

**Strategic Environmental Assessment  
(SEA) for the Desford Neighbourhood  
Plan Review**

**Environmental Report**

**April 2024**

## Quality information

Prepared by	Checked by	Verified by	Approved by
EB: Graduate Environmental Planner CB: Principal Environmental Planner	CB: Principal Environmental Planner	IM: Associate Director	IM: Associate Director

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Prepared for:

Desford Parish Council

Prepared by:

AECOM Limited  
3rd Floor, Portwall Place  
Portwall Lane  
Bristol BS1 6NA  
United Kingdom

T: +44 117 901 7000

[aecom.com](http://aecom.com)

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## Table of Contents

Non-Technical Summary .....	i-xii
1. Introduction.....	1
2. What is the plan seeking to achieve?.....	2
3. What is the scope of the SEA? .....	6
Part 1: What has plan-making/ SEA involved to this point?	
4. Introduction (to Part 1).....	8
5. Establishing reasonable alternatives.....	9
6. Assessing reasonable alternatives .....	14
7. Developing the preferred approach.....	22
Part 2: What are the SEA findings at this stage?	
8. Introduction (to Part 2).....	25
9. Appraisal of the Desford Neighbourhood Plan Review .....	27
10. Conclusions and recommendations .....	31
Part 3: What are the next steps?	
11. Next steps and monitoring .....	33
Appendices	
Appendix A – Regulatory requirements.....	35
Appendix B – Site assessments .....	35

# Non-Technical Summary

## Introduction

### Background

AECOM is commissioned to lead on SEA in support of the emerging DNPR. The DNPR is being prepared under the Neighbourhood Planning Regulation 2012 (as amended) and in the context of Hinckley and Bosworth Borough Council's adopted Local Plan and emerging Local Plan review. Once 'made' the DNPR will replace the existing made Desford Neighbourhood Plan and hold material weight when deciding on planning applications in the neighbourhood area, as part of the local development framework for Hinckley and Bosworth.

SEA is a required process for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating potential negative effects and maximising potential positive effects.

It is a requirement that the SEA process is undertaken in-line with the Environmental Assessment of Plans and Programmes Regulations 2004. The Regulations stipulate that a report (known as the Environmental Report) must be published for consultation alongside the draft plan that "*identifies, describes, and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*".

This report (and NTS) is the Environmental Report for the DNPR. It is published alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations (2012, as amended).

### Policy context

The adopted Hinckley and Bosworth Local Plan consists predominantly of the Core Strategy Development Plan Document (DPD) adopted in 2009, the Site Allocations & Development Management Policies DPD adopted in 2016, and Area Action Plans for Hinckley Town Centre and Earl Shilton & Barwell.

The Core Strategy DPD covers the period 2006 to 2026 and recognises Desford as a Key Rural Centre which will be a focus for improvements to employment, services, facilities, and public transport provision. The vision for these centres is to enhance their role in supporting rural communities, reducing residents need to travel longer distances into urban areas. Investment in green infrastructure and the cycle network is also expected to improve the links between Key Rural Centres and Rural Villages and Hamlets (relevant to Desford this includes the Ratby to Desford Multifunctional Corridor along Rothley Brook).

As a Key Rural Centre on the edge of the Leicester Principal Urban Area, Desford is also a focus for maintaining separation between the villages and Leicester and the scale and type of development is based on supporting local needs rather than encouraging larger scale development which could increase levels of commuting.

Botcheston is identified as a 'Rural Hamlet' with limited to no services to meet day to day resident needs. Because of the limited services in rural hamlets, development is confined to infill housing development, local choice schemes, and conversion of agricultural buildings to employment uses.

The adopted Site Allocations & Development Management Policies DPD identifies that the requirement for a minimum of 110 new homes in Desford under Policy 8 of the Core Strategy DPD had already been met by 2015 through existing commitments and completions. As such, no sites are allocated in the plan.

A Local Plan Review is currently underway and whilst a series of consultations have taken place between 2018 and 2022, the council have undertaken evidence development since then and the latest Local Development Scheme identifies that consultation on a 'pre-submission' draft plan is now expected in the summer of 2024. A previous draft released in 2021 continued to identify Desford as a Key Rural Centre and identified an additional 193 homes had been permitted for development at Desford as of April 2020. One new home had also been committed at Botcheston.

### **Vision for the DNPR**

The following vision has been identified to guide the development of the DNPR:

*“Desford will be known during the plan period for its strong community, schools, conservation area and the attractive and thriving recreational and natural environments in and surrounding the various built-up areas. It is for the most part very safe and enjoyable to move around on foot and bike, and the plan will seek opportunities to improve these aspects of parish life, thus promoting a safe, family focused and invigorating environment for future well managed growth.”*

### **The scope of the SEA**

The SEA Regulations require that “when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies”. As such, an SEA Scoping Report was prepared in October 2023 and shared with statutory consultees (Natural England, Historic England, and the Environment Agency). Scoping work culminates in the SEA framework. The SEA framework is a list of SEA topics and objectives that together comprise a framework to guide the subsequent appraisal. The SEA framework for the DNPR, as shared through consultation, is:

<b>SEA theme</b>	<b>SEA objective</b>
Biodiversity and geodiversity	Protect and enhance biodiversity and geodiversity.
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change.
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.
Transportation	Promote sustainable transport use and active travel opportunities and reduce the need to travel.

## Structure

The Environmental Report (and this NTS) is split into three parts. The first part dispenses the regulatory need to establish and assess reasonable alternative options for the DNPR. The second part assesses the draft DNPR. The third and final part identifies the next steps for plan-making and SEA.

## Assessing reasonable alternatives

The first part of the Environmental Report (Chapters 4 and 5) explores the strategic parameters of the local development framework and focusing on the growth strategy for the DNPR, the site options in contention for allocation in the plan.

Whilst there is no strategic need to allocate land for development in the DNPR, informed by a Local Housing Needs Assessment, the Steering Group recognises the benefits of exploring land allocations that would contribute towards affordable housing needs and guide the new development that is expected to take place over the plan period.

After exploring the available sites for development, the following sites are whittled down as reasonable:

Site
Botcheston one - Rear of Snowdene.
Botcheston two – Rear of 51 Main St.
Botcheston three – Hind Quarters.
Botcheston four – Extension North of Main St.
Botcheston five – Extension site Kirby Grange.
Desford one – Redundant sewage plant.
Desford two – Adjacent Lyndale Cattery.
Desford four – Extension land North of Kirkby Lane.
Desford seven – South of Forest Rise.
Desford eight – South and West of Hunts Lane.
Desford nine – Land North of Hunts Lane.
Desford ten - North of 39 Station Road
Desford eleven – Hill Rise, Station Road.
Desford twelve – East of Barns Way
Desford thirteen – Copse of trees on Little Lane.
Desford fourteen – Rear of 34 Lindbridge Lane

These sites were taken forward for assessment, as reasonable alternatives potentially in contention for allocation in the DNPR. The methodology and summary findings for the assessment of these four options is presented below. More detailed findings can be found in Chapter 6 of the Environmental Report.

## Methodology

Summary tables provide the details of the assessment, identifying whether there is potential for significant effects (indicated using yes/ no) and the type of likely significant effect (negative or positive) for each of the SEA themes established

through scoping. Where appropriate, uncertainty is also noted. A conclusion for each site is also provided. Detailed assessment findings (which includes a narrative under each site for each of the SEA objectives) is provided in Appendix B of the Environmental Report.

## Summary findings

### Botcheston sites

#### B1: Rear of Snowdene

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

#### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

#### B2: Rear of 51 Main Street

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	Uncertain

#### Summary:

As back-land development it is uncertain whether suitable access to the site could be provided. Furthermore, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

### B3: Hind Quarters

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes - positive
Historic environment	No
Transportation	No

#### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

### B4: Extension north of Main Street

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	Uncertain
Climate change and flood risk	Yes – negative
Community wellbeing	Yes – positive
Historic environment	No
Transportation	Yes - negative

#### Summary:

Whilst the housing contribution in development of this site would be significant, including a significant number of affordable homes, positively improving deprivation in relation to the 'barriers to housing and services' domain, the development scale is disproportionate to the size of the settlement. Development would likely exacerbate existing unsustainable trends which favour private vehicle use, and whilst at this scale of development some infrastructure development could be expected alongside, it is unlikely to be of the strategic nature that is necessary to improve the sustainability performance of this area. Significant negative effects are therefore concluded as most likely in relation to both transportation and climate change. Development at this scale would also require further consultation with Natural England with regards to potential impacts at the nearby Botcheston Bog SSSI.

## B5: Extension site Kirby Grange

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## Desford sites

### D1: Redundant sewage plant

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises brownfield land at the settlement edge with potential to connect with and enhance existing walking routes. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D2: Adjacent Lyndale Cattery

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge with potential to connect with and enhance existing walking routes. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D4: Extension land north of Kirkby Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes, though this part of the Desford neighbourhood area is considered less deprived.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk and local transport and traffic impacts would likely need mitigating.

## D7: South of Forest Rise

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk and local transport and traffic impacts would likely need mitigating. Furthermore, early archaeological investigations would also be needed.

## D8: South and west of Hunts Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes, though this part of the Desford neighbourhood area is considered less deprived.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D9: Land north of Hunts Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge.

## D10: North of 39 Station Road

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	Uncertain
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises a mix of brownfield and greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Further consultation with Natural England would also be required in relation to impacts at the nearby SSSI.

## D11: Hill Rise, Station Road

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises a mix of brownfield and greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Design proposals would need to consider sensitive heritage settings in proximity.

## D12: East of Barns Way

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	Uncertain
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Further consultation with Natural England would also be required in relation to impacts at the nearby SSSI.

### D13: Copse of trees on Little Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	Yes – negative
Transportation	No

#### Summary:

Given the sensitive heritage settings at this location, the potential for significant negative effects in development is identified pre-mitigation. Significant positive effects are considered likely from the contributions to housing supply, including homes in part of the neighbourhood area that experiences higher deprivation.

### D14: Rear of 34 Lindbridge Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

#### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

### Developing the preferred approach

The Steering Group have identified their preferred approach is to allocate two sites in the DNPR: Site D12 (East of Barns Way) and Site D14 (Rear of 34 Lindridge Lane). The following outline reasons are provided for the progression of these sites and non-progression of others (considering the findings of the SEA):

*“The site on Lindridge Lane and the Cortanis Lane extension site (Miller Homes Phase 2) off Barns Way achieved the highest scores in the Strategic Site Assessment (SSA) process carried out as part of the Neighbourhood Plan (NP) review.*

*The specific results of the SSAs are detailed in the NP but, in summary, the Lindridge Lane site aligned with the preference for smaller sites that would minimise impact on the village and its resources.*

*The Miller Homes site was favoured mainly because it is located on the east side of the village and would be using an existing access road via the recent Miller Homes Phase 1 development. With the majority of additional traffic generated by the development most likely to travel east towards the A47, Leicester, and the motorway network, this location helps to minimise the impact of additional traffic on the already overburdened village centre.”*

## Assessing the draft plan

Part two of the Environmental Report (Chapters 8-10) provides an assessment of the draft DNPR which proposes 26 policies to guide development in the neighbourhood area. The methodology and conclusions for this assessment are provided below.

### Methodology

The assessment identifies and evaluates ‘likely significant effects’ on the baseline, drawing on the sustainability objectives identified through scoping as a methodological framework.

Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a ‘no plan’ scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict ‘significant effects’, but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.

Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Neighbourhood Plan to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects. These effect ‘characteristics’ are described within the assessment as appropriate.

### Conclusions

Overall, **no significant negative effects** are concluded as likely in the implementation of the draft DNPR. **Significant positive effects** are concluded as likely with regards to the community wellbeing SEA theme, recognising that the proposed housing development provides good opportunities to improve access to housing, including affordable housing and reduce deprivation linked to this domain. Supported by measures that seek to protect and enhance the natural and built environment, improve highways safety and active travel opportunities, and improve the sustainability performance of new development and climate resilience across the neighbourhood area, **minor positive effects** are also concluded as likely in relation to the biodiversity, climate change and flood risk, historic environment, and transportation SEA themes.

With regards to recommendations the following point is made:

- It will be important to gain feedback from Natural England through consultation with regards to potential development impacts relating to the Botcheston Bog SSSI arising from the relatively large-scale development proposed at Barns Way (for 102 new homes) under Policy H2 and whether the policy mitigation provided is considered sufficient.

## Next steps

The final part of the Environmental Report details the next steps for plan-making and SEA, as summarised below.

Following Regulation 14 consultation, responses received will be considered and the DNPR and SEA Environmental Report will be finalised for submission.

Following submission, the DNPR and supporting evidence will be published for further consultation, and then subjected to Independent Examination. At Independent Examination, the DNPR will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Local Plan.

If the examination leads to a favourable outcome, the DNPR will then be subject to a referendum, organised by Hinckley and Bosworth Borough Council. If more than 50% of those who vote agree with the DNPR, then it will be 'made'. Once 'made', the DNPR will become part of the local development framework for Hinckley and Bosworth, covering the defined neighbourhood area.

With regards to monitoring, it is anticipated that monitoring of effects of the Neighbourhood Plan will be undertaken by Hinckley and Bosworth Borough Council as part of the process of preparing its Annual Monitoring Report (AMR). No potential significant negative effects have been identified that would require additional or more stringent monitoring in this case.



# 1. Introduction

- 1.1 This section provides the background and context of the Desford Neighbourhood Plan Review (DNPR) and accompanying Strategic Environmental Assessment (SEA).

## Background

- 1.2 AECOM is commissioned to lead on SEA in support of the emerging DNPR. The DNPR is being prepared under the Neighbourhood Planning Regulation 2012 (as amended) and in the context of Hinckley and Bosworth Borough Council's adopted Local Plan and emerging Local Plan review. Once 'made' the DNPR will replace the existing made Desford Neighbourhood Plan and hold material weight when deciding on planning applications in the neighbourhood area, as part of the local development framework for Hinckley and Bosworth.
- 1.3 SEA is a required process for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating potential negative effects and maximising potential positive effects.<sup>1</sup>

## SEA explained

- 1.4 It is a requirement that the SEA process is undertaken in-line with the Environmental Assessment of Plans and Programmes Regulations 2004. The Regulations stipulate that a report (known as the Environmental Report) must be published for consultation alongside the draft plan that "*identifies, describes, and evaluates*" the likely significant effects of implementing "*the plan, and reasonable alternatives*".<sup>2</sup> The report must then be considered when finalising the plan. More specifically, the report can be structured to address requirements by answering the following three questions:
1. What has plan-making/ SEA involved up to this point? (including in relation to 'reasonable alternatives')
  2. What are the SEA findings at this stage? (i.e., in relation to the current draft plan).
  3. What happens next?

## This Environmental Report

- 1.5 This report is the Environmental Report for the DNPR. It is published alongside the 'pre-submission' version of the Plan, under Regulation 14 of the Neighbourhood Planning Regulations (2012, as amended). The report answers the three questions outlined above in turn, as discrete 'parts' of the report. However, before answering these questions, two further introductory sections are presented to further set the scene (**Chapters 2 and 3**).

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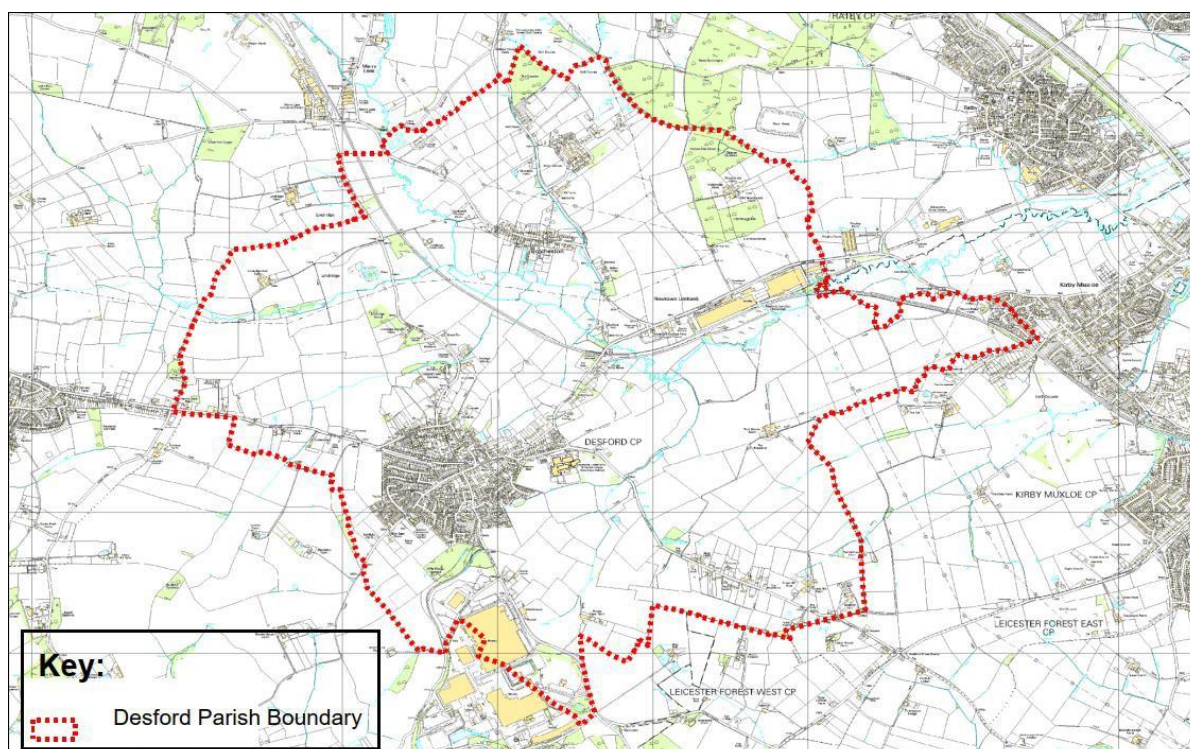
<sup>1</sup> Regulation 15 of the Neighbourhood Planning Regulations (2012, as amended) requires that each Neighbourhood Plan is submitted to the Local Authority alongside either: A) an Environmental Report, or B) a statement of reasons why SEA is not required, prepared following a 'screening' process. The DNPR was officially 'screened in' as requiring SEA in July 2023.

<sup>2</sup> Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004.

## 2. What is the plan seeking to achieve?

2.1 This section is an introductory chapter to consider the context provided by both Hinckley and Bosworth Borough Council's local planning framework, and the vision and objectives of the DNPR. The designated neighbourhood area (Figure 2.1) lies west of the Leicester urban area and includes the hamlet of Botcheston.

**Figure 2.1: Desford neighbourhood area**



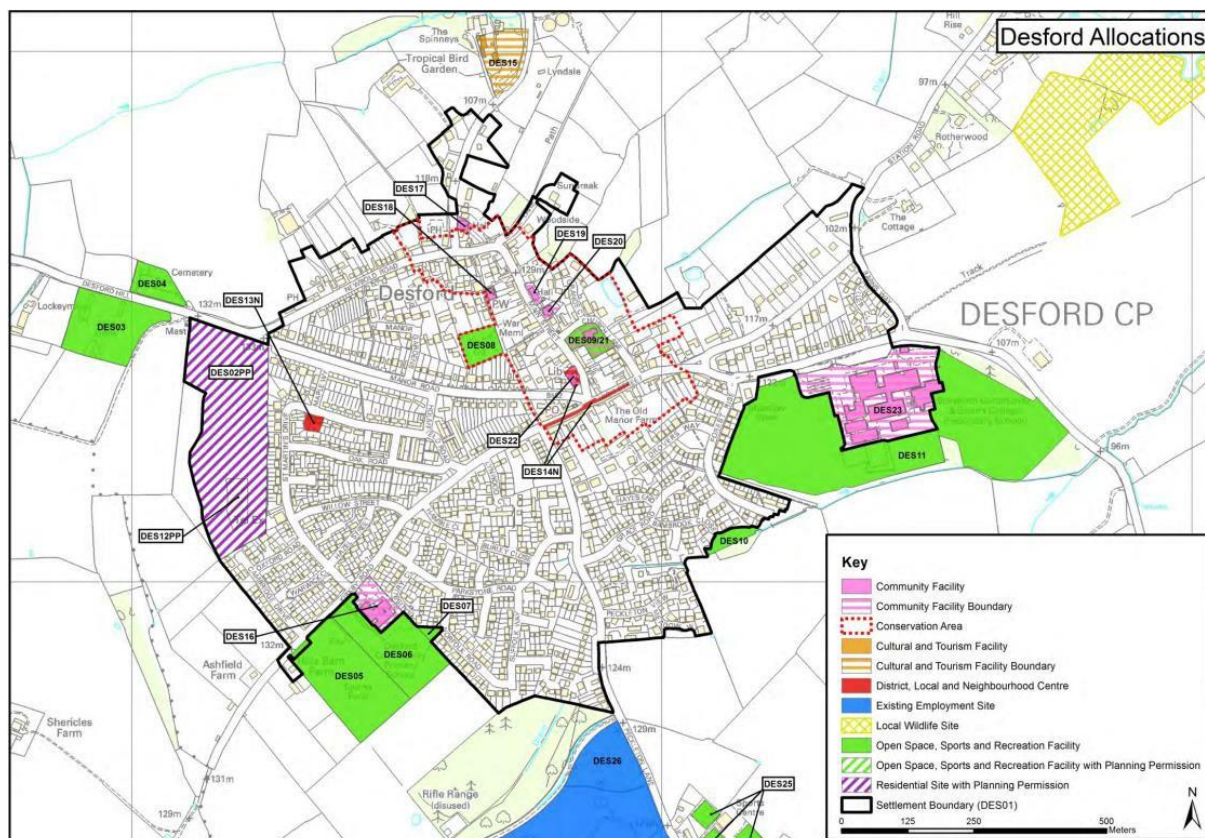
### Local Plan context

- 2.2 The adopted Hinckley and Bosworth Local Plan consists predominantly of the Core Strategy Development Plan Document (DPD) adopted in 2009, the Site Allocations & Development Management Policies DPD adopted in 2016, and Area Action Plans for Hinckley Town Centre and Earl Shilton & Barwell.
- 2.3 The Core Strategy DPD covers the period 2006 to 2026 and recognises Desford as a Key Rural Centre which will be a focus for improvements to employment, services, facilities, and public transport provision. The vision for these centres is to enhance their role in supporting rural communities, reducing residents need to travel longer distances into urban areas. Investment in green infrastructure and the cycle network is also expected to improve the links between Key Rural Centres and Rural Villages and Hamlets (relevant to Desford this includes the Ratby to Desford Multifunctional Corridor along Rothley Brook).
- 2.4 As a Key Rural Centre on the edge of the Leicester Principal Urban Area, Desford is also a focus for maintaining separation between the villages and Leicester and the scale and type of development is based on supporting local needs rather than encouraging larger scale development which could increase

levels of commuting. Policy 8 (Key Rural Centres Relating to Leicester) of the Core Strategy DPD seeks to allocate land for the development of a minimum of 110 new homes in Desford and support additional employment provision. The policy also seeks to address deficiencies in the quality, quantity and accessibility of green space and play provision in Desford, purchase extra land to develop cultural facilities and outdoor pitches and improve cycle connections (particularly between Desford and Desford and Bosworth College and to local employment at Caterpillar, Peckleton Common, and Timkens). The policy further identifies that the Council will support improvements to the village centre and traffic management measures and additional car parking that encourages people to shop locally.

- 2.5 Desford is viewed as a 'gateway' village to the National Forest and land is also safeguarded under Policy 8 for the development of a new passenger railway station and associated car parking on the site of the former station yard at Desford in case the National Forest line is re-opened to passenger facilities.
- 2.6 Botcheston is identified as a 'Rural Hamlet' with limited to no services to meet day to day resident needs. Because of the limited services in rural hamlets, development is confined to infill housing development, local choice schemes, and conversion of agricultural buildings to employment uses.
- 2.7 The adopted Site Allocations & Development Management Policies DPD identifies that the requirement for a minimum of 110 new homes in Desford under Policy 8 of the Core Strategy DPD had already been met by 2015 through existing commitments and completions. As such, no sites are allocated in the plan. Additionally, developing evidence had identified that the re-opening of Desford Railway Station would not be viable, and the safeguarded land was not taken forward through the site allocations plan. The policy map in Figure 2.2 is identified for Desford in the 2016 DPD.

**Figure 2.2: Hinckley and Bosworth Local Plan: Site Allocations & Development Management Policies DPD Policy Map for Desford**



2.8 A Local Plan Review is currently underway and whilst a series of consultations have taken place between 2018 and 2022, the council have undertaken evidence development since then and the latest Local Development Scheme identifies that consultation on a 'pre-submission' draft plan is now expected in the summer of 2024. A previous draft released in 2021 continued to identify Desford as a Key Rural Centre and identified an additional 193 homes had been permitted for development at Desford as of April 2020. One new home had also been committed at Botcheston.

## Vision and objectives of the DNPR

2.9 The DNPR seeks to ensure that the Parish in 2041 a) remains a valued and safe place to live and work, b) continues to thrive in each of the distinct communities within it, c) will evolve and expand whilst retaining its identity and sense of community, d) provides well-being through a healthy, creative, equitable and sustainable life, and e) makes a positive local contribution to preserving and enhancing the environment and improving sustainability.

2.10 The following vision is identified:

*“Desford will be known during the plan period for its strong community, schools, conservation area and the attractive and thriving recreational and natural environments in and surrounding the various built-up areas. It is for the most part very safe and enjoyable to move around on foot and bike, and the plan will seek opportunities to improve these aspects of parish life, thus promoting a safe, family focused and invigorating environment for future well managed growth.”*

## 2.11 The Parish Council identify this will be achieved by:

- a. Allocating sites for measured, proportionate, timely and sustainable residential development to 2041: eco-friendly in both design, operation and longevity, and respecting the design guidelines in the plan. Development will meet local needs from both employment and demographic perspectives. Smaller, windfall sites coming forward will also be considered in the light of these criteria.
- b. Maintaining the high-quality natural environment with protected wildlife interests, recognising the local agricultural predominance.
- c. Retaining and enhancing the character and appeal of the existing conservation area and unique assets of the parish, including footpaths, jitties, open green spaces and community and recreational facilities.
- d. Endorsing and/ or developing policies for developments in environmentally acceptable locations that have a positive effect on the sustainability and environment of the parish, including those that remove or minimise flood risk, mitigate climate change and reduce the carbon footprint. Opportunities to remove or reduce the impact of unavoidable traffic in and through the parish.
- e. Enhancing and supporting our rural economy through ensuring efficient and timely public transport to neighbouring centres and providing an environment for local businesses and home working to flourish in a modern digital age.

## 3. What is the scope of the SEA?

3.1 The aim of this chapter is to introduce the reader to the scope of the SEA, i.e., the sustainability topics and objectives that should be a focus of the assessment of the Plan and reasonable alternatives.

### SEA Scoping Report

3.2 The SEA Scoping Report (October 2023) sets out the policy context and baseline information that has informed the development of key issues and the identification of appropriate sustainability objectives.

3.3 The SEA Regulations require that “*when deciding on the scope and level of detail of the information that must be included in the report, the responsible authority shall consult the consultation bodies*”. In England, the consultation bodies are the Environment Agency, Historic England, and Natural England.<sup>3</sup>

3.4 As such, these authorities were consulted over the period 16<sup>th</sup> November 2023 to 21<sup>st</sup> December 2023. Responses were received from Natural England and the Environment Agency who both agreed with the scope of the SEA and had no specific comments to make.

### The SEA framework

3.5 The SEA framework presents a list of SEA topics and objectives that together comprise a framework to guide the appraisal. The SEA framework for the DNPR is provided in Table 3.1.

**Table 3.1: SEA framework for the DNPR**

SEA theme	SEA objective
Biodiversity and geodiversity	Protect and enhance biodiversity and geodiversity.
Climate change and flood risk	Reduce the contribution to climate change made by activities within the neighbourhood area and increase resilience to the potential effects of climate change.
Community wellbeing	Ensure growth in the neighbourhood area is aligned with the needs of all residents, improving accessibility, anticipating future needs and specialist requirements, and supporting cohesive and inclusive communities.
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the neighbourhood area.
Transportation	Promote sustainable transport use and active travel opportunities and reduce the need to travel.

<sup>3</sup> These consultation bodies were selected “*by reason of their specific environmental responsibility, [they] are likely to be concerned by the environmental effects of implementing plans and programmes*” (SEA Directive, Article 6(3))

# **Part 1: What has plan-making/ SEA involved to this point?**

## 4. Introduction (to Part 1)

- 4.1 This section provides an overview of the approach to identifying and assessing reasonable alternatives for the purposes of SEA.
- 4.2 Whilst work on the DNPR has been underway for some time, the aim here is not to provide a comprehensive explanation of all the work carried out to date, but rather to explain work undertaken to develop and appraise reasonable alternatives at this stage.
- 4.3 More specifically, this part of the report presents information on the consideration given to reasonable alternative approaches to addressing a particular issue that is of central importance to the Plan, namely the allocation of land for housing or employment development, or alternative sites.

### Why focus on sites?

- 4.4 The decision was taken to develop and assess reasonable alternatives in relation to the matter of allocating land for housing, given the following considerations:
- DNPR vision and objectives, particularly the objective to allocate sites to ensure an adequate supply of housing and employment land to meet the needs of the Parish.
  - Housing growth and development is known to be a matter of key interest amongst residents and other stakeholders; and
  - The delivery of new homes and/ or employment land is most likely to have a significant effect compared to the other proposals within the Plan. National Planning Practice Guidance is clear that SEA should focus on matters likely to give rise to significant effects.
- 4.5 Wider thematic policy is explored in Part 2 (What are the SEA findings at this stage) of the Environmental Report.

### Structure of this part of the report

- 4.6 This part of the report is structured as follows:
- **Chapter 5** - explains the process of establishing reasonable alternatives.
  - **Chapter 6** - presents the outcomes of assessing reasonable alternatives; and
  - **Chapter 7** - explains reasons for selecting the preferred option, considering the appraisal.

## 5. Establishing reasonable alternatives

- 5.1 The aim of this section is to explain the process that led to the establishment of alternative sites and thereby present “*an outline of the reasons for selecting the alternatives dealt with*”.<sup>4</sup>
- 5.2 Specifically, there is a need to explain the strategic parameters that have a bearing on the establishment of options (in relation to the level and distribution of growth) and the work that has been undertaken to date to examine site options (i.e., sites potentially in contention for allocation in the DNPR). These parameters are then drawn together in order to arrive at ‘reasonable alternatives’.

### Strategic parameters

- 5.3 The adopted Local Plan does not identify a need to allocate additional land for housing development in Desford, based on the existing completions and commitments that had taken place in the period up to 2015. The emerging Local Plan Review is expected to identify an appropriate growth level for Desford in the period up to 2040 but this is not available at this stage. Developing evidence does indicate however that an additional 193 homes had been permitted for development in Desford as of April 2020. Desford (as a Key Rural Centre) can be viewed therefore as already contributing a significant amount towards district housing needs, which includes more recent development since 2020.
- 5.4 Whilst the Local Plan Review is still being developed there is some uncertainty around the appropriate level of growth, but the following key strategic directions of the adopted Local Plan still apply when thinking about growth in the neighbourhood area:
- Desford (as a Key Rural Centre) has a role to play in supporting the surrounding rural communities and providing them access to key services and facilities. There is also a need to improve the active travel connections between these settlements.
  - Desford is considered a more appropriate growth location than Botcheston.
  - There is a need to maintain the distinct and separate identity of the neighbourhood area from the Leicester urban area.
  - There is a need to improve access to high-quality public open and green spaces.
  - Desford would benefit from continued investment in the village centre to improve traffic management and increase car parking provisions.
  - An additional 194 homes have been permitted/ developed in the neighbourhood area as of 2020 and development has continued since then.
- 5.5 A Housing Needs Assessment (HNA) has been undertaken independently by AECOM to explore local housing needs. The HNA recommends an overall housing needs figure of 265 dwellings over the plan period, of which 137 are already committed, leaving a residual need for 128 new dwellings. However,

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<sup>4</sup> Schedule 2(8) of the SEA Regulations

the HNA recognises that in the context of an emerging local plan, which works towards a housing needs figure derived using the National Planning Policy Framework's Standard Methodology and takes into account Leicester's unmet housing needs, this figure could change according to the emerging evidence.

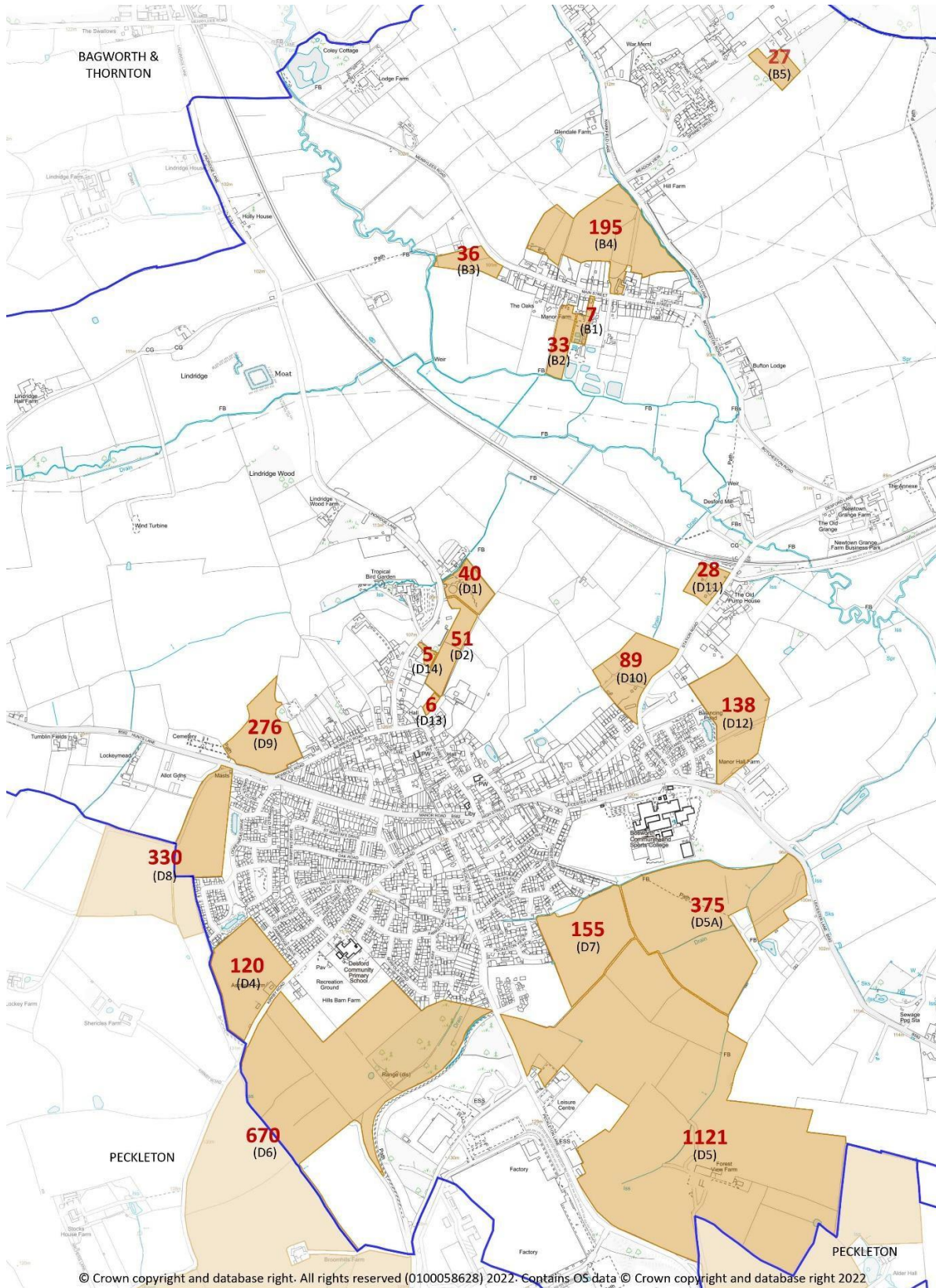
## Site options

- 5.6 Sites have been identified utilising data from Hinckley and Bosworth Council's Strategic Housing and Economic Land Availability Assessment (SHELAA) and a local call for sites. All sites were subjected to an objective Sustainable Site Assessment (SSA) which utilised a red, amber, green scoring matrix for the sites with different frameworks for Botcheston and Desford. The SSA outcomes are presented in Table 5.1 with an overall rating obtained by deducting the red criteria scores from the green scores whilst amber remained a neutral score. The sites are presented in Figure 5.1.

**Table 5.1: Desford and Botcheston SSA outcomes**

<b>Site Location</b>	<b>SCORE</b>	<b>Outcome</b>
Botcheston one - Rear of Snowdene.	Green 2	No further action.
Botcheston two – Rear of 51 Main St.	Red 1	No further action.
Botcheston three – Hind Quarters.	Green 1	No further action.
Botcheston four – Extension North of Main St.	Red 6	No further action.
Botcheston five – Extension site Kirby Grange.	Red 7	No further action.
Desford one – Redundant sewage plant.	Red 2	No further action.
Desford two – Adjacent Lyndale Cattery.	Red 8	No further action.
Desford three – Land off Shericles Way.	Red 3	No further action.
Desford four – Extension land North of Kirkby Lane.	Amber	No further action.
Desford five – Desford South full expansion.	Red 11	No further action.
Desford five a.- Desford South reduced expansion.	Red 11	No further action.
Desford six – New Desford (Neovia).	Red 8	No further action.
Desford seven – South of Forest Rise.	Green 1	No further action.
Desford eight – South and West of Hunts Lane.	Green 1	No further action.
Desford nine – Land North of Hunts Lane.	Green 1	No further action.
Desford ten - North of 39 Station Road	Green 4	No further action.
Desford eleven – Hill Rise, Station Road.	Green 4	No further action.
Desford twelve – East of Barns Way	Green 10	Allocate as residential subject to positive community consultation.
Desford thirteen – Copse of trees on Little Lane.	Green 5	No further action.
Desford fourteen – Rear of 34 Lindbridge Lane	Green 9.	Allocate as residential subject to positive community consultation.

Figure 1-1: Desford SSA sites



## Establishing alternatives

- 5.7 When exploring reasonable alternatives, there are some known key issues which are considered to make some sites 'unreasonable' to progress further.
- 5.8 In recognising the role of the settlements and their position in the settlement hierarchy, as well as the need to maintain separation from the Leicester urban area and reduce levels of commuting, large-scale development of over 150 homes would be considered inappropriate, unlikely to gain local support, and contrary to the objectives of the plan. On this basis, the following large sites were ruled out as 'reasonable alternatives' for the purposes of SEA:
- Desford five – Desford South full expansion
  - Desford five a – Desford South reduced expansion
  - Desford six – New Desford (Neovia)
- 5.9 In addition to above, one of the identified sites (Site Desford three – Land off Shericles Way) falls entirely outside of the defined neighbourhood area and cannot be allocated in the DNPR on this basis. This site is therefore also not progressed as a 'reasonable' alternative for the purposes of SEA.
- 5.10 Considering these points, five sites in Botcheston (B1, B2, B3, B4, and B5), and eleven sites in Desford (D1, D2, D4, D7, D8, D9, D10, D11, D12, D13, and D14) are progressed as alternative site options in contention for allocation in the DNPR.

## 6. Assessing reasonable alternatives

- 6.1 This chapter provides a summary of the assessment of sites progressed as reasonable alternatives for the purposes of SEA. To reiterate, there are five sites in Botcheston (B1, B2, B3, B4, and B5), and eleven sites in Desford (D1, D2, D4, D7, D8, D9, D10, D11, D12, D13, and D14).
- 6.2 Summary tables provide the details of the assessment, identifying whether there is potential for significant effects (indicated using yes/ no) and the type of likely significant effect (negative or positive) for each of the SEA themes established through scoping (see Table 3.1). Where appropriate, uncertainty is also noted. A conclusion for each site is also provided. Detailed assessment findings (which includes a narrative under each site for each of the SEA objectives) is provided in **Appendix B**.

### Botcheston sites

#### B1: Rear of Snowdene

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

#### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## B2: Rear of 51 Main Street

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	Uncertain

### Summary:

As back-land development it is uncertain whether suitable access to the site could be provided. Furthermore, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## B3: Hind Quarters

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes - positive
Historic environment	No
Transportation	No

### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## B4: Extension north of Main Street

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	Uncertain
Climate change and flood risk	Yes – negative
Community wellbeing	Yes – positive
Historic environment	No
Transportation	Yes - negative

### Summary:

Whilst the housing contribution in development of this site would be significant, including a significant number of affordable homes, positively improving deprivation in relation to the 'barriers to housing and services' domain, the development scale is disproportionate to the size of the settlement. Development would likely exacerbate existing unsustainable trends which favour private vehicle use, and whilst at this scale of development some infrastructure development could be expected alongside, it is unlikely to be of the strategic nature that is necessary to improve the sustainability performance of this area. Significant negative effects are therefore concluded as most likely in relation to both transportation and climate change. Development at this scale would also require further consultation with Natural England with regards to potential impacts at the nearby Botcheston Bog SSSI.

## B5: Extension site Kirby Grange

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## Desford sites

### D1: Redundant sewage plant

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

#### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises brownfield land at the settlement edge with potential to connect with and enhance existing walking routes. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

### D2: Adjacent Lyndale Cattery

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

#### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge with potential to connect with and enhance existing walking routes. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D4: Extension land north of Kirkby Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes, though this part of the Desford neighbourhood area is considered less deprived.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk and local transport and traffic impacts would likely need mitigating.

## D7: South of Forest Rise

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk and local transport and traffic impacts would likely need mitigating. Furthermore, early archaeological investigations would also be needed.

## D8: South and west of Hunts Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes, though this part of the Desford neighbourhood area is considered less deprived.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D9: Land north of Hunts Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge.

## D10: North of 39 Station Road

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	Uncertain
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises a mix of brownfield and greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Further consultation with Natural England would also be required in relation to impacts at the nearby SSSI.

## D11: Hill Rise, Station Road

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises a mix of brownfield and greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Design proposals would need to consider sensitive heritage settings in proximity.

## D12: East of Barns Way

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	Uncertain
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	No
Transportation	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Further consultation with Natural England would also be required in relation to impacts at the nearby SSSI.

## D13: Copse of trees on Little Lane

SEA theme	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	Yes – positive
Historic environment	Yes – negative
Transportation	No

### Summary:

Given the sensitive heritage settings at this location, the potential for significant negative effects in development is identified pre-mitigation. Significant positive effects are considered likely from the contributions to housing supply, including homes in part of the neighbourhood area that experiences higher deprivation.

**D14: Rear of 34 Lindbridge Lane**

<b>SEA theme</b>	<b>Likely significant effect? (pre-mitigation)</b>
Biodiversity and geodiversity	No
Climate change and flood risk	No
Community wellbeing	<b>Yes – positive</b>
Historic environment	No
Transportation	No

**Summary:**

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## 7. Developing the preferred approach

- 7.1 The Steering Group have identified their preferred approach is to allocate two sites in the DNPR: Site D12 (East of Barns Way) and Site D14 (Rear of 34 Lindridge Lane). The following outline reasons are provided for the progression of these sites and non-progression of others (considering the findings of the SEA):

*“The site on Lindridge Lane and the Cortanis Lane extension site (Miller Homes Phase 2) off Barns Way achieved the highest scores in the Strategic Site Assessment (SSA) process carried out as part of the Neighbourhood Plan (NP) review.*

*The specific results of the SSAs are detailed in the NP but, in summary, the Lindridge Lane site aligned with the preference for smaller sites that would minimise impact on the village and its resources.*

*The Miller Homes site was favoured mainly because it is located on the east side of the village and would be using an existing access road via the recent Miller Homes Phase 1 development. With the majority of additional traffic generated by the development most likely to travel east towards the A47, Leicester, and the motorway network, this location helps to minimise the impact of additional traffic on the already overburdened village centre.”*

## **Part 2: What are the SEA findings at this stage?**

## 8. Introduction (to Part 2)

8.1 The aim of this chapter is to present appraisal findings and recommendations in relation to the draft DNPR. This chapter presents:

- An appraisal of the draft DNPR under the five SEA topic headings established through scoping.
- Consideration of potential cumulative effects; and
- The overall conclusions at this current stage.

### DNPR policies

8.2 The DNPR puts forward 26 policies to guide development in the neighbourhood area, as identified in Table 8.1.

**Table 8.1: DNPR policy list**

<b>Policy reference</b>	<b>Policy name</b>
H1	Settlement boundary
H2	Residential allocations
H3	Affordable housing
H4	Housing mix
H5	Windfall site development
H6	Design
ENV1	Protection of Local Green Space
ENV2	Important Open Spaces
ENV3	Protection of sites and features of the natural environment
ENV4	Biodiversity and habitat connectivity
ENV5	Sites of historical environment significance
ENV6	Ridge and furrow
ENV7	Non-designated heritage assets
ENV8	Important views
ENV9	Renewable energy infrastructure
F1	Retention of existing community facilities
F2	New or improved community facilities
T1	Traffic management
T2	Desford Railway Station
T3	Electric vehicles
E1	Existing employment use
E2	Support for new employment opportunities
E3	Home working
E4	Farm diversification

Policy reference	Policy name
E5	Tourism
E6	Mobile phone and broadband infrastructure

## Methodology

- 8.3 The assessment identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability objectives identified through scoping (see Table 3.1) as a methodological framework.
- 8.4 Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the policies under consideration and understanding of the baseline (now and in the future under a 'no plan' scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim of striking a balance between comprehensiveness and conciseness). In many instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan in more general terms.
- 8.5 Finally, it is important to note that effects are predicted taking account of the criteria presented within Schedule 1 of the SEA Regulations. So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Neighbourhood Plan to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects. These effect 'characteristics' are described within the assessment as appropriate.

## 9. Appraisal of the Desford Neighbourhood Plan Review

- 9.1 This section presents the appraisal of the current draft of the DNPR under the five SEA topics established through scoping and explores cumulative effects before the next section concludes on the overall likely effects for each topic and identifies any recommendations emerging.

### Biodiversity and geodiversity

- 9.2 Biodiversity constraints are relatively limited in Desford, whilst noting that Ensor's Pool Special Area of Conservation (SAC) lies southeast of Nuneaton and the River Mease SAC wraps around Measham to Packington further northwest from Desford (outside the neighbourhood area) and the Botcheston Bog Site of Special Scientific Interest (SSSI) lies in the northern extent of the neighbourhood area, somewhat removed from the main settlement area. Early screening has identified the DNPR is unlikely to lead to significant effects in relation to internationally and nationally designated biodiversity sites (the SACs in vicinity) with no identified need for Habitat Regulations Assessment (HRA) Appropriate Assessment to support the plan.
- 9.3 The DNPR proposes two new site allocations for residential development under Policy H2, at Barns Way and Lindridge Lane. Neither site contains any designated biodiversity features, and the Lindridge Way site is small-scale site proposed for just 5 homes. The SSSI Impact Risk Zone (IRZ) indicates higher-level risks (that require further consultation) are likely in development of 50 or more homes in the settlement. So, whilst the Lindridge Way site is unlikely to lead to significant effects, there will be a need for further consultation with Natural England in the allocation of the Barns Way site given the proposal for the development of 102 new homes. It is considered likely that any indirect impacts could be mitigated through on-site measures, particularly by targeted biodiversity net gains, but at this stage an element of uncertainty is noted until feedback is gained from Natural England.
- 9.4 The wider policy framework of the made plan is being updated in the DNPR and includes more policy measures relating to biodiversity. This includes the new Policy ENV2, supported by Policy ENV1 designating both Important Open Spaces and Local Green Spaces, affording these areas a level of protection from development of the settlement and supporting the ongoing maintenance and improvement of these natural habitats. Notably, a long list of Important Open Spaces is identified, protecting habitats at amenity spaces, greens, and roadside verges.
- 9.5 Policy ENV3 is now solely targeted at protecting sites and features of natural environment significance, including identified Local Wildlife Sites, Sites of local biodiversity significance, and priority habitats. This is supported by Policy ENV4 which seeks enhancement of biodiversity and habitat connectivity.
- 9.6 Policy E4 further identifies support for farm diversification that avoids impacts on environmental features, and the design principles laid down by Policy H6 identify that properties should, where appropriate, have built-in facilities for

wildlife, including bee bricks and swift boxes, and should maintain the connectivity of habitat for hedgehogs.

- 9.7 These policies provide significant mitigation to ensure development (including the larger scale development allocation proposed) avoid impacts arising in relation to designated biodiversity sites and features.
- 9.8 Overall, **minor long-term positive effects** are considered most likely because of the extensive policy measures provided through the DNPR that seek to protect and enhance biodiversity, however, **some uncertainty remains** until feedback is gained from Natural England.

## Climate change and flood risk

- 9.9 Fluvial flood risk affects the northern extent of the neighbourhood area, associated with Rothley Brook, whilst surface water flood risk is far more prevalent across the neighbourhood area.
- 9.10 The two new site allocations made under Policy H2 avoid areas within Flood Risk Zones 2 or 3, but both are affected to some degree by surface water flood risk, particularly more extensively at Lindridge Way. At Barns Way there is good potential to avoid locating development in areas of the site that are at higher risk from surface water flooding. Despite this, both sites will need to incorporate drainage measures that reduce this flood risk, and Policy H2 (the site allocations policy) directly links the design principles outlined by Policy H6 – which includes this need to incorporate sustainable drainage systems. This crucial design principle could also be enhanced by identifying a preference for nature-based solutions where possible, which derive wider benefits for climate resilience, including biodiversity.
- 9.11 With regards to climate change mitigation, both sites are suitably located at the settlement edge and provide relatively good access to the village offer. Climate mitigation and resilience is further supported by the wider policy framework, particularly measures to reduce the need to travel by car locally and improve highway safety and parking provision, to improve traffic management and encourage more active travel locally – as informed by a transport assessment undertaken in support of the DNPR. Policy T1 outlines the key locations that are sensitive to further growth in the village (requiring that any additional traffic is avoided at these locations), requires sufficient off-road parking provisions in new development, and improves and where possible creates new footpaths and cycleways to key village services. Furthermore, Policy T2 supports the re-opening of Desford railway station to passenger services which could have significant implications for local commuting journeys if realised.
- 9.12 Additional policy measures seek to improve the sustainability performance and resilience of the built environment, including by outlining design principles for high-quality and efficient design and construction (Policy H6), by protecting open and natural spaces and enhancing biodiversity and habitat connectivity (Policies ENV1-4), by providing support and guiding principles for the development of renewable energy infrastructure (Policy ENV9), by encouraging the provision of electric vehicle charging points with universal access (Policy T3), and by encouraging improved infrastructure for home-working (Policies E3 and E6).

9.13 Overall, whilst a reasonable level of development is being proposed that has implications for transport and associated emissions as well as flood risk, the policy mitigation provided through the DNPR is considered sufficient to ensure no significant negative effects arise. The additional measures to improve both sustainability performance and climate resilience are considered likely to support **residual minor long-term positive effects**.

## Community wellbeing

9.14 The DNPR is likely to support community wellbeing in many ways. The delivery of new homes is proposed to meet and exceed identified local needs (as determined through a supporting Housing Needs Assessment), targeted predominantly at a relatively large-scale opportunity at Barns Way and delivering a proportion of affordable homes integrated as part of the development (Policies H2, H3 and H6). This delivery strategy of exceeding identified needs and delivering a significant proportion of affordable housing (40%) is likely to support reduced deprivation linked to barriers to housing and services, and significant positive effects are considered likely in this respect.

9.15 Policy H1 further identifies a settlement boundary which will help separate the countryside and protect it from inappropriate development, and Policy H4 seeks an appropriate mix of new housing in development, based upon an assessment of need rather than developer preference. Policy protections for community infrastructure is provided, alongside supporting principles for the development of new community services and facilities that enhance the village offer (Policies F1 and F2). This is supported by design principles laid down by Policy H6 that ensures high-quality developments that are accessible and in-keeping with the characteristics of the village, and policy protection for key assets and features of the natural and built environment that support wellbeing (e.g., Local Green Spaces, Important Open Spaces, designated and non-designated heritage assets, and Important Views) is provided through Policies ENV1-8. Additionally, the plan seeks to improve the sustainability performance of new development and support opportunities to enhance community resilience to climate change (e.g., Policies H6, ENV9, T2, and T3).

9.16 The DNPR Policies E1-6 also consider the economic performance of the neighbourhood area, seeking to retain areas in existing employment use where possible and outlining the parameters for new employment opportunities that would be supported locally. The policies further seek to enhance the infrastructure supporting homeworking, farm diversification, and tourism (where appropriate).

9.17 Given these points, that span the entire policy framework, all identify support community health, wellbeing, safety, and resilience, **long-term significant positive effects** are concluded as likely.

## Historic environment

9.18 Whilst there are designated and non-designated heritage features within the neighbourhood area, the proposed allocation sites do not directly intersect these. Both sites allocated under Policy H2 are located outside of the designated conservation area, with existing development separating the sites

from designated assets. No significant effects are therefore considered likely because of the spatial strategy.

- 9.19 The wider policy framework provides additional protections to the historic environment, namely Policies ENV5-8 identify and protect a long list of non-designated heritage assets, including areas of ridge and furrow earthworks, sites of historic environment significance, including areas with proven archaeology, and Important Views. Design principles and wider policy considerations also ensure new development avoids impacts to these assets and considers the historic character and heritage setting relevant to its location. On this basis, **minor long-term positive effects** are considered most likely.

## Transportation

- 9.20 Recognising that the village suffers from transport issues that impact upon safety, and that most residents rely on private vehicles to make even local journeys, the DNPR makes positive efforts to address these issues and promote more active travel opportunities. Informed by a transport assessment, Policy T1 identifies key locations that are sensitive to additional growth in the village, requiring that any additional growth does not impact upon these areas further. With a parking a key issue in the village, principles are also laid down for off-road parking standards (linked to Policy H6) in new development and the policy seeks appropriate contributions to the management of parking and highways upgrades elsewhere in the village.
- 9.21 Policy T1 further seeks to ensure that development considers appropriate improvements to and the creation of new footpaths and cycleways that connect development with key village services.
- 9.22 Notably, Policy T2 outlines the local support for the re-opening of Desford railway station to passenger services, which, if realised, could have significant impacts with regards to changing local commuter journeys and modal choice.
- 9.23 It is considered that the new site allocations in the DNPR are suitably located at the settlement edge to provide access to the village offer, and the policy support provided (as outlined above) to tackle some of the key transport issues affecting Desford are likely to lead to **minor long-term positive effects** overall.

## Cumulative effects

- 9.24 No significant cumulative effects are considered likely in implementation of the DNPR, but noting that the spatial strategy exceeds the identified local housing needs, **minor positive cumulative effects** are considered likely in conjunction with the Local Plan, recognising the DNPR's contributions to the district housing needs.

## 10. Conclusions and recommendations

10.1 Overall, **no significant negative effects** are concluded as likely in the implementation of the draft DNPR. **Significant positive effects** are concluded as likely with regards to the community wellbeing SEA theme, recognising that the proposed housing development provides good opportunities to improve access to housing, including affordable housing and reduce deprivation linked to this domain. Supported by measures that seek to protect and enhance the natural and built environment, improve highways safety and active travel opportunities, and improve the sustainability performance of new development and climate resilience across the neighbourhood area, **minor positive effects** are also concluded as likely in relation to the biodiversity, climate change and flood risk, historic environment, and transportation SEA themes.

10.2 With regards to recommendations the following point is made:

- It will be important to gain feedback from Natural England through consultation with regards to potential development impacts relating to the Botcheston Bog SSSI arising from the relatively large-scale development proposed at Barns Way (for 102 new homes) under Policy H2 and whether the policy mitigation provided is considered sufficient.

# Part 3: What are the next steps?

# 11. Next steps and monitoring

11.1 This part of the report explains the next steps that will be taken as part of plan-making and SEA.

## Plan finalisation

11.2 Following Regulation 14 consultation, responses received will be considered and the DNPR and SEA Environmental Report will be finalised for submission.

11.3 Following submission, the DNPR and supporting evidence will be published for further consultation, and then subjected to Independent Examination. At Independent Examination, the DNPR will be considered in terms of whether it meets the Basic Conditions for Neighbourhood Plans and is in general conformity with the Local Plan.

11.4 If the examination leads to a favourable outcome, the DNPR will then be subject to a referendum, organised by Hinckley and Bosworth Borough Council. If more than 50% of those who vote agree with the DNPR, then it will be 'made'. Once 'made', the DNPR will become part of the local development framework for Hinckley and Bosworth, covering the defined neighbourhood area.

## Monitoring

11.5 The SEA regulations require 'measures envisaged concerning monitoring' to be outlined in this report. This refers to the monitoring of likely significant effects of the Neighbourhood Plan to identify any unforeseen effects early and take remedial action as appropriate.

11.6 It is anticipated that monitoring of effects of the Neighbourhood Plan will be undertaken by Hinckley and Bosworth Borough Council as part of the process of preparing its Annual Monitoring Report (AMR). No potential significant negative effects have been identified that would require additional or more stringent monitoring in this case.

# Appendices

# Appendix A – Regulatory requirements

As discussed in **Chapter 1**, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 (the Regulations) explains the information that must be contained in the Environmental Report; however, interpretation of Schedule 2 is not straightforward. **Table AA-1** links the structure of this report to an interpretation of Schedule 2 requirements, whilst **Table AA-2** explains this interpretation. **Table AA-3** identifies how and where within the Environmental Report the regulatory requirements have/ will be met.

**Table AA.1: Questions answered by the Environmental Report, in accordance with an interpretation of regulatory requirements**

Report section	Questions answered	Regulatory requirement met
<b>Introduction</b>	What is the plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes.</li> </ul>
	What is the scope of the SA?	<ul style="list-style-type: none"> <li>Relevant environmental protection objectives, established at international or national level.</li> <li>Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance.</li> <li>Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan.</li> <li>The environmental characteristics of areas likely to be significantly affected.</li> <li>Key environmental problems/ issues and objectives that should be a focus of (i.e., provide a 'framework' for) assessment.</li> </ul>
<b>Part 1</b>	What has plan-making/ SA involved up to this point?	<ul style="list-style-type: none"> <li>Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach).</li> <li>The likely significant effects associated with alternatives.</li> <li>Outline reasons for selecting the preferred approach in light of the alternatives assessment/ a description of how environmental objectives and considerations are reflected in the Plan.</li> </ul>
<b>Part 2</b>	What are the SA findings at this current stage?	<ul style="list-style-type: none"> <li>The likely significant effects associated with the Plan.</li> <li>The measures envisaged to prevent, reduce, and offset any significant adverse effects of implementing the Plan.</li> </ul>
<b>Part 3</b>	What happens next?	<ul style="list-style-type: none"> <li>A description of the monitoring measures envisaged.</li> </ul>

**Table AA.2: Questions answered by the Environmental Report, in accordance with regulatory requirements**

<u>Schedule 2</u>	<u>Interpretation of Schedule 2</u>	
<i>The report must include...</i>	<i>The report must include...</i>	
1. an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the plan seeking to achieve?</i>
2. the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>
3. the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level	
4. any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'	i.e. answer - <i>What's the 'baseline'?</i>
5. the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	
6. the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What are the key issues &amp; objectives?</i>
7. the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal	
8. an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach)	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i> [Part 1 of the Report]
9. a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.	
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the assessment findings at this current stage?</i> [Part 2 of the Report]
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan	
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i> [Part 3 of the Report]

**Table C: ‘Checklist’ of how (throughout the SEA process) and where regulatory requirements are or will be met.**

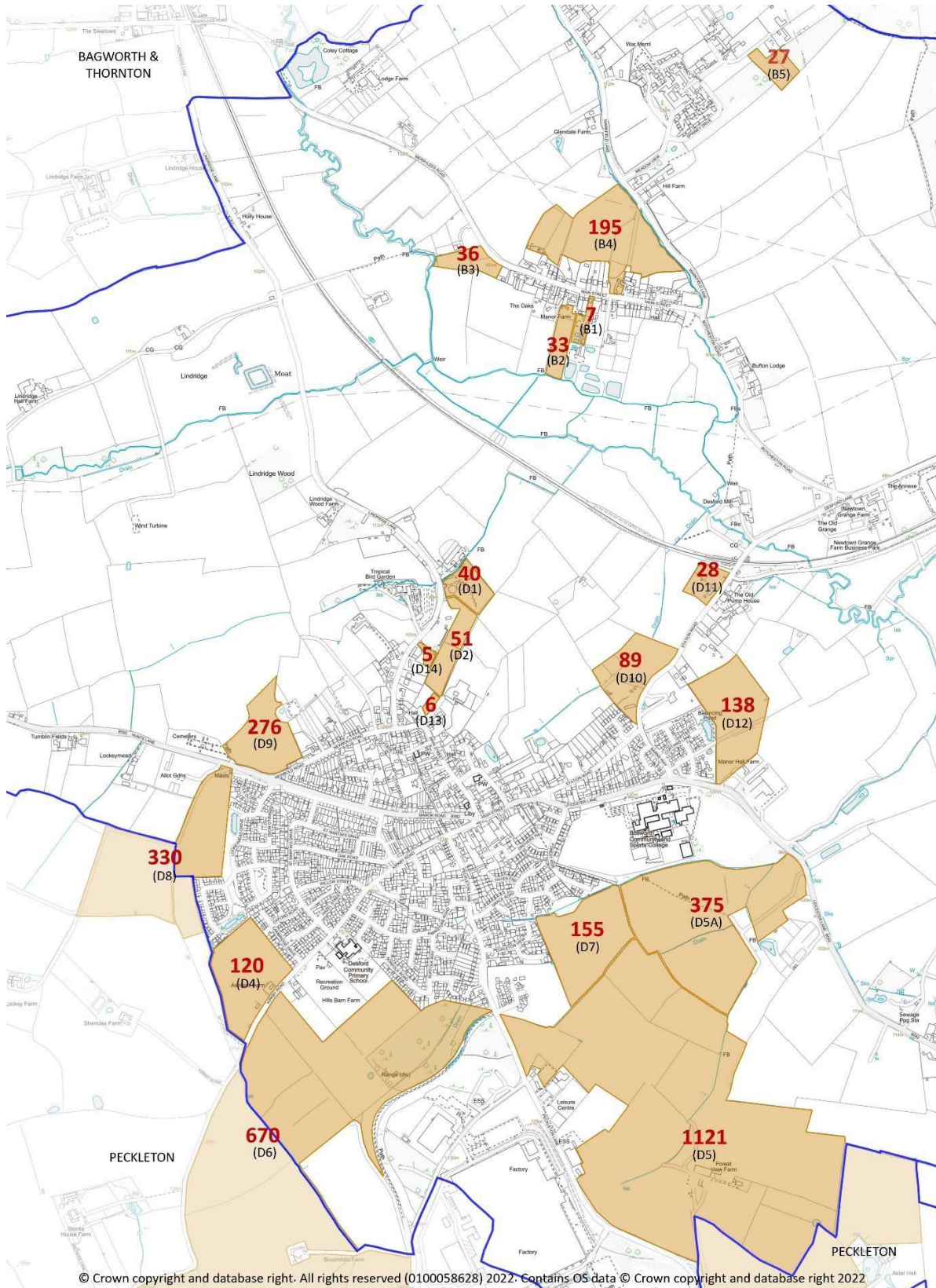
Regulatory requirement	Discussion of how the requirement is met
Schedule 2 requirements:	
1. An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Chapter 2 (‘What’s the plan seeking to achieve’) presents this information. The relationship with other plans and programmes is also considered in the SEA Scoping Report (2023).
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report published in November 2023. The outcome of scoping was an ‘SEA Framework’, and this is presented within Chapter 3 (‘What’s the scope of the SEA’). More detailed messages from the Scoping Report - i.e., messages established through context and baseline review - are presented within Appendix B.
3. The environmental characteristics of areas likely to be significantly affected.	
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC.	
5. The environmental protection objectives established at international, national, or community level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	The Scoping Report (2023) presents a detailed context review and explains how key messages from the context review (and baseline review) were then refined to establish an ‘SEA framework’. The key issues established through scoping are presented in Appendix B. The context review informed the development of the SEA framework and topics, presented in Chapter 3, which provide a methodological ‘framework’ for appraisal. With regards to explaining “how... considerations have been taken into account” - <ul style="list-style-type: none"> <li>• Chapter 5 explains how reasonable alternatives were established in-light of available evidence.</li> <li>• Chapter 6 sets out the detailed appraisal of options.</li> <li>• Chapter 7 explains the Parish Council’s ‘reasons for supporting the preferred approach’, i.e., explains how/ why the preferred approach is justified in-light of alternatives appraisal (and other factors).</li> <li>• Chapter 9 sets out the findings of the appraisal of the draft plan and Chapter 10 provides a summary of the findings and any recommendations.</li> </ul>
6. The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage,	<ul style="list-style-type: none"> <li>• Chapter 5 explains how reasonable alternatives were established in-light of available evidence.</li> <li>• Chapter 6 sets out the detailed appraisal of options.</li> <li>• Chapter 9 sets out the findings of the appraisal of the draft plan and Chapter 10 provides a summary of the findings and any recommendations.</li> </ul>

Regulatory requirement	Discussion of how the requirement is met
landscape, and the interrelationship between the above factors. (Footnote: these effects should include secondary, cumulative, synergistic, short-, medium-, and long-term, permanent and temporary, positive and negative effects).	As explained within the various methodology sections, as part of appraisal work, consideration has been given to the SEA scope, and the need to consider the potential for various effect characteristics/ dimensions.
7. The measures envisaged to prevent, reduce, and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Where necessary, mitigation measures are identified within the alternatives appraisal (in Chapter 6) and appraisal of the draft Plan (Chapters 9 and 10).
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Chapter 5 deals with 'Reasons for selecting the alternatives dealt with', in that there is an explanation of the reasons for focusing on particular issues/ options. Also, Chapter 7 explains the Council's 'reasons for selecting the preferred option' (in light of alternatives appraisal). Methodology is discussed at various places, ahead of presenting appraisal findings, and limitations/ assumptions are also discussed as part of appraisal narratives.
9. A description of the measures envisaged concerning monitoring in accordance with Article 10.	At this stage no additional monitoring measures are identified as being necessary over and above those already being considered by the Council.
10. A Non-Technical Summary of the information provided under the above headings.	A Non-Technical Summary (NTS) is provided separately.
The SA Report must be published alongside the Draft Plan, in accordance with the following regulations: Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the Draft Plan or programme and the accompanying SA Report before the adoption of the plan or programme (Art. 6.1 and 6.2).	At the current time, this SEA Environmental Report is being published alongside the Regulation 14 draft plan for public consultation.
The SA Report must be taken into account, alongside consultation responses, when finalising the Plan. The SA Report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6, and the results of any transboundary consultations entered into pursuant to Article 7, shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.	The Council will take into account this SEA Environmental Report when preparing the submission version of the Plan.

## Appendix B - Site assessments

This appendix provides detailed assessments of sites progressed as reasonable alternatives for the purposes of SEA. To reiterate, there are five sites in Botcheston (B1, B2, B3, B4, and B5), and eleven sites in Desford (D1, D2, D4, D7, D8, D9, D10, D11, D12, D13, and D14) that have been progressed for the purposes of SEA.

For each site, the tables provided below identify whether there is potential for significant effects (indicated using yes/ no) and the type of likely significant effect (negative or positive) for each of the SEA objectives established through scoping (see Chapter 3/ Table 3.1). Where appropriate, uncertainty is also noted. A conclusion for each site is also provided.



## Botcheston Sites

### B1: Rear of Snowdene (13 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of just 13 homes is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly previously developed land. It contains mature trees and hedgerow that should be retained in development, though there is no known Priority Habitat on site. The site lies predominantly within a National Habitat Network Enhancement Zone, where development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>Fluvial flood risk areas surround Rothley Brook but do not intersect the site. The site is also not affected by surface water flood risk.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>Whilst no significant effects are considered likely at this scale of development (13 homes), it is recognised that Botcheston has a limited service offer and most residents will likely travel outside the hamlet to access a wider range of goods, services, and employment opportunities. With limited sustainable transport access (one bus route providing links between Coalville and Leicester) future residents are likely to continue trends which rely on the private vehicle. Enhancing the active travel links between Botcheston and Desford would be key to mitigating these effects should the site be progressed as an allocation.</p>	No
Community wellbeing	<p>Development of the site would contribute 13 new dwellings to support local housing needs, a small proportion of these homes are also expected to be affordable homes. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in Botcheston.</p> <p>The site has limited access to existing public greenspaces, and development at this scale is unlikely to contribute new greenspace in development. However, the site does benefit from access to the surrounding countryside with a Public Right of Way (PRoW) nearby. This PRoW provides an active travel connection to Desford, and the larger service offer here, which includes schools, shops, and health facilities.</p>	Yes - positive
Historic environment	The site does not contain and is not located near to any designated heritage assets. Development is unlikely to lead to any significant effects.	No
Transportation	The settlement area is not connected directly to the rail line, with the closest station in Narborough. Botcheston is served by a single bus route between Coalville and Leicester and the site is relatively well connected to this route.	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>Whilst it is assumed that suitable access to the site can be established via Main Street, with a very limited service offer in Botcheston itself, residents are likely to travel to larger settlement areas to access a wider range of goods and services. A PRoW near the site does provide a direct active travel connection with Desford where residents can access some of their day-to-day needs (e.g., schools and shops).</p> <p>With the limited sustainable transport connections, a continued high reliance on the private vehicle could be expected. However, at this scale of development (13 homes), no significant effects would be expected.</p>	

### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## B2: Rear of 51 Main Street (38 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 38 homes is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>Rothley Brook runs adjacent to the site in the south, and the site borders areas of high and medium fluvial flood risk. South of the site is also an area of high surface water flood risk. Mitigation will be required to minimise future flood risk in development of the site.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>Whilst no significant effects are considered likely at this scale of development (38 homes), it is recognised that Botcheston has a limited service offer and most residents will likely travel outside the hamlet to access a wider range of goods, services, and employment opportunities. With limited sustainable transport access (one bus route providing links between Coalville and Leicester) future residents are likely to continue trends which rely on the private vehicle. Enhancing the active travel links between Botcheston and Desford would be key to mitigating these effects should the site be progressed as an allocation.</p>	No
Community wellbeing	<p>Development of the site would contribute 38 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in Botcheston.</p> <p>The site has limited access to existing public greenspaces, and development at this scale is less likely to contribute new greenspace in development. However, the site does benefit from access to the surrounding countryside with a Public Right of Way (PRoW) onsite. This PRoW provides an active travel connection to Desford, and the larger service offer here, which includes schools, shops, and health facilities.</p>	Yes - positive
Historic environment	<p>The site does not contain and is not located near to any designated heritage assets. Development is unlikely to lead to any significant effects.</p>	No
Transportation	<p>The settlement area is not connected directly to the rail line, with the closest station in Narborough. Botcheston is served by a single bus route between Coalville and Leicester and the site is relatively well connected to this route.</p> <p>As back-land development it is uncertain whether suitable access to the site could be provided.</p>	Uncertain

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>With a very limited service offer in Botcheston itself, residents are likely to travel to larger settlement areas to access a wider range of goods and services. A Public Right of Way (PRoW) traverses the site in the west, connecting Main Street with Desford where residents can access some of their day-to-day needs (e.g., schools and shops). This should be retained in development and opportunities to enhance this active travel connection should be promoted.</p> <p>With the limited sustainable transport connections, a continued high reliance on the private vehicle could be expected. However, at this scale of development (38 homes), no significant effects would be expected.</p>	

### Summary:

As back-land development it is uncertain whether suitable access to the site could be provided. Furthermore, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## B3: Hind Quarters (32 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 32 homes is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>Rothley Brook runs adjacent to the site in the west, and the site borders areas of high and medium fluvial flood risk. The land west of the site is also an area of low surface water flood risk. Mitigation will be required to minimise future flood risk in development of the site.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>Whilst no significant effects are considered likely at this scale of development (32 homes), it is recognised that Botcheston has a limited service offer and most residents will likely travel outside the hamlet to access a wider range of goods, services, and employment opportunities. With limited sustainable transport access (one bus route providing links between Coalville and Leicester) future residents are likely to continue trends which rely on the private vehicle. Enhancing the active travel links between Botcheston and Desford would be key to mitigating these effects should the site be progressed as an allocation.</p>	No
Community wellbeing	<p>Development of the site would contribute 32 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in Botcheston.</p> <p>The site has limited access to existing public greenspaces, and development at this scale is less likely to contribute new greenspace in development. However, the site does benefit from access to the surrounding countryside with a Public Right of Way (PRoW) onsite. This PRoW provides an active travel connection to both Desford and Newbold Verdon, and the larger service offer in these settlements, which includes schools, shops, and health facilities.</p>	Yes - positive
Historic environment	<p>The site does not contain and is not located near to any designated heritage assets. Development is unlikely to lead to any significant effects.</p>	No
Transportation	<p>The settlement area is not connected directly to the rail line, with the closest station in Narborough. Botcheston is served by a single bus route between Coalville and Leicester and the site is well connected to this route.</p> <p>Whilst it is assumed that suitable access to the site can be established via Main Street, with a very limited service offer in</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>Botcheston itself, residents are likely to travel to larger settlement areas to access a wider range of goods and services.</p> <p>A PRow traverses the site from east to west, creating a connection between Main Street and Newbold Verdon to the south-west and Desford to the south where residents can access some of their day-to-day needs (e.g., schools and shops). This should be retained in development and opportunities to enhance these connections should be promoted.</p> <p>With the limited sustainable transport connections, a continued high reliance on the private vehicle could be expected. However, at this scale of development (32 homes), no significant effects would be expected.</p>	

### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## B4: Extension north of Main Street (143 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 143 homes will require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI (as indicated by the SSSI Impact Risk Zone).</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow that should be retained in development, though there is no known Priority Habitat on site. The site lies predominantly within a National Habitat Network Enhancement Zone, where development that leads to biodiversity net gain could be beneficial.</p>	Uncertain
Climate change and flood risk	<p>Fluvial flood risk areas surround Rothley Brook but do not intersect the site. The northeastern border of the site along Markfield Lane is at high surface water flood risk, and areas of low risk extend into the site. Mitigation will be required to minimise future flood risk in development of the site.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>It is recognised that Botcheston has a limited service offer and most residents will likely travel outside the hamlet to access a wider range of goods, services, and employment opportunities. With limited sustainable transport access (one bus route providing links between Coalville and Leicester) future residents are likely to continue trends which rely on the private vehicle. Enhancing the active travel links between Botcheston and Desford would be key to mitigating these effects should the site be progressed as an allocation, but development at this scale (disproportionate to the size of the settlement) in Botcheston could undermine wider efforts to improve the accessibility of future development in the district and improve its sustainability performance in this respect.</p>	Yes - negative
Community wellbeing	<p>Development of the site would contribute 143 new homes, a proportion of which would be affordable homes, to significantly support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in Botcheston.</p> <p>Development at this scale could also be expected to deliver wider benefits by means of onsite provisions (e.g., new open space) and/ or offsite contributions (e.g., to improving healthcare access and provisions). The site also benefits from countryside access with PRoW links nearby providing connections to both Desford and Newbold Verdon, and the larger service offer in these settlements, which includes schools, shops, and health facilities.</p>	Yes - positive
Historic environment	The site does not contain and is not located near to any designated heritage assets. Development is unlikely to lead to any significant effects.	No
Transportation	The settlement area is not connected directly to the rail line, with the closest station in Narborough. Botcheston is served	Yes - negative

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>by a single bus route between Coalville and Leicester and the site is relatively well connected to this route.</p> <p>Whilst it is assumed that suitable access to the site can be established via Main Street and/ or Markfield Lane, with a very limited service offer in Botcheston itself, residents are likely to travel to larger settlement areas to access a wider range of goods and services. A PRow near the site does provide a direct active travel connection with Desford where residents can access some of their day-to-day needs (e.g., schools and shops).</p> <p>With the limited sustainable transport connections, a continued high reliance on the private vehicle could be expected. With relatively large-scale development proposed at the site (143 homes), there is potential for significant negative effects pre-mitigation.</p>	

### Summary:

Whilst the housing contribution in development of this site would be significant, including a significant number of affordable homes, positively improving deprivation in relation to the 'barriers to housing and services' domain, the development scale is disproportionate to the size of the settlement. Development would likely exacerbate existing unsustainable trends which favour private vehicle use, and whilst at this scale of development some infrastructure development could be expected alongside, it is unlikely to be of the strategic nature that is necessary to improve the sustainability performance of this area. Significant negative effects are therefore concluded as most likely in relation to both transportation and climate change. Development at this scale would also require further consultation with Natural England with regards to potential impacts at the nearby Botcheston Bog SSSI.

## B5: Extension site Kirby Grange (38 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 38 homes is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>Fluvial flood risk areas surround Rothley Brook but do not intersect the site. The site is also not affected by surface water flood risk.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>Whilst no significant effects are considered likely at this scale of development (38 homes), it is recognised that Botcheston has a limited service offer and most residents will likely travel outside the hamlet to access a wider range of goods, services, and employment opportunities. With limited sustainable transport access (one bus route providing links between Coalville and Leicester) future residents are likely to continue trends which rely on the private vehicle. Enhancing the active travel links between Botcheston and Desford would be key to mitigating these effects should the site be progressed as an allocation.</p>	No
Community wellbeing	<p>Development of the site would contribute 38 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in Botcheston.</p> <p>The site has access to existing public greenspaces nearby and benefits from access to the surrounding countryside with a Public Right of Way (PRoW) onsite. A PRoW off Markfield Lane provides an active travel connection to Desford, and the larger service offer here, which includes schools, shops, and health facilities.</p>	Yes - positive
Historic environment	<p>The site does not contain any designated heritage assets. Whilst there is a listed (Grade II) war memorial northeast of Spinney Drive, existing development lies between the asset and the designated site. Development is unlikely to lead to any significant effects.</p>	No
Transportation	<p>The settlement area is not connected directly to the rail line, with the closest station in Narborough. Whilst Botcheston is served by a single bus route between Coalville and Leicester, the bus connections are further south at Main Street, less accessible to future residents of the site, and less likely therefore to promote its use.</p> <p>Therefore, whilst it is assumed that suitable access to the site can be established, development at the site is unlikely to</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>promote sustainable transport access or use, and continued high reliance on the private vehicle could be expected. However, at this scale of development (38 homes) no significant effects would be considered likely.</p>	

### Summary:

Whilst no significant negative effects are considered likely to arise in development of the site, development within Botcheston is likely to continue trends where residents rely highly on private transport (i.e., the car) to access a wider range of goods, services, and employment opportunities. Despite this, the contribution of new housing (including affordable housing) to reducing deprivation in relation to the 'barriers to housing and services' domain is considered likely to lead to significant positive effects with regards to community wellbeing.

## Desford Sites

### D1: Redundant sewage plant (36 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is previously developed land in part and greenfield in part. It contains and is bordered by mature trees and hedgerow that should be retained in development, though there is no known Priority Habitat on site. The site lies predominantly within a National Habitat Network Enhancement Zone, where development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. However, the site is at low to high risk of surface water flooding on the western site boundary and sustainable drainage systems will need to reduce this risk in development. All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (36 homes), particularly considering that the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access other service centres and wider areas. This will increase the emissions released linked to transport. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 36 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in areas of Desford (particularly within the area where this site is located).</p> <p>The site has good access to existing public greenspaces, and to the surrounding countryside with a Public Right of Way (PRoW) onsite.</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development and the site is slightly removed from the main settlement area located off Lindridge Lane (a short walk from Newbold Road).</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it.</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	Furthermore, the site is located outside of the historic settlement core of Desford. As such, development of this site is unlikely to lead to significant effects.	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not well connected to these routes.</p> <p>With the limited sustainable transport connections, a continued reliance on private vehicles is likely through allocating this site. Vehicular access to the site off Lindridge Lane already exists, given it is a previously developed site (a redundant sewage plant). However, this scale of development (36 homes), no significant effects are anticipated.</p> <p>It is noted there is no pavement provision along Lindridge Lane to allow for safe pedestrian access. However, there are a few PRowS on the site boundaries at this location – R91 connects Lindridge Lane to the west to the R87 footpath on the northern and eastern site boundaries, as well as to the R92 footpath. These allow for connections to the local PRow network, and access to locations like Botcheston to the north. This connection should be retained as far as possible through development to offer viable alternatives to private vehicles.</p>	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises brownfield land at the settlement edge with potential to connect with and enhance existing walking routes. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D2: Adjacent Lyndale Cattery (45 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow, particularly at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. However, the site is at low to high risk of surface water flooding on the western site boundary and sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (45 homes), particularly considering that the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access other service centres and wider areas. This will increase the emissions released linked to transport. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 45 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in areas of Desford (particularly within the area where this site is located).</p> <p>The site has good access to existing public greenspaces, and to the surrounding countryside with a Public Right of Way (PRoW) adjacent to the site.</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development and the site is slightly removed from the main settlement area located off Lindridge Lane (a short walk from Newbold Road).</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. It is noted that the site is located approximately 60m north-east of Desford Conservation Area. Given there is limited development between the site and the designation, it is possible allocating this site could contribute to changes in views from the conservation area. However, as the site is set back and away from the designation, it is considered unlikely that the special features and qualities that contribute to the Desford</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>Conservation Area will be impacted upon. Furthermore, the site is located outside of the historic settlement core of Desford. Given this, development of this site is unlikely to lead to significant effects, but design proposals will need to consider and mitigate potential minor impacts.</p>	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not well connected to these routes.</p> <p>With the limited sustainable transport connections, a continued reliance on private vehicles is likely through allocating this site. Vehicular access to the site would need to come from Lindridge Lane to the west. This would likely need to be created, or the access lane to the old sewage works to the north could be extended to reach the site. The scale of development (45 homes) and its associated increase in vehicles is not expected to bring forward significant effects. It is noted there is a PRow on the eastern site boundary – footpath R87, which allows for access to Botcheston and Desford. This connection should be retained as far as possible through development to offer viable alternatives to private vehicles.</p>	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge with potential to connect with and enhance existing walking routes. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D4: Extension land north of Kirkby Lane (105 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. There are hedgerows and trees at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. However, there are isolated areas at low risk of surface water flooding within the site boundaries, and the site is near an area at higher risk to the west. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>The proposed growth of this site (105 homes) is unlikely to lead to significant effects given the settlement of Desford has a level of community infrastructure that supports the existing community well. Despite this, it is noted residents likely travel outside of the settlement to access additional services like supermarkets. Given the two bus services that travel through Desford stop approximately once an hour, it is likely residents will rely on private vehicles to access other service centres and wider areas. Therefore, increases in the emissions linked to transport are expected but these are expected to be relatively minor given the local provisions and close connection to Leicester. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 105 new homes, a significant number of which would be affordable homes, to significantly support local housing needs. Whilst this would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, this area of Desford is less deprived in this domain.</p> <p>The site has good access to existing public greenspaces, and to the surrounding countryside with a Public Right of Way (PRoW) at Kirkby Road.</p> <p>Development at this scale is could also contribute new greenspace or community infrastructure in development and the site is well connected to the main settlement area.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it.</p> <p>Furthermore, the site is located outside of the historic settlement core of Desford. As such, development of this site is unlikely to lead to significant effects.</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not well connected to these routes.</p> <p>With the limited sustainable transport connections, a continued reliance on private vehicles is likely through allocating this site. Vehicular access to the site would need to come from Kirkby Road to the south / south-east. This would likely need to be created, though it is noted there is an existing farm track from the road into the site that could be utilised. The scale of development (105 homes) is likely to bring forward minor impacts for local roads that would need consideration and mitigation in development – especially given Kirkby Road is a single lane road.</p> <p>Whilst there is no current pavement provision, Kirkby Road does have wide roadside verges that could allow for safe pedestrian movement – this could allow for permeable pavements to be constructed. There is no PRow within the site but there is a public footpath approximately 80m south of the site that allows for safe active travel to Peckleton.</p> <p>Overall, whilst mitigation would be required in development of the site, no significant impacts are considered likely. Development at this scale could also positively contribute to improving safe active travel opportunities in this area.</p>	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes, though this part of the Desford neighbourhood area is considered less deprived.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk and local transport and traffic impacts would likely need mitigating.

## D7: South of Forest Rise (114 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site, though it is noted there is a drain on the northern site boundary. However, the site is at medium to high risk of surface water flooding along the northern site boundary, and there is an area of low to medium surface water flood risk intersecting the site in a south-west to north-east direction. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>The proposed growth of this site (114 homes) is unlikely to lead to significant effects given the settlement of Desford has a level of community infrastructure that supports the existing community well. Despite this, it is noted residents likely travel outside of the settlement to access additional services like supermarkets. Given the two bus services that travel through Desford stop approximately once an hour, it is likely residents will rely on private vehicles to access other service centres and wider areas. Therefore, increases in the emissions linked to transport are expected but these are expected to be relatively minor given the local provisions and close connection to Leicester. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 114 new homes, a significant number of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in areas of Desford (including within the area where this site is located).</p> <p>There are existing public greenspaces in the settlement that can be accessed from the site, and the site benefits from access to the surrounding countryside with a Public Right of Way (PRoW) onsite (that would need to be retained in development).</p> <p>Development at this scale could contribute new greenspace or community infrastructure in development and the site is well connected with the main settlement area via Forest Rise.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it. Whilst this</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>site is located outside of the historic settlement core of Desford, it is adjacent to one local historic environment record entry to the west: a trial trench that revealed limited archaeological remains (a gully, a possible put, and a fragment of a clay object). Given the distance from designated features, and the limited archaeological evidence unearthed to the west, it is considered that development of this site is unlikely to lead to significant effects, but early archaeological investigations will be necessary.</p>	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not well connected to these routes.</p> <p>With the limited sustainable transport connections, a continued reliance on private vehicles is likely through allocating this site. Vehicular access to the site would likely be difficult to achieve – it would need to come from the residential streets of Forest Rise or Bambrook Close to the north, or Peckleton View, Meadow Way, Sigrist Road or Lowdell Way to the west. This would involve the construction of new roads, and the potential loss of trees or garden space linked to existing development.</p> <p>The scale of development (114 homes) is likely to bring forward minor impacts for local roads that would need consideration and mitigation in development.</p> <p>It is noted there is a PRow intersecting the site – footpath R98, which connects the high street in Desford to Peckleton to the south. This connection should be retained as far as possible through development to offer viable alternatives to private vehicles.</p> <p>Overall, whilst mitigation would be required in development of the site, no significant impacts are considered likely. Development at this scale could also positively contribute to enhancing the active travel opportunities in this area.</p>	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk and local transport and traffic impacts would likely need mitigating. Furthermore, early archaeological investigations would also be needed.

## D8: South and west of Hunts Lane (80 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at some borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site, though it is noted there is a water body within the site to the east. There is a small area at low risk of surface water flooding in the north-west of the site. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>The proposed growth of this site (80 homes) is unlikely to lead to significant effects given the settlement of Desford has a level of community infrastructure that supports the existing community well. Despite this, it is noted residents likely travel outside of the settlement to access additional services like supermarkets. Given the two bus services that travel through Desford stop approximately once an hour, it is likely residents will rely on private vehicles to access these other service centres. Therefore, increases in the emissions linked to transport are expected but these are expected to be relatively minor given the local provisions and close connection to Leicester. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 80 new homes, a proportion of which would be affordable homes, to support local housing needs. Whilst this would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, this area of Desford is less deprived in this domain.</p> <p>The site has good access to existing public greenspaces, and to the surrounding countryside with a Public Right of Way (PRoW) adjacent to the site (that also connects residents with Newbold Verdon).</p> <p>Development at this scale could contribute new greenspace and the site is well connected to the village centre via Manor Road.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it. It is noted that a local historic environment record intersects this site – a linear feature that was spotted running through this site from aerial photography in 2000 and 2006. However, further research did not reveal this feature or any archaeological</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	evidence. As such, development of this site is unlikely to lead to significant effects.	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour. The site is approximately 150m from bus stops that will allow for public transport to Market Bosworth and Leicester.</p> <p>Despite the sustainable transport provision, it is likely that development of the site will bring forward a continued reliance on private vehicles. Access would likely be achieved via the track that runs along the western site boundary, which connects to the B582 / Hunts Lane to the north of the site.</p> <p>The scale of development (80 homes) is unlikely to bring forward significant effects on the transport network and traffic in Desford. It is noted that the B582 / Hunts Lane does have pavement provision, so could allow for new residents to engage with active travel opportunities to the bus stops to the east and further into the village.</p> <p>It is also noted that there is a PRow on the western boundary alongside the track - intersecting the site – footpath R95R98, which connects the high street in Desford to Peckleton to the south. This connection should be retained as far as possible through development to offer viable alternatives to private vehicles.</p>	

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes, though this part of the Desford neighbourhood area is considered less deprived.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

## D9: Land north of Hunts Lane (62 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at some of the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. Whilst there is no surface flood risk within the site boundaries, there is a small area at low risk of surface water flood risk to the south-west – which extends northwards. Sustainable drainage systems may be required to reduce future flood risk.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (62 homes). Furthermore, the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access other service centres and wider areas. Increases in emissions linked to transport are expected to be minor. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 62 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in areas of Desford (particularly within the area where this site is located).</p> <p>The site has good access to existing public greenspaces, and to the surrounding countryside with a Public Right of Way (PRoW) provided off Hunts Lane (which connects residents with Newbold Verdon).</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development but the site is well connected to the village centre via Manor Road.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it. The site is located adjacent to the historic settlement core of Desford and adjacent to a local historic environment record entry: an old turnpike road that later became the B582 to the south.</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	Overall, whilst design mitigation may be necessary, development of this site is unlikely to lead to significant effects.	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is located in Leicester. There are two bus services that run through the settlement approximately once an hour. The site is approximately 30m north from bus stops that will allow for public transport to Market Bosworth and Leicester.</p> <p>Despite the sustainable transport provision, it is likely that development of the site will bring forward a continued reliance on private vehicles. Access would likely be achieved via the B582 / Hunts Lane to the south of the site, or from a small parking area on the southern site boundary. The scale of development (62 homes) is unlikely to bring forward significant effects on the transport network and traffic in Desford. It is noted that the B582 does have pavement provision, so could allow for new residents to engage with active transportation opportunities to the bus stops to the south and further into the village. There are no PRow intersecting the site, or in proximity to it.</p>	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge.

## D10: North of 39 Station Road (66 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 66 homes at this location will require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI (as indicated by the SSSI Impact Risk Zone).</p> <p>The site is previously developed land in part and greenfield in part. It contains mature trees and hedgerow that should be retained in development, though there is no known Priority Habitat on site. The site lies predominantly within a National Habitat Network Enhancement Zone, where development that leads to biodiversity net gain could be beneficial.</p>	Uncertain
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site, though it is noted there are two drains present adjacent to the site boundaries to the north and west. These drains cause an elevated risk of surface water flood risk on the site – low to medium risk crossing through the site. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (66 homes). Furthermore, the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access service centres and wider areas. Increases in emissions linked to transport are expected to be minor. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 66 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in this part of Desford.</p> <p>The site would benefit from improved access to existing public greenspaces but is well connected with the surrounding countryside with a Public Right of Way (PRoW) north of the site (which connects residents with Main Street and Botcheston).</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development but the site is well connected to the village centre via Station Road.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	special features and qualities that contribute to it. As such, development of this site is unlikely to lead to significant effects.	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not well connected to these routes, given its location away from the settlement core. With the limited sustainable transport connections, a continued reliance on private vehicles is likely through allocating this site. Vehicular access to the site would need to come from Station Road to the east. This would likely need to be created, or the access lane to the field could be expanded to accommodate for a greater number of vehicles. The scale of development (66 homes) and its associated increase in vehicles is not expected to bring forward significant effects.</p> <p>It is noted there is a PRoW that intersects the site in the north-west extent. Footpath R93 provides access to the wider PRoW network, which encourages active transportation uptake for more local journeys. Additionally, it is noted Station Road has pavement provision, which allows for safe active pedestrian access into the centre of Desford. These connections should be retained as far as possible through development to offer viable alternatives to private vehicles.</p>	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises a mix of brownfield and greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Further consultation with Natural England would also be required in relation to impacts at the nearby SSSI.

## D11: Hill Rise, Station Road (26 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 26 homes is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is previously developed land in part and greenfield in part. It contains mature trees and hedgerow that should be retained in development, though there is no known Priority Habitat on site. The site lies predominantly within a National Habitat Network Enhancement Zone, where development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. However, the site is within proximity to an area at high risk of fluvial flooding associated with the Rothley Brook. Given this proximity, the site is at high risk of surface water flooding in the northern extent adjacent to the site boundary, and medium risk in the western extent along the site boundary. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (26 homes). Furthermore, the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access these other service centres. Increases in emissions linked to transport are expected to be minor. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 26 new homes, a proportion of which would be affordable homes, to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is relatively high in this part of Desford.</p> <p>The site would benefit from improved access to existing public greenspaces but is well connected with the surrounding countryside with a Public Right of Way (PRoW) north of the site (which connects residents with Main Street and Botcheston).</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development but the site is well connected to the village centre via Station Road.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
	<p>special features and qualities that contribute to it. It is noted that the site is within proximity to the Lancaster Arms public house (located across the road to the east), the former Desford railway station to the north, and the Leicester to Swannington Railway to the north – all of which are local historic environment records. Overall, development of this site is unlikely to lead to significant effects, but mitigation may be required through design considerations.</p>	
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – the site is within proximity to two bus stops that provide access to the 153 service to Leicester, Desford and Market Bosworth.</p> <p>Even though there is good access to sustainable transport, it is likely there will be a continued reliance on private vehicles due to the distance between the site and the centre of Desford, where local key facilities and services are located. Access would come from Station Road on the eastern site boundary – it would need to be created and would likely require tree removals. The scale of development (26 homes) and its associated increase in vehicles is not expected to bring forward significant effects.</p> <p>It is noted there is a PRoW within proximity to the site to the west. Footpath R93 provides access to the wider PRoW network, which encourages active transportation uptake for more local journeys. Additionally, it is noted Station Road has pavement provision, which allows for safe active pedestrian access into the centre of Desford. These connections should be retained as far as possible through development to offer viable alternatives to private vehicles.</p>	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation. The site utilises a mix of brownfield and greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Design proposals would need to consider sensitive heritage settings in proximity.

## D12: East of Barns Way (102 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Development of 102 homes at this location will require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI (as indicated by the SSSI Impact Risk Zone).</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow within and at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	<b>Uncertain</b>
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site, though it is noted there is a water body adjacent to the site in the western extent. Given this, there is low-medium surface water flood risk on the site that cross-sections in an east to west direction. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>The proposed growth of this site (102 homes) is unlikely to lead to significant effects given the settlement of Desford has a level of community infrastructure that supports the existing community well. Despite this, it is noted residents likely travel outside of the settlement to access additional services like supermarkets. Given the two bus services that travel through Desford stop approximately once an hour, it is likely residents will rely on private vehicles to access these other service centres. Therefore, increases in the emissions linked to transport are expected but these are expected to be relatively minor given the local provisions and close connection to Leicester. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	<b>No</b>
Community wellbeing	<p>Development of the site would contribute 102 new homes, a proportion of which would be affordable homes, to support local housing needs. Whilst this would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, in a part of Desford that is relatively deprived in this domain.</p> <p>The site would benefit from improved access to existing public greenspaces but is well connected with the surrounding countryside and a Public Right of Way (PRoW) lies off Leicester Lane (which connects residents with Leicester). Development at this scale could contribute new greenspace and the site is well connected to the village centre via Leicester Lane.</p>	<b>Yes - positive</b>
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, the site is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it. As such, development of this site is unlikely to lead to significant effects.</p>	<b>No</b>

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour. There are two bus stops within proximity to the site to the north that provide access to the 153 service to Leicester, Desford and Market Bosworth.</p> <p>Despite the sustainable transport provision, it is likely that development of the site will bring forward a continued reliance on private vehicles. Access would likely be achieved via Station Road to the north (which would likely result in the loss of garden space belonging to existing residential development in the area), from Cortanis Lane to the west (which would involve a new road being constructed), or from the track leading to the Manor Hill Farm from the B582 to the south.</p> <p>The scale of development (102 homes) is unlikely to bring forward significant effects on the transport network and traffic in Desford but there is a lack of active travel connections in this area. Whilst there is pavement provision on two of the potential access routes (Cortanis Lane and Station Road), these could be partially lost to allow for the widening of roads – which would be necessary to accommodate for an increase in private vehicles.</p> <p>Overall, whilst mitigation would be required in development of the site, no significant impacts are considered likely. Development at this scale could also positively contribute to enhancing the active travel opportunities in this area.</p>	No

### Summary:

Whilst a slightly larger scale development is proposed at this site, significant negative effects are still likely to be avoided. Significant positive effects are considered likely from the contributions to housing supply, including a significant number of new affordable homes and homes in part of the neighbourhood area that experiences higher deprivation.

The site is greenfield land at the settlement edge and at this scale of development, there is the potential to enhance active travel opportunities in this area and deliver wider community benefits such as new open space. In development of the site, sustainable drainage systems would be required to reduce surface water flood risk. Further consultation with Natural England would also be required in relation to impacts at the nearby SSSI.

## D13: Copse of trees on Little Lane (6 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. The contains mature trees and hedgerow that would be difficult to fully retain in development, though there is no known Priority Habitat on site. Offsite compensation/ mitigation is likely to be required. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. Additionally, there is no surface water flood risk associated with this site.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (6 homes). Furthermore, the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access these other service centres. Increases in emissions linked to transport are expected to be minor. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 6 new homes to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is high in this part of Desford.</p> <p>The site benefits from good access to existing public greenspaces and is well connected with the surrounding countryside with a Public Right of Way (PRoW) at Little Lane (which connects residents with Main Street and Botcheston).</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development but the site is well connected to the village centre via Main Street.</p>	Yes - positive
Historic environment	<p>There is the Grade II listed 2 Newbold Road within 12m south-west of the site. It is likely that development of the site will impact upon the setting of this designation, through changes to its surroundings (and therefore how it is viewed in the landscape) as well as changes to views from the feature.</p> <p>Additionally, the site is within the historic settlement core of Desford and is adjacent to the Desford Conservation Area – as such, allocating this site for development has the potential to impact upon the historic character of the designation and the wider area. As such, there is the potential for significant effects pre-mitigation.</p>	Yes - negative

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not located near to bus stops to allow for access to these services.</p> <p>Given the location of the site in relation to the settlement core of Desford, it is likely development here could increase the number of private vehicles in the neighbourhood area. However, the proposed growth of 6 homes is minor – as such, it is unlikely to impact upon the transport network and traffic in Desford. Access to the site would need to come via Little Lane – which would require the lane to be widened to accommodate an increase in vehicles as well as vehicle turning. It is noted that Little Lane does have a level of pavement provision but connects to Newbold Road and Main Street to the west which has a greater level of pavement provision. This could allow for journeys on foot to some more local facilities, like the Central Co-Op Food, the village hall, the medical centre, and a church.</p> <p>It is noted there is a PRoW along Little Lane – footpath R87 that allows safe pedestrian access to Botcheston and the wider PRoW network. These connections should be retained as far as possible through development to offer viable alternatives to private vehicles.</p>	No

### Summary:

Given the sensitive heritage settings at this location, the potential for significant negative effects in development is identified pre-mitigation. Significant positive effects are considered likely from the contributions to housing supply, including homes in part of the neighbourhood area that experiences higher deprivation.

## D14: Rear of 34 Lindbridge Lane (5 homes)

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Biodiversity and geodiversity	<p>Residential development at this location is unlikely to require further consultation with Natural England with regards to potential impacts at nearby Botcheston Bog SSSI.</p> <p>The site is predominantly greenfield. It contains mature trees and hedgerow at the borders of the site that should be retained in development, though there is no known Priority Habitat on site. Development that leads to biodiversity net gain could be beneficial.</p>	No
Climate change and flood risk	<p>There is no fluvial flood risk present within or in proximity to this site. However, there is a low risk of surface water flooding along the eastern site boundary. Sustainable drainage systems will need to reduce this risk in development.</p> <p>All sites are considered to have good potential to support climate resilience measures that include sustainable drainage systems, nature-based solutions, biodiversity net gain, high design and quality standards, and support for renewable energy generation.</p> <p>No significant effects are considered likely at this scale of development (5 homes). Furthermore, the settlement of Desford has a level of community infrastructure that supports the existing community well – though it is noted residents likely travel outside of the settlement to access additional services like supermarkets. There are two bus services to allow for links to a variety of locations, including Leicester and Barlestone. However, as these services stop approximately once an hour, it is likely residents will rely on private vehicles to access these other service centres. Increases in emissions linked to transport are expected to be minor. Additionally, it is likely that some new residents will use vehicles to travel into the village centre.</p>	No
Community wellbeing	<p>Development of the site would contribute 5 new homes to support local housing needs. This would contribute to reducing deprivation in relation to the 'barriers to housing and services' domain, which is high in this part of Desford.</p> <p>The site benefits from good access to existing public greenspaces and is well connected with the surrounding countryside with a Public Right of Way (PRoW) at Little Lane and off Newbold Road (which connects residents with Newbold Verdon and Botcheston).</p> <p>Development at this scale is less likely to contribute new greenspace or community infrastructure in development but the site is well connected to the village centre via Lindridge Lane.</p>	Yes - positive
Historic environment	<p>There are no designated heritage features within the site, nor are there any within proximity. Additionally, whilst the site is partially within the historic settlement core of Desford, it is located a distance away from the Desford Conservation Area and the special features and qualities that contribute to it. As such, development of this site is unlikely to lead to significant effects.</p>	No

SEA theme	Commentary	Likely significant effect? (pre-mitigation)
Transportation	<p>The settlement of Desford is not connected directly to rail services. The nearest station is in Leicester. There are two bus services that run through the settlement approximately once an hour – however, the site is not located near to bus stops to allow for access to these services.</p> <p>Given the location of the site to the settlement core of Desford, it is likely development here could increase the number of private vehicles in the neighbourhood area. However, the proposed growth of 5 homes is minor – as such, it is unlikely to impact upon the transport network and traffic in Desford. Access to the site would need to come via Lindridge Lane. It is noted that this part of Lindridge Lane does have pavement provision to allow for safe pedestrian movement. This could encourage new residents to travel on foot to the Central Co-Op Food, the village hall, the medical centre, and a church to the south; however, this is a short distance.</p> <p>It is noted there are no PRow within the site or in proximity.</p>	No

### Summary:

The scale of growth at this site makes it likely that significant negative effects would be avoided, and significant positive effects are considered likely from the contributions to housing supply, including new homes in part of the neighbourhood area that experiences higher deprivation. The site is greenfield land at the settlement edge and in development of the site, sustainable drainage systems would be required to reduce surface water flood risk.

