within	↓ Allowing larger scale development	Option 1 provides minimal potential to minimise the need for further greenfield development in other

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
	the settlement boundary would mean that development would only be on previously developed land and so would not impact on this objective	the settlement boundary would mean that development would only be on previously developed land and so would not impact on this objective	could mean that greenfield land would be used. It would depend on location when assessing the affect of the best and most versatile agricultural land.	parts of the borough, but may perform marginally more positively than the other options in terms of conserving soil resources
To reduce contributions to climate change	 In general terms concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	 Concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	 Concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities. Allowing larger scale development may not reduce contributions to climate change, as it may increase the need to travel and increase distances travelled by car.	Option 3 is the worst option because it is less restrictive towards development outside Service Centres which would increase the need to travel by car
To reduce vulnerability to climate change	Neutral New development will give the opportunity to construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques (see Leading in Design SPD). Some smaller settlements are within or close to areas at risk from flooding	Neutral New development will give the opportunity to construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques (see Leading in Design SPD). Some smaller settlements are within or close to areas at risk from flooding	Neutral New development will give the opportunity to construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques (see Leading in Design SPD). Some smaller settlements are within or close to areas at risk from flooding	Performance against this objective is neutral across both options
To conserve and enhance the historic and cultural environment	Neutral All schemes will be required to meet high standards of design	Neutral All schemes will be required to meet high standards of design	Neutral All schemes will be required to meet high standards of design	All schemes will be required to meet high standards of design
To increase the re-use of previously developed land and buildings	 The restrictive natures of this option	 This option is restrictive to the use of	 There may be greater requirement	Option 3 would have the worst impact on this objective because it would be larger in scale. However

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
	offers potential to maximise the use of previously developed land	previously developed land for market housing which would have a positive impact on this objective	for greenfield development compared to option 1 however this may be marginal.	all of the options would be dependent on location and what sites are available
To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	○ Mineral consultation areas are not found within built up areas	○ Mineral consultation areas are not found within built up areas	○ Mineral consultation areas are not found within built up areas	Mineral consultation areas are not found within built up areas
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	Neutral New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques	Neutral New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques	Neutral New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques	New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques
To minimise the use of energy and optimise the use of renewable resources	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques	Performance against this objective is neutral across both options.
To increase the population's access to a full range of public, private, community and voluntary services	↑ Concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	↑ Concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	↓ Allowing larger scale development in settlements with fewer services and facilities may not be consistent with this objective as it would mean people would need to travel to other settlements to access to a full range of public, private, community and voluntary services	Option 3 would perform worst against this objective because it would allow a larger amount of development in less sustainable locations which would affect some of the populations access to a range of services
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	D All options would allow access to the countryside. Access to existing areas of open space would depend on location. The small scale of development in all of the options	D All options would allow access to the countryside. Access to existing areas of open space would depend on location. The small scale of development in all of the options	D All options would allow access to the countryside. Access to existing areas of open space would depend on location. The small scale of development in all of the options	All options would allow access to the countryside. Access to existing areas of open space would depend on location. The small scale of development in all of the options would mean that there would be limited potential to contribute

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
	would mean that there would be limited potential to contribute towards gaps in areas of green infrastructure.	would mean that there would be limited potential to contribute towards gaps in areas of green infrastructure.	would mean that there would be limited potential to contribute towards gaps in areas of green infrastructure.	towards gaps in areas of green infrastructure.
To promote a strong community where people feel they have a say in the future	 Providing for small scale residential sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions	 Providing for small scale residential sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions	 Providing for small scale residential sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions	All of the options would perform equally against this objective
To reduce crime, anti social behaviour and increase community safety	 New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques. There would be a marginal effect against this sustainability objective.	 New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques. There would be a marginal effect against this sustainability objective.	 New development will give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques. There would be a marginal effect against this sustainability objective.	All of the options would perform equally against this objective
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	 The concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should increase the populations access and opportunity to participate in culture, media and sport in Chamwood.	 The concentration of development in main urban areas and Service Centres generally better served by bus and/ or rail should increase the population's access and opportunity to participate in culture, media and sport in Chamwood.	 Allowing larger scale development outside Service Centres may increase the need to travel and increase distances travelled by car in order to access culture, media and sport because these are normally based in larger settlements.	Option 3 is the worst option because it is less restrictive towards development outside Service Centres which would increase the need to travel by car in order to access culture median and sport in larger settlements where they are more likely to be based.
To ensure that the housing stock meets the housing needs of all sections of the community	Neutral This option would allow for affordable housing to be delivered in rural areas where there was an identified local need. This option may allow greater choice for where	Neutral This option would allow for affordable housing to be delivered in rural areas where there was an identified local need. This option may allow greater choice for where	Neutral This option would allow for affordable housing to be delivered in rural areas where there was an identified local need. This option may allow greater choice for where	Performance against this objective is neutral across both options.

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
	people choose to live.	people choose to live.	people choose to live.	
To reduce poverty and social exclusion	 <p>This option would allow for affordable housing to be delivered in rural areas where there was an identified local need . The concentration of development in main urban areas and Service Centres should increase the populations access to employment and other services which should reduce poverty and social exclusion.</p>	 <p>This option would allow for affordable housing to be delivered in rural areas where there was an identified local need . The concentration of development in main urban areas and Service Centres should increase the populations access to employment and other services which should reduce poverty and social exclusion</p>	 <p>This option would allow for affordable housing to be delivered in rural areas where there was an identified local need.</p> <p>Allocating a larger amount of housing out side of main urban areas could mean that housing is provided in locations that are less well served by services and facilities and may not be consistent with the objective of reducing poverty and social exclusion.</p>	Option 3 is the worst option because it is less restrictive towards development outside service centres which are less well served by services and facilities and may not be consistent with the objective of reducing poverty and social exclusion
To increase learning, skills and employability for all sectors of the community	 <p>The concentration of development in main urban areas and Service Centres would mean that a higher proportion of the population would have better access to education and employment.</p>	 <p>The concentration of development in main urban areas and Service Centres would mean that a higher proportion of the population would have better access to education and employment.</p> <p>There may be little potential for the development of facilities due to population size of these settlements</p>	 <p>Allocating a larger amount of housing outside of main urban areas could mean that housing is provided in locations that are less well served by services and facilities and may not be consistent with this objective.</p> <p>There may be little potential for the development of facilities due to population size of these settlements</p>	Option 3 is the worst option because it is less restrictive towards development outside service centres which are less well served by services and facilities and may not be consistent with the objective of increasing learning, skills and employability for all sectors of the community
To increase the vibrancy and viability of settlements	 <p>Development in villages may improve the attractiveness of these settlements in terms of vibrancy and viability; however, this depends on how the policy is implemented.</p>	 <p>Development in villages may improve the attractiveness of these settlements in terms of vibrancy and viability; however, this depends on how the policy is implemented.</p>	 <p>Development in villages may improve the attractiveness of these settlements in terms of vibrancy and viability; however, this depends on how the policy is implemented.</p>	Development in villages may improve the attractiveness of these settlements in terms of vibrancy and viability; however, this depends on how the policy is implemented

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
To increase sustainable design and construction	Neutral New development will give the opportunity to use sustainable design and construction techniques	Neutral New development will give the opportunity to use sustainable design and construction techniques	Neutral New development will give the opportunity to use sustainable design and construction techniques	Performance against this objective is neutral across the three options.
To increase healthy life styles	 The concentration of development in main urban areas and Service Centres would mean that there would be increased access to high quality healthcare facilities. Locating housing in smaller villages would mean there would be a greater chance of being located near to the green infrastructure network which is likely to help to increase healthy lifestyles. Access to green infrastructure is dependent upon location.	 The concentration of development in main urban areas and Service Centres would mean that there would be increased access to high quality healthcare facilities. Development in villages below Service Centre level is unlikely to be of sufficient size to include additional provision of healthcare facilities as part of the new development but new development might help maintain the need for existing facilities.	 This policy option may not be consistent with this sustainability objective as access to healthcare facilities is more restricted in smaller settlements. Development in villages below Service Centre level is unlikely to be of sufficient size to include additional provision of healthcare facilities as part of the new development but new development might help maintain existing facilities. Being located next to green infrastructure is likely to help improve healthy lifestyles. Access to green infrastructure is dependent upon location	Option 3 is the worst option because it is less restrictive towards development outside service centres which are less well served by services and facilities which is not be consistent with this objective.
To encourage a sustainable economy	 The concentration of development in main urban areas and Service Centres would mean that there would be increased access to work and non work related facilities.	 The concentration of development in main urban areas and Service Centres would mean that there would be increased access to work and non work related facilities.	 This policy option may not be consistent with this sustainability objective as access to a range of work and non work related facilities is restricted in smaller settlements.	Option 3 is the worst option because it is less restrictive towards development outside Service Centres which are less well served by services and facilities, which is not be consistent with this objective.
To increase efficient patterns of movement to support a sustainable economy	 Concentration of development in main urban areas and Service	 Concentration of development in main urban areas and Service	 Allowing larger scale development in settlements with fewer services and	Option 3 would perform worst against this objective because it would allow a larger amount of

Alternative Options for the Future Growth Below Service Centre				
OBJECTIVE	Option 1: Apply a restrictive approach to market housing and limit development to small scale schemes addressing proven local affordable housing, community and employment needs	Option 2: As Option 1 but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community	Option 3: As Option 2 but also allow for market housing developments of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available	Overall Commentary
	Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	Centres generally better served by bus and/ or rail should reduce the need to travel and distances travelled by car with shorter distances to jobs, services and facilities.	facilities may not be consistent with this objective as it would mean people would need to travel to other settlements to access to a full range of public, private, community and voluntary services	development in less sustainable locations which would affect some of the populations access to a range of services
To reduce disparities in economic performance	 <p>This option allows for limited employment development which addresses proven local need, and is therefore consistent with this sustainability objective.</p>	 <p>This option allows for limited employment development which addresses proven local need, and is therefore consistent with this sustainability objective.</p>	 <p>This option allows for limited employment development which addresses proven local need, and is therefore consistent with this sustainability objective.</p>	All options allow for limited employment development which addresses proven local need, and is therefore consistent with this sustainability objective.

APPRAISAL OF TOPIC AREAS FUTURE GROWTH OF SERVICE CENTRES

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers options around the level of growth to be afforded to Service Centres:

Option 1 is a restrictive approach to development within Service Centres which allows for housing development within the limits to development provided adequate services, facilities and infrastructure are available or can be made available as a result of development.

Option 2 has the same approach to housing development as in option 1. In addition to this, option 2 makes provision for new employment land (either brownfield or greenfield) of around 2ha to boost local job opportunities and improve the self-containment of a community.

Option 3 allows for housing development within the limits to development as set out in options 1 and 2. Option 3 also allows for the provision of new employment land as detailed in option 2. In addition to this, option 3 allows for large scale allocation(s) of 150 -500 dwellings on greenfield or brownfield land within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of development.

Alternative Options for the Future Growth of Service Centres				
OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
To maintain and enhance biodiversity, flora & fauna	 Concentrating new development	 Concentrating new development within	D Depends on location. There would be an	Option 3 would have the most impact on biodiversity, flora and fauna but this would

Alternative Options for the Future Growth of Service Centres

OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
	within Service Centres should reduce adverse impacts as most areas of significant interest are located outside settlements.	Service Centres should reduce adverse impacts as most areas of significant interest are located outside settlements.	opportunity to locate greenfield sites which would have the minimum impact of biodiversity, flora and fauna.	be dependent on location
To maintain and enhance landscape and townscape character	D All schemes will be required to meet high standards of design.	D All schemes will be required to meet high standards of design.	D All schemes will be required to meet high standards of design..	Care is needed to ensure that development does not damage townscape character by poor quality design.
To protect and improve surface and groundwater quality	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution fro surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution fro surface sources.	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution fro surface sources.	There is not considered to be a strong link between this objective and the future growth of service centres
To minimise water consumption	Neutral There will be opportunities to minimise water consumption in new development through sustainable design.	Neutral There will be opportunities to minimise water consumption in new development through sustainable design.	Neutral There will be opportunities to minimise water consumption in new development through sustainable design.	This is a neutral factor across the options
To improve air quality	↑ Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality.	↑ Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality.	↑ Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality.	All of the options would perform well against this objective as the concentrating of development in main urban areas and service centres should reduce the need to travel.
To conserve soil resources and quality	↑ Concentrating new development within Service Centres should reduce adverse impacts on soil resources and	↑ Concentrating new development within Service Centres should reduce adverse impacts on soil resources and quality.	D Allocating sites on greenfield locations may lead to the loss of grade 2 or Grade 3 agricultural land but	Sites within urban areas and service centres will not use best and most versatile agricultural land (all of the

Alternative Options for the Future Growth of Service Centres

OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
	quality.		there would be an opportunity to minimise this possibility.	options). Sites outside built up areas may impact on best and most versatile land (Option 3)
To reduce contributions to climate change	 <p>Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality and reduce contributions to climate change.</p>	 <p>Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality and reduce contributions to climate change.</p>	 <p>Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality and reduce contributions to climate change.</p>	All of the options would perform well against this objective as the concentrating of development in main urban areas and service centres should reduce the need to travel.
To reduce vulnerability to climate change	 <p>Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality and reduce contributions to climate change</p> <p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques.</p>	 <p>Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality and reduce contributions to climate change</p> <p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques.</p>	 <p>Concentrating development in main urban areas and Service Centres generally served by bus and/or rail should reduce the need to travel and distance travelled by car with shorter distances to jobs, services and facilities which in turn would improve air quality and reduce contributions to climate change</p> <p>New development will give the opportunity to reduce greenhouse gas emissions, reduce energy and water consumption and construct buildings able to adapt to climate variations and flooding through sustainable design and construction techniques.</p>	All of the options would perform well against this objective as the concentrating of development in main urban areas and service centres should reduce the need to travel.

Alternative Options for the Future Growth of Service Centres

OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
To conserve & enhance the historic and cultural environment	D Depends on location.	D Depends on location.	D Depends on location.	Success against this objective would be dependent on location
To increase the reuse of previously developed land and buildings	↑ Concentrating development in urban areas and Service Centres offers further opportunities for beneficial use of previously developed/contaminated land in sustainable locations	↑ Concentrating development in urban areas and Service Centres offers further opportunities for beneficial use of previously developed/contaminated land in sustainable locations	↑/↓ Concentrating development in urban areas and Service Centres offers further opportunities for beneficial use of previously developed/contaminated land in sustainable locations This option would also mean that some greenfield land would also be used.	Options 1 and 2 perform well against this objective. Option 3 would have a negative affect on this objective as it would incorporate the use of greenfield land
To minimise the extraction of new & increase the re-use and recycling of minerals and aggregates resources	○ Mineral consultation areas are not found within built up areas	○ Mineral consultation areas are not found within built up areas	D Mineral consultation areas are not found within built up areas but may affect land adjoining urban areas and service centres but this will depend on the location.	Option 3 may have an affect on this object but it would depend on location
To manage waste in accordance with the waste hierarchy in all sectors (ie. household, commercial and industrial)	Neutral New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques..	Neutral New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques.	Neutral New development will give the opportunity to reduce, reuse and recycle waste through sustainable design and construction techniques.	This is a neutral factor across the options
To minimise the use of energy and optimise the use of renewable resources	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques	This is a neutral factor across the options
To increase the population's access to a full range of appropriate	↑ Concentration of development within	↑ Concentration of development within	↑ Concentration of development within urban areas	Option 3 would perform best against this objective because it would give more of an

Alternative Options for the Future Growth of Service Centres

OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
public, private, community and voluntary services	urban areas and Service Centres offers the best prospects for improved access because these are places where services and facilities are concentrated.	urban areas and Service Centres offers the best prospects for improved access because these are places where services and facilities are concentrated.	and service centres offers the best prospects for improved access because these are places where services and facilities are concentrated. The allocation of greenfield land will ensure that development is located in the most sustainable locations where there is best access to a range of facilities.	opportunity for a larger population to have access to range of services and facilities
To increase access to the countryside, open spaces and semi urban environments (eg parks)	Neutral All options would allow access to the countryside. Access to existing areas of open space would depend on location.	Neutral All options would allow access to the countryside. Access to existing areas of open space would depend on location.	Neutral All options would allow access to the countryside. Access to existing areas of open space would depend on location.	This is a neutral factor across the options
To promote a strong community where people feel they have a say in the future	 All of the options allow people to feel that they have a say in the future development of the Borough.	 All of the options allow people to feel that they have a say in the future development of the Borough.	 All of the options allow people to feel that they have a say in the future development of the Borough Providing for greenfield sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions	All of the options perform well against this objective in allowing people to feel that they have a say in the future development of the Borough
To reduce crime, anti social behaviour and increase community safety	 Planned new site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques	 Planned new site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques	 Planned new site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques	All of the options would perform well against this objective as planned development can be designed to design out crime
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	 Concentration of development within urban areas and service centres offers the best prospects for improved access because these are places where	 Concentration of development within urban areas and service centres offers the best prospects for improved access because these are places where services	 Concentration of development within urban areas and service centres offers the best prospects for improved access because these are places where services and facilities are concentrated.	A strategy of urban concentration will provide for easy access to cultural and entertainment opportunities. Service Centres generally

Alternative Options for the Future Growth of Service Centres

OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
	services and facilities are concentrated.	and facilities are concentrated.	The allocation of greenfield land will ensure that development is located in the most sustainable locations where there is best access to a range of facilities.	have good access to at least one of these main urban areas. Development in Service Centres could create opportunities for the development of cultural and leisure opportunities in rural areas
To ensure that the housing stock meets the housing needs of all sections of the community	 Concentration of development within urban areas and Service Centres offers the best prospects for the housing stock to meet the housing needs of all sections of the community.	 Concentration of development within urban areas and Service Centres offers the best prospects for the housing stock to meet the housing needs of all sections of the community.	 Concentration of development within urban areas and service centres offers the best prospects for the housing stock to meet the housing needs of all sections of the community. The allocation of greenfield land will ensure that development is located in the most sustainable location where there is best access to a range of facilities	All of the options would perform well against this objective as further regeneration schemes in main urban areas and service centres would improve the availability of affordable housing and widen choice and variety of market housing.
To reduce poverty and social exclusion	 Concentration of development within urban areas and service centres offers the best prospects for the housing stock to meet the housing needs of all sections of the community and reduce poverty and social exclusion.	 Concentration of development within urban areas and service centres offers the best prospects for the housing stock to meet the housing needs of all sections of the community and reduce poverty and social exclusion.	 Concentration of development within urban areas and service centres offers the best prospects for the housing stock to meet the housing needs of all sections of the community and reduce poverty and social exclusion The allocation of greenfield land will ensure that development is located where it is most needed to reduce poverty and social exclusion	All of the options would perform well against this objective as parts of main urban areas and some service centres experience varying degrees of deprivation across a range of socio economic factors. Regeneration schemes could create employment, improve housing and services in locations readily accessible by those in need including those without access to a car.

Alternative Options for the Future Growth of Service Centres

OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
To increase learning, skills and employability for all sections of the community	 Allocating housing in urban areas and service centres would mean that there would be better access to learning and training opportunities	 Allocating housing in urban areas and service centres would mean that there would be better access to learning and training opportunities	 Allocating housing in urban areas and service centres would mean that there would be better access to learning and training opportunities. The allocation of greenfield land will ensure that development is located close to employment and education facilities.	All of the options would perform well against this objective as people living in or close to main urban areas and service centres generally have good access to learning and training opportunities
To increase the vibrancy and viability of settlements	 Site allocation in urban areas and Service Centres could increase the attractiveness and vitality of these areas	 Site allocation in urban areas and Service Centres could increase the attractiveness and vitality of these areas.	 Site allocation in urban areas and service centres could increase the attractiveness and vitality of these areas.	All of the options would perform well against this objective
To increase sustainable design and construction	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.	Neutral New development will give the opportunity to encourage energy efficiency and the use of renewable energy sources through sustainable design and construction techniques.	This is a neutral factor across the options.
To increase healthy lifestyles	 Allocating land in urban areas and Service Centres means that there is a greater likelihood of reducing the need to travel to work by car which would increase healthy like styles.	 Allocating land in urban areas and Service Centres means that there is a greater likelihood of reducing the need to travel to work by car which would increase healthy like styles.	 Allocating land in urban areas and Service Centres means that there is a greater likelihood of reducing the need to travel to work by car which would increase healthy like styles.	All of the options would perform well against this objective
To encourage a sustainable economy	 Allocating land in urban areas and service centres mean that there is a greater likelihood of houses being built near to a range of services and employment facilities, reducing the need to travel to work by car which	 Allocating land in urban areas and service centres mean that there is a greater likelihood of houses being built near to a range of services and employment facilities, reducing the need to travel to work by car which would encourage a	 The ability to allocate greenfield land for dwellings in some Service Centres and urban areas would mean that there is a greater opportunity of allowing people to have the best access to a range of service and employment facilities, reducing the need to travel to work by car which would	Option 3 performs best against this objective as it could potentially benefit a larger population

Alternative Options for the Future Growth of Service Centres				
OBJECTIVE	Option 1: Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Option 2: As Option 1 but also make provision for new employment land of around 2ha to boost local job opportunities and improve self containment of a community	Option 3: As Option 2 but also make large scale allocation(s) of 150-500 dwellings within or adjoining those Service Centres where this could help address specific local issues and provided adequate services, facilities and infrastructure are available or can be made available as a result of the development	Overall Commentary
	would encourage a sustainable economy	sustainable economy	encourage a sustainable economy.	
To encourage efficient patterns of movement to support a sustainable economy	 <p>Allocating land in urban areas and Service Centres mean that there is a greater likelihood of houses being built near to a range of services and employment facilities, reducing the need to travel to work by car which would encourage a sustainable economy.</p>	 <p>Allocating land in urban areas and Service Centres mean that there is a greater likelihood of houses being built near to a range of services and employment facilities, reducing the need to travel to work by car which would encourage a sustainable economy.</p>	 <p>The ability to allocate greenfield land for dwellings in some Service Centres and urban areas would mean that there is a greater opportunity of allowing people to have the best access to a range of service and employment facilities, reducing the need to travel to work by car which would encourage a sustainable economy</p>	Option 3 performs best against this objective as it could potential benefit a larger population
To reduce disparities in economic performance	 <p>Allocating land in urban areas and service centres mean that there is a greater likelihood of houses being built near to employment opportunities</p>	 <p>Allocating land in urban areas and service centres mean that there is a greater likelihood of houses being built near to employment opportunities</p>	 <p>Allocating land in urban areas and service centres mean that there is a greater likelihood of houses being built near to employment opportunities</p>	All of the options would perform well against this objective.

APPRAISAL OF TOPIC AREAS MANAGING TRAVEL DEMAND AND WIDENING TRANSPORT CHOICE

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of Options

This appraisal considers options around how we can manage future demand for making trips whilst providing for greater transport choice:

Option 1: Is a strict application of national planning and transport policy, requiring rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes

Option 2: is similar to option 1 (above), but with less emphasis on restraint of the car to achieve them. Option 2 would broadly conform with national planning and transport policy.

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	<p>D</p> <p>Where use of existing roads and transport infrastructure is maximised & the need for new transport routes is avoided biodiversity should be safeguarded.</p> <p>However where new roadspace or other transport routes are justified in relation to development there could be a negative impact on biodiversity.</p>	<p>D</p> <p>Where use of existing roads and transport infrastructure is maximised & the need for new transport routes is avoided biodiversity should be safeguarded.</p> <p>However where new roadspace or other transport routes are justified in relation to development there could be a negative impact on biodiversity.</p>	There is no significant difference between the options.

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
To maintain and enhance landscape and townscape character	<p>D</p> <p>By maximising use of existing transport infrastructure and avoiding the need for new transport routes the character of landscapes and townscape should be safeguarded, although traffic noise may increase.</p> <p>In cases where new road space or other transport routes are justified there may be a negative impact on the landscape and townscape in terms of visual intrusion, noise, lighting etc. With good design it should be possible to complement the character of a locality and minimise intrusiveness of the scheme and associated signage, lighting etc.</p>	<p>D</p> <p>By maximising use of existing transport infrastructure and avoiding the need for new transport routes the character of landscapes and townscape should be safeguarded, although traffic noise may increase.</p> <p>In cases where new roadspace or other transport routes are justified there may be a negative impact on the landscape and townscape in terms of visual intrusion, noise, lighting etc. With good design it should be possible to complement the character of a locality and minimise intrusiveness of the scheme and associated signage, lighting etc.</p>	There is no significant difference between the options.
To protect and improve surface and groundwater quality	<p>○</p> <p>The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p>	<p>○</p> <p>The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p>	Neutral factor
To minimise water consumption	<p>○</p> <p>Building transport infrastructure will result in increased water consumption. There will be opportunities to minimise water consumption through sustainable design.</p>	<p>○</p> <p>Building transport infrastructure will result in increased water consumption. There will be opportunities to minimise water consumption through sustainable design.</p>	Neutral factor
To improve air quality	<p>↑</p> <p>More travel by sustainable modes such as public transport, cycling and walking and careful location and design of new development will help reduce travel by car and cut emissions.</p> <p>More restraint measures can help successfully reduce traffic pressures particularly in urban areas. As a result traffic including lorries and buses would move more freely reducing emissions further.</p>	<p>↑</p> <p>More travel by sustainable modes such as public transport, cycling and walking and careful location and design of new development will help reduce travel by car and cut emissions.</p>	Option 1 would perform better than option 2 against the sustainability objective of improving air quality.

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
	Increasing significantly the number of low emission vehicles will also help improve air quality.		
To conserve soil resources and quality	D New transport routes could need to pass through areas of best and most versatile land but land take unlikely to be significant	D New transport routes could need to pass through areas of best and most versatile land but land take unlikely to be significant	Not a significant factor
To reduce contributions to climate change	↑ See the comments re air quality above	↑ See the comments re air quality above	Option 1 would perform better than option 2 against the sustainability objective of reducing contributions to climate change.
To reduce vulnerability to climate change	D Increased travel by public transport, cycling and walking should reduce energy consumption by helping reduce car use. The CS policies could have a more positive impact on this issue. New transport routes may need to pass through flood risk areas. Care needed to ensure they can be designed to mitigate any flood risk.	D Increased travel by public transport, cycling and walking should reduce energy consumption by helping reduce car use. New transport routes may need to pass through flood risk areas. Care needed to ensure they can be designed to mitigate any flood risk	There is no difference between the options.
To conserve and enhance the historic and cultural environment	D Increased travel by public transport, cycling and walking should help reduce traffic growth and so reduce adverse impacts such as air pollution and vibration potentially harmful to historic environments. The policies could have a more positive impact on this issue. New transport routes may be routed through historic environments. Careful design needed to mitigate adverse impacts.	D Increased travel by public transport, cycling and walking should help reduce traffic growth and so reduce adverse impacts such as air pollution and vibration potentially harmful to historic environments. The policies could have a more positive impact on this issue. New transport routes may be routed through historic environments. Careful design needed to mitigate adverse impacts.	There is no significant difference between the options.
To increase the re-use of previously developed land and buildings	↑ Implementation of this policy should encourage use of brownfield sites because they are usually better served	↑ Implementation of this policy should encourage use of brownfield sites because they are usually better served	Both options would encourage the re-use of previously developed land and buildings.

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
	by non car modes.	by non car modes.	
To minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources	D Construction of new transport routes usually utilises mineral resources although there is evidence of increased use of recycled materials.	D Construction of new transport routes usually utilises mineral resources although there is evidence of increased use of recycled materials.	There is no significant difference between the options.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	↑ There is evidence of increased use of recycled materials in the construction of new transport routes.	↑ There is evidence of increased use of recycled materials in the construction of new transport routes.	There is no significant difference between the options.
To minimise the use of energy and optimise the use of renewable energy resources	↑ Increased travel by public transport, walking and cycling and ensuring development is in locations well served by these modes should help improve energy efficiency.	↑ Increased travel by public transport, walking and cycling and ensuring development is in locations well served by these modes should help improve energy efficiency.	There is no significant difference between the options.
To increase the population's access to a full range of public, private, community and voluntary services	↑ More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for people without access to a car. Better, continuous and comprehensive cycle and footway networks are also more likely to be used to access services and facilities. There is significant scope for initiatives to improve accessibility applying the range of measures set out in this approach.	↑ More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for people without access to a car. Better, continuous and comprehensive cycle and footway networks are also more likely to be used to access services and facilities.	Option 1 would perform better than option 2 against the sustainability objective of increasing the population's access to a full range of public, private and community services.
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	↑ Continuous and comprehensive cycle and footway networks are will help people access open spaces and the countryside.	↑ Continuous and comprehensive cycle and footway networks are will help people access open spaces and the countryside.	There is no significant difference between the options.
To promote a strong community where people feel they have a say in the future	○	○	No significant relationship

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
To reduce crime, anti social behaviour and increase community safety	 More people using public transport, walking and cycling can help improve natural surveillance in the public realm and on public transport so helping improve public safety.	 More people using public transport, walking and cycling can help improve natural surveillance in the public realm and on public transport so helping improve public safety	There is no significant difference between the options.
To increase the population's access and opportunity to participate in culture, media and sport in Charnwood	 More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for people without access to a car. Continuous and comprehensive cycle and footway networks are also more likely to be used to access services and facilities. The policy suggests significant scope for further initiatives to improve accessibility.	 More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for people without access to a car. Continuous and comprehensive cycle and footway networks are also more likely to be used to access services and facilities	Option 1 would perform better than option 2 against the sustainability objective of increasing the population's access and opportunity to participate in culture media and sport..
To ensure that the housing stock meets the housing needs of all sections of the community			No significant relationship
To reduce poverty and social exclusion	 More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for people without access to a car. The policy offers significant scope for further initiatives to improve accessibility.	 More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for people without access to a car.	Option 1 would perform better than option 2 against the sustainability objective of reducing poverty and social exclusion.
To increase learning, skills and employability for all sectors of the community	 More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for	 More people using public transport should enable further improvement of services enabling better accessibility to services and facilities, in particular for	Option 1 would perform better than option 2 against the sustainability objective of increasing learning skills and employability of all sections of the community.

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
	<p>people without access to a car.</p> <p>Continuous and comprehensive cycle and footway networks are also more likely to be used to access services and facilities.</p> <p>The policy suggests significant scope for further initiatives to improve accessibility</p>	<p>people without access to a car.</p> <p>Continuous and comprehensive cycle and footway networks are also more likely to be used to access services and facilities</p>	
To increase the vibrancy and viability of settlements	<p>↑</p> <p>More people using public transport, cycling and walking should make town centres more people friendly places.</p> <p>In some town centres better managed car parking and possibly increased provision in particular for short stay users may be needed to support economic vitality and viability.</p>	<p>↑</p> <p>More people using public transport, cycling and walking should make town centres more people friendly places. In some town centres better managed car parking and possibly increased provision in particular for short stay users may be needed to support economic vitality and viability.</p>	There is no significant difference between the options.
To increase sustainable design and construction	<p>○</p> <p>New transport infrastructure schemes will give the opportunity to use sustainable design and construction techniques (see Leading in Design SPD).</p>	<p>○</p> <p>New transport infrastructure schemes will give the opportunity to use sustainable design and construction techniques (see Leading in Design SPD).</p>	No significant relationship.
To increase healthy life styles	<p>↑</p> <p>Reducing adverse traffic impacts can improve air quality a major contributory factor in some health problems such as asthma. The health benefits of increased cycling and walking activity outweigh any perceived safety risks.</p> <p>The policy if successfully implemented should increase the health benefits.</p>	<p>↑</p> <p>Reducing adverse traffic impacts can improve air quality a major contributory factor in some health problems such as asthma. The health benefits of increased cycling and walking activity outweigh any perceived safety risks.</p>	Both options would contribute towards this sustainability objective.
To encourage a sustainable economy	<p>↑</p> <p>The increased use of restraint measures to cut unnecessary car journeys and increased use of sustainable travel modes should reduce adverse traffic time lost in delays on congested roads. This can yield</p>	<p>↑</p> <p>Increased use of sustainable travel modes should reduce time lost in delays on congested roads. This can yield clear benefits for the local economy.</p>	Option 1 would perform better than option 2 against the sustainability objective of encouraging a sustainable economy.

Transportation - Managing Travel Demand and Widening Transport Choice			
Sustainability Objective	Option 1: Require rigorous application of measures to manage car use such as travel plans, restrictions on parking in new developments, alongside high quality provision of non-car modes	Option 2: As with the option 1 but with less emphasis on restraint of the car to achieve them	Overall Commentary
	<p>clear benefits for the local economy.</p> <p>There is significant scope for further initiatives to support a sustainable economy.</p>		
To increase efficient patterns of movement to support a sustainable economy	<p>↑</p> <p>Increased use of public transport, cycling and walking and a strategy of directing development to locations well served by these modes should help reduce commuting and congestion in a sustainable manner and improve the reliability and efficiency of bus services linking employment areas to rail stations.</p> <p>Developing more demand management measures should enable increased home working and other initiatives.</p>	<p>↑</p> <p>Increased use of public transport, cycling and walking and a strategy of directing development to locations well served by these modes should help reduce commuting and congestion in a sustainable manner and improve the reliability and efficiency of bus services linking employment areas to rail stations.</p>	Option 1 would perform better than option 2 against the sustainability objective of increasing efficient patterns of movement to support a sustainable economy.
To reduce disparities in economic performance	<p>↑</p> <p>Better public transport can improve the accessibility of people to job opportunities in urban and rural areas.</p>	<p>↑</p> <p>Better public transport can improve the accessibility of people to job opportunities in urban and rural areas.</p>	There is no significant difference between the options.

APPRAISAL OF TOPIC AREAS GREEN INFRASTRUCTURE

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)		Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of Options

This appraisal considers the reasonable options for dealing with a number of distinct but related policy areas:

Option 1 is not to have an overall Green Infrastructure policy, but to have separate policies for the National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity/ Geodiversity and Leisure and Recreation

Option 2 is to include a Green Infrastructure policy approach. This would deal with the policy areas within option 1, but these would be integrated together as part of an overall approach to Green Infrastructure.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	 Policy on biodiversity will help to ensure those areas rich in diversity be conserved and enhanced. In addition, the opportunity will be taken to secure the provision of nature conservation interest as part of the provision of green space networks.	 Significant funding exists through National Growth Point, and having a green infrastructure approach will maximise the ability to secure funding to the green infrastructure network, including for wildlife protection and enhancement. The proposed approach to the provision of green	Both approaches have the potential to have a significantly positive effect in terms of maintaining and enhancing biodiversity, flora and fauna. Option 2 may perform better against this objective.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Charnwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
		infrastructure with improvements being focussed on the strategic biodiversity networks would maximise the effectiveness of additions to the borough's biodiversity as a whole.	
To maintain and enhance landscape and townscape character	<p>↑</p> <p>There is a strict control over development in the countryside. Development that is considered acceptable needs to have consideration to features such as biodiversity, views, settlement pattern and local vernacular so that landscape character and distinctiveness is maintained and enhanced.</p> <p>Planting in the National Forest around development can help to assimilate it within the countryside.</p> <p>One aim of the green wedges is to prevent coalescence and maintain the physical identity of settlements adjoining Leicester and Loughborough. This helps those existing urban areas with green wedge surrounding them to retain their character and distinctiveness</p> <p>Open spaces within development can enhance the quality and character and can become a valuable recreational facility.</p>	<p>↑</p> <p>A more coordinated approach to the provision of Green Infrastructure may allow for wider landscape improvements, focussed in key strategic areas. The setting of key urban areas may be enhanced through a more coordinated approach to green infrastructure in Green Wedges.</p>	Both approaches have the potential to have a significantly positive effect in terms of maintaining and enhancing landscape and townscape character. Option 2 may perform better against this objective.
To protect and improve surface and groundwater quality	No significant relationship	No significant relationship	No significant relationship
To minimise water consumption	No significant relationship	No significant relationship	No significant relationship
To improve air quality	<p>↑</p> <p>Trees can help improve air quality by taking up the carbon monoxide. Through securing woodland when permitting any new development may help to improve air quality in that area.</p> <p>Green Wedge policies are a tool, which can help direct future urban growth. They can therefore help prevent unsustainable development and lead it to the most</p>	<p>↑</p> <p>Trees and other elements of green infrastructure can act to absorb some pollutants, and can help to improve local air quality.</p> <p>A coordinated approach to green infrastructure has greater potential for the multiple benefits of green infrastructure to be identified and then maximised as new development is planned.</p>	Both approaches have the potential to have a significantly positive effect in terms of improving air quality. Option 2 may perform better against this objective

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	sustainable locations. This can lead to reduced travel times by car as employment, housing and facilities are located in close proximity to each other.	This approach also includes the identification of green wedges which can help to direct development so that it forms part of a sustainable pattern of development.	
To conserve soil resources and quality	<p>↑</p> <p>Land in the countryside is often agricultural land and this countryside policy will help to restrict large amounts of inappropriate development in these locations, preserving agricultural land.</p> <p>Large proportions of the green wedge will consist of agricultural land. Once designated a green wedge there is a presumption against inappropriate development within them, which will help safeguard agricultural land</p>	<p>↑</p> <p>Conserving soil resources and quality would be considered as part of a green infrastructure strategy, allowing this sustainability objective to be considered in an integrated way as part of the planning process.</p>	Both approaches have the potential to have a marginally positive effect in terms of conserving soil resources. Option 2 may perform better against this objective
To reduce contributions to climate change	<p>↑</p> <p>Restricting development in the countryside supports the urban concentration locational strategy, which aims to minimise travel by concentrating development in urban areas.</p> <p>Large areas of green infrastructure such as Chamwood and the National Forest have the capacity to absorb carbon dioxide, the development of which can help to reduce contributions to climate change.</p>	<p>↑</p> <p>This policy approach would support the principle of urban concentration.</p> <p>Large areas of green infrastructure such as Chamwood and the National Forest have the capacity to absorb carbon dioxide, the development of which can help to reduce contributions to climate change.</p> <p>Significant funding exists through National Growth Point, and having a green infrastructure approach will maximise the ability to secure funding to the green infrastructure network which can have a significantly positive effect against this objective.</p>	Both approaches have the potential to have a significantly positive effect in terms of reducing contributions to climate change. Option 2 may perform better against this objective
To reduce vulnerability to climate change	<p>↑</p> <p>Trees and other elements of green infrastructure can help to attenuate surface water run-off, and can help to reduce flooding.</p> <p>Areas of green space between buildings can help to</p>	<p>↑</p> <p>Trees and other elements of green infrastructure can help to attenuate surface water run-off, and can help to reduce flooding.</p> <p>Areas of green space between buildings can help to</p>	Both approaches have the potential to have a positive effect in terms of reducing vulnerability to climate change. Option 2 would perform better against this objective.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	promote urban cooling, reducing the impact of rising temperatures.	promote urban cooling, reducing the impact of rising temperatures. A coordinated approach to green infrastructure has greater potential for the multiple benefits of green infrastructure to be identified and then maximised as new development is planned.	
To conserve and enhance the historic and cultural environment	<p>↑</p> <p>The approach is to re-use existing buildings where appropriate, which will help protect the built heritage</p> <p>The policy on Chamwood Forest indicates that development will be strictly controlled and will only be permitted where it does not damage the landscape of Chamwood Forest. There will be a presumption against inappropriate development and development which only accords with the policy will be permitted.</p> <p>Leisure and Recreation policy aims to safeguard existing leisure facilities and open spaces and where appropriate improved. The supporting text refers to Chamwood Forest and Watermead Country Park which gives residents access to open space.</p> <p>The creation of open spaces will enhance historic and cultural environments.</p>	<p>↑</p> <p>The historic and cultural environment would be considered as part of a green infrastructure strategy, allowing this sustainability objective to be considered in an integrated way as part of the planning process.</p>	Both approaches have the potential to have a marginally positive effect in terms of conserving the historic environment. Option 2 may perform better against this objective.
To increase the re-use of previously developed land and buildings	<p>↑</p> <p>Within the countryside there is a presumption against inappropriate development. Permission will only be granted where the use is considered acceptable. This therefore can encourage the reuse of brownfield land within urban settlements for development such as housing.</p> <p>Green Wedges can help increase development on brownfield sites, which are in sustainable locations. Green Wedges help guide development to the most</p>	<p>↑</p> <p>This policy approach would support the principle of urban concentration and directing development into sustainable patterns of development.</p>	Both approaches have a marginally positive effect against the objective of re-using previously developed land and buildings.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	<p>sustainable locations and through their existence they can help locate development into existing urban areas or adjacent to urban areas providing sustainable development as facilities and amenities are in close proximity.</p> <p>The proposed green wedges will help guide development to the larger urban settlements within the Borough such as Loughborough where there are facilities, amenities, housing and employment which can help reduce travel times.</p>		
To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	No significant relationship.	No significant relationship.	No significant relationship.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	No significant relationship.	No significant relationship.	No significant relationship.
To minimise the use of energy and optimise the use of renewable resources	No significant relationship.	No significant relationship.	No significant relationship.
To increase the population's access to a full range of public, private, community and voluntary services	No significant relationship.	No significant relationship.	No significant relationship.
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	<p> The approach of ensuring the countryside is protected for its own sake will ensure that access to open space for the Borough's population is maintained.</p> <p>The National Forest is located within Chamwood Forest in Chamwood borough. These areas are a large expanse of open space with a number of walks and outdoor recreation attractions. It helps improve the quality of life for residents as it provides outdoor recreation and helps encourage people into the forest. This helps protect and retain it for the future.</p>	<p> Significant funding exists through National Growth Point, and having a green infrastructure approach will maximise the ability to secure funding to the green infrastructure network, including for public open spaces and semi-urban environments.</p> <p>A coordinated approach to the provision of Green Infrastructure would allow for the delivery of a network of interlinked green spaces.</p>	Both approaches have the potential to have a significantly positive effect in terms of increasing access to the countryside and public open spaces. Option 2 may perform better against this objective.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	<p>Permission will be resisted for the creation of leisure and tourism facilities within the National Forest.</p> <p>Chamwood Forest is a large expanse of open space with a large number of walks and outdoor recreation attractions. It helps improve the quality of life for residents as it provides outdoor recreation and helps encourage people into the forest. The policy aims to protect Chamwood Forest and retain it for future use.</p> <p>Any new development permitted within Chamwood Forest would have a good linkage to the countryside.</p>		
To promote a strong community where people feel they have a say in the future	<p>↑</p> <p>The creation of spaces and the restoration of parks provide places for people to meet, which can help, promote a strong community.</p>	<p>↑</p> <p>The creation of spaces and the restoration of parks provide places for people to meet, which can help, promote a strong community.</p>	Both approaches have the potential to have a marginally positive effect in terms of promoting a strong community where people feel they have a say in the future. Option 2 may perform better against this objective
To reduce crime, anti social behaviour and increase community safety	No significant relationship	No significant relationship	No significant relationship
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	<p>↑</p> <p>Within the countryside there are a range of leisure and sports facilities available. It is considered that small scale development for leisure and land extensive outdoor recreational uses that do not involve substantial built development would be acceptable uses within the countryside. This enables increased access to sport and leisure facilities.</p> <p>Permission will be resisted for the creation of leisure and tourism facilities within the National Forest.</p> <p>Chamwood Forest is a major outdoor recreation attraction. Within this area there is access to a number of leisure facilities, including golf courses and horse riding.</p>	<p>↑</p> <p>A strategic approach to the delivery of Green Infrastructure would allow for appropriate recreational facilities within easy reach of urban and rural settlements. This approach would be supported through the management of land to ensure it contributes to the quality of life of nearby residents.</p> <p>A coordinated approach to green infrastructure has greater potential for the multiple benefits of green infrastructure to be identified and then maximised as new development is planned</p>	Both approaches have the potential to have a significantly positive effect in terms of increasing the population's access and opportunity to participate in culture, media and sport in Chamwood. Option 2 may perform better against this objective.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Charnwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	<p>In addition to this there are a number of walks, which increases access to leisure activities in Charnwood.</p> <p>Permission will be resisted for the creation of leisure and tourism facilities in Charnwood Forest.</p> <p>Within green wedges uses will be encouraged that provide appropriate recreational facilities within easy reach of urban residents and promote the positive management of land to ensure that green wedges remain or are enhanced as attractive contributions to the quality of life of nearby urban residents.</p> <p>New leisure facilities, open spaces and expansion of the university's recreational facilities will increase access to sports and leisure facilities.</p>		
To ensure that the housing stock meets the housing needs of all sections of the community	No significant relationship.	No significant relationship.	No significant relationship.
To reduce poverty and social exclusion	No significant relationship.	No significant relationship.	No significant relationship.
To increase learning, skills and employability for all sectors of the community	<p>Enabling some affordable housing within the countryside will help reduce poverty and social exclusion.</p> <p>Provisions will be made in green wedges for the retention or creation of green links between urban spaces and the countryside and for the retention and enhancement of public access facilities so all the community have the opportunity of accessing open space.</p> <p>Safeguarding and improving open spaces can give access to open spaces for more people.</p>	No significant relationship.	No significant relationship.
To increase the vibrancy and viability of settlements	<p>↑</p> <p>Preventing inappropriate development in the countryside will push the development towards urban areas and brownfield land which can increase the attractiveness of that settlement and help to maintain its identity and</p>	<p>↑</p> <p>Green infrastructure in the form of appropriate development in the countryside and appropriately managed green wedges can help to maintain the identities of settlements.</p>	Both approaches have the potential to have a significantly positive effect in terms of increasing the vibrancy and viability of settlements. Option 2 may perform better against this objective.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	<p>prevent coalescence.</p> <p>The siting, scale, design and material of any new development within Chamwood Forest should complement the character of the surrounding landscape and minimise any detrimental harm to the character of the forest.</p> <p>Through the provision of green wedges they can help guide and locate new development into existing urban settlements, which can increase their attractiveness and sense of place of designed correctly.</p> <p>Green wedges are able to maintain settlement identity and prevent coalescence of settlements restricting development within the designated areas.</p> <p>Creating open space within new development adds positively to the attractiveness of that area. It can help create a settlement identity and help achieve neighbourhood satisfaction levels.</p>	<p>Significant funding exists through National Growth Point. Having a green infrastructure approach will maximise the ability to secure funding to the green infrastructure network, including the improved management of land within green wedges which may increase the vibrancy and viability of settlements.</p>	
To increase sustainable design and construction	No significant relationship.	No significant relationship.	No significant relationship.
To increase healthy life styles	<p></p> <p>Protecting the countryside from inappropriate development can help increase healthy lifestyles. Development of small scale recreational facilities can be permitted in the countryside enabling the community to have access to them.</p> <p>In addition, there are a number of existing leisure facilities in the countryside, including walking which enables the community to have a healthy lifestyle.</p> <p>The Chamwood Forest is a popular recreation area where residents in the Borough are able to visit the Forest, which can help create healthier lifestyles.</p>	<p></p> <p>Green Infrastructure including, Green wedges, footpaths, parks, recreational land, and areas of countryside are areas which areas for recreation thereby providing the opportunity for people to live healthier lifestyles.</p> <p>A coordinated approach to green infrastructure has greater potential for the multiple benefits of green infrastructure to be identified and then maximised as new development is planned</p>	Both approaches have the potential to have a significantly positive effect in terms of increasing healthy lifestyles. Option 2 may perform better against this objective.

Green Infrastructure			
	Option 1: Separate policies for National Forest, Chamwood Forest, Countryside and Landscape, Settlement Identity, Biodiversity, Leisure and Recreation	Option 2: Combined Green Infrastructure Approach	Overall Commentary
	<p>Protecting this resource will retain it for future use.</p> <p>Green Wedges can provide areas of open land which provide for public access and recreational activities and enable links between the countryside and the urban area which contributes to the quality of life for all people living in urban areas and helps increase a healthier lifestyle.</p>		
To encourage a sustainable economy	<p>↑</p> <p>Small scale development for employment is considered acceptable within the countryside which could provide job opportunities for people living in nearby settlements which could reduce travel distances. However, due to its location in the countryside, could result in increase in traffic distances especially as public transport may be unlikely to stop there.</p>	<p>↑</p> <p>The provision of green infrastructure as part of an attractive, well planned environment can help to attract inward investment, and to encourage a sustainable economy.</p>	Both approaches have the potential to have a marginally positive effect in terms of encouraging a sustainable economy. Option 2 may perform better against this objective
To increase efficient patterns of movement to support a sustainable economy	No significant relationship.	No significant relationship.	No significant relationship.
To reduce disparities in economic performance	No significant relationship.	No significant relationship.	No significant relationship.

APPRAISAL OF TOPIC AREAS AFFORDABLE HOUSING PROVISION

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of Options

Developers of often required to provide affordable housing as part of housing developments over a certain size. The requirement is usually expressed as a percentage of the total number of dwellings on a site. The amount and the way affordable housing is provided is determined through national and local planning policy.

Option 1 would require affordable housing to be provided at the same percentage across the Borough. Requirements would not be varied according to which part of the borough the housing development was located.

Option 2 would vary the requirement for affordable housing according to affordable housing need in the area and according to viability of each area.

Affordable Housing Provision			
	Option 1 Requiring affordable housing to be provided at the same percentage across the Borough.	Option 2 Varying requirements of affordable houses according to affordable housing need in the area and according to viability of each area.	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	 Performance against this sustainability criterion is dependent upon the particular biodiversity interest of each individual development site. There is no relationship or no significant relationship between the objective and the policy.	 Performance against this sustainability criterion is dependent upon the particular biodiversity interest of each individual development site. There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of maintaining and enhancing biodiversity, flora and fauna.
To maintain and enhance landscape and townscape character	 All schemes will be required to meet high standards of design, and would have a	 All schemes will be required to meet high standards of design. Varying affordable housing	Having a variable requirement for affordable housing would allows better performance against the sustainability objective of

Affordable Housing Provision			
	Option 1 Requiring affordable housing to be provided at the same percentage across the Borough.	Option 2 Varying requirements of affordable houses according to affordable housing need in the area and according to viability of each area.	Overall Commentary
	marginally positive effect towards the objective	requirements according to viability may allow for the very highest quality design in locations with less market viability.	maintaining and enhancing landscape and townscape character.
To protect and improve surface and groundwater quality	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of protecting and improving surface and groundwater quality.
To minimise water consumption	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of minimising water consumption.
To improve air quality	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of improving air quality.
To conserve soil resources and quality	○ Performance against this sustainability criterion is dependent upon the particular soil resource and quality of each individual development site. There is no relationship or no significant relationship between the objective and the policy.	○ Performance against this sustainability criterion is dependent upon the particular soil resource and quality of each individual development site. There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of conserving soil resources and quality.
To reduce contributions to climate change	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of reducing contributions to climate change.
To reduce vulnerability to climate change	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of reducing vulnerability to climate change.
To conserve and enhance the historic and cultural environment	↑ All schemes will be required to meet high	↑ All schemes will be required to meet high	Having a variable requirement for affordable housing would allow better performance against the sustainability objective of conserving

Affordable Housing Provision			
	Option 1 Requiring affordable housing to be provided at the same percentage across the Borough.	Option 2 Varying requirements of affordable houses according to affordable housing need in the area and according to viability of each area.	Overall Commentary
	standards of design, reflecting its historical context and would have a marginally positive effect towards the objective.	standards of design, reflecting its historical context. Varying affordable housing requirements according to viability may allow for the very highest quality design in locations with less market viability.	and enhancing the historic and cultural environment.
To increase the re-use of previously developed land and buildings	 <p>Some brownfield sites may have marginal market viability, and a standard requirement for affordable housing may prevent some brownfield sites from being developed which have marginal viability.</p>	 <p>Some brownfield sites may have marginal market viability, and a variable requirement for affordable housing may allow for some brownfield sites to be developed which have marginal viability.</p>	Having a variable requirement for affordable housing would allow better performance against the sustainability objective of increasing the re-use of previously developed land and buildings.
To minimise the extraction of new & increase the re-use of recycled minerals and aggregate resources	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	Neither of the proposed options have a significant relationship with the sustainability objective of minimising the extraction aggregate resources.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	Neither of the proposed options have a significant relationship with the sustainability objective of managing waste in accordance with the waste hierarchy.
To minimise the use of energy and optimise the use of renewable resources	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	Neither of the proposed options have a significant relationship with the sustainability objective of minimising the use of energy and optimise the use of renewable resources.
To increase the population's access to a full range of public, private, community and voluntary services	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	Neither of the proposed options have a significant relationship with the sustainability objective of increasing the population's access to a full range of public, private, community and voluntary services.
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	<input type="radio"/> <p>There is no relationship or no significant relationship between the objective and the policy.</p>	Neither of the proposed options have a significant relationship with the sustainability objective of increasing access to the countryside, public open spaces and semi urban environments.
To promote a strong community where people feel they have a say in the future	<input type="radio"/>	<input type="radio"/>	Neither of the proposed options have a significant relationship with the sustainability

Affordable Housing Provision			
	Option 1 Requiring affordable housing to be provided at the same percentage across the Borough.	Option 2 Varying requirements of affordable houses according to affordable housing need in the area and according to viability of each area.	Overall Commentary
	There is no relationship or no significant relationship between the objective and the policy.	There is no relationship or no significant relationship between the objective and the policy.	objective of promoting promote a strong community where people feel they have a say in the future.
To reduce crime, anti social behaviour and increase community safety	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of reducing reduce crime, anti social behaviour and increase community safety.
To increase the population's access and opportunity to participate in culture, media and sport in Charmwood	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of increasing the population's access and opportunity to participate in culture, media and sport in Charmwood.
To ensure that the housing stock meets the housing needs of all sections of the community	↑ Requiring affordable housing to be provided as part of development will have a positive effect towards this objective as it will result in a supply of housing types appropriate to the needs of the community, and could help to reduce homelessness.	↑ Varying requirements for affordable housing will maximise positive effects towards this criterion, as it will allow affordable housing to be delivered in areas of high need so that it is appropriate to the needs of each community.	Having a variable requirement for affordable housing would allow better performance against the sustainability objective of ensuring that the housing stock meets the housing needs of all sections of the community.
To reduce poverty and social exclusion	↑ Requiring affordable housing to be provided as part of development will have a positive effect towards this objective as it will result in a supply of housing types appropriate to the needs of the community, helping to reduce poverty and social exclusion.	↑ Varying requirements for affordable housing will maximise positive effects towards this objective, as it will allow affordable housing to be delivered in areas of high need so that it is appropriate to the needs of each community, helping to reduce poverty and social exclusion.	Varying requirements for affordable housing will maximise positive effects towards this objective of reducing poverty and social exclusion.
To increase learning, skills and employability for all sectors of the community	○ There is no relationship or no significant relationship between the objective and the policy	○ There is no relationship or no significant relationship between the objective and the policy	There is no relationship or no significant relationship between the objective and the policy.
To increase the vibrancy and viability of settlements	↑ The provision of affordable housing helps to provide a balanced sustainable community contributing towards this objective.	↑ Varying requirements for affordable housing will maximise the delivery of affordable housing and help to provide a balanced sustainable	Having a variable requirement for affordable housing would allow better performance against the sustainability objective of increasing the vibrancy and viability of settlements.

Affordable Housing Provision			
	Option 1 Requiring affordable housing to be provided at the same percentage across the Borough.	Option 2 Varying requirements of affordable houses according to affordable housing need in the area and according to viability of each area.	Overall Commentary
		community contributing towards this objective.	
To increase sustainable design and construction	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of increasing sustainable design and construction.
To increase healthy life styles	↑ Requiring affordable housing to be provided as part of development will have a positive effect towards this objective as the provision of good quality housing can help to reduce health inequalities.	↑ Varying requirements for affordable housing will maximise the delivery of affordable housing and will have a positive effect towards this objective as the provision of good quality housing can help to reduce health inequalities.	Having a variable requirement for affordable housing would allow better performance against the sustainability objective of increasing healthy life styles.
To encourage a sustainable economy	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of encouraging a sustainable economy.
To increase efficient patterns of movement to support a sustainable economy	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of increasing efficient patterns of movement to support a sustainable economy
To reduce disparities in economic performance	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	Neither of the proposed options have a significant relationship with the sustainability objective of reducing disparities in economic performance.

APPRAISAL OF TOPIC AREAS GYPSY, TRAVELLER AND SHOW PEOPLE ACCOMMODATION

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers the options around the provision of sites for gypsies, travellers and show people:

Option 1 This option assumes that no specific allocations are provided and no criteria are provided in the core strategy to guide decisions on windfall sites.

Option 2 This approach assumes that sites for gypsies, travellers and showpeople are provided for as part of the large sustainable urban extensions in the north and south of the Borough. The rationale for this is approach comes from PPS 1 and PPS 3 which seek to create sustainable and balanced communities and the opportunity that arises from planning new communities from scratch. A criteria based policy would also be required to deal with windfall development.

Option 3 This approach assumes that sites for gypsies, travellers and showpeople will come forward as future allocations in the Allocations DPD, or as windfalls, guided by a criteria-based policy that is set out in the Core Strategy. The sites will be focused within or on the edge of urban areas including: Loughborough, Shepshed, Birstall, Glenfield, Thurmaston and Hamilton as defined by the core strategy settlement hierarchy.

Option 4 This approach assumes sites for gypsies, travellers and showpeople will come forward as future allocations in the Allocations DPD, or as windfalls, guided by a criteria-based policy in the Core Strategy. The sites will be focused within or on the edge of settlements throughout the borough. A criteria based policy would also be required to deal with windfall development.

	Gypsy & Traveller Accommodation Provision				
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	 Not allocating land for sites means that there is greater	D Providing for gypsy, traveller and showpeople sites as part	D It is recognised that some urban sites may have	D Sites in more rural locations may be detrimental, but this	Difficult to assess the likely impact of gypsy, traveller and showpeople sites on this objective as only option 2

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	<p>likelihood of unauthorised gypsy, traveller and showpeople sites which could impact on the objective.</p> <p>Not allocating land for gypsy, traveller and showpeople sites would mean that there is no scope to plan for sites to ensure that they are designed and in locations which minimise the impact upon biodiversity, flora and fauna.</p>	<p>of SUE provision will enable a comprehensive development proposal to be considered and the impact on sustainability objectives will be similar to that for the SUE as a whole.</p>	<p>biodiversity interests and so there may be need to lessen the potential impacts through mitigation measures on relevant sites.</p>	<p>is dependent on location.</p>	<p>provides any indication as to a potential site location.</p>
<p>To maintain and enhance landscape and townscape character</p>	<p> Not allocating land for gypsy, traveller and showpeople sites means that there is greater likelihood of unauthorised sites.</p> <p>Not allocating land for sites would mean that there is not the scope to locate and design sites in a way which minimises impact upon the landscape and townscape.</p>	<p>D Providing for gypsy, traveller and showpeople sites as part of SUE provision will enable a comprehensive development proposal to be considered and the impact on sustainability objectives will be similar to that for the SUE as a whole.</p>	<p>D Provision of gypsy, traveller and showpeople sites in urban locations may reduce the impact upon wider landscape, but may have a detrimental impact upon townscapes if poorly designed. Design policy in the Core strategy will be important to ensure development uses good design principles and responds to local context.</p>	<p>D Provision of sites in more rural areas may have a detrimental impact upon wider landscape. Design policy in the Core strategy will be important to ensure development uses good design principles and responds to local context.</p>	<p>Difficult to assess the likely impact of gypsy, traveller and showpeople sites on this objective as only option 2 provides any indication as to a potential site location.</p>
<p>To protect and improve surface and groundwater quality</p>	<p>Neutral Not allocating land for sites means that there is greater likelihood of unauthorised sites.</p> <p>However, the groundwater beneath the Borough does not supply drinking water and it is not considered to be</p>	<p>Neutral The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p>	<p>Neutral The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p>	<p>Neutral The groundwater beneath the Borough does not supply drinking water and it is not considered to be particularly susceptible to pollution from surface sources.</p>	<p>This is a neutral factor across the options.</p>

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	<p>particularly susceptible to pollution from surface sources.</p> <p>There is some risk that unauthorised sites may cause some negative impact upon groundwater quality depending on where they are located and pollution is dealt with.</p>				
To minimise water consumption	<p> Not allocating land for sites means that there is greater likelihood of unauthorised sites. There may be some limited scope for planned development to reduce water consumption.</p>	<p> Planning for sites as part of wider SUE schemes provides the greatest potential for linking with Sustainable urban drainage schemes and grey water reclamation due to the economies of scale involved</p>	<p> There may be some limited scope for planned development to reduce water consumption.</p>	<p> There may be some limited scope for planned development to reduce water consumption.</p>	The code for sustainable homes will begin to impact on the energy efficiency of new dwellings by 2013 and code six will be mandatory by 2016. The code requires developers to minimise water consumption and to integrate water recycling as part of development schemes.
To improve air quality	<p> Not allocating land for sites means that there is greater likelihood of unauthorised sites.</p> <p>Not allocating land for gypsy and traveller sites would reduce the potential for gypsy and traveller sites to be located in sustainable locations reducing the need to travel by car.</p>	<p> Planning for sites as part of overall SUEs provides better access to public transport, cycling and walking facilities as well as services and community facilities. There is therefore potential to reduce car use and its impact on air quality. SUE locations may be suitable for showpeople with livestock where suitable sites on the edge of the countryside can be found</p>	<p> Urban locations have better access to public transport, cycling and walking facilities and so there is the potential to reduce car use and its effects upon air quality. These locations may be less well suited to showpeople who maintain livestock.</p>	<p> Rural locations do not have as good access to public transport. Distances to key facilities tend to be longer and less suitable for walking and cycling. More rural locations tend to encourage the use of the private car and its effects on air quality. Sites in rural areas may be more appropriate for showpeople who have livestock</p>	Generally speaking focusing new sites close to existing or proposed services and facilities will lessen the need to travel by private car and this will help to limit air pollution in the borough. It is recognised that showpeople may be more suited to locations in rural locations where they have livestock.
To conserve soil resources and quality	<p> Not allocating land for sites</p>	<p> Allocating sites as part of SUE</p>	<p> Development in urban areas</p>	<p> Performance against this</p>	Option 3 urban concentration performs the best against this criterion.

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	means that there is greater likelihood of unauthorised sites. Not allocating land for sites would mean that there is no scope to locate sites away from the best and most versatile agricultural land.	options may lead to the loss of grade 2 or Grade 3 agricultural land	offers the opportunity for beneficial use of previously developed/contaminated land.	criterion will be dependent upon whether previously developed sites can be found in rural locations. In order to minimise the loss of soil resources and quality.	Options 1 and 2 perform the least well against the objective of conserving soil resources and quality.
To reduce contributions to climate change	 Not allocating land for sites means that there is greater likelihood of unauthorised sites. Not allocating land for gypsy and traveller sites would reduce the potential for gypsy and traveller sites to be located in sustainable locations reducing the need to travel by car.	 Planning for sites as part of overall SUEs provides better access to public transport, cycling and walking facilities as well as services and community facilities. There is therefore potential to reduce car use and its impact on air quality. Planning for a sustainable urban extension provides an opportunity to benefit from economies of scale to further reduce the impact of development on the climate through schemes such as district heating/power, SUDs and grey water recycling SUE locations may be suitable for showpeople with livestock where suitable sites on the edge of the countryside can be found	 Urban locations have better access to public transport, cycling and walking facilities and so there is the potential to reduce car use and its effects upon carbon emissions. The opportunities to benefit from economies of scale in relation to measures to mitigate or adapt to climate change are less obvious than for option 2 These locations may be less well suited to showpeople who maintain livestock.	 Rural locations do not have as good access to public transport. Distances to key facilities tend to be longer and less suitable for walking and cycling. More rural locations tend to encourage the use of the private car and its effects on carbon emissions. Sites in rural areas may be more appropriate for showpeople who have livestock	Option 2 (provision with sustainable urban extensions performs the best against this objective. Option 1 (no provision) performs the worst against the objective of reducing contributions to climate change.
To reduce vulnerability to climate change	 Not allocating land for sites means that there is greater	 Performance against this criterion is dependent upon	 Performance against this criterion is dependent upon	 Performance against this criterion is dependent upon	Option 1 (no provision) performs the worst against the objective of reducing the vulnerability to climate

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	likelihood of unauthorised sites. Not allocating sites for gypsy and traveller sites would remove the scope to locate development away from areas of floodplain.	location in relation to areas of flooding.	location in relation to areas of flooding.	location in relation to areas of flooding.	change. For all the other options performance against this objective depends on location in relation to areas of flooding.
To conserve and enhance the historic and cultural environment	 Not allocating land for sites means that there is greater likelihood of unauthorised sites. Not allocating sites for gypsy and traveller sites would remove the scope to locate development where it minimises the impact upon the historic and cultural environment.	D Performance against this criterion is dependent upon location in relation to historic or cultural assets.	D Performance against this criterion is dependent upon location in relation to historic or cultural assets.	D Performance against this criterion is dependent upon location in relation to historic or cultural assets.	Option 1 (no provision) performs the worst against the objective of conserving and enhancing the historic and cultural environment. For all the other options performance against this objective depends on location in relation to areas of historical and cultural importance.
To increase the re-use of previously developed land and buildings	 Not allocating land for sites means that there is greater likelihood of unauthorised sites. Not allocating sites for gypsy and traveller sites would remove the scope to locate development where it maximises the re-use of brownfield land.	 Development in SUEs is unlikely to make use of any significant previously developed/contaminated land.	 Development in urban areas offers the opportunity for beneficial use of previously developed/contaminated land where this is located in suitable places.	D Performance against this criterion will be dependent upon whether previously developed sites can be found in rural locations.	Option 3 (urban concentration) performs the best against the objective of increasing the re-use of previously developed land and buildings. Options 1 and 2 perform the worst against this objective.
To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	 Not allocating land for sites means that there is greater	 New development will give the opportunity to encourage	 New development will give the opportunity to encourage	 New development will give the opportunity to encourage	Option 1 would perform negatively against the objective of reducing the extraction of minerals. All

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	likelihood of unauthorised sites. These may be found on mineral sites and there is a chance that they could affect the operation of mineral operations or affect sensitive areas or areas landscaped under remediation conditions.	sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	sustainable extraction, re-use and recycling of minerals and aggregates resources through sustainable design and construction techniques.	the other options would not have a significant relationship with this objective.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	 Not allocating land for sites means that there is greater likelihood of unauthorised sites and incidence negligent waste disposal.	 Planned new site provision will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques (see Leading in Design SPD). SUEs provide the greatest opportunity for the local reuse of waste through schemes such as incineration for CHP or district composting.	 Planned new site provision will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques (see Leading in Design SPD). It will be important to ensure that smaller schemes incorporate sustainable practises that help minimise and avoid waste and tap into opportunities that exist near by.	 Planned new site provision will give the opportunity to reduce, re-use and recycle waste through sustainable design and construction techniques (see Leading in Design SPD). It will be important to ensure that smaller schemes incorporate sustainable practises that help minimise and avoid waste. The remoteness of some rural areas may make the collection of waste unsustainable	Option 2 (provision within SUEs) would perform the best against this sustainability objective. Option 1 (no provision) would perform the worst against the objective of managing waste in accordance with the waste hierarchy.
To minimise the use of energy and optimise the use of renewable resources	 Not allocating sites for gypsy, traveller and showpeople sites would remove the scope to reduce energy use and optimise the use of renewable resources through the planning process.	 New development is likely to result in an increase in energy use but this could be minimised through sustainable design and construction. SUE locations provide an opportunity to comprehensively plan for zero carbon development	 New development is likely to result in an increase in energy use but this could be minimised through sustainable design and construction.	 New development is likely to result in an increase in energy use but this could be minimised through sustainable design and construction.	Option 2 (provision within SUEs) would perform the best against this objective of minimising energy use and optimising the use of renewable energy. Option 1 (no provision) would perform the worst against this objective.
To increase the population's access to a full range of public, private, community and voluntary	 Under this option there is a risk that unauthorised sites	 Planning for sites as part of overall SUEs provides the	 Sites located in urban areas are likely to have reasonable	 Rural locations do not have as good access to public	Options 2 and 3 would perform the best against the objective of increasing the

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
services	would result in poor access to basic amenities and services for gypsies, travellers and showpeople.	greatest opportunity to plan for mixed and balanced communities with access to public transport, cycling and walking facilities as well as new services and community facilities.	walking, cycling and public transport access to a full range of services and facilities.	transport. Distances to key facilities tend to be longer and less suitable for walking and cycling.	population's access to a full range of public, private, community and voluntary services. Option 1 would perform the worst against this objective.
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	? Not allocating land for sites means that there is greater likelihood of unauthorised sites. Unauthorised sites can often be found within areas of countryside or on highway verges in remoter parts of the district. As such access to the countryside in these cases is good. However access is not always legal which may lead to problems of trespass and verges present a safety issue for children and traffic. Providing for gypsy and traveller sites in a planned way can ensure that sites are integrated with existing or new open space and for linkages to be made with green infrastructure.	↑ SUE locations provide the best opportunity to plan for a comprehensive development that includes new open space and maximises the potential for linkages to green infrastructure. All SUE locations are within or on the edge of the countryside	D Access to the countryside and public open spaces is dependent upon location.	D Access to the countryside and public open spaces is dependent upon location.	Option 2 (provision within SUEs) would perform the best against the objective of increasing access to the countryside. For options 3 and 4 it would depend on how the policy is implemented. It is not known how option 1 would perform.
To promote a strong community where people feel they have a say in the future	↓ Not allocating sites would mean that there would be no objections to the site development during the LDF	↑ Although there may be the potential for objections from new traveller site provision, planned provision through	↑ Although there may be the potential for objections from new traveller site provision, planned provision through	↑ Although there may be the potential for objections from new traveller site provision, planned provision through	Options 2, 3 and 4 would all have a significantly positive effect against promoting a strong community, where people feel they have a say in the future. Option 1 (no

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	process. There would however be the risk that unauthorised developments would take place, which would decrease community engagement and the capacity of the local community to influence decisions.	the LDF allows for the engagement with the community, and increases capacity to influence decisions.	the LDF allows for the engagement with the community, and increases capacity to influence decisions.	the LDF allows for the engagement with the community, and increases capacity to influence decisions.	provision) would have a significantly negative effect against this objective.
To reduce crime, anti social behaviour and increase community safety	 <p>Not allocating land for sites means that there is greater likelihood of unauthorised sites. This may lead to incidences of anti-social behaviour either from the site or from existing communities opposed to the encampment and an increase in the fear of crime.</p>	 <p>Planning for gypsy, traveller and showpeople as part of a SUE provides an opportunity to integrate them as part of a new community. It would also give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques (see Leading in Design SPD).</p>	 <p>Planned New site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques (see Leading in Design SPD). However, there is less opportunity to overcome prejudice and NIMBYism</p>	 <p>Planned New site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques (see Leading in Design SPD). However, there is less opportunity to overcome prejudice and NIMBYism</p>	Option 2 would perform the best against this objective of reducing crime and antisocial behaviour, whilst option 1 would perform the worst having a significantly negative impact against this objective.
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	 <p>Under this option it is likely that there would be poor access to basic amenities and services for gypsies, travellers and showpeople.</p>	 <p>Under this option it is likely that there would be an opportunity for gypsy and travellers to gain access to venues for culture, media and sport</p>	 <p>Under this option it is likely that there would be an opportunity for gypsy and travellers to gain access to venues for culture, media and sport.</p>	 <p>This option offers less potential to access facilities for culture media and sport, other than by private transport. Planned provision would however offer the potential for sites to be located close to reasonable transport routes, and facilities in smaller settlements.</p>	Options 2 and 3 perform the best against the sustainability objective of increasing access to culture, media and sport. Option 1 would perform the least well against this objective.
To ensure that the housing stock meets the housing needs of all sections of the community	 <p>There is an identified need for gypsy, traveller and showpeople accommodation in the Borough which would</p>	 <p>This option would allow for the planned provision of gypsy and traveller sites to meet and identified need.</p>	 <p>This option would allow for the planned provision of gypsy and traveller sites to meet and identified need.</p>	 <p>This option would allow for the planned provision of gypsy and traveller sites to meet and identified need.</p>	Options, 2, 3 and 4 perform the best against the objective of ensuring that housing needs of all sections of the community are met. Option 1 performs the least well

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	not be met under this option.				against this objective.
To reduce poverty and social exclusion	 <p>It is likely that there would be poor access to basic amenities and services for gypsies, travellers and showpeople, living on unauthorised sites.</p>	 <p>The planned provision of gypsy, traveller and showpeople sites would help to reduce social exclusion. Provision in urban areas offers potential for integration within a new community.</p>	 <p>The planned provision of gypsy, traveller and showpeople sites would help to reduce social exclusion. Provision in urban areas offers potential for integration with the host community although it is accepted that prejudice and NIMBYism will be difficult to overcome in some areas</p>	 <p>The planned provision of gypsy and traveller sites would help to reduce social exclusion. Provision in rural areas offers potential for integration with the host community although it is accepted that prejudice and NIMBYism will be difficult to overcome in some areas.</p>	Option 2 perform the best against the objective of reducing poverty and social exclusion, whilst option 1 would perform the worst and would have a significantly negative impact against this objective.
To increase learning, skills and employability for all sectors of the community	 <p>Under this option it is likely that there would be poor access to basic amenities and services for gypsies, travellers and showpeople.</p>	 <p>Planned provision as part of SUEs will increase the opportunity to access education and employability for all sectors of the gypsy, traveller and showpeople community</p>	 <p>Meeting the identified need within urban areas provides a linkage to a network of existing educational facilities and jobs.</p>	 <p>Meeting the identified need in a dispersed way makes it less likely that all sites will be able to benefit from the same level of access to education, training and jobs without reliance on transportation.</p>	Option 2 perform the best against the objective of increasing learning, skills and employability, whilst option 1 would perform the worst and would have significantly negative impact against this objective.
To increase the vibrancy and viability of settlements	 <p>Not allocating land for sites means that there is greater likelihood of unauthorised sites.</p> <p>Not allocating land for sites would mean that there is no scope to locate and design sites in a way which minimises impact upon the landscape and townscape. Unauthorised encampments may cause resentment amongst the local community</p>	 <p>Planned provision may offer the potential for schemes to be designed and sited to minimise the impact upon settlement identity. Impact upon vibrancy of settlements depends on location</p>	 <p>Planned provision may offer the potential for schemes to be designed and sited to minimise the impact upon settlement identity. Impact upon vibrancy of settlements depends on location.</p>	 <p>Planned provision may offer the potential for schemes to be designed and sited to minimise the impact upon settlement identity. Impact upon vibrancy of settlements depends on location.</p>	Options 2, 3 and 4 would have a marginally positive effect against this objective whilst option 1 would have a significantly negative effect in terms of increasing the vibrancy and viability of settlements.

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
To increase sustainable design and construction	 <p>There is very little opportunity to incorporate sustainable design and construction techniques in unauthorised sites.</p>	 <p>Allocating sites for gypsy, travellers and showpeople will give the opportunity to use sustainable design and construction techniques (see Leading in Design SPD).</p>	 <p>Allocating sites for gypsy, travellers and showpeople will give the opportunity to use sustainable design and construction techniques (see Leading in Design SPD).</p>	 <p>Allocating sites for gypsy, travellers and showpeople will give the opportunity to use sustainable design and construction techniques (see Leading in Design SPD).</p>	Options 2, 3 and 4 perform the best against the objective of increasing sustainable design and construction, whilst option 1 performs the worst and would have a significantly negative impact against this objective,
To increase healthy life styles	 <p>Under this option it is likely that gypsy and travellers would have poor access to services and facilities such as healthcare and leisure facilities which may help to increase healthy lifestyles.</p>	 <p>The allocation of gypsy, traveller and showpeople sites in SUE areas offers greatest potential for access to services and facilities such as healthcare and leisure facilities which may help to increase healthy lifestyles.</p>	 <p>The allocation of gypsy, traveller and showpeople sites in urban areas offers greatest potential for access to services and facilities such as healthcare and leisure facilities which may help to increase healthy lifestyles.</p>	 <p>The allocation of gypsy, traveller and showpeople sites in more dispersed areas offers less potential for access to services and facilities such as healthcare and leisure facilities which may help to increase healthy lifestyles.</p>	Options 2 and 3 would perform the best against this objective and would have a significantly positive impact. Option 1 would have a significantly negative impact and would perform the worst against the objective of increasing healthy lifestyles.
To encourage a sustainable economy	 <p>There is not considered to be a strong link between this objective and the provision of gypsy, traveller and showpeople sites.</p>	 <p>There is not considered to be a strong link between this objective and the provision of gypsy, traveller and showpeople sites.</p>	 <p>There is not considered to be a strong link between this objective and the provision of gypsy, traveller and showpeople sites.</p>	 <p>There is not considered to be a strong link between this objective and the provision of gypsy, traveller and showpeople sites.</p>	There is not considered to be a strong link between this objective and the provision of gypsy, traveller and showpeople sites.
To increase efficient patterns of movement to support a sustainable economy	 <p>Not allocating land for gypsy and traveller sites would reduce the potential for gypsy and traveller sites to be located in sustainable locations which could reduce the need to travel by car. It is noted that showpeople may live and work on the same site for part of the year.</p>	 <p>Allocating sites in SUE areas would maximise the opportunity for journeys to be made by non-car modes of transport, which may help to increase efficient patterns of movement.</p>	 <p>Allocating sites in urban areas would maximise the opportunity for journeys to be made by non-car modes of transport, which may help to increase efficient patterns of movement.</p>	 <p>The location of gypsy and traveller sites in more dispersed locations reduces the potential for modes of transport other than the private car to be used.</p>	Options 2 and 3 would perform the best against this objective and would have a significantly positive impact. Option 1 would have a significantly negative impact and would perform the worst against the objective of increasing efficient patterns of movement to support a sustainable economy.
To reduce disparities in economic performance					There is not considered to be a strong link between this

Gypsy & Traveller Accommodation Provision					
	Option 1 No provision	Option 2 SUE provision	Option 3 Urban concentration Provision	Option 4 Dispersed Provision	Overall Commentary
	There is not considered to be a strong link between this objective and the provision of gypsy and traveller sites.	There is not considered to be a strong link between this objective and the provision of gypsy and traveller sites.	There is not considered to be a strong link between this objective and the provision of gypsy and traveller sites.	There is not considered to be a strong link between this objective and the provision of gypsy and traveller sites.	objective and the provision of gypsy and traveller sites.

APPRAISAL OF TOPIC AREAS ENVIRONMENTAL PERFORMANCE OF NEW BUILDINGS

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of Options

This appraisal considers options for improving the environmental standards of new buildings:

Option 1 represents the minimum environmental standards as required by the Building Regulations and Policy 2 of the Secretary of State's Proposed changes to the draft East Midland Regional Plan.

Option 2 All development would have to conform to the standards that are set out in option 1. In addition to this, for development taking place in sustainable urban extensions or where there are specific locational opportunities to use renewable or low carbon energy generation, there would be higher standards for environmental performance of new buildings.

Renewable & Low Carbon Technology - Environmental Performance of New Buildings			
	Option 1: Secure minimum environmental standards through building regulations and include 10% requirement for energy of major new development to be met through on-site renewable/low carbon energy.	Option 2: In addition to environmental standards set out in option 1 set higher standards for energy performance in sustainable urban extensions/ areas having greater potential for renewable/ low carbon energy generation.	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	 Having 10% requirement for energy of new development to be met through on-site renewable energy may limit localised emissions and contribute towards this objective.	 Having 10% requirement for energy of new development to be met through on-site renewable energy may limit localised emissions. In addition to this encouraging a higher level of environmental performance in certain locations around the borough will contribute towards this objective.	There is no significant difference between the performances of the two options against this sustainability objective.

Renewable & Low Carbon Technology - Environmental Performance of New Buildings			
	Option 1: Secure minimum environmental standards through building regulations and include 10% requirement for energy of major new development to be met through on-site renewable/low carbon energy.	Option 2: In addition to environmental standards set out in option 1 set higher standards for energy performance in sustainable urban extensions/ areas having greater potential for renewable/ low carbon energy generation.	Overall Commentary
To maintain and enhance landscape and townscape character	 Small scale renewable energy installations do have the potential to affect landscape and townscape character, but this is dependent upon how they are designed into the development..	 Small scale renewable energy installations do have the potential to affect landscape and townscape character, but this is dependent upon how they are designed into the development.	There is no significant difference between the performances of the two options against this sustainability objective.
To protect and improve surface and groundwater quality	 Code For Sustainable Homes includes specific credits for surface water run-off.	 Code For Sustainable Homes/BREEAM include specific credits for surface water run-off. Introduction of specific code standards for water run-off would increase performance against this criterion.	There is no significant difference between the performances of the two options against this sustainability objective.
To minimise water consumption	 Code For Sustainable Homes includes specific credits for surface water consumption. Introduction of specific code standards would increase performance against this criterion.	 Code For Sustainable Homes/BREEAM include specific credits for water consumption. Introduction of specific code standards would increase performance against this criterion.	There is no relationship or no significant relationship between the objective and the policy
To improve air quality	 The Code For Sustainable Homes include specific credits for pollution and higher standards for energy/CO2 emissions.	 The Code For Sustainable Homes/BREEAM include specific credits for pollution and higher standards for energy/CO2 emissions. Introduction of higher code standards would increase performance against this criterion.	Option 2 would perform better against this criterion.
To conserve soil resources and quality	 No significant relationship.	 No significant relationship.	There is no relationship or no significant relationship between the objective and the policy options.
To reduce contributions to climate change	 The requirement that 10% of energy requirements should come from on-site renewable energy contributes towards this objective.	 Code For Sustainable Homes/BREEAM include specific credits for pollution and higher standards for energy/CO2 emissions. Introduction of higher code standards would increase performance against this criterion	Option 2 would perform better than option 1 in terms of reducing contributions to climate change.

Renewable & Low Carbon Technology - Environmental Performance of New Buildings			
	Option 1: Secure minimum environmental standards through building regulations and include 10% requirement for energy of major new development to be met through on-site renewable/low carbon energy.	Option 2: In addition to environmental standards set out in option 1 set higher standards for energy performance in sustainable urban extensions/ areas having greater potential for renewable/ low carbon energy generation.	Overall Commentary
To reduce vulnerability to climate change	○ The policy approach goes part of the way towards a climate change adaptation strategy. Other considerations include subsidence risk, provision of shade, and the design of buildings to withstand extreme weather events. The Code for Sustainable Homes includes some credits for aspects of summer cooling and the introduction of a higher code may increase performance against this criterion.	○ The policy approach goes part of the way towards a climate change adaptation strategy. Other considerations include subsidence risk, provision of shade, and the design of buildings to withstand extreme weather events. The Code for Sustainable Homes includes some credits for aspects of summer cooling and the introduction of a higher code may increase performance against this criterion..	There is no relationship or no significant relationship between the objective and the policy
To conserve and enhance the historic and cultural environment	⇓ Small scale renewable energy installations do have the potential to affect the historic and cultural environment, but this is dependent upon how they are designed into new development.	⇓ Small scale renewable energy installations do have the potential to affect the historic and cultural environment, but this is dependent upon how they are designed into new development.	Both options have the potential to have a marginally negative effect against the objective of conserving and enhancing the historic and cultural environment.
To increase the re-use of previously developed land and buildings	○ No significant relationship.	○ No significant relationship.	○ No significant relationship.
To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	○ The Code For Sustainable Homes include specific credits for materials which achieve a Green Guide rating.	○ The Code For Sustainable Homes/BREEAM include specific credits for materials which achieve a Green Guide rating.	○ No significant relationship.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	○ The Code For Sustainable Homes/BREEAM include specific credits for waste and recycling. Introduction of specific higher code standards may increase performance against this criterion.	○ The Code For Sustainable Homes/BREEAM include specific credits for waste and recycling. Introduction of specific higher code standards may increase performance against this criterion	○ No significant relationship.
To minimise the use of energy and optimise the use of renewable resources	↑	↑	Option 2 would perform better than option 1 in terms of minimising the use of energy and

Renewable & Low Carbon Technology - Environmental Performance of New Buildings			
	Option 1: Secure minimum environmental standards through building regulations and include 10% requirement for energy of major new development to be met through on-site renewable/low carbon energy.	Option 2: In addition to environmental standards set out in option 1 set higher standards for energy performance in sustainable urban extensions/ areas having greater potential for renewable/ low carbon energy generation.	Overall Commentary
	Achieving a certain level of energy conservation will become mandatory through building regulations/ Code for Sustainable Homes. It will be important for a policy to refer to the energy hierarchy in order to minimise the use of energy through using sustainable design and construction technologies. Incorporating energy efficient design solutions and incorporate renewable energy requirements is likely to contribute towards this objective.	Achieving a certain level of energy conservation will become mandatory through building regulations/ Code for Sustainable Homes. It will be important for a policy to refer to the energy hierarchy in order to minimise the use of energy through using sustainable design and construction technologies. Setting higher standards for environmental performance in sustainable urban extensions/ areas having greater potential for renewable / low carbon energy generation is likely to contribute greatly towards this objective.	optimising the use of renewable energy.
To increase the population's access to a full range of public, private, community and voluntary services	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To promote a strong community where people feel they have a say in the future	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To reduce crime, anti social behaviour and increase community safety	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase the population's access and opportunity to participate in culture, media and sport in Charmwood	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To ensure that the housing stock meets the housing needs of all sections of the community	 The 10% requirement for energy of new development to be met through on-site renewable energy is set out in the Regional Plan. As development will have to conform to the Regional Plan requiring this approach of a 10% requirement for energy of new	 The introduction of environmental standards through the Core Strategy has the potential to affect the delivery of housing by introducing higher development costs. The Renewable/ Low Carbon Energy Feasibility Study for Charmwood has identified significant	Both options have a marginally positive effect against the objective of ensuring the housing stock meets the housing needs of all sections of the community.

Renewable & Low Carbon Technology - Environmental Performance of New Buildings			
	Option 1: Secure minimum environmental standards through building regulations and include 10% requirement for energy of major new development to be met through on-site renewable/low carbon energy.	Option 2: In addition to environmental standards set out in option 1 set higher standards for energy performance in sustainable urban extensions/ areas having greater potential for renewable/ low carbon energy generation.	Overall Commentary
	development to be met through on-site renewable energy is not considered to impact upon the delivery of housing The Code For Sustainable Homes includes specific credits for lifetime homes including points for accessibility and adaptability.	opportunities within urban extensions for certain types of energy generation. The objective of delivering housing for all sections of the community will depend on how opportunities for low carbon energy generation are utilised. The Code For Sustainable Homes includes specific credits for lifetime homes including points for accessibility and adaptability.	
To reduce poverty and social exclusion	 Requiring sustainable design and construction technologies that incorporate energy will help to reduce energy costs and contribute towards this objective.	 /  /  The introduction of environmental standards through the Core Strategy is likely to increase the number of homes that are energy efficient, and reduce energy costs, improving performance against this sustainability objective. Increased environmental performance may increase the purchase cost of housing, but this is dependent on how costs are passed on through the development process.	Option 2 has the potential to reduce fuel bills for those in poverty, but may make housing more expensive. The difference between the options depends on how policy is implemented.
To increase learning, skills and employability for all sectors of the community	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.
To increase the vibrancy and viability of settlements	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.
To increase sustainable design and construction	 This option is the minimum needed to meet national and regional requirements.	 The introduction of environmental standards through the Core Strategy is likely to increase performance against this sustainability objective. Requiring a higher standard for non-residential buildings is likely to increase performance	Option 2 performs better than option 1 in terms of increasing sustainable design and construction.

Renewable & Low Carbon Technology - Environmental Performance of New Buildings

	Option 1: Secure minimum environmental standards through building regulations and include 10% requirement for energy of major new development to be met through on-site renewable/low carbon energy.	Option 2: In addition to environmental standards set out in option 1 set higher standards for energy performance in sustainable urban extensions/ areas having greater potential for renewable/ low carbon energy generation.	Overall Commentary
To increase healthy life styles	 Providing more affordable warmth through renewable energy generation can increase healthy lifestyles. This option is the minimum needed to meet national and regional requirements.	 Providing more affordable warmth through renewable energy generation can increase healthy lifestyles. The introduction of environmental standards through the Core Strategy is likely to increase performance against this sustainability objective.	Option 2 performs better than option 1 in terms of increasing healthy lifestyles.
To encourage a sustainable economy	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase efficient patterns of movement to support a sustainable economy	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To reduce disparities in economic performance	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship

APPRAISAL OF TOPIC AREAS LARGE SCALE RENEWABLE ENERGY INSTALLATIONS

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)	O	There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of Options

This appraisal considers options for large scale energy installations:

Option 1 would be to have a criteria based policy dealing with such matters as siting, safety, environmental impact and amenity. This would support the national planning policy context.

Option 2 would to have a policy similar in scope to option 1 but more positively worded to indicate clear support for large scale renewable energy, provided the criteria are met.

Renewable & Low Carbon Technology - Large Scale Renewable Energy Installations			
	Option 1: A criteria based policy, but which is not positively worded in support of large-scale renewable energy installations	Option 2 Include positively worded policy for large-scale renewable energy installations	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	<p style="text-align: center;">/D</p> <p>Large scale renewable energy installations; including wind turbines, hydro energy sites and biomass energy all have the potential to negatively affect biodiversity. Impacts may include disruption to the movement of species, possible emission of pollutants and, in the case of hydro sites, changes to hydrological regime of certain habitats.</p> <p>A business as usual approach to large scale renewable energy installations has less potential for a negative effect against this sustainability objective.</p>	<p style="text-align: center;"></p> <p>Large scale renewable energy installations, including wind turbines, hydro energy sites and biomass energy all have the potential to negatively affect biodiversity. Impacts may include disruption to the movement of species, possible emission of pollutants and, in the case of hydro sites, changes to hydrological regime of certain habitats.</p> <p>However, policy approach would only allow for such proposals if negative effects could be adequately mitigated.</p>	Both options would have potential to have marginally negative effect against the objective of maintaining and enhancing biodiversity, flora and fauna. For option 1 it may depend how this approach is implemented.

Renewable & Low Carbon Technology - Large Scale Renewable Energy Installations

	Option 1: A criteria based policy, but which is not positively worded in support of large-scale renewable energy installations	Option 2 Include positively worded policy for large-scale renewable energy installations	Overall Commentary
To maintain and enhance landscape and townscape character	<p>⬇</p> <p>Large scale renewable energy installations, particularly wind turbines, have the potential to have a very significant impact upon townscape and landscape character. Such structures may be visible from a wide area.</p> <p>A business as usual approach to large scale renewable energy installations has less potential for a negative effect against this sustainability objective.</p>	<p>⬇</p> <p>Large scale renewable energy installations, particularly wind turbines, have the potential to have a very significant impact upon townscape and landscape character. Such structures may be visible from a wide area.</p>	Option 2 would have a significantly negative effect against the objective of maintaining and enhancing landscape and townscape character. Option may have a marginally negative effect against this objective.
To protect and improve surface and groundwater quality	<p>D/⬇</p> <p>Hydro energy sites may have the potential to have a negative impact upon surface and groundwater quality. However, policy approach would only allow for such proposals if negative effects could be adequately mitigated.</p> <p>A business as usual approach to large scale renewable energy installations has less potential for a negative effect against this sustainability objective.</p>	<p>D/⬇</p> <p>Hydro energy sites may have the potential to have a negative impact upon surface and groundwater quality. However, policy approach would only allow for such proposals if negative effects could be adequately mitigated.</p>	Both options have potential to have a marginally negative effect against this objective of protecting and improving surface and ground water quality; however this depends on how schemes are implemented.
To minimise water consumption	<p>○</p> <p>No significant impact.</p>	<p>○</p> <p>No significant impact.</p>	<p>○</p> <p>No significant impact</p>
To improve air quality	<p>D/⬇</p> <p>Some forms of renewable / low carbon technology such as biomass/ energy from waste have the potential to negatively affect air quality which would need to be mitigated. Large-scale renewable energy may reduce overall emissions into the air however these might not be felt locally.</p> <p>A business as usual approach to large scale renewable energy installations has less potential for a negative effect against this sustainability objective.</p>	<p>D/⬇</p> <p>Some forms of renewable / low carbon technology such as biomass/ energy from waste have the potential to negatively affect air quality which would need to be mitigated. Large-scale renewable energy may reduce overall emissions into the air however these might not be felt locally.</p>	Both options have potential to have a marginally negative effect against this objective of improving air quality; however this depends on how schemes are implemented.
To conserve soil resources and quality	<p>○</p>	<p>○</p>	<p>○</p>

Renewable & Low Carbon Technology - Large Scale Renewable Energy Installations

	Option 1: A criteria based policy, but which is not positively worded in support of large-scale renewable energy installations	Option 2 Include positively worded policy for large-scale renewable energy installations	Overall Commentary
	No significant relationship.	No significant relationship.	No significant relationship
To reduce contributions to climate change	 A business as usual approach to large scale renewable energy installations has less potential for a positive effect against reducing contributions to climate change.	 A positive policy approach to large scale renewable energy installations can make a significant effect reducing greenhouse gas emissions.	Option 2 would have a significantly positive effect against the objective of reducing contributions to climate change and would perform better than option 1.
To reduce vulnerability to climate change	 New hydro energy sites may affect flooding, but his will be dependent upon the site and the design of the scheme. However, the policy approach would only allow for such proposals if negative effects could be adequately mitigated. A business as usual approach to large scale renewable energy installations has less potential for a negative effect against this sustainability objective.	 New hydro energy sites may affect flooding, but his will be dependent upon the site and the design of the scheme. However, policy approach would only allow for such proposals if negative effects could be adequately mitigated.	Both options have potential to have a marginally negative effect against this objective reducing vulnerability to climate change; however this depends on how schemes are implemented
To conserve and enhance the historic and cultural environment	 Large-scale renewable energy installations do have the potential to affect the historic and cultural environment, but this is dependent upon where they are sited and how they are designed. A business as usual approach to large scale renewable energy installations has less potential for a negative effect against this sustainability objective.	 Large-scale renewable energy installations do have the potential to affect the historic and cultural environment, but this is dependent upon where they are sited and how they are designed.	Both options have the potential to have a significantly negative effect upon the historic and cultural environment, but there is greater potential for negative effects in option 2.
To increase the re-use of previously developed land and buildings	 No significant relationship.	 No significant relationship.	 No significant relationship
To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	 No significant relationship.	 No significant relationship.	 No significant relationship
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	 No significant relationship.	 No significant relationship.	 No significant relationship
To minimise the use of energy and optimise the use of renewable resources			Option 2 would perform better than option 1 against the objective of

Renewable & Low Carbon Technology - Large Scale Renewable Energy Installations			
	Option 1: A criteria based policy, but which is not positively worded in support of large-scale renewable energy installations	Option 2 Include positively worded policy for large-scale renewable energy installations	Overall Commentary
	A business as usual approach to large scale renewable energy installations has less potential for a positive effect against this sustainability objective.	A positive policy approach to large scale renewable energy installations can make a significant contribution towards this sustainability objective.	minimising the use of energy and optimising the use of renewable resources.
To increase the population's access to a full range of public, private, community and voluntary services	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To promote a strong community where people feel they have a say in the future	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To reduce crime, anti social behaviour and increase community safety	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase the population's access and opportunity to participate in culture, media and sport in Charmwood	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To ensure that the housing stock meets the housing needs of all sections of the community	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To reduce poverty and social exclusion	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase learning, skills and employability for all sectors of the community	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase the vibrancy and viability of settlements	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase sustainable design and construction	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To increase healthy life styles	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To encourage a sustainable economy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Renewable & Low Carbon Technology - Large Scale Renewable Energy Installations			
	Option 1: A criteria based policy, but which is not positively worded in support of large-scale renewable energy installations	Option 2 Include positively worded policy for large-scale renewable energy installations	Overall Commentary
	No significant relationship.	No significant relationship.	No significant relationship
To increase efficient patterns of movement to support a sustainable economy	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To reduce disparities in economic performance	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship

APPRAISAL OF TOPIC AREAS CONTROL OVER TOWN CENTRE USES WITHIN LOUGHBOROUGH TOWN CENTRE

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers the options for the use of land and buildings within Loughborough town centre:

Option 1 represents a similar approach to that set out in the adopted Borough of Chamwood Local Plan, which seeks to restrict non-retail uses in key frontages with Loughborough Town Centre. Non retail uses are allowed within this option but this is expressed as not exceeding a certain proportion of the total retail frontage. As a guide, the Local Plan restricts non-retail uses to no more than 20% of certain town centre retail frontages.

Option 2 is a variation of option 1. The approach still seeks to control non retail uses, however the proportion of non-retail uses that would be permissible would be greater slightly greater. As a guide non-retail uses would be permissible on a maximum of 30% of certain town centre retail frontages.

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	○ Major town centre development may be able to contribute towards the provision of improved Green Infrastructure; however having a stricter control over non retail uses within the town centre is unlikely to have a significant relationship to this sustainability objective.	○ Major town centre development may be able to contribute towards the provision of improved Green Infrastructure; however having a more relaxed control over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.	There is no relationship or no significant relationship between the objective and the policy.
To maintain and enhance landscape and townscape character	 /  / D The nature of town centre uses in Loughborough is	 /  / D Having a greater proportion of non-retail uses in	Both options have the potential to have negative and positive effects against the

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
	likely to change which is likely to have an impact upon townscape character. Maintaining the business as usual approach may lead to increased vacancy rates in some locations within the town centre which would affect the townscape character.	core frontages is likely to change the appearance and/ or character of the townscape. The appearance of the units with different uses will depend upon design policies within Core strategy and other Development Plan Documents. The proposed policy may lead to a reduction in vacancy rates in some locations across the town centre, and may provide activity across different parts of the day.	objective of maintaining and enhancing landscape and townscape character. The effects would depend upon how the other issues such as effective design policies.
To protect and improve surface and groundwater quality	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	There is no relationship or no significant relationship between the objective and the policy.
To minimise water consumption	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	There is no relationship or no significant relationship between the objective and the policy.
To improve air quality	<input type="radio"/> No significant relationship. Both approaches will lead to the concentration of town centre uses to Loughborough town centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of improving air quality.	<input type="radio"/> No significant relationship. Both approaches will lead to the concentration of town centre uses to Loughborough town centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of improving air quality.	There is no relationship or no significant relationship between the objective and the policy.
To conserve soil resources and quality	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	There is no relationship or no significant relationship between the objective and the policy
To reduce contributions to climate change	<input type="radio"/> No significant relationship. See comments above on to improve air quality. Policies on sustainable design and managing environmental resources are also relevant.	<input type="radio"/> No significant relationship. See comments above on to improve air quality. Policies on sustainable design and managing environmental resources are also relevant.	There is no relationship or no significant relationship between the objective and the policy
To reduce vulnerability to climate change	<input type="radio"/> No significant relationship. See comments above on to improve air quality. Policies on sustainable design and managing	<input type="radio"/> No significant relationship. See comments above on to improve air quality. Policies on sustainable design and managing	There is no relationship or no significant relationship between the objective and the policy

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
	environmental resources are also relevant.	environmental resources are also relevant.	
To conserve and enhance the historic and cultural environment	D The effect on this objective depends on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through the redevelopment of town centre buildings.	D The effect on this objective depends on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through the redevelopment of town centre buildings.	The effect on conserving and enhancing the historic and cultural environment depends on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through the redevelopment of town centre buildings
To increase the re-use of previously developed land and buildings	↑ The business as usual approach keeps as its focus of new town centre uses within Loughborough town centre, which likely to increase the re-use of previously developed land and buildings.	↑ The intention of this policy is to direct new retail, leisure, cultural activities (and business in Loughborough) activities to Loughborough town centre, and existing District and Local Centres. It is likely that development in these locations will be on previously developed land and buildings. By allowing a greater range of town centre uses within the town centre frontages may encourage better performance against this objective.	Both options have the potential to have a marginally positive effect against the objective of increasing the re-use of previously developed land and buildings.
To minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources	○ No significant relationship.	○ No significant relationship.	○ No significant relationship.
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	○ No significant relationship.	○ No significant relationship.	○ No significant relationship.
To minimise the use of energy and optimise the use of renewable resources	○ No significant relationship.	○ No significant relationship.	○ No significant relationship.
To increase the population's access to a full range of public, private, community and voluntary services	↑/↓ The policy still has as its main aim to support the vitality and viability of Loughborough Town Centre, District and Local Centres. Maintaining stricter control over non-retail uses within core frontages of the town centre may mean that are greater retail opportunities, but may also lead to increased vacancy rates in some locations as the nature of town centre uses in Loughborough's changes over the plan period.	↑/↓ The policy still has as its main aim to support the vitality and viability of Loughborough Town Centre, District and Local Centres. The relaxation of the town centre policy on non-retail for other uses reflects trends in how town centres are used. It may lead to a reduction in retail choice in Loughborough town centre. It may also mean that the town centre is better catered for in non retail uses, and therefore	Both options have the potential to have negative and positive effects against the objective of increasing population's access to a full range of public, private, community and voluntary services.

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
	<p>It may also mean that the town centre is less well catered for in non retail uses, and therefore may not increase the population's access to a full range of public, private, community and voluntary services.</p> <p>The concentration of new town centre uses to Loughborough town centre ensures that such facilities are accessible by foot, cycle and by public transport, and so support this sustainability objective.</p>	<p>may increase the population's access to a full range of public, private, community and voluntary services.</p> <p>The concentration of new town centre uses to Loughborough Town Centre ensures that such facilities are accessible by foot, cycle and by public transport, and so support this sustainability objective.</p>	
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	<p>○</p> <p>Major town centre development may be able to contribute towards the provision of improved green infrastructure; however having stricter controls over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.</p>	<p>○</p> <p>Major town centre development may be able to contribute towards the provision of improved green infrastructure; however having a more relaxed control over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.</p>	<p>○</p> <p>Major town centre development may be able to contribute towards the provision of improved Green Infrastructure; however having a more relaxed control over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.</p>
To promote a strong community where people feel they have a say in the future	<p>○</p> <p>The policy's aim of supporting vital and viable town, District and Local Centres supports the objective of promoting a strong community; however having stricter controls over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.</p>	<p>○</p> <p>The policy's aim of supporting vital and viable town, District and Local Centres supports the objective of promoting a strong community; however having a more relaxed control over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.</p>	<p>○</p> <p>The policy's aim of supporting vital and viable town, district and local centres supports the objective of promoting a strong community; however having a more relaxed control over non retail uses within the town centre is unlikely to have a significant impact relationship to this sustainability objective.</p>
To reduce crime, anti social behaviour and increase community safety	<p>↓ / D</p> <p>Maintaining stricter control over non-retail uses within core frontages of the town centre may mean that there are increased vacancy rates in some locations within the town centre as the nature of town centre uses in Loughborough's change over the plan period. A higher level of vacancy rates may contribute towards a greater fear of crime. Maintaining stricter control over non-retail uses within core frontages of the town centre would not encourage a broader</p>	<p>D / ↑</p> <p>A relaxation of the town centre policy on non-retail for other uses reflects trends in how town centres are used, and may mean that vacancy rates are lower, and thereby reduce the fear of crime in the town centre. Maintaining stricter control over non-retail uses within core frontages of the town centre may encourage a broader evening economy which may reduce fear of crime in the evening.</p>	<p>Option 2 would have a significantly positive effect towards the objective of reducing crime, anti-social behaviour and increasing community safety.</p>

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
	evening economy which may reduce fear of crime in the evening.		
To increase the population's access and opportunity to participate in culture, media and sport in Charnwood	○ No significant relationship.	○ No significant relationship.	○ No significant relationship.
To ensure that the housing stock meets the housing needs of all sections of the community	○ No significant relationship. This policy does not restrict residential development in Loughborough Town Centre, District and Local centres but it does not actively encourage development of housing in these locations.	○ No significant relationship. This policy does not restrict residential development in Loughborough Town Centre, District and Local centres but it does not actively encourage development of housing in these locations.	○ No significant relationship.
To reduce poverty and social exclusion	↓ Maintaining stricter control over non-retail uses within core frontages of the town centre may mean that there are increased vacancy rates as the nature of town centre uses in Loughborough's change over the plan period. It may also mean that the town centre is less well catered for in non retail uses. A stricter control over core retail frontages may prevent certain types of non-retail uses from developing in the town centre, which have the potential to provide employment. A stricter control over town centre uses may have a marginally negative effect against this sustainability objective.	↑ A relaxation of the town centre policy on non-retail for other uses reflects trends in how town centres are used, and may mean that vacancy rates are lower, and may also mean that the town centre has more non retail uses. Such non retail uses have the potential to provide employment. Having more relaxed control over non-retail uses within core frontages of the town centre may have a marginally positive effect against this sustainability objective..	Option 2 would help to promote the vitality and viability of Loughborough town centre, and may mean that more people are employed in the town centre, having a positive effect against the objective of reducing poverty and social exclusion.
To increase learning, skills and employability for all sectors of the community	○ No significant relationship. This policy does not restrict opportunities for education, training and skills training in Loughborough Town Centre, District and Local Centres but it does not actively encourage such activity.	○ No significant relationship. This policy does not restrict opportunities for education, training and skills training in Loughborough Town Centre, District and Local Centres but it does not actively encourage such activity.	○ No significant relationship.
To increase the vibrancy and viability of settlements	↓ The changing nature of town centre uses in Loughborough is likely to have an impact upon the attractiveness of the town centre. Maintaining the	↑ A relaxation of the town centre policy on non-retail uses within the town centre reflects trends in how town centres are used. A more relaxed approach to	Option 2 would have a significantly positive effect in terms of increasing the vibrancy and viability of settlements and would perform better than option 1 which is likely to have a marginally

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
	business as usual approach may reduce opportunities to develop a broader evening economy and may lead to increased vacancy rates in some locations within the town centre which would detract from the attractiveness of the town centre.	non retail uses may increase the range of activities that are on offer, reduce vacancy levels, and develop a broader evening economy which may increase the attractiveness of the town centre.	negative effect against this objective.
To increase sustainable design and construction	○ No significant relationship.	○ No significant relationship.	○ No significant relationship
To increase healthy life styles	○ No significant relationship.	○ No significant relationship.	○ No significant relationship
To encourage a sustainable economy	↓ The changing nature of town centre uses in Loughborough is likely to have an impact upon the attractiveness of the town centre. Maintaining the business as usual approach may reduce opportunities to develop a broader evening economy and may lead to increased vacancy rates in some locations within the town centre which would have a marginally negative effect against this objective.	↑ A relaxation of the town centre policy on non-retail uses within the town centre reflects trends in how town centres are used. A more relaxed approach to non retail uses may increase the range of activities that are on offer, and develop a broader evening economy which may have a marginally positive effect against this objective.	Option 2 would have a significantly positive effect in terms of encouraging a sustainable economy and would perform better than option 1 which is likely to have a marginally negative effect against this objective.
To increase efficient patterns of movement to support a sustainable economy	○ No significant relationship. Both approaches will lead to the concentration of town centre uses to Loughborough town centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of increasing patterns of movement to support a sustainable economy.	○ No significant relationship. Both approaches will lead to the concentration of town centre uses to Loughborough town centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of increasing patterns of movement to support a sustainable economy.	○ No significant relationship.
To reduce disparities in economic performance	↓ A stricter control over core retail frontages may prevent certain types of non-retail uses from developing in the town centre, which have the potential to provide employment. A stricter control over town centre uses may have a marginally negative effect against this sustainability objective.	↑ A relaxation of the town centre policy on non-retail for other uses reflects trends in how town centres are used, and may also mean that the town centre has more non retail uses. Such non retail uses have the potential to provide employment. Having more relaxed control over non-retail uses within core frontages of the town centre may have a marginally	Option 2 would have a marginally positive effect in terms of encouraging a sustainable economy and would perform better than option 1 which is likely to have a marginally negative effect against this objective.

Town Centres & Retail – Control Over Town Centre Uses within Loughborough Town Centre			
	Option 1: Business As Usual - Strict control, over non-retail uses within core frontages of Loughborough Town Centre	Option 2: Relax the current approach set out in the local plan and allow a greater proportion of non-retail uses in Loughborough Town Centre	Overall Commentary
		positive effect against this sustainability objective.	

APPRAISAL OF TOPIC AREAS PROVISION OF NEW COMPARISON RETAIL FLOORSPACE

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers the options for the provision of new comparison (clothing, footwear, household and recreational goods) floorspace across Charnwood:

Option 1 represents a business as usual approach in which the tests in Planning Policy Statement 6 (Planning for Town Centres) are applied. There is no policy approach of focussing new comparison floor space on Loughborough Town Centre.

Option 2 sets out an approach in which new comparison retail floor space is focussed on Loughborough Town Centre. The approach reflects recommendations in the Charnwood Retail and Town Centre Study 2008 which seeks to maintain Loughborough Town Centre's position in the national / regional retail hierarchy in the face of increasing competition from larger centres. Provision for new comparison floor space would be permissible in some District Centres where there was a proven need to in order to address concerns over vitality and viability. The Charnwood Retail and Town Centre Study highlights those District Centres where there are concerns over vitality and viability.

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	Neutral Major town centre development may be able to contribute towards the provision of improved Green Infrastructure.	Neutral Major town centre development may be able to contribute towards the provision of improved Green Infrastructure	This is a neutral factor across both options.
To maintain and enhance landscape and townscape character	 /  Spreading retail development across Loughborough town centre and across District Centres allows the potential for redevelopment opportunities across the borough.	 /  The focussing of new retail provision in Loughborough Town Centre may encourage redevelopment of sites within the town centre, maintaining and enhancing the	Both approaches have the potential for marginally negative or marginally positive effects in terms of maintaining or enhancing landscape or townscape character.

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
	Increasing pressures from larger competing centres such as Nottingham and Leicester may mean that spreading new retail development more widely may mean Loughborough is less able to compete against these higher order cities, and therefore limit redevelopment opportunities.	character of the townscape. Focussing new retail development away from existing District Centres may limit potential for redevelopment in District Centres. It may be more difficult to maintain and enhance townscape character in these locations.	
To protect and improve surface and groundwater quality	<input type="radio"/> No significant relationship	<input type="radio"/> No significant relationship	<input type="radio"/> No significant relationship
To minimise water consumption	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To improve air quality	 Allowing for retail development to be more widely distributed around the Borough may reduce the distances that people will need to travel to carry out their shopping. District Centres are however generally speaking less well served by public transport, and provide less opportunity for linked trip to be made. The approach allows for significant retail development to take place in Loughborough Town Centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of improving air quality.	 Opportunities for access by different forms of transport are greater in Loughborough Town Centre than elsewhere in the Borough. There are also opportunities for a greater range of shopping and linked trips to be made, and so support the objective of improving air quality.	Both options have the potential to have both positive and negative effects in terms of improving air quality. Option 2 has the greatest potential to reduce the use of the car, and has the potential to improve air quality.
To conserve soil resources and quality	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship.	<input type="radio"/> No significant relationship
To reduce contributions to climate change	 See comments above on to improve air quality. Policies on sustainable design and managing environmental resources are also relevant.	 See comments above on to improve air quality. Policies on sustainable design and managing environmental resources are also relevant.	Both options have the potential to have both positive and negative effects in terms of reducing contributions to climate change. Option 2 has the greatest potential to reduce the use of the car, and has the potential to reduce contributions to climate change.
To reduce vulnerability to climate change	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
	No significant relationship.	No significant relationship.	No significant relationship
To conserve and enhance the historic and cultural environment	<p>↑ / ↓</p> <p>The effect on this objective depends on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through the redevelopment of town centre buildings.</p> <p>Spreading retail development across Loughborough Town Centre and across District Centres allows the potential for enhancement of the historic and cultural environment across the borough through redevelopment opportunities.</p> <p>Increasing pressures from larger competing centres such as Nottingham and Leicester may mean that spreading new retail development more widely may mean Loughborough is less able to compete against these higher order cities, and therefore limit redevelopment opportunities, and therefore potential enhancements to the historic and cultural environment in Loughborough.</p>	<p>↑ / ↓</p> <p>The effect on this objective depends on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through the redevelopment of town centre buildings.</p> <p>The focussing of new retail provision in Loughborough Town Centre may encourage redevelopment of sites within the town centre, with potential for enhancing the historic and cultural environment.</p> <p>Focussing new retail development away from existing District Centres may limit potential for redevelopment in District Centres. It may be more difficult therefore to secure enhancement to the historic and cultural environment.</p>	Both options would have the potential to have either marginally negative or marginally positive effects against the objective of conserving or enhancing the historic and cultural environment.
To increase the re-use of previously developed land and buildings	<p>↑</p> <p>The intention of this policy is to direct new retail, leisure, cultural activities (and business in Loughborough) activities to Loughborough Town Centre, and existing District and Local Centres. It is likely that development in these locations will be on previously developed land and buildings.</p>	<p>↑</p> <p>The intention of this policy is to direct new retail, leisure, cultural activities (and business in Loughborough) activities to Loughborough Town Centre, with limited development in existing District and Local Centres. It is likely that development in these locations will be on previously developed land and buildings.</p>	Both options have similar potential to increase the re-use of previously developed land and buildings.
To minimise the extraction of new & increase the re-use of recycled minerals and aggregates resources	<p>○</p> <p>No significant relationship</p>	<p>○</p> <p>No significant relationship</p>	<p>○</p> <p>No significant relationship</p>
To manage waste in accordance with the waste hierarchy in all sectors (i.e. household, commercial and industrial)	<p>○</p> <p>No significant relationship</p>	<p>○</p> <p>No significant relationship</p>	<p>○</p> <p>No significant relationship</p>

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
To minimise the use of energy and optimise the use of renewable resources	○ No significant relationship	↑ The focussing of retail development into Loughborough Town Centre may increase the potential for Combined Heat and Power by having schemes that are large enough for this technology to be viable.	Option 2 may have some potential to minimise the use of energy and optimise the use of renewable sources, and may have a marginally positive effect against this objective.
To increase the population's access to a full range of public, private, community and voluntary services	↑ / ↓ Allowing for retail development to be more widely distributed around the Borough may reduce the distances that people will need to travel to carry out their shopping. District Centres are however generally speaking less well served by public transport, and provide less opportunity for linked trips to be made. The Chamwood Retail and Town Centre Study indicates that generally speaking District Centres within the Borough are in good health and serving the needs of their local population. The exceptions are Sileby and Shepshed which may require support for their retail function. The approach allows for significant retail development to take place in Loughborough Town Centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of increasing the population's access to a full range of public, private, community and voluntary services.	↑ / ↓ Opportunities for access by different forms of transport are greater in Loughborough town centre than elsewhere in the Borough. There are also opportunities for a greater range of shopping and linked trips to be made, and so support the objective of increasing the population's access to a full range of public, private, community and voluntary services. The Chamwood Retail and Town Centre Study indicates that generally speaking District Centres within the Borough are in good health and serving the needs of their local population. The exceptions are Sileby and Shepshed which may require support for their retail function. The policy approach needs to allow for retail development which would help to support the retail provision within Shepshed and Sileby.	Both options have the potential to have both positive and negative effects against the objective of increasing the population's access to a full range of public, private, community and voluntary services. Option 2 has potential for a significantly positive effect towards this objective.
To increase access to the countryside, public open spaces and semi urban environments (eg parks)	Neutral Major town centre development may be able to contribute towards the provision of improved green infrastructure.	Neutral Major town centre development may be able to contribute towards the provision of improved green infrastructure.	Neutral Major town centre development may be able to contribute towards the provision of improved green infrastructure
To promote a strong community where people feel they have a say in the future	Neutral The policy's aim of supporting vital and viable town, District and Local Centres supports the objective of promoting a strong community.	Neutral The policy's aim of supporting vital and viable town, District and Local Centres supports the objective of promoting a strong community.	Neutral The policy's aim of supporting vital and viable town, district and local centres supports the objective of promoting a strong community.

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
To reduce crime, anti social behaviour and increase community safety	Neutral The policy recognises the part of maintaining and enhancing Loughborough town centre and district centres as the focus for retailing, leisure and cultural activities (and business in Loughborough) is working with relevant partners to ensure that a safe environment is provided.	Neutral The policy recognises the part of maintaining and enhancing Loughborough town centre and district centres as the focus for, leisure and cultural activities (and retailing and business in Loughborough) is working with relevant partners to ensure that a safe environment is provided.	Neutral The policy recognises the part of maintaining and enhancing Loughborough town centre and district centres as the focus for, leisure and cultural activities (and retailing and business in Loughborough) is working with relevant partners to ensure that a safe environment is provided.
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	Neutral Many cultural and media activities tend to be focussed on Loughborough town centre, but can also be found elsewhere in the borough. Sporting activities tend to be more evenly spread across the borough. The policy's aim of supporting vital and viable town, District and Local centres supports the objective of increasing the population's access and opportunity to participate in culture, media and sport in Chamwood.	Neutral Many cultural and media activities tend to be focussed on Loughborough town centre, but can also be found elsewhere in the borough. Sporting activities tend to be more evenly spread across the borough. The policy's aim of supporting vital and viable town, District and Local Centres supports the objective of increasing the population's access and opportunity to participate in culture, media and sport in Chamwood.	Neutral Many cultural and media activities tend to be focussed on Loughborough town centre, but can also be found elsewhere in the borough. Sporting activities tend to be more evenly spread across the borough. The policy's aim of supporting vital and viable town, district and local centres supports the objective of increasing the population's access and opportunity to participate in culture, media and sport in Chamwood.
To ensure that the housing stock meets the housing needs of all sections of the community	Neutral This policy does not restrict residential development in Loughborough Town Centre, District and Local Centres but it does not actively encourage development of housing in these locations.	Neutral This policy does not restrict residential development in Loughborough town centre, district and local centres but it does not actively encourage development of housing in these locations.	Neutral This policy does not restrict residential development in Loughborough Town Centre, District and Local Centres but it does not actively encourage development of housing in these locations
To reduce poverty and social exclusion	 Allowing for retail development to be more widely distributed around the Borough may reduce the distances that people will need to travel to carry out their shopping. District centres are however generally speaking less well served by public transport, and provide less opportunity for linked trip to be made. The approach allows for significant retail development to take place in Loughborough Town Centre ensuring that such facilities are accessible by foot, cycle and by public	 Opportunities for access by different forms of transport are greater in Loughborough town centre than elsewhere in the Borough. There are also opportunities for a greater range of shopping and linked trips to be made. Not allowing significant development to take place in district centres may limit the access for shopping in some parts of the borough.	Both policy approaches have the potential to have positive and negative effects in terms of reducing poverty and social exclusion.

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
	transport, and so allow access across the whole of the community.		
To increase learning, skills and employability for all sectors of the community	Neutral This policy does not restrict opportunities for education, training and skills training in Loughborough town centre, District and Local Centres but it does not actively encourage such activity	Neutral This policy does not restrict opportunities for education, training and skills training in Loughborough Town Centre, District and Local Centres but it does not actively encourage such activity.	Neutral This policy does not restrict opportunities for education, training and skills training in Loughborough town centre, district and local centres but it does not actively encourage such activity
To increase the vibrancy and viability of settlements	 Maintaining and enhancing Loughborough Town Centre, District Centres and Local Centres as the focus for retailing, leisure and cultural activities (and business in Loughborough) through measures set out in the policy will contribute towards this objective. Loughborough's vibrancy and viability may be affected by growth in higher order centres such as Nottingham and Leicester. The approach allows for the concentration of town centre uses in locations more accessible by public transport, walking and cycling, and therefore the likelihood of reduced car use is increased and so there is the potential for a reduction in traffic congestion. The Chamwood Retail and Town Centre Study indicates that generally speaking District Centres within the Borough are in good health and serving the needs of their local population. The exceptions are Sileby and Shepshed which may require support for their retail function. The policy approach allows for retail development which would help to support the retail provision within Shepshed and Sileby.	 Focussing significant new retail development in Loughborough town centre promotes its vibrancy and viability, particularly in relation to competing larger higher order centres such as Leicester and Nottingham. Focussing significant new retail development at Loughborough may limit the potential to increase the vibrancy and viability of settlements in other parts of the borough. Concentrating town centre uses in locations more accessible by public transport, walking and cycling, and therefore the likelihood of reduced car use, is increased and so there is the potential for a reduction in traffic congestion. The Chamwood Retail and Town Centre Study indicates that generally speaking District Centres within the Borough are in good health and serving the needs of their local population. The exceptions are Sileby and Shepshed which may require support for their retail function. The policy approach allows for retail development which would help to support the retail provision within Shepshed and Sileby.	Both policy approaches have the potential to have positive effects against this objective. Overall option 2 performs better, as it allows the maximum opportunity to sustain the vibrancy and viability of Loughborough Town Centre, whilst allowing for development in those District Centres which have weaker vitality and viability.
To increase sustainable design and construction	○ No significant relationship.	○ No significant relationship.	○ No significant relationship

Town Centres & Retail – Provision of New Comparison Retail Floorspace			
	Business As Usual Option 1 Focussing new retail floorspace on Loughborough town centre and district centres	Option 2 Significant new comparison retail development is focussed on Loughborough town centre and less to district centres	Overall Commentary
To increase healthy life styles	○ No significant relationship.	○ No significant relationship.	○ No significant relationship
To encourage a sustainable economy	↑ Maintaining and enhancing Loughborough Town Centre, District and Local Centres as the focus for retailing, leisure, and cultural activities (and business in Loughborough) will contribute towards the economic base of Chamwood.	↑ Maintaining and enhancing Loughborough Town Centre, District and Local Centres as the focus for leisure, and cultural activities (and comparison retail and business in Loughborough) will contribute towards the economic base of Chamwood.	Option 2 would perform better against the sustainability objective of encouraging a sustainable economy
To increase efficient patterns of movement to support a sustainable economy	↑ / ↓ Allowing for retail development to be more widely distributed around the Borough may reduce the distances that people will need to travel to carry out their shopping. District Centres are however generally speaking less well served by public transport, and provide less opportunity for linked trip to be made. The approach allows for significant comparison retail development to take place in Loughborough Town Centre ensuring that such facilities are accessible by foot, cycle and by public transport, and so support the objective of increasing efficient patterns of movement to support a sustainable economy	↑ / ↓ Opportunities for access by different forms of transport are greater in Loughborough Town Centre than elsewhere in the Borough. There are also opportunities for a greater range of shopping and linked trips to be made, and so support the objective of improving air quality.	Both options have the potential to have both positive and negative effects in terms of increasing efficient patterns of movement to support a sustainable economy. Option 2 has the greatest potential to reduce the use of the car, and has the potential to have a significantly positive effect against this objective..
To reduce disparities in economic performance	↑ Maintaining and enhancing Loughborough Town Centre, District and Local Centres as the focus for retailing, leisure, and cultural activities (and business in Loughborough) will contribute towards the economic base of Chamwood. Concentrating such activities in locations more accessible by public transport, walking and cycling will make it easier for those without a car to access these services.	↑ Maintaining and enhancing Loughborough Town Centre, District and Local centres as the focus for leisure, and cultural activities (and comparison retail and business in Loughborough) will contribute towards the economic base of Chamwood.	Both options would have a marginally positive effect against the objective of reducing disparities in economic performance.

APPRAISAL OF TOPIC AREAS STUDENT HOUSING PROVISION IN LOUGHBOROUGH

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of Options

This appraisal considers the options for the provision of student housing in Loughborough:

Option 1 Under this option the university would be the primary location for new purpose built student accommodation. One means that this could be achieved would be to require the university to develop student accommodation in proportion to the development of academic and ancillary floor space.

Option 2 Under this option the university is not the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.

Option 3: Under this option the university is not the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). Any new purpose built student accommodation not provided by the university would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.

Student Housing Provision in Loughborough				
OBJECTIVE	<p>Option 1: University is the <u>primary</u> location for new purpose built accommodation</p>	<p>Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.</p>	<p>Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.</p>	Overall Commentary

Student Housing Provision in Loughborough

OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
To maintain and enhance biodiversity, flora & fauna	D There is potential for biodiversity on brownfield and greenfield locations. Potential effects against this sustainability objective depend on the specific location.	D There is potential for biodiversity on brownfield and greenfield locations. Potential effects against this sustainability objective depend on the specific location.	D There is potential for biodiversity on brownfield and greenfield locations. Potential effects against this sustainability objective depend on the specific location.	All of the options may have effects against this objective, but this would be dependent upon location.
To maintain and enhance landscape and townscape character	↓/D This option has greater potential for green field development, and greater potential to affect landscape character. All new development will be expected to comply with design policies and be designed to be sensitive to landscape and townscape character.	↓/D This option has less potential for green field development and less potential to affect landscape character. All new purpose built student accommodation will be expected to comply with design policies and be designed to be sensitive to landscape and townscape character. This option may involve more unmanaged student accommodation compared to option 1, and so this option has less scope to ensure good design through the planning process.	↓/D This option may involve greenfield development and has some potential to affect landscape character. All new development will be expected to comply with design policies and be designed to be sensitive to landscape and townscape character. This option may involve more unmanaged student accommodation compared to option 1, and so this option has less scope to ensure good design through the planning process.	Option 1 performs the best. 1 for greenfield development which has the potential to have a negative effect upon landscape character Options 2 and 3 may involve more unmanaged student accommodation compared to option 1, and so option 2 and 3 have less scope to ensure good design through the planning process.
To protect and improve surface and groundwater quality	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy options.
To minimise water consumption	↑ New build schemes provide more opportunity to respond to this objective This option has the greatest potential for new build	○ There is no relationship or no significant relationship between the objective and the policy.	○ There is no relationship or no significant relationship between the objective and the policy.	New build schemes provide more opportunity to respond to this objective. Options 1 and 2 have no significant relationship to this objective, whilst option 1 has the

Student Housing Provision in Loughborough				
OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
	schemes, and so may have a marginally positive effect towards the objective.			potential for a marginally positive effect towards the objective.
To increase air quality	 This option would allow the potential for walking and cycling, and there would be good access to public transport provision within Loughborough.	 Option 2 with more dispersed provision from performs less well against this sustainability objective.	 This option would allow the potential for walking and cycling, and there would be good access to public transport provision within Loughborough.	With more student provision on campus there would be more trips into town. With more student provision in town means there would more trips to campus. The key will be provision of high quality public transport links. Transport links between the University and the town centre tend to be better than to other parts of Loughborough and so option 2 with more dispersed provision performs less well against this sustainability objective.
To conserve soil resources and quality	 Option 1 is likely to have the greatest potential to affect greenfield locations, and has the potential to have a marginally negative effect against this sustainability objective.	 This option has less potential to affect greenfield locations and so may have a marginally positive effect against this sustainability objective.	 This option has less potential to affect greenfield locations and so may have a marginally positive effect against this sustainability objective.	Option 1 has the greatest potential to affect greenfield locations and so performs less well than the other two options in terms of its effect upon conserving soil resources and quality.
To reduce contributions to climate change	 This option would allow the potential for walking and cycling, and	 Option 2 with more dispersed provision from performs less well against this	 This option would allow the potential for walking and cycling, and there would be good access to	With all options there is the potential for walking and cycling as a means of transport. With more student

Student Housing Provision in Loughborough				
OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
	there would be good access to public transport provision within Loughborough.	sustainability objective.	public transport provision between the campus and the town centre.	provision on campus there would be more trips into town. With more student provision in town means there would more trips to campus. The key will be provision of high quality public transport links. Public transport links between the University and the town centre tend to be better than to other parts of Loughborough and so option 2 with more dispersed provision performs less well against this sustainability objective.
To reduce vulnerability to climate change	 <p>New build accommodation has greater potential to be designed to mitigate against the effects of climate change. There is a higher flood risk in the town centre than on the campus, and therefore increased vulnerability to climate change.</p>	 <p>New build accommodation has greater potential to be designed to mitigate against the effects of climate change. There is a higher flood risk in the town centre than on the campus, and therefore increased vulnerability to climate change.</p>	 <p>New build accommodation has greater potential to be designed to mitigate against the effects of climate change. There is a higher flood risk in the town centre than on the campus, and therefore increased vulnerability to climate change.</p>	New build accommodation has greater potential to be designed to mitigate against the effects of climate change. There is a higher flood risk in the town centre than on the campus, and therefore increased vulnerability to climate change. Options 2 and 3 therefore perform less well against this sustainability objective.
To conserve & enhance the historic and cultural				Options 2 and 3 provide greater potential to involve

Student Housing Provision in Loughborough				
OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
environment	The university campus contains a more limited number of historic buildings compared to the town centre.	Options 2 and 3 provide greater potential to involve the re-use and adaptation of the existing building stock, and may provide scope to provide an appropriate economical use for the historic and cultural environment.	Options 2 and 3 provide greater potential to involve the re-use and adaptation of the existing building stock, and may provide scope to provide an appropriate economical use for the historic and cultural environment	the re-use and adaptation of the existing building stock, and may provide scope to provide an appropriate economical use for features within the historical and cultural environment.
To increase the reuse of previously developed land and buildings	 This option is likely to involve the greater use of greenfield land.	 This option is likely to involve greater use of previously developed land and buildings.	 This option is likely to involve greater use of previously developed land and buildings.	Options 2 and 3 perform better as there is greater potential for the reuse of previously developed land and buildings.
To minimise the extraction of new & increase the re-use and recycling of minerals and aggregates resources	 New build provides the opportunity to use recycled materials but using existing housing reduces the need to use resources.	 New build provides the opportunity to use recycled materials but using existing housing reduces the need to use resources.	 New build provides the opportunity to use recycled materials but using existing housing reduces the need to use resources.	New build provides the opportunity to use recycled materials but using existing housing reduces the need to use resources.
To manage waste in accordance with the waste hierarchy in all sectors (ie. household, commercial and industrial)				All options provide some scope for such facilities.
To minimise the use of energy and optimise the use of renewable resources	 This option is likely to involve more new build where there is greater scope to minimise energy and optimise use of renewable resources.	 There is some scope to through new build construction to minimise energy and optimise use of renewable resources.	 There is some scope to through new build construction to minimise energy and optimise use of renewable resources.	There is greater scope to minimise energy and optimise use of renewable resources where new build is involved irrespective of location.

Student Housing Provision in Loughborough

OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
To increase the population's access to a full range of appropriate public, private, community and voluntary services	D	D	D	For all locations it will depend on quality of access to town centre (from the University) and the University (from the town centre). Creating a critical mass of students could help provide services specifically for them. Accommodating students within the town could also help support existing facilities.
To increase access to the countryside, open spaces and semi urban environments (eg parks)	 <p>Option 1 is likely to involve more purpose built accommodation which has greater potential be located close to the green infrastructure network and also provides greater opportunity for the green infrastructure network to be enhanced.</p>	 <p>Option 2 is likely to involve less purpose built accommodation and so there is less potential for development to be located close to the green infrastructure network and also there is less opportunity for the green infrastructure network to be enhanced.</p>	 <p>Option 3 is likely to involve less purpose built accommodation and so there is less potential for development to be located close to the green infrastructure network and also there is less opportunity for the green infrastructure network to be enhanced.</p>	Planned new purpose built accommodation has greater potential be located close to the green infrastructure network and also to provide greater opportunities for the green infrastructure network to be enhanced.
To promote a strong community where people feel they have a say in the future	 <p>Provision of facilities on campus or in dedicated accommodation would help create a strong student community.</p>	 <p>This option would involve less purpose built student accommodation than option 1. A greater concentration of students in unmanaged accommodation might work against this objective in affected areas by creating a transitory population.</p>	 <p>This option would involve less purpose built student accommodation than option 1; however purpose built accommodation would be focussed on the town centre as part of mixed use schemes. This option has the potential to reduce the transitory population in more residential parts of Loughborough, and would enable schemes to have year round activity, contributing towards a</p>	Options 1 and 3 have significant positive impact on this objective and option 2 would have a marginally positive effect. Provision of facilities on campus or in dedicated accommodation would help create a strong student

Student Housing Provision in Loughborough				
OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
			stronger community.	community. A greater concentration of students in unmanaged accommodation might work against this objective in affected areas by creating a transitory population.
To reduce crime, anti social behaviour and increase community safety	 Provision of facilities on campus or in dedicated accommodation would help create a strong student community, and would reduce the transitory community in communities in Loughborough.	 This option would involve less purpose built student accommodation than option 1. A greater concentration of students in unmanaged accommodation might work against this objective in affected areas by creating a transitory population.	 Purpose built accommodation would be focussed on the town centre as part of mixed use schemes. This option has the potential to reduce the transitory population in other parts of Loughborough, enable schemes to have year round activity, thereby reducing crime, anti social behaviour and increase community safety.	Options 1 and 3 would have a significantly positive impact against the objective of reducing crime, anti social behaviour and increase community safety.
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood				Cultural, media and sporting opportunities exist across the town and on the university campus.
To ensure that the housing stock meets the housing needs of all sections of the community				Option 1 would involve more purpose built accommodation and would help to free up the existing housing stock for non-students.
To reduce poverty and social exclusion				There is no relationship or no significant relationship between the objective and the policy area.

Student Housing Provision in Loughborough				
OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
To increase learning, skills and employability for all sections of the community	 Purpose built accommodation might be used by others during holidays enabling them to access courses etc at the University.	 There is no relationship or no significant relationship between the objective and the policy	 There is no relationship or no significant relationship between the objective and the policy	Option 1 may have the potential for dual use of new purpose built accommodation, but this would depend on how the proposals were implemented.
To increase the vibrancy and viability of settlements	 This option has the greatest potential to reduce the transitory population in residential areas of the town, which can have a positive effect upon the vibrancy and viability of Loughborough.	 This option has the least potential to reduce the transitory population in residential areas of the town, which may have a marginally negative effect upon the vibrancy and viability of Loughborough.	 This option has potential to reduce the transitory population in residential areas of the town and would help in the mixed use regeneration of the town centre.	Reducing student presence in residential areas might increase satisfaction in these areas.
To increase sustainable design and construction				Option 1 performs better than options 2 and 3. There is greater scope increase sustainable design and construction where new build is involved irrespective of location.
To increase healthy lifestyles	 Being located next to the green infrastructure network is likely to help to increase healthy lifestyles. Option 1 is likely to involve more purpose built accommodation which has greater potential be located close to the green infrastructure network and also provides greater	 Being located next to the green infrastructure network is likely to help to increase healthy lifestyles Option 2 is likely to involve less purpose built accommodation and so there is less potential for development to be located close to the green infrastructure network and also there is less opportunity for the	 Being located next to the green infrastructure network is likely to help to increase healthy lifestyles. Option 3 is likely to involve less purpose built accommodation and so there is less potential for development to be located close to the green infrastructure network and also there is less opportunity for the green infrastructure network to be enhanced.	Option 1 has greater potential to increase healthy lifestyles than the other two options as there is greater potential be located close to the green infrastructure network and greater opportunity for the green infrastructure network to be enhanced

Student Housing Provision in Loughborough				
OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
	opportunity for the green infrastructure network to be enhanced.	green infrastructure network to be enhanced.		
To encourage a sustainable economy	↑	↑	↑	Option 3 has to potential to regenerate of the town centre, as part of mixed schemes redevelopment opportunities. There is less potential in options 1 and 2.
To encourage efficient patterns of movement to support a sustainable economy	↑ This option would allow the potential for walking and cycling, and there would be good access to public transport provision within Loughborough.	D/↓/↑ Option 2 with more dispersed provision from performs less well against this sustainability objective.	↑ This option would allow the potential for walking and cycling, and there would be good access to public transport provision between the campus and the town centre.	With all options there is the potential for walking and cycling as a means of transport. With more student provision on campus there would be more trips into town. With more student provision in town means there would more trips to campus. The key will be provision of high quality public transport links. Public transport links between the University and the town centre tend to be better than to other parts of Loughborough and so option 2 with more dispersed provision performs less well against this sustainability objective.
To reduce disparities in	Neutral	Neutral	Neutral	Performance against this

Student Housing Provision in Loughborough

OBJECTIVE	Option 1: University is the <u>primary</u> location for new purpose built accommodation	Option 2: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). There would be no focus for new purpose built student accommodation.	Option 3: University is <u>not</u> the primary location for new purpose built student accommodation. This would mean that a greater proportion of student accommodation would be provided outside the campus (both purpose built and unmanaged accommodation). New purpose built student accommodation would be focussed on the town centre where it is part of a mixed use scheme, which contributes to the regeneration of the town centre.	Overall Commentary
economic performance				objective is neutral across all options

APPRAISAL OF TOPIC AREAS EMPLOYMENT PROVISION

Key to Matrices

	Significant negative effect (i.e. a move away from the objective)		Significant positive effect (i.e. a move towards the objective)	D	Effect depends on how the policy is implemented (one form of uncertainty)		There is no relationship or no significant relationship between the objective and the policy
	Marginal negative effect (i.e. a move away from the objective)		Marginal positive effect (i.e. a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect Effects are permanent if this symbol is not used.
Neutral	Performance against this objective is neutral across all options						

Description of the Options

This appraisal considers the options around the provision of employment land in Charnwood.

Option 1 Under this option no further land would be allocated for employment. Since there is an oversupply of offices in the Borough and industrial and warehousing supply appears to be in balance with forecast demand, it could be argued there is no need for further employment land.

Option 2 Under this option employment land would be allocated and distributed as recommended by the Leicester and Leicestershire Housing Market Area Employment Land Study.

Option 3 Under this option land would be allocated and as recommended by the Leicester and Leicestershire Housing Market Area Employment Land Study and it would be distributed within existing settlements concentrating it in urban areas.

Option 4 Under this option land would be allocated as recommended by the Leicester and Leicestershire Housing Market Area Employment Land Study and distributed within all existing settlements.

Employment Provision					
Objective	Option 1: No provision	Option 2: Allocate land and distribute it, as recommended by the Leicester and Leicestershire HMA Employment Land Study, focussing on SUE locations	Option 3: Allocate land as recommended by the Leicester and Leicestershire HMA Employment Land Study and distribute it within existing settlements concentrating it in urban areas	Option 4: Allocate land as recommended by the Leicester and Leicestershire HMA Employment Land Study and distribute it within all existing settlements in accordance with the proposed settlement hierarchy, as per settlement hierarchy.	Overall Commentary

Employment Provision					
Objective	Option 1: No provision	Option 2: Allocate land and distribute it, as recommended by the Leicester and Leicestershire HMA Employment Land Study, focussing on SUE locations	Option 3: Allocate land as recommended by the Leicester and Leicestershire HMA Employment Land Study and distribute it within existing settlements concentrating it in urban areas	Option 4: Allocate land as recommended by the Leicester and Leicestershire HMA Employment Land Study and distribute it within all existing settlements in accordance with the proposed settlement hierarchy, as per settlement hierarchy.	Overall Commentary
To maintain and enhance biodiversity, flora and fauna	↑ Not allocating land for employment means less land would be required overall and the impact on this objective would be less.	D It is recognised that development will have an impact on biodiversity, flora and fauna. However, this can be mitigated.	D It is recognised that development will have an impact on biodiversity, flora and fauna. However, this can be mitigated.	D It is recognised that development will have an impact on biodiversity, flora and fauna. However, this can be mitigated.	Option 1 is the better option as it would have the least impact on biodiversity, flora and fauna. However this needs to be balanced against the requirement for further employment sites and in this context options 2 to 4 would be present a similar impact depending on the site specific biodiversity, flora and fauna present.
To maintain and enhance landscape and townscape character	D Not allocating land for employment sites means that there is less opportunity to create mixed and balanced developments that can improve townscape and landscape character. However, much would depend on how other land use policies were implemented and how this related to the existing provision of employment land.	D The design policy in the Core strategy will be important to ensure development uses good design principles and responds to local context in order to maintain and enhance landscape and townscape character	D The design policy in the Core strategy will be important to ensure development uses good design principles and responds to local context in order to maintain and enhance landscape and townscape character	D Provision of sites in more rural areas may have a detrimental impact upon wider landscape. The design policy in the Core Strategy will be important to ensure development uses good design principles and responds to local context	All of the options depend on the specific approach taken. The impact of all new sites would depend on a design policy which would protect and enhance townscape and landscape character.
To protect and improve surface and groundwater quality	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to	○ The groundwater beneath the Borough does not supply drinking water and it is not considered to	○ The groundwater beneath the Borough does not supply drinking water and it is not	None of the options would have a significant relationship with this objective.

Employment Provision					
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	be particularly susceptible to pollution from surface sources.	be particularly susceptible to pollution from surface sources.	be particularly susceptible to pollution from surface sources.	considered to be particularly susceptible to pollution from surface sources.	
To minimise water consumption	Neutral /  No planned provision for employment development will marginally reduce the overall requirement for water in the Borough but this is negligible.	 Planning employment sites as part of wider SUE schemes provides the greatest potential for linking with grey water reclamation schemes due to the economies of scale involved	 There may be some limited scope for planned development to reduce water consumption.	 There may be some limited scope for planned development to reduce water consumption.	Option 2 performs best against this objective for minimising water consumption. Option 1 performs worst as there would not be the potential to plan to minimise water consumption on existing sites or windfall sites.
To improve air quality	 Not allocating land for employment means that existing residents will have less opportunity to access jobs close to where they live within the settlements of the Borough and to make use of more sustainable forms of transport such as cycling, walking or buses.	 Allocating land for employment sites in SUE's means that there is a greater likelihood of creating sustainable locations by increasing access to work by public transport and reducing journey times.	 Allocating land for employment sites in urban areas means that there is a likelihood of creating sustainable locations by increasing access to work by public transport and reducing journey times.	 A wider distribution of employment land may help to support smaller settlements by providing local jobs and minimising the need to travel to larger centres thereby reducing the need to travel by car.	Option 1 performs worst against this objective as there would not be the potential to plan to improve air quality. Option 2 performs best as there would be a great likelihood of creating sustainable locations which would reduce the need to travel and would reduce journey times.
To conserve soil resources and quality	 Not allocating sites for employment land would mean that the impact on soil resources will be minimised.	 Allocating sites as part of SUE options may lead to the loss of grade 2 or grade 3 agricultural land.	 /  Allocating sites as part of SUE options may lead to the loss of grade 2 or grade 3 agricultural land Development in urban areas offers	 /  Allocating sites as part of SUE options may lead to the loss of grade 2 or Grade 3 agricultural land	Option 1 performs best as it does not involve the use of land at all. Option 2 performs worst against this objective as the SUE locations are predominantly greenfield sites.

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			the opportunity for beneficial use of previously developed land.	Development in existing settlements offers the opportunity for beneficial use of previously developed land.	
To reduce contributions to climate change	 The main impact of not allocating employment in terms of this objective are that some people will continue to commute out of the Borough to work with consequent effects on the climate arising from greenhouse gases	 Locating employment sites in SUE's and improving existing employment sites would give the ability to design and locate sites which would have the least impact on climate change	D The effect of this objective is dependent on the implementation of careful design for employment buildings	D The effect of this objective is dependent on the implementation of careful design for employment buildings	Option 2 would perform best against the objective of reducing contributions to climate change. It is difficult to assess the likely impact of the other options on this objective as all of the site would be dependent on a design policy for employment buildings.
To reduce vulnerability to climate change	 By not providing employment land, the Borough would not be any more vulnerable to the effects of climate change than it is at present.	D The effect of this objective is dependent on the implementation of careful design for employment buildings and consideration of the flood risk in each SUE area.	D The effect of this objective is dependent on the implementation of careful design for employment buildings and consideration of the flood risk in each SUE area.	D The effect of this objective is dependent on the implementation of careful design for employment buildings and consideration of the flood risk in each SUE area.	Option 1 would perform worse against the objective. It is difficult to assess the likely impact of the other options on this objective as all of the site would depend on the detailed masterplan for the SUE sites and the specific locations of individual sites elsewhere. In many cases, the risk will be able to be mitigated to an acceptable level..
To conserve and enhance the historic and cultural	 No employment provision would	D/↓ The effect of this objective is	D The effect of this objective is	D The effect of this objective is	Option 1 would perform worse against the objective of conserving and

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environment	not provide an opportunity to form part of a regeneration scheme to move towards this objective.	dependent on the masterplanning process which will seek to ensure that historic and cultural features of local distinctiveness are not lost through employment development. The Garendon Park and Gardens and the Hamilton ancient village are potentially vulnerable.	dependent on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through employment development. Planning for the location of employment sites would mean that there is the ability to ensure that policies are put in place to protect the historic and cultural heritage.	dependent on the implementation of careful design to ensure that historic and cultural features of local distinctiveness are not lost through employment development. Planning for the location of employment sites would mean that there is the ability to ensure that policies are put in place to protect the historic and cultural heritage.	enhancing the historic and cultural environment. However Option 2 has potential to score poorly depending on the treatment of specific assets in masterplans. It is difficult to assess the likely impact of options 3 and 4 on this objective as all of the site would depend on a design policy for employment buildings.
To increase the re-use of previously developed land and buildings	 Not allocating sites for employment would remove the scope to locate development where it maximises the re-use of brownfield land.	 By allocating land as part of the SUE's there is unlikely to be the opportunity to make the most of previously developed land.	 Development in urban areas offers the best opportunity for beneficial use of previously developed land	 Performance against this criterion will be dependent upon whether previously developed sites can be found in smaller settlements locations.	Option 2 would perform worst against this objective as SUEs are predominantly located in the countryside, adjoining built up areas.
To reduce the extraction of new & increase the re-use of recycled minerals and aggregates resources	 Not making provision for employment land is unlikely to make a significant contribution to this objective.	 The effect of this objective is dependent on the implementation of careful design to ensure that employment developments use recycled minerals and aggregates	 The effect of this objective is dependent on the implementation of careful design to ensure that employment developments use recycled minerals and aggregates	 The effect of this objective is dependent on the implementation of careful design to ensure that employment developments use recycled minerals and aggregates	It is difficult to assess the likely impact of the other options on this objective as all of the site would depend on a design policy for employment buildings
To manage waste in accordance with the					Option 2 presents the best opportunity to fulfil this

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waste hierarchy in all sectors (i.e. household, commercial and industrial)	Not making provision for employment land may remove an opportunity for waste management facilities to be accommodated within the Borough.	SUEs provide the best opportunity to plan for new employment sites that can process the waste arising from development and process it for the wider benefit of the host community.	This option is dependent on a sound policy being implemented to reduce waste and increase the re-use, recycling and energy produced of waste in new developments	This option is dependent on a sound policy being implemented to reduce waste and increase the re-use, recycling and energy produced of waste in new developments	objective.
To minimise the use of energy and optimise the use of renewable resources	 Not allocating land for employment sites means that there is greater likelihood that people will continue to commute to less sustainable locations for work.	 SUES provide the best opportunity to plan for mixed use sustainable communities with new employment sites that can process the waste arising from development and process it for the wider energy needs of the host community	 Allocating land for employment sites provides an opportunity to the ability to located the site that would optimise the use of renewable resources but in terms of minimising the energy consumption from commuting, much would depend on the relationship of sites to the workforce.	 Allocating land for employment sites provides an opportunity to the ability to located the site that would optimise the use of renewable resources but in terms of minimising the energy consumption from commuting, much would depend on the relationship of sites to the workforce.	Option 1 would perform worst against this objective. Option 2 would perform best because it would ensure that employment land is located in areas that would optimise the use of renewably resources
To increase the population's access to a full range of public, private, community and voluntary services	 By not allocating sites for employment this option would not be consistent with this objective.	 Allocating land for employment sites in SUE's means that there is a greater likelihood of creating sustainable locations near to a full range of public, private and community services and by increasing access to work by public transport and reducing journey times.	 Allocating land for employment sites in urban areas means that there is a greater likelihood of creating sustainable locations near to a full range of public, private and community services and by increasing access to work by public transport and reducing journey times.	 This option is dependent on whether existing settlements provide a range of public, private, community and voluntary services.	Option 2 performs best against this objective as locating employment site in SUE's would create more sustainable communities with access to full range facilities and services.
To increase access to the countryside,					Option 2 performs best against this objective as

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public open spaces and semi urban environments (eg parks)	.Not planning for employment sites would remove the opportunity for such sites to be planned as part of the green infrastructure network.	Providing for employment sites in a planned way as part of SUEs can ensure that linkages are made between green infrastructure assets including providing access to the countryside and other areas of open space	Providing small local employment sites is not always an obvious way to increase access to open space and the countryside. Much will depend on each specific allocation.	Providing small local employment sites is not always an obvious way to increase access to open space and the countryside. Much will depend on each specific allocation.	locating employment site in SUE's would create more sustainable communities with access to full range facilities and services
To promote a strong community where people feel they have a say in the future	○ Difficult to see how the provision of employment land has any connection with this objective.	↑ Providing for employment sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions.	↑ Providing for employment sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions.	↑ Providing for employment sites in a planned way would give members of the public a say during the consultation process and increases the capacity to influence decisions.	Option 1 would perform worst against this objective as there would be no community engagement in the allocation of employment sites
To reduce crime, anti social behaviour and increase community safety	↑ Some employment sites may increase the opportunity for crime and disorder particularly where they adjoin residential areas. Not providing employment land removes this interface and in this context would contribute towards the objective.	↑ Planned employment provision as part of SUEs gives an opportunity for crime and disorder to be planned out from the outset through masterplanning and sustainable design and construction techniques.	↑ Planned New site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	↑ Planned New site provision could give the opportunity to reduce crime and the fear of crime through sustainable design and construction techniques.	All of the options would give the opportunity to incorporate policies to design out crime although Option 2 provides the greatest opportunity.
To increase the population's access and opportunity to participate in culture, media and sport in Chamwood	○ There is not considered to be a strong link between this objective and the provision of employment sites.	○ There is not considered to be a strong link between this objective and the provision of employment sites.	○ There is not considered to be a strong link between this objective and the provision of employment sites.	○ There is not considered to be a strong link between this objective and the provision of employment sites.	All the options would not have a significant relationship with this objective.

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To ensure that the housing stock meets the housing needs of all sections of the community	○ There is not considered to be a strong link between this objective and the provision of employment sites.	○ There is not considered to be a strong link between this objective and the provision of employment sites.	○ There is not considered to be a strong link between this objective and the provision of employment sites.	○ There is not considered to be a strong link between this objective and the provision of employment sites.	All the options would not have a significant relationship with this objective.
To reduce poverty and social exclusion	↓ Not allocating land for employment sites means that the future need for jobs and inward investment would not be met and the Council would not be able to target jobs close to those areas that are in the greatest need.	↑ Providing for employment sites in as part of SUEs would ensure that site are located in the parts of the Borough that will contribute to the prosperity and community cohesion of the host communities and particularly those in priority neighbourhoods	↑ Providing for employment sites in a planned way would ensure that site are located in the parts of the Borough that are most likely to reduce poverty and social exclusion	↑ Providing for employment sites in a planned way across all existing settlements would ensure that site are located in the parts of the Borough that are most likely to reduce poverty and social exclusion	Option 1 would perform worst against this objective because not making any provision would not help to reduce social exclusion and poverty
To increase learning, skills and employability for all sectors of the community	↓ Not allocating land for employment sites means that there is a reduced likelihood that this objective can be met.	D This option is dependent on the work of partners in linking new jobs to educational opportunities as part of a multi-agency approach.	D This option is dependent on the work of partners in linking new jobs to educational opportunities as part of a multi-agency approach.	D This option is dependent on the work of partners in linking new jobs to educational opportunities as part of a multi-agency approach.	Option 1 would perform worst against this objective because unplanned employment development would be less likely to be located near to the workforce
To increase the vibrancy and viability of settlements	↓ Not allocating land for employment sites means that there is a greater likelihood that settlements will be less well-placed to compete with other town and cities in terms of being	↑ Providing for employment sites in a planned way would increase the vibrancy and viability of the SUE and the host community.	↑ Providing for employment sites in a planned way would increase the vibrancy and viability of settlements.	↑ A wider distribution of employment land may help to support smaller settlements by providing local jobs and minimising the need to travel to larger centres.	Option 1 would perform worst against this objective because unplanned development could undermine the ability of settlements in North Chamwood to compete with other towns and cities

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	able to attract businesses.				in being able to attract business.
To increase sustainable design and construction	 Not providing employment land will mean that this indicator cannot be met	 Allocating sites for employment as part SUEs will give the fullest opportunity to implement the latest sustainable design and construction techniques.	 Allocating sites for employment will give the opportunity to use sustainable design and construction techniques.	 Allocating sites for employment will give the opportunity to use sustainable design and construction techniques.	Options 2, 3 and 4 would perform well against this objective because these 3 options would give the opportunity to use sustainable design and construction techniques.
To increase healthy life styles	 Not allocating land for employment sites means that there is greater likelihood of not locating employment sites in areas which would reduce the need to travel to work by car which could impact of healthy lifestyles.	 Allocating land for employment sites as part of SUEs means that there is a greater likelihood of reducing the need to travel to work by car which would increase healthy life styles	 Allocating land for employment sites means that there is a likelihood of reducing the need to travel to work by car which would increase healthy like styles	 Allocating land for employment sites means that there is a likelihood of reducing the need to travel to work by car which would increase healthy like styles	Option 1 would perform worst against this objective because there is greater likelihood of not locating employment sites in areas which would reduce the need to travel to work by car which could impact of healthy lifestyles
To encourage a sustainable economy	 Not allocating land for employment sites means that there is greater likelihood of an inadequate supply of a range of sites of different types and quality. Not allocating land for employment sites means there is a greater risk of not being able to plan for infrastructure provision	 Allocating land for employment sites as part of SUEs means that there is a greater likelihood of creating sustainable locations to increase competitiveness and to ensure an appropriate and amount of supply of a range of sites.	 Allocating land for employment sites means that there is an opportunity to locate sites close to existing areas of population, increasing the likelihood of creating sustainable land use patterns However, the location of sites will need to be in locations that are attractive to inward investors as well as indigenous business to	 A wider distribution of employment land may help to support smaller settlements by providing local jobs and minimising the need to travel to larger centres but their more peripheral location is less likely to be attractive to inward investors and larger firm's.	Option 2 would perform best against this objective because of the opportunity to create sustainable communities.

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	and communication technology for employment..		achieve a truly sustainable economy.		
To increase efficient patterns of movement to support a sustainable economy	 Not allocating land for employment sites would reduce the potential for employment land to be located in sustainable locations which could reduce the number of car-based trips.	 Allocating land for employment sites in SUEs means there is a greater likelihood of creating sustainable locations by increasing access to work by public transport and reducing journey times	 Allocating sites for employment in urban areas would need to be in locations that support the ambition for mixed use sustainable urban extensions and would not give the ability to plan comprehensively for zero carbon development. This may be difficult to square with where the opportunity sites exist or where need arises.	 A wider distribution of employment land may help to support smaller settlements by providing local jobs and minimising the need to travel to larger centres but their more peripheral location is less likely to be attractive to inward investors and larger firms and could promote an increase in commuting	Option 2 would perform best against this objective because of the opportunity to create sustainable communities
To reduce disparities in economic performance	 Not allocating land for employment sites means that there is greater likelihood of exacerbating the existing uneven spread of employment land in the borough, which could impact on this objective.	 Providing for employment sites as part of SUEs provides a concentration of employment land that will be attractive to investors and ensures the best opportunity to maximise future growth and prosperity. Providing land in an SUE in north Chamwood will help balance the current disparities between north and south Chamwood in terms of office space provision.	 Concentrating employment provision in urban areas will also provide opportunities for inward investment but to a lesser extent than option 2. There is less chance of being able to create the added value that arises from concentrating employment land in a single location.	 A wider distribution of employment land may help to support smaller settlements by providing local jobs and minimising the need to travel to larger centres but their more peripheral location is less likely to be attractive to inward investors and larger firms.	Option 1 would perform worst against this objective because unplanned employment development could exacerbate the existing uneven spread of employment land.

Glossary of terms

Archaeological Alert Area: An area designated as being known (through past finds, excavations or historical evidence) to be archaeologically important.

Charnwood Renewal Framework: The Renewal Framework was prepared in 2005 to inform the Leicestershire and Charnwood Community Strategies. It focuses on education, employment, skills, health, housing and crime issues. The framework identifies priority areas for economic regeneration.

District Centre: A shopping and commercial centre smaller than a Town Centre but providing retail and community services for a large area. The centre will contain a range of shops selling durable goods, and will contain at least one main food store.

East Midland Regional Plan (EMRP): This is also known as the East Midlands Regional Spatial Strategy (RSS). This is a document that is required by law and sets out strategies and policies which guide development across the East Midlands.

Higher order services: These are services that tend only to be available in larger towns and which generally serve a wider area. Such uses can include hospitals, theatres, cinemas, main 'high street name' shops, large supermarkets and leisure centres.

Linear features are habitats which have linear physical attributes, such as rivers, streams, canals, roadside verges and hedgerows.

Local Centre: A centre providing shopping and other services, smaller than Town and district Centres serving the day-to-day needs of a local community.

Local Nature Reserve (LNR): This is a statutory designation under Section 21 of the National Parks & Access to the Countryside Act 1949. LNRs are declared by local authorities and are chosen for the purpose of preserving flora and fauna of special interest in the area.

Scheduled Ancient Monument (SAM): A monument which in the opinion of the Secretary of State is of public interest by reason of its historical, architectural traditional, artistic or archaeological interest. Monument in this context has a wider meaning than in normal use: it can refer to a building, structure or site.

Section 74 Countryside and Rights of Way Act 2000 Habitats are now called Section 41 Natural Environment & Rural Communities Act 2006 Habitats: they are habitats of principal importance in England. The list is published by the Secretary of State and are those which, in the Secretary of State's opinion, are of principal importance for the purpose of conserving biodiversity.

Section 74 Countryside and Rights of Way Act 2000 Species are now called Section 41 Natural Environment & Rural Communities Act 2006 Species: they are species of principal importance for biodiversity in England. The list is published by the Secretary of State and are those which, in the Secretary of State's opinion, are of principal importance for the purpose of conserving biodiversity.

Site of Special Scientific Interest: are the best examples of our natural heritage of wildlife habitats, geological features and landforms. A SSSI is an area which has been notified as being of special interest under the Wildlife & Countryside Act 1981 (as amended). The statutory designation has been further strengthened by the Countryside and Rights of Way Act 2000 which amends the 1981 Act provisions and improves protection for SSSIs in England and Wales

Strategic River Corridor: These are rivers identified in the East Midlands Regional Plan which are very important resources for wildlife, archaeology, recreation regeneration of towns, education and for managing flood risk. Within Charnwood these are the River Soar and the River Wreake.

Sustainable Urban Drainage System (SUDS): Sustainable drainage systems or sustainable urban drainage systems; a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than conventional techniques. SUDS limit the flow of rainwater which runs off a site or is piped away, protects local watercourses from the contamination carried in surface runoff, encourages, and reduces the likelihood of downstream flooding.

Town Centre – A central area of a town providing a broader range of facilities and which also acts as a focus for the community and for public transport.