

**Blaby District Council**

**Local Plan (Delivery) Development Plan Document**

**Delivery DPD (Preferred Options)**

**October 2016**





## Contents

1 INTRODUCTION.....	6
2 UPDATED CORE STRATEGY POLICY .....	8
Open Space, Sport and Recreation .....	8
3 SITE ALLOCATIONS .....	11
Housing Provision – New Allocation Site Options.....	11
Employment Land Provision – New Allocation Site Options .....	15
Accommodating Gypsies and Travellers .....	17
Existing Employment Sites .....	18
4 PROPOSALS MAP .....	20
5 DEVELOPMENT MANAGEMENT POLICIES.....	22
Development within the Settlement Boundaries.....	22
Blaby Town Centre - Primary and Secondary Frontages .....	23
Neighbourhood Parades .....	24
Road Related Facilities for HGVs.....	25
Local Parking and Highway Design Standards .....	25
High Load Route.....	26
Accessible, Adaptable and Wheelchair Homes.....	27
Designated and Undesignated Heritage Assets.....	28
Land Contamination and Pollution.....	29
Hazardous Sites and Installations .....	31
Mineral Safeguarding Areas .....	32
6 INFRASTRUCTURE DELIVERY PLAN .....	34
7 MONITORING FRAMEWORK.....	35
APPENDIX 1 – SUMMARY OF REJECTED HOUSING SITE OPTIONS.....	36
APPENDIX 2 – SUMMARY OF REJECTED SITE OPTIONS FOR EMPLOYMENT LAND ..	39
APPENDIX 3– HOUSING SITE ALLOCATION OPTIONS.....	41
APPENDIX 4– EMPLOYMENT LAND SITE ALLOCATION OPTIONS.....	43
APPENDIX 5 – RETAIL AND LEISURE BOUNDARIES .....	45
APPENDIX 6 - IMPORTANT RECREATION RESOURCES / VALUABLE WILDLIFE HABITATS .....	63
APPENDIX 7 – METHODOLOGY FOR DETERMINING DETAILED GREEN WEDGE, AREA OF SEPARATION, COUNTRYSIDE AND SETTLEMENT BOUNDARIES .....	75
APPENDIX 8 - PROPOSED LUBBESTHORPE GREEN WEDGE .....	77



## **Local Plan (Delivery) Development Plan Document**

### **Delivery DPD (Preferred Options)**

The Council is preparing the second part of the Local Plan, the Delivery DPD, to supplement the adopted Core Strategy. This is a draft version for consultation. The Council is consulting local residents, businesses and other interested parties on a number of issues including:

- Site options for housing and employment land allocations;
- Development Management policies for assessing planning applications;
- Sites and boundaries to be included on the Proposals Map; and
- Revisions to the Core Strategy Policy on Open Space, Sport and Recreation.

The Council wants your views on these issues and also on whether there are alternative approaches. Your views will help us to revise the content of the next version of the Delivery DPD.

The Council is also consulting on two other documents which have been prepared to inform the Delivery DPD. These are:

- Sustainability Appraisal Report – Delivery Development Plan Document
- Habitats Regulation Appraisal Screening Report

A number of other local documents also inform what is included in the Delivery DPD. These should be read alongside the Delivery DPD (Preferred Options):

- Blaby Core Strategy
- Summary of Regulation 18 Consultation Responses
- Site Selection Methodology
- Site Selection Paper - Site Assessments for Housing
- Site Selection Paper - Assessments for Employment Land
- Strategic Housing Land Availability Assessment
- Economic Development Land Availability Assessment
- Strategic Green Wedge Assessment
- Neighbourhood Parades Assessments

All of the documents referred to can be found on the Council's website.

## 1 INTRODUCTION

### Purpose

- 1.1 Blaby District Council adopted a Core Strategy in 2013. The Core Strategy forms the first part of the district's Local Plan and includes the vision, strategic objectives and core policies.
- 1.2 The Local Plan Delivery Development Plan Document (known as the 'Delivery DPD') is the second part of the Local Plan. It will include site allocations for housing and employment uses and designations such as Green Wedges and Areas of Separation. It will also include development management policies which apply across the district and which will be used to assess planning applications. A Proposals Map showing detailed boundaries of site allocations and designated sites will be prepared alongside the Delivery DPD.
- 1.3 The Delivery DPD will be prepared to implement the Council's spatial strategy as set out in the adopted Core Strategy. It does not seek to establish a new strategy. The Delivery DPD will conform with the strategic policies in the Core Strategy and the National Planning Policy Framework (NPPF).
- 1.4 The Delivery DPD was previously known as the Local Plan Allocations, Designations and Development Management DPD.

### Duty to Co-operate

- 1.5 There is a long history of local authorities in Leicestershire collaborating on strategic spatial planning and cross boundary issues. Blaby District Council has prepared a number of evidence based documents to inform Local Plans and specifically the Delivery DPD. This includes the Joint Strategic Flood Risk Assessment 2014, Leicester and Leicestershire Strategic Distribution Sector Study 2015 and Leicester and Blaby Town Centre and Retail Study 2015. Work has begun on a joint Gypsy and Traveller Needs Assessment. Also, a joint methodology for Strategic Housing and Economic Development Land Availability Studies has been prepared to ensure a consistent approach across the County.

### Neighbourhood Planning

- 1.6 There are currently four designated neighbourhood areas: for the parish of Blaby, the parish of Elmesthorpe, the 'Fosse villages' and the parish of Leicester Forest East. Each of the neighbourhood planning groups is preparing neighbourhood plans, although at different stages of the process.
- 1.7 The Council will work with the neighbourhood groups in preparing these plans. It is not the intention of the Delivery DPD to duplicate the policies and proposals of these Neighbourhood Plans.

### Process of Preparing the Delivery DPD to Adoption

- 1.8 The Council must prepare the Delivery DPD in line with the relevant legislation. The key legislation is found in the Town and Country Planning Act 1990 (as amended), the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.9 The table below sets out the key stages to be completed before the Delivery DPD can be adopted and become part of the development plan. This consultation falls within the Regulation 18 stage.

<b>Dates</b>	<b>Stage</b>	<b>Regulation</b>
April/May 2013	Initial Consultation on scope of Delivery DPD	Regulation 18
October/November 2016	Consultation on Delivery DPD (Preferred Options)	Regulation 18
March/April 2017	Consultation on Pre-submission Delivery DPD	Regulations 19 & 20
June/July 2017	Submission of Delivery DPD	Regulation 22
October 2017	Examination	Regulations 23, 24 & 25
Late 2017	Adoption	Regulations 26

- 1.10A Sustainability Appraisal Report has been prepared alongside the Delivery DPD (Preferred Options) to ensure that the plan contributes to improvements in economic, social and environmental objectives.

### Consultation arrangements

- 1.11 This document sets out the Council's initial draft proposals for inclusion in the Delivery DPD. It is not the final document. The Council wants to hear the views of local residents, businesses and other organisations before putting together the final version.
- 1.12 The Delivery DPD (Preferred Options) has been published for consultation purposes as part of Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.13 Please submit comments preferably using the online reply form on the Council's website.

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## **2 UPDATED CORE STRATEGY POLICY**

2.1 The Council recently commissioned consultants to carry out an open space audit. This has resulted in proposed changes to the open space standards that are currently in the adopted Core Strategy. The Council wants to bring forward the new standards in an updated Open Space, Sport and Recreation policy to enable a Planning Obligations and Developer Contributions SPD to be prepared based on the most up to date information. This policy will replace the existing Policy CS15.

### **Open Space, Sport and Recreation**

2.2 Open space, sport and recreation facilities are an important part of the wider Green Infrastructure Network and make an important contribution the quality of life, health and well-being of communities.

2.3 The Council commissioned an updated assessment of open space, sport and recreation facilities in the District (Open Space Audit, 2015). The information gained was used to review the locally derived standards, contained in Policy CS15, to ensure that existing and future communities have access to sufficient open space, sport and recreation. The standards represent the minimum level of provision required and will be used to assess whether existing provision is adequate to meet the future needs of new development.

2.4 New residential development is required to contribute to open space, sport and recreation. Developer contributions should be made in accordance with the Council's latest Planning Obligations and Developer Contributions SPD. The quantity and type of provision will be assessed on a site-by-site basis, taking into account the following:

- The type and scale of the proposed development;
- The location of proposed development;
- Any specific local circumstances;
- Any environmental considerations;
- The Open Space Audit data;
- The BDC guidance table for onsite Public Open Space; and,
- Other relevant Council strategies and policies.

2.5 Where appropriate, improvements to the quality and/or accessibility of open space, sport and recreation facilities will be sought.

2.6 Access by sustainable means, for example, cycle ways, improved safer walking routes and public transport are important, particularly in areas where there is a shortage of open space, sport and recreation. The Council will work towards improving links between open space, sport and recreation facilities and other parts of the wider Green Infrastructure Network where possible.

2.7 Existing open space, sport and recreation facilities will be protected, however, it is recognised that not all facilities are of equal merit.

2.8 Development on an existing facility should only be considered in areas where there is a surplus of a type of facility, which is of low quality and value, with little potential for improvement and could not be used for another type of provision. Where open space, sport and recreation facilities are of poor quality or under used this should not be taken as necessarily indicating an absence of need. Opportunities to improve the value of existing facilities will be considered, wherever possible.

**UPDATED CORE STRATEGY POLICY**

**Policy CS15 – Open space, sport and recreation**

Blaby District Council will seek to ensure that all residents have access to sufficient, high quality, accessible open space, sport and recreation facilities.

In order to achieve this, the following standards, which indicate the provision of open space, sport and recreation per 1000 population in the District, will be used. For development likely to contain less than 1000 population, a pro-rata approach will be used. The figures in brackets indicate desirable access standards in travel time (walking minutes unless stated):

Parks and Recreation Grounds *	0.23 ha (16 minutes) *
Natural greenspace	2.6 ha (20 minutes drive time)
Informal Open Space	1ha (10 minutes)
Provision for children and young people (13 minutes)	0.06 ha of equipped play areas (13 minutes)
Allotments and community gardens	0.25ha (18 minutes)
Cemeteries and churchyards	0.21ha (15 minutes drive time)
Bowls greens	1 outdoor bowls green per 13,500 people (15 minutes drive time)
Tennis courts	1 outdoor tennis court per 2,400 people (15 minutes drive time)
Golf courses	1 golf course per 23,500 people (20 minutes drive time)
Village and community halls	1 village or community hall per 2,200 people (10 minutes drive time)

\*This standard applies to all parishes with a population of 6000 or more.

The above standards will be used to ensure that development proposals provide sufficient accessible open space, sport and recreation, taking into account any local deficiencies. New on-site provision or financial contributions to improve the quality of, or access to, existing open space, will be expected and commuted maintenance sums will be sought.

Existing open space, sport and recreation facilities will be protected, and where possible enhanced. Where development is proposed on existing open space, sport and recreation facilities, land should not be released, either in total or in part unless it can be demonstrated that:

- (i) It is surplus to requirements for its current play and open space function: and,

- (ii) It is not needed for another type of open space, sport and recreation facility; or,
- (iii) Alternative provision of equivalent quantity, quality and accessibility, or better, can be provided in the local area.

**Question 1**

**Do you agree that Core Strategy Policy CS15 should be updated to reflect the latest Open Space Audit?**

### 3 SITE ALLOCATIONS

#### Housing Provision – New Allocation Site Options

3.1 A key element of the Delivery DPD is to consider site options for housing. The starting point for the amount of housing and the location of sites to be included in the Delivery DPD is the Core Strategy. The Core Strategy sets out minimum requirements for the number of homes by settlement (or groups of settlements) with a focus on the Principal Urban Area of Leicester (PUA). The PUA includes the settlements of Braunstone Town, Glen Parva, Glenfield, Kirby Muxloe, Leicester Forest East and Lubbethorpe.

3.2 Progress towards the housing requirement in the Core Strategy has been monitored since its adoption in 2013. This shows a need to identify suitable sites for housing for about 750 dwellings in the PUA settlements and about 20 dwellings in Narborough. As a result, three site options on land adjoining Kirby Muxloe and Leicester Forest East have been selected for the PUA and one site option for Narborough:

- Option PUA1 – Land at Blood’s Hill, Kirby Muxloe
- Option PUA2 – Land north of Hinckley Road A47, Kirby Muxloe
- Option PUA3 – Land south of Hinckley Road A47, Leicester Forest East
- Option NAR1 – Land off Leicester Road, Narborough

3.3 The Council is consulting on these site options but is willing to consider suitable alternatives in the PUA and Narborough. Further details about how the Council has worked out the number of dwellings and selected the site options is set out in the Site Selection Methodology and Site Selection Paper – Site Assessments for Housing.

A summary of the main reasons for rejecting other sites is set out in Appendix 1.

3.4 Site options are presented at this stage without an indication of the scale of development or site boundaries. Location maps are included in Appendix 3. It is recognised that a number of areas of further work are required to ensure that appropriate measures can be put in place to reduce any adverse impacts of development. For example, further work is required for:

- transport modelling and site access arrangements
- local infrastructure requirements such as schools and health care
- biodiversity and wildlife
- heritage assets
- flood risk

3.5 This work will help to confirm which of the site options will be taken forward into the next version of the Delivery DPD as well as details about the scale of development and the extent of the site boundary.

3.6 The key issues for each of the site options are set out below:

## SITE ALLOCATIONS

### Housing Provision – New Allocation Site Options for Principal Urban Area

Option PUA1	
<b>Land at Blood's Hill</b>	Kirby Muxloe
Key Issues for Site Option	
Pros	Cons
<ul style="list-style-type: none"> <li>• Adjoins Kirby Muxloe, a PUA settlement</li> <li>• Potential to provide a significant number of dwellings for the PUA</li> <li>• Good access by walking to existing local employment and open space but reasonable access to existing local services and primary school</li> <li>• Site likely to be deliverable as it is promoted by a housebuilder</li> <li>• Two landowners</li> </ul>	<ul style="list-style-type: none"> <li>• Poor access by walking to existing secondary schools</li> <li>• Poor access by walking to existing bus routes</li> <li>• Includes a potential Local Wildlife Site of grassland and marsh</li> <li>• Greenfield site within Green Wedge</li> <li>• Characteristic of the Rothley Brook Fringe landscape character area including visual prominence and steeply sloping topography</li> <li>• Potential for major adverse impact on the setting of heritage assets, including Kirby Muxloe Castle Scheduled Monument, Kirby Fields Conservation Area, Listed Buildings and archaeological features</li> <li>• Majority of the site is Grade 2 best and most versatile agricultural land</li> <li>• 1% of site area is at flood risk and has surface water issues</li> <li>• Air quality and noise from M1/A46 and noise from railway and commercial sites east of M1</li> <li>• Poor integration with existing settlements and public transport</li> <li>• Transport modelling required to understand impacts and identify improvements to the highways network</li> </ul>
Conclusion	
The land is considered as a site option subject to development having no harmful impact on the setting of the Kirby Muxloe Castle Scheduled Monument or Kirby Fields Conservation Area, the site being integrated into the existing settlements and transport issues being resolved.	

Option PUA2	
<b>Land to north of Hinckley Road A47</b>	Kirby Muxloe
Key Issues for Site Option	
Pros	Cons
<ul style="list-style-type: none"> <li>• Directly adjoins Kirby Muxloe and Leicester Forest East, PUA settlements</li> <li>• Potential to provide a significant</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple landowners</li> <li>• Deliverability may be slowed by site size and proximity to Lubbesthorpe Sustainable Urban Extension</li> </ul>

Option PUA2	
<b>Land to north of Hinckley Road A47</b>	Kirby Muxloe
<ul style="list-style-type: none"> <li>number of dwellings for the PUA</li> <li>• Good access by walking to existing public transport and open space</li> <li>• Relatively good access by walking to existing local services</li> <li>• Land not Green Wedge or Area of Separation</li> <li>• Site is likely to be deliverable as it is promoted by a housebuilder</li> </ul>	<ul style="list-style-type: none"> <li>• Poor access by walking to existing schools and local employment (but new schools are planned for Lubbesthorpe SUE)</li> <li>• Contains protected habitats and species that require protection and potentially reduces the developable area of the site</li> <li>• Greenfield site and development will have an impact of the rural landscape</li> <li>• Loss of sports pitches</li> <li>• Impact on listed buildings and archaeological features will need to be considered</li> <li>• Mostly Grade 2 best and most versatile agricultural land</li> <li>• Surface water issues</li> <li>• Air quality and noise from the A47</li> <li>• Transport modelling is required to test the implications of the development proposal.</li> </ul>
Conclusion	
The land should be considered as a site option subject to biodiversity, historic environment and transport issues being resolved.	

Option PUA3	
<b>Land to the south of Hinckley Road A47</b>	Leicester Forest East*
Key Issues for Site Option	
Pros	Cons
<ul style="list-style-type: none"> <li>• Adjoins Leicester Forest East, a PUA settlement</li> <li>• Potential to provide a significant number of dwellings for the PUA</li> <li>• Good access by walking to existing, public transport and open space</li> <li>• Relatively good access by walking to existing local services</li> <li>• Land not Green Wedge or Area of Separation</li> <li>• Land actively promoted</li> <li>• One landowner</li> </ul>	<ul style="list-style-type: none"> <li>• Deliverability may be slowed by the site's proximity to Lubbesthorpe Sustainable Urban Extension</li> <li>• Poor access by walking to existing schools and local employment (but new schools are planned for Lubbesthorpe SUE)</li> <li>• May contain protected habitats and species that require protection and may reduce the developable area of the site</li> <li>• Greenfield site and development will have an impact on the rural landscape</li> <li>• May impact on Scheduled Monument (Rabbit Warren at Lubbesthorpe) and other archaeological features</li> <li>• Grade 2 best and most versatile agricultural land</li> <li>• Surface water issues</li> <li>• Air quality and noise from A47. Overhead pylons cross the land.</li> </ul>

Option PUA3	
<b>Land to the south of Hinckley Road A47</b>	Leicester Forest East*
	<ul style="list-style-type: none"> <li>• Site access from 60mph road is unacceptable to Highways Authority.</li> <li>• Transport modelling is required to test the implications of the development proposal.</li> </ul>
<b>Conclusion</b>	
The land should be considered as a site option subject to biodiversity, historic environment and transport issues being resolved.	
<p>*Leicester Forest East Parish Council has recently designated a Neighbourhood Planning Area for its parish. Blaby District Council is currently considering all the options but it will not duplicate policies or proposals of the Leicester Forest East Neighbourhood Plan.</p>	

## SITE ALLOCATIONS

### Housing Provision – New Allocation Site Option for Narborough

Option NAR1	
<b>Land off Leicester Road</b>	Narborough
<b>Key Issues for Site Option</b>	
<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"> <li>• Adjoins Narborough, a Larger Central village</li> <li>• Potential to provide sufficient numbers of dwellings for Narborough.</li> <li>• Good access by walking to existing local services, secondary school , local employment and open space but reasonable access by walking to primary school</li> <li>• Good access by walking to bus routes and Narborough rail station is within reasonable access by walking</li> <li>• Site under consideration by developer</li> <li>• One landowner</li> </ul>	<ul style="list-style-type: none"> <li>• Greenfield site</li> <li>• Within 100m of Narborough Bog SSSI and may contain protected habitats and species</li> <li>• Greenfield site within Green Wedge</li> <li>• Grade 3 and so potentially best and most versatile agricultural land</li> <li>• 44% of site within Flood Zones 2 and 3 and surface water issues</li> <li>• Air quality and noise from M1/B4114.</li> <li>• Site access from 40mph road may not be acceptable to Highways Authority.</li> </ul>
<b>Conclusion</b>	
The site should be considered as a site option subject to biodiversity, flood risk and transport issues being resolved.	

#### Question 2

**Have the relevant issues been considered to work out how much housing is needed?**

#### Question 3

**Have the relevant issues been considered to work out where new sites for housing are needed?**

**Question 4****Are there any constraints that will affect the delivery of the site options for housing?****Question 5****Are you aware of any alternative sites in the PUA or Narborough that are capable of delivering the required number of homes by 2029?****Employment Land Provision – New Allocation Site Options**

3.7 This policy will seek to provide employment land to help deliver a thriving and diverse economy with high quality employment opportunities.

3.8 A key element of the Delivery DPD is to consider site options for employment land. The Core Strategy sets a minimum requirement for employment land with a focus on the PUA.

3.9 Progress towards the employment land requirement in the Core Strategy has been monitored since it was adopted in 2013. Taking account of completed sites, land with planning permission and losses to existing employment land and premises there is a need to identify about 25 hectares of employment land. Two site options have been identified to reflect the demand for strategic sites but also for smaller sites to accommodate new and growing businesses. The site options are located in Enderby and Stoney Stanton:

- Option EMP1 – Land between Leicester Road and St Johns B4114, Enderby
- Option EMP2 – Land north of Highfields Farm, Stoney Stanton

3.10 The Council is consulting on these options but is willing to consider suitable alternatives. Further details about how the Council has worked out the amount of employment land and selected the site options is set out in the Site Selection Methodology and the Site Selection Paper – Site Assessments for Employment Land. A summary of the main reasons for rejecting other sites is set out in Appendix 2.

3.11 The table summarises how the residual requirements have been calculated:

<b>Land Supply Changes since Core Strategy Adopted</b>				
Hectares	Requirement	Completed or with Permission	Losses	Residual requirement and losses
Core Strategy Requirement	68.00	61.06	0	6.94
Sites in the supply position at April 2011	23.64	15.75	7.89	7.89
Losses to existing employment land and premises since 2011			9.58	9.58
Total				24.41

3.12 Site options are presented at this stage without an indication of the scale of development or site boundaries. Location maps are set out in Appendix 4. It is recognised that a number of areas of further work are required to ensure that appropriate measures can be put in place to reduce the adverse impacts of development. For example, further work is required for:

- transport modelling and site access arrangements
- biodiversity
- heritage assets
- flood risk and new climate change allowances.

3.13 This work will help to confirm which of the site options will be taken forward into the next version of the Delivery DPD as well as details about the scale of development and the extent of the site boundary.

3.14 The key issues for each site option are set out below:

## SITE ALLOCATIONS

### Employment Land Provision – New Allocation Site Options

Option EMP1	
<b>Land between Leicester Lane and St Johns</b>	Enderby
Key Issues for Site Option	
Pros	Cons
<ul style="list-style-type: none"> <li>• Adjoins Enderby, a Larger Central Village</li> <li>• Potential to provide a significant contribution the employment land portfolio</li> <li>• Good access by walking to existing, public transport Suitable site access(es)</li> <li>• Commercially attractive location for employment</li> <li>• Two landowners</li> </ul>	<ul style="list-style-type: none"> <li>• Poor access by walking to existing local services</li> <li>• May contain protected habitats and species that require protection</li> <li>• Greenfield site currently designated as Green Wedge</li> <li>• Likely to impact on the Roman Road, the important historic separation between Leicester and Enderby and the setting of the St John’s Church Aldeby Scheduled Monument</li> <li>• Grade 2 best and most versatile agricultural land</li> <li>• Surface water issues</li> <li>• Air quality and noise from the M1</li> <li>• Potential for a significant scale of development</li> </ul>
Conclusion	
The land should be considered as a site option for employment land subject to biodiversity, historic environment and transport issues being resolved.	

Option EMP2	
<b>Land north of Highfields Farm</b>	Stoney Stanton
Key Issues for Site Option	
<b>Pros</b>	<b>Cons</b>
<ul style="list-style-type: none"> <li>• Adjoins Stoney Stanton, the Rural Centre</li> <li>• Potential to provide a contribution towards the employment land portfolio</li> <li>• Good access by walking to existing bus routes but for a low frequency service (2 hourly in this case)</li> <li>• Reasonable access by walking to existing local services</li> <li>• Potential for development to be small scale, in line with the scale of Stoney Stanton</li> <li>• Unlikely to affect the amenity of nearby local residents</li> </ul>	<ul style="list-style-type: none"> <li>• Greenfield site</li> <li>• Loss of sports pitches</li> <li>• Grade 2 best and most versatile agricultural land</li> <li>• Surface water issues</li> <li>• Site access from a 60mph road on a sharp bend</li> <li>• Commercial attractiveness is affected by distance from trunk roads</li> </ul>
<b>Conclusion</b>	
This land should be considered as a site option for employment land to cater for small scale businesses subject to transport issues being resolved.	

**Question 6**

**Have the relevant issues been considered to work out how much employment land is needed?**

**Question 7**

**Have the relevant issues been considered to work out where new sites for employment land are needed?**

**Question 8**

**Are there any constraints that will affect the delivery of the site options for employment land?**

**Question 9**

**Are you aware of any alternative sites that are capable of delivering new employment land by 2029?**

**Accommodating Gypsies and Travellers**

3.15 The Government's Planning Policy for Traveller Sites indicates that the Council, in preparing their Local Plan, should:

- Set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople;
- Identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years worth of sites against their locally set targets;

- Identify a supply of specific developable sites or broad locations for growth for years 6-10 and where possible for years 11-15;
  - Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density; and
  - Protect local amenity and the environment.
- 3.16 Core Strategy Policy CS9 sets targets for the amount of accommodation for Gypsy and Travellers and Travelling Show People. However, it relies on pitch and plot targets from the Leicestershire, Leicester and Rutland Gypsy and Traveller Needs Assessment Refresh 2013. This assessment predates the revised definition of Gypsy and Travellers for planning purposes and as such is out of date. Further work will be undertaken to update the assessment. The Council will consider identifying locations for accommodating Gypsies and Travellers and Travelling Show People when this work is complete.

### **Existing Employment Sites**

- 3.17 The NPPF makes it clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.
- 3.18 The Council recognises that to provide sufficient employment land, as well as identifying new sites, it will also need to protect the existing stock of employment land and buildings that are fit for purpose. Core Strategy Policy CS6 Employment sets the strategic approach to protect key employment sites.
- 3.19 The Council will assess the existing Primarily Employment Areas, Primarily Business Areas, allocated employment sites and recent large scale sites with planning permission to justify whether or not they are considered to be Key Employment Sites. This work will update and build on the Blaby Employment Land Studies (2006 and 2011). The Key Employment Sites will be identified on the Proposals Map and will be protected for employment uses in line with Core Strategy Policy CS6 in the context of paragraph 22 of the NPPF.
- 3.20 It is recognised that other sites, not identified as Key Employment Sites, do have a role to play in contributing to the local economy especially for small scale businesses. However, some of these sites are no longer attractive for modern business purposes or are located where it may be detrimental to local amenity. It may be appropriate to allow the redevelopment of such sites for non-employment uses subject to the potential for employment uses being fully explored before a change of use is agreed.

## SITE ALLOCATIONS POLICY

### Existing Employment Sites

The Key Employment Sites, as set out on the Proposals Map, will be protected for employment uses within use classes B1, B2 and B8 unless it can be demonstrated that:

- the change of use is in line with Core Strategy Policy CS6 Employment; and
- the property has been vacant for 2 years and has been the subject of genuine marketing for use classes B1, B2 and B8 for at least that period of time, at reasonable market values, and which has proved unsuccessful.

In other employment areas, proposals for non-employment development will be supported where it can be demonstrated that:

- The property has been vacant for 6 months and has been the subject of genuine marketing for use classes B1, B2 and B8 for at least that period of time, at reasonable market values, and which has proved unsuccessful;
- The site is no longer capable of meeting modern business needs; and
- The change of use would result in demonstrable 'environmental' benefits to the immediate area.

Will replace the following Adopted Local Plan saved policies:

E4 Protection of Employment Land and Buildings

## 4 PROPOSALS MAP

4.1 The Proposals Map will show, on an Ordnance Survey Base, all the appropriate policies and proposals contained in the Core Strategy and Delivery DPD. It will replace the Proposals Map that accompanies the adopted Blaby Local Plan 1999. At this stage, the Council has not prepared a complete updated Proposals Map.

4.2 This document includes a number of Appendices showing draft boundaries that will be included on the Proposals Map. It also includes a draft methodology for reviewing the detailed Green Wedges, Areas of Separation, Countryside and settlement boundaries. The Council is consulting on the boundaries and methodology as set out below:

<b>Policies and Proposals</b>	<b>What the Appendices include</b>
Lubbesthorpe Sustainable Urban Extension	The boundaries for Lubbesthorpe Sustainable Urban Extension and Lubbesthorpe Strategic Employment Site are defined by the planning permission 11/0100/1/OX. The Council is not therefore consulting on these boundaries but will include in the final version of the Local Plan for information purposes.  See Appendix 8 for proposed Lubbesthorpe Green Wedge
Lubbesthorpe Strategic Employment Site	
Housing site allocation options	Appendix 3– Housing site allocation options
Employment land site allocation options	Appendix 4– Employment site allocation options
Blaby town centre boundary	Blaby Neighbourhood Plan will define the boundary for Blaby town centre. The Council will include the boundary in the final version of the Local Plan for information purposes.
Blaby town centre - Primary & secondary frontages	Appendix 5 – Retail and leisure boundaries
District centres, Rural Centre, local centres & neighbourhood parades	
Motorways Retail Area	
Meridian Leisure Area	
Important recreation resources/valuable wildlife habitats	Appendix 6 - Important recreation resources/valuable wildlife habitats
Green Wedges	The Council has not yet made alterations to the detailed boundaries of Green Wedges, Areas of Separation, Countryside and settlement boundaries. Except for locations where a Neighbourhood Plan is progressing, it is intended to make these alterations and to include them in the Publication version of the Delivery DPD. The alterations will be made in line with the proposed methodology set out in Appendix 7.  Appendix 8 - Proposed Lubbesthorpe Green Wedge
Areas of Separation	
Countryside	
Settlement Boundaries	

<b>Policies and Proposals</b>	<b>What the Appendices include</b>
Key elements of ecological networks - SSSIs, LNRs	The boundaries for Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Conservation Areas and Mineral safeguarding areas and the locations of Scheduled Monuments and hazardous installations are not defined by the Council through the Local Plan. The Council is not consulting on these boundaries but will include in the final version of the Local Plan for information purposes.
Conservation Area boundaries	
Scheduled Monuments	
Hazardous installations	
Mineral safeguarding areas	

**Question 10**

**Do you agree with the site boundaries proposed for Blaby town centre – primary and secondary frontages?**

**Question 11**

**Do you agree with the site boundaries proposed for the District Centres, Rural Centre, Local Centres and Neighbourhood Parades?**

**Question 12**

**Do you agree with the site boundaries proposed for the Motorways Retail Area?**

**Question 13**

**Do you agree with the site boundaries proposed for the Meridian Leisure Area?**

**Question 14**

**Do you agree with the site boundaries proposed for the important recreation resources / valuable wildlife habitats?**

**Question 15**

**Have the relevant issues been considered for the detailed review of Green Wedge, Areas of Separation and Settlement boundaries?**

**Question 16**

**Do you agree with the approach proposed for Lubbesthorpe Green Wedge?**

## 5 DEVELOPMENT MANAGEMENT POLICIES

5.1 The purpose of the Development Management Policies is to make clear what the Council expects of all new developments and provides detailed policies that the Council will use to promote sustainable development and to assess planning applications. This section includes the following draft policies:

- DM1. Development within the Settlement Boundaries
- DM2. Blaby Town Centre - Primary and Secondary Frontages
- DM3. Neighbourhood Parades
- DM4. Road Related Services for HGVs
- DM5. Local Parking and Highway Design Standards
- DM6. High Load Route
- DM7. Accessible, Adaptable and Wheelchair Homes
- DM8. Designated and Undesignated Heritage Assets
- DM9. Land Contamination and Pollution
- DM10. Hazardous Sites and Installations
- DM11. Minerals Safeguarding Areas

### Development within the Settlement Boundaries

5.2 One of the NPPF's Core Principles is to encourage the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value.

5.3 The District has a number of settlements that form part of the Principal Urban Area of Leicester and several larger villages mainly in the central part of the District which have a strong functional relationship with the PUA. There are also a range of smaller villages and hamlets. There will be some opportunities for re-use and redevelopment of land within the defined Settlement Boundaries of the District's existing settlements. The Council wants to support such development in principle subject to the development not affecting local amenity or prejudicing the comprehensive development of a wider area. Development proposals will also be subject to other relevant policies in the Local Plan.

#### DEVELOPMENT MANAGEMENT POLICY 1

##### **Development within the Settlement Boundaries**

Within the Settlement Boundaries, as set out on the Proposals Map, planning permission will be granted for development proposals consistent with other policies of the Local Plan. The following issues will also be taken into account:

- Satisfactory relationship with nearby uses that are not detrimental to the amenities enjoyed by the existing or new occupiers, including:
  - consideration of privacy, light, noise, disturbance and overbearing effect;
  - consideration of vibration, emissions, hours of working, vehicular activity.
- Prejudice the possible comprehensive development of a wider area.

Will replace the following Adopted Local Plan saved policies:

- R1 Residential Development within Primarily Residential Areas
- R2 Non Residential Development within Primarily Residential Areas
- R3 Other housing development within the Limits to the Built-up Areas
- E1 Employment Development within Primarily Employment Area
- E2 Primarily Business Areas and Other Locations for Business within the Built-up Area
- L1 Location of Sport and Recreation Development

### **Blaby Town Centre - Primary and Secondary Frontages**

- 5.4 The NPPF indicates that the extent of town centres and primary shopping areas should be defined based on a clear definition of primary and secondary frontages in designated centres. Policies should also make clear which uses will be permitted in such locations.
- 5.5 The NPPF defines primary frontages as those likely to include a high proportion of retail uses such as food, drinks, clothing and household goods. Secondary frontages are those providing greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
- 5.6 The Town Centre and Retail Study 2015 considers the extent of Blaby town centre and the location of primary and secondary frontages. It defines a relatively tight area to reflect the pattern of uses on the ground and to ensure that the boundaries do not act to identify an inappropriately large area for the purposes of applying the sequential approach.
- 5.7 The policy seeks to maintain a high proportion of retail uses in the Primary Frontage and provide opportunities for a diversity of uses in the Secondary Frontages. At September 2015, 72.8% of the Primary Frontages defined in the Town Centre and Retail Study 2015 are in A1 use. 57.6% of Primary and Secondary Frontages are in A1 use. The extent of the primary and secondary frontages will be shown on the Proposal Map (see Appendix 5).

#### **DEVELOPMENT MANAGEMENT POLICY 2**

##### **Blaby Town Centre - Primary and Secondary Frontages**

Within the Primary Frontage, as shown on the Proposals Map, the ground floor uses will be shops within the A1 use class. Other uses within the A use class will need to demonstrate:

- A positive impact on the vitality and viability of Blaby Town Centre;
- That no more than 30% of the total length of Primary Frontage will be non A1 use to ensure that there is not a concentration of non A1 use class frontage;
- There is no loss of an A1 shop in a key location, including a corner or link position;
- A significant shop use is not isolated from the remaining Primary Frontage; and
- Where a premises is vacant, the length of vacancy and evidence of marketing for the current permitted use.

Non A use class uses will not be permitted at ground floor level within the Primary Frontage.

Within the Secondary Frontage, as shown on the Proposals Map, the ground floor uses will be shops within the A use class and other main town centres uses. Proposals for non A1 uses will need to demonstrate:

- A positive impact on the vitality and viability of Blaby Town Centre;

- A positive impact on the diversity of uses on offer; and
- There is not a concentration of non A1 use class frontage.

Will replace the following Adopted Local Plan saved policies:

S4 Financial, Professional and Other Services  
 S9 Blaby Central Area  
 S10 Blaby Central Area- Primary Shopping Frontages  
 S11 Blaby Central Area – Secondary Shopping Frontages

### **Neighbourhood Parades**

5.8 The NPPF provides for local planning authorities to ‘...guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs.’ However, the NPPF indicates that a small parade of shops of purely neighbourhood significance does not comprise a ‘centre’.

5.9 The Town Centre and Retail Study 2015 considers parades of shops and defines them as Neighbourhood Parades but recognises that they are not generally considered to have the status of a defined centre. Neighbourhood parades usually comprise of a short linear row, or two rows of limited length, of shops that help serve the day to day needs of the immediate local community. The retail units are usually small in scale with the majority of units either providing a convenience function or service such as a takeaway or hairdresser. It is important to maintain, and where possible enhance, such local community facilities.

5.10 There are 21 Neighbourhood Parades located in the District. The boundaries of the Neighbourhood Parades are to be identified on the Proposals Map (see Appendix 5). In addition, new convenience shopping facilities and local services meeting the criteria for Neighbourhood Parades will be subject to the policy.

#### **DEVELOPMENT MANAGEMENT POLICY 3**

##### **Neighbourhood Parades**

Neighbourhood Parades will be maintained, and where possible enhanced, for the use of small scale retail uses that support shops or services that are used on a day to day basis by the local community. The policy applies to new facilities and services meeting the criteria and the existing Neighbourhood Parades, listed below:

Blaby	Western Drive
Braunstone Town	Ayston Road
Braunstone Town	Bidford Road / Braunstone Lane
Braunstone Town	Cyril Street
Braunstone Town	Henley Crescent
Braunstone Town	Sun Way
Braunstone Town	Thorpe Astley
Braunstone Town	Edward Avenue

Braunstone Town	Warden's Walk
Braunstone Town	Watergate Lane
Countesthorpe	Station Road
Croft	Pochin Street
Glenfield	Dominion Road
Glenfield	Elm Tree Avenue / Somerset Drive
Glenfield	Faire Road
Glen Parva	Needham Avenue
Kirby Muxloe	Cherry Tree Court
Leicester Forest East	146 – 150 Hinckley Road
Leicester Forest East	Warren Court
Narborough	Copt Oak Court
Whetstone	Dog and Gun Lane

The following uses will be supported in Neighbourhood Parades provided that it would not result in the Neighbourhood Parade being unable to meet the day to day needs of the local community:

- A1 shops
- A2 Financial and professional services
- A3 Restaurants and cafes
- A5 Hot food take-away
- Community facilities
- Medical facilities
- Residential development ancillary to the above.

### Road Related Facilities for HGVs

5.11 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Existing business sectors should be supported.

5.12 The LLEP Sector Growth Plan for Logistics and Distribution 2015 states that the improvement of roadside facilities in the LLEP area is a measure that will benefit recruitment and retention of all drivers but will particularly encourage women to join the driver workforce. Toilet facilities and secure parking areas are highlighted as key improvements needed to roadside facilities.

### DEVELOPMENT MANAGEMENT POLICY 4 Road Related Facilities for HGVs

Major development proposals that include B8 uses will include provision, of an appropriate scale, for road related facilities for HGV drivers, including toilets and secure parking, within the development site.

### Local Parking and Highway Design Standards

5.13 The NPPF sets out the criteria that should be taken into account when setting local parking standards, including: the accessibility of the development, the type, mix and use

of development, the availability of and opportunities for public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles.

5.14 In the cities and counties of Derby, Derbyshire, Leicester, Leicestershire, Nottingham and Nottinghamshire, the 6C's Design Guide provides a consistent approach to highways and transportation infrastructure for new developments. It sets out, amongst other things, standards and policies for parking and highways design that will need to be considered for all new development.

#### DEVELOPMENT MANAGEMENT POLICY 5 **Local Parking and Highway Design Standards**

Housing development will be required to provide an appropriate level of parking provision that:

- Complies with the most up to date 6C's Design Guidance; and
- Is justified by an assessment of the site's accessibility, the type and mix of housing and the availability of and opportunities for public transport.

All other forms of development, including for employment uses, will be required to provide an appropriate level of parking and servicing provision as set out in the most up to date 6C's Design Guidance.

All new development and changes of use will be required to meet highway design standards as set out in the most up to date 6C's Design Guidance.

Will replace the following Adopted Local Plan saved policies:

- T1 Public Transport Provision to serve Major New Development
- T2 Off Road / Lay-by Provision for Public Transport
- T3 New Highway Schemes: Provision of Pedestrian and Cyclist Facilities and Environmental Safeguards
- T6 Off Street Parking Provision
- T7 Loss of Off Street Parking or Garaging Space
- T8 Off Road facilities for Loading, Unloading and Servicing
- T10 Car parking and Service Areas Design
- T12 Access and Mobility Needs: Open Spaces

#### **High Load Route**

5.15 The Heavy and High Load Grids are a set of advisory routes for the very high and heavy abnormal loads. The routes are designed to assist the haulage industry to plan moves and ensure routes are maintained to agreed capacities. Such routes are protected by Road Circular 61/72. Whilst a review of the routes is expected to take place during 2016/2017, Highways England expects that the status of the structures on the route is maintained.

5.16 A High Load Route follows the route of the A47 through the District.

## DEVELOPMENT MANAGEMENT POLICY 6

### **A47 High Load Road Route**

Development will not be supported where it would impede the passage of high loads along the route of the High Load Route along the A47 as set out on the Proposals Map.

Will replace the following Adopted Local Plan saved policies:

T15 High Load / Abnormal Load Route

### **Accessible, Adaptable and Wheelchair Homes**

- 5.17 The Government's Housing Standards Review 2015 introduced optional building regulations requirements for accessible and adaptable homes and for wheelchair homes. These standards provide a higher standard than the minimum national building regulations.
- 5.18 A review of data on local authority housing, Census and population and household projections has been carried out. Local authority data shows that 19% of applicants housed in local authority housing since 2011 have mobility needs. The Census shows that 30% of households within the District include a person with a long term health problem or disability. Population and household projections show considerable increases in the numbers of people aged 60 or over and households headed by people aged 60 or over.
- 5.19 This gives a range of between 19% and 30% and the likelihood of increases to these figures as a result of the ageing of the population. However, the Council recognises that the information gives data about mobility needs, long terms health problems and disability. These can cover a range of issues but it is unclear whether the extra space requirements for accessible housing are necessary for all households. It is proposed that for accessible and adaptable homes, three options for the higher building regulations standard of 5%, 10% and 15% are tested for viability. The final figure will take account of the viability testing.
- 5.20 In terms of wheelchair housing, the local authority data indicates that 3% of applicants housed require wheelchair homes. For larger sites, over 35 dwellings, 3% of dwellings will need to meet higher building standard regulations for wheelchair homes. Such homes will replace on a home for home basis a proportion of the accessible and adaptable homes rather than being an additional requirement.
- 5.21 Making homes adaptable for changing and unforeseen circumstances provides families and individuals with the choice of allowing them to stay in their existing home and reduces the burden of high building costs to meet such needs and/or having to relocate.

## DEVELOPMENT MANAGEMENT POLICY 7

### **Accessible and Adaptable Homes and Wheelchair Homes**

Major development proposals for housing must meet the optional Building Regulations Standard M4(2) for 5%, 10% or 15% of the dwellings unless site specific factors such as vulnerability to flooding, site topography, and other circumstances make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.

Development proposals for housing of 35 dwellings or more must meet the optional Building Regulations Standard M4(3) for 3% of the dwellings unless site specific factors such as vulnerability to flooding, site topography, and other circumstances make a specific site less suitable for M4(3) compliant dwellings, particularly where step free access cannot be achieved or is not viable. The M4(3) wheelchair homes will replace on a dwelling for dwelling basis the first 3% of the M4(2) accessible and adaptable homes requirement.

### **Designated and Undesignated Heritage Assets**

5.22 The NPPF indicates that an applicant will need to describe the significance of heritage assets, including their setting, where it is affected by a development proposal. It also sets out the considerations that a Local Planning Authority will need to consider when determining a planning application. For example, in terms of deliberate neglect or damage, the desirability of retaining the heritage assets and securing viable uses, the positive contribution a heritage asset can make and the approach to harm or loss of significance of heritage assets.

5.23 There are a number of important archaeological sites, including 14 Scheduled Monuments, in the District. In addition, there are numerous areas of known archaeological interest and the potential for other unexplored areas to contain archaeological artefacts. The District currently has ten Conservation Areas and some 200 Listed Buildings.

5.24 Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provide a strong presumption in favour of preservation of Listed Buildings and Conservation Areas. The Council will need to demonstrate that it has given the specific provisions of the Act considerable importance and weight in determining planning applications affecting Listed Buildings and Conservation Areas. The applicant will also need to justify the development proposal in the light of these provisions.

## DEVELOPMENT MANAGEMENT POLICY 8

### **Designated and Undesignated Heritage Assets**

Where a development proposal affects a Scheduled Monument, Listed Building, Conservation Area or other heritage asset, or the setting of such assets, the applicant will need to demonstrate:

- a) An understanding of the heritage asset and its significance;
- b) The impact of the development proposal on the heritage asset and its setting and whether it will harm the significance of the asset. If it is the case that the development proposal will lead to less than substantial harm, show how the harm will be outweighed by the public benefits of the proposal;
- c) How the proposal is consistent with the points (a) to (e), where appropriate, in Core Strategy Policy CS20.

Will replace the following Adopted Local Plan saved policies:

CE1 Scheduled Ancient Monuments and Archaeological Sites  
CE3 Listed Building – Demolition  
CE4 Listed Buildings – Changes of Use  
CE7 Listed Buildings – Signs and Advertisements  
CE8 Conservation Areas – Demolition of Unlisted Buildings  
CE12 Conservation Areas – Traffic Levels  
CE13 Conservation Areas – Advertisements  
CE14 Conservation Areas – Advertisements (Internally Illuminated)  
CE15 Kirby Fields Conservation Area  
CE16 Cosby Conservation Area – Shopfront Replacement  
CE17 Cosby Conservation Area – Shopfront Replacement or Alteration

### **Land Contamination and Pollution**

#### Land contamination, landfill and land stability

5.25 The NPPF encourages the effective use of land by re-using land that has previously been developed. However, to prevent unacceptable risks from pollution and land instability, new development must be appropriate for its location. The adverse effects of pollution, on health, the natural environment or general amenity and the potential sensitivity of the area or proposed development, should be taken into account.

5.26 The NPPF makes it clear that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

5.27 It is important that such sites are reclaimed to a level that is suitable for the future intended use and also that there is no contamination of water resources during the reclamation and redevelopment.

5.28 The geology of the District has resulted in mineral workings, with important resources of igneous rock, sand and gravel and clays. Currently, there is one extraction site, at Croft Quarry, which provides high quality granite. The legacy of mineral extraction has

resulted in a number of disused quarries and workings, several of which have been reclaimed via landfill. A number of these were filled prior to the 1974 Control of Pollution Act and few records exist as to the nature of infill materials. Other sources of potential pollution or land contamination include historical industrial sites, current industrial sites and other previously developed contaminated sites.

### Water Quality

5.29 The Water Framework Directive requires member states, among other things, to prevent deterioration of aquatic ecosystems and protect, enhance and restore water bodies to 'good' status. It applies to all surface waters and groundwater (underground rock). The Humber River Basin Management Plan provides a holistic framework to protect and enhance the benefits of the water environment to people, the economy and wildlife. It sets out the actions needed to tackle problems that are affecting water quality.

### Air Quality

5.30 Sustaining compliance with air quality objectives is important for human health. New development, particularly within Air Quality Management Areas, will need to ensure that these objectives are not compromised.

5.31 Currently, there are four Air Quality Management Areas in the District. These are all declared for the Air Quality Objectives for Nitrogen Dioxide (NO<sub>2</sub>):

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

### Noise

5.32 Development should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life. Relevant mitigation measures will be required to protect future occupiers. It is recognised that existing uses will often create noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them as a result of changes to nearby land uses since they were established.

5.33 The M1 and M69 motorways, the A46 and Birmingham to Peterborough railway line, carrying both passengers and freight, cross the District. These are some examples of potential noise emitters.

### Light

5.34 The NPPF encourages good design to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

5.35 Artificial light provides valuable benefits, including safety and security of people and premises, extending opportunities for sport and recreation, and can be essential to a new development. Equally, artificial light is not always necessary, has the potential to become

what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky. For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time.

### Soils

5.36 The planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. Soil is a finite resource that provides 'ecosystem services' such as a medium for growing food and timber, a store for carbon and water, a reservoir for biodiversity and as a buffer against pollution.

5.37 The NPPF indicates that the economic and other benefits of best and most versatile agricultural land must be taken into account and that poorer quality land should be used in preference to higher quality land.

5.38 There is land within the District that is classified as Grade 1, 2 and 3. Best and most versatile land is land that is classified as Grade 1, Grade 2 or Grade 3a.

#### **DEVELOPMENT MANAGEMENT POLICY 9**

##### **Land Contamination and Pollution**

Development will be supported where it is clearly demonstrated that any adverse impacts related to land contamination, land stability and pollution (water, air, noise, light and soils) can be satisfactorily mitigated.

For the following locations, proposals for development will be supported where it is accompanied by a detailed investigation of the issues and appropriate mitigation measures are identified to avoid any adverse impact upon the site or adjacent areas:

- Land that is (or has the potential to be) subject to land contamination or land stability issues;
- Close to an aquifer or other location that may result in groundwater pollution;
- Close to or within an air quality management area;
- Close to a source of noise or light pollution;
- Soils of high environmental value, including best and most versatile agricultural land.

Will replace the following Adopted Local Plan saved policies:

CE26 Light Pollution

M2 Unstable Land

M3 Contaminated Land

CF7 Sewage Treatment Works – Cordon Sanitaire

### **Hazardous Sites and Installations**

5.39 Certain sites and pipelines are designated as major hazards by virtue of the quantities of hazardous substances present. The siting of such developments is subject

to planning controls to keep these separated from housing and other land uses which might be incompatible from a safety viewpoint. The Council will consult the Health and Safety Executive, as appropriate, about the siting of any new proposals for major hazard installations.

5.40 There is a major hazard site and a major hazard pipeline located in the District:

- Calor Gas site, Huncote Road, Stoney Stanton;
- High Pressure Gas Pipeline runs across the District from Thurlaston to Kilby.

5.41 Whilst these are subject to stringent controls under health and safety legislation, it is prudent to control the types of development permitted in the vicinity of these installations. For this reason, the Council has been advised by the Health and Safety Executive of the consultation zones for each major hazard site and pipeline within the District. When determining planning applications within these consultation zones, the Council will consult the Health and Safety Executive about risks to the proposed development from the major hazards (in accordance with Circular 04/00).

#### DEVELOPMENT MANAGEMENT POLICY 10 **Hazardous Sites and Installations**

Development proposals within the consultation zones for major hazard sites and major hazard pipelines, as set out on the Proposals Map, will take account of the requirements to keep separate housing and other land uses that may be incompatible with the major hazard and prevent damage to major hazard pipelines or installations.

Proposals for any other hazardous uses and installations will be kept separate from housing and other uses that are incompatible with the major hazard.

Will replace the following Adopted Local Plan saved policies:

E5 Calor Site, Potters Marston  
E6 High Pressure Gas Pipeline

#### **Mineral Safeguarding Areas**

5.42 The NPPF indicates that local planning authorities for minerals define Minerals Safeguarding Areas and adopt policies so that known locations of specific mineral resources of local and national importance are not sterilised by non-mineral development, whilst not creating a presumption that these minerals will be worked.

5.43 The Minerals Safeguarding Areas will be defined by Leicestershire County Council in the emerging Minerals and Waste Local Plan. The Minerals Safeguarding Areas will be set out on the Proposals Map when the details are available.

5.44 Minerals can only be worked where they are found. There are currently sand and gravel reserves known to exist in the general vicinity of the Soar Valley and igneous rock reserves at Croft and Huncote.

**DEVELOPMENT MANAGEMENT POLICY 11**

**Minerals Safeguarding Areas**

Development will not be supported in locations where it would sterilise or prejudice the extraction of mineral reserves, where appropriate. The locations are set out on the Proposals Map and include:

- Land in Soar Valley;
- Land in the vicinity of Croft Quarry.

Will replace the following Adopted Local Plan saved policies:

M4 Mineral Reserves

**Question 17**

**Are the proposed Development Management policies clear, positive, based on suitable evidence and capable of being delivered?**

**Question 18**

**Are there any issues that are not adequately covered by the Development Management policies?**

**Any other issues**

**Question 19**

**Are there any other matters that the Delivery DPD ought to contain?**

## **6 INFRASTRUCTURE DELIVERY PLAN**

6.1 The infrastructure delivery plan from Core Strategy will be updated and included with the Publication version of the Delivery DPD.

## **7 MONITORING FRAMEWORK**

7.1 The monitoring framework from Core Strategy will be updated and included with the Publication version of the Delivery DPD.

## APPENDIX 1 – SUMMARY OF REJECTED HOUSING SITE OPTIONS

This is a summary of the main reasons that sites, not included as site options, were rejected. Further details and individual site assessments can be found in the Site Selection Paper - Site Assessments for Housing.

### Braunstone Town

Site Ref	Site Address	Site Option	Main Reason(s)
SBRA003	Parkers Depot, Braunstone Lane	No	Uncertainty about availability
SBRA008	Land at Hazel Drive	No	Uncertainty about availability
SBRA009	Land to the west of Brockenhurst Drive	No	Impact on area of biodiversity value and green corridor
SBRA011	Land at junction of Narborough Road South and Watergate Lane	No	Uncertainty about availability

### Glen Parva

Site Ref	Site Address	Site Option	Main Reason(s)
GPA001	Land off Wharf Way	No	Uncertainty about availability
GPA002	Land off Little Glen Road	No	100% of site within Flood Zones 2 & 3
GPA003	Land off Little Glen Road	No	79% of site within Flood Zones 2 & 3. Within important wildlife corridor.
GPA004	Land off Little Glen Road	No	100% of site within Flood Zones 2 & 3
GPA007	Glenhills Sports and Social Club	No	Uncertainty about availability
GPA009	Rear of 5 - 23 Glen Rise	No	Uncertainty about availability. Multi-ownership
GPA011	Land to the west of Cork Lane	No	Lack of site access and impact on road network capacity. Within important wildlife corridor. Impact on heritage. Sensitive Green Wedge. Impact on landscape character.
GPA012	Land at Glen Parva Lodge	No	100% of site within Flood Zones 2 & 3. No clear site access to road network. Within important wildlife corridor.
GPA015	Land to the west of Navigation Drive and Westdale Avenue and to the east of the Grand Union Canal	No	Lack of site access and impact on road network capacity. Within important wildlife corridor. Impact on heritage. Sensitive Green Wedge. Impact on landscape character.
GPA017	Land at Glenford Grange, Little Glen Road	No	100% of site within Flood Zones 2 & 3
GPA022	Land at 74 Leicester Road and 2 Wharf Way	No	Uncertainty about availability

Glenfield

Site Ref	Site Address	Site Option	Main Reason(s)
GLE008	44a - 66 Liberty Road	No	Uncertainty about availability. Multiple ownership
GLE009	Rear 84 - 92 Sports Road	No	Uncertainty about availability. Multiple ownership
GLE011	Land off Mill Lane Industrial Estate	No	Loss of woodland, a valuable biodiversity asset. No clear access to road network
GLE013	Land at Oakleys Farm	No	No clear access to road network. Impact on Scheduled Monument
GLE015	Land to the rear of Stelle Way	No	Uncertainty about availability
GLE018	Land north of Kirby Road	No	Residential amenity adjoining large scale industrial site. Former sewage works.
GLE019	Land to the rear of 57 - 65 Gynsill Lane	No	Size of site – no affordable housing provision
GLE023	Land south of Sacheverell Way	No	No clear access to road network. Integration with existing settlement. Potential species rich grassland, a valuable biodiversity asset.
GLE024	Land west of A46 and south of Sacheverell Way	No	No clear access to road network. Integration with existing settlement. Potential species rich grassland, a valuable biodiversity asset.
GLE025	Land north of Mill Lane Industrial Estate	No	No clear access to road network. Integration with existing settlement. Impact on Scheduled Monument

Kirby Muxloe

Site Ref	Site Address	Site Option	Main Reason(s)
SKMU001	Land at Ratby Lane	No	Sensitive nature of Green Wedge. Loss of separation. Impact on local townscape character. Impact on road network capacity
SKMU002	Land adjacent Sports Ground, beyond Portland Road	No	Impact on setting of Scheduled Monument. No site access to road network
SKMU003	Land at Ratby Lane	No	Isolated from settlement. Impact on setting of Scheduled Monument.
SKMU004	Rear of Vicarage Close	No	Uncertainty about availability
SKMU005	Rear of Barwell Road and 1 - 9 The Croft	No	Uncertainty about availability
SKMU008	Land off Portland Road	No	Loss of woodland, a valuable biodiversity asset. Impact on Scheduled Monument and

Site Ref	Site Address	Site Option	Main Reason(s)
			Conservation Area
SKMU009	Land north of Desford Road	No	Sensitive nature of the Green Wedge. Loss of separation. Impact on the townscape character. Impact on historic features
SKMU012	Land off Maytree Drive	No	No clear site access to road network

#### Narborough

Site Ref	Site Address	Site Option	Main Reason(s)
SNAR002	Land at Ambulance Station adjacent to the Rosings	No	Uncertainty about availability.
SNAR003	Land at Regent Street Industrial Estate	No	No clear site access to the road network
SNAR004	Land off Burrows Close	No	Within Key Employment Site. Important local wildlife corridor. Safeguarded waste facility. Potential flood risk issues.
SNAR014	Land off Seine Lane	No	Impact on landscape and townscape character. Site access issues. Detached from Narborough
SNAR015	Land off Seine Lane	No	Impact on landscape and townscape character. Site access issues. Detached from Narborough

## APPENDIX 2 – SUMMARY OF REJECTED SITE OPTIONS FOR EMPLOYMENT LAND

This is a summary of the main reasons that sites, not included as site options, were rejected. Further details and individual site assessments can be found in the Site Selection Paper - Site Assessments for Employment Land.

### Blaby

Site Ref	Site Address	Site Option	Main Reason(s)
EBLA002	Land off Lutterworth Road	No	Site access from 60mph road is unacceptable
EBLA003	Land to the east of Blaby bypass and southwest of Ridley Close	No	Sensitive Green Wedge. Site access issues
EBLA004	Land to the east of Blaby bypass and south of Grove Road	No	Sensitive Green Wedge. Site access issues

### Braunstone Town

Site Ref	Site Address	Site Option	Main Reason(s)
EBRA001	Land off Centurion Way, Meridian Business Park	No	Within a Key Employment Site
EBRA002	Land adjacent to McDonalds, Meridian Business Park	No	Within a Key Employment Site

### Elmesthorpe

Site Ref	Site Address	Site Option	Main Reason(s)
EELM001	Land to the rear of 35 Billington Road West	No	Unsustainable location not identified for employment growth. Site access issues

### Enderby

Site Ref	Site Address	Site Option	Main Reason(s)
EEND009	Quarry Lane	No	Commercial attractiveness. Site access. Potential species rich grassland, a valuable biodiversity asset
EEND014	Lakeside Plot, Grove Park	No	Within a Key Employment Site. Gained planning permission since April 2016

### Glen Parva

Site Ref	Site Address	Site Option	Main Reason(s)
EGPA002	Wharf Way	No	Existing employment site unattractive for redevelopment

#### Glenfield

Site Ref	Site Address	Site Option	Main Reason(s)
EGLE004	Land to the west of Mill Lane Industrial Estate, Mill Lane	No	Loss of woodland, a valuable wildlife asset. No clear access to road network
EGLE005	Land at Oakleys Farm	No	No clear access to road network
EGLE006	Land west of A46 and south of Sacheverell Way	No	No clear access to road network
EGLE007	Land north of Mill Lane Industrial Estate	No	No clear access to road network

#### Narborough

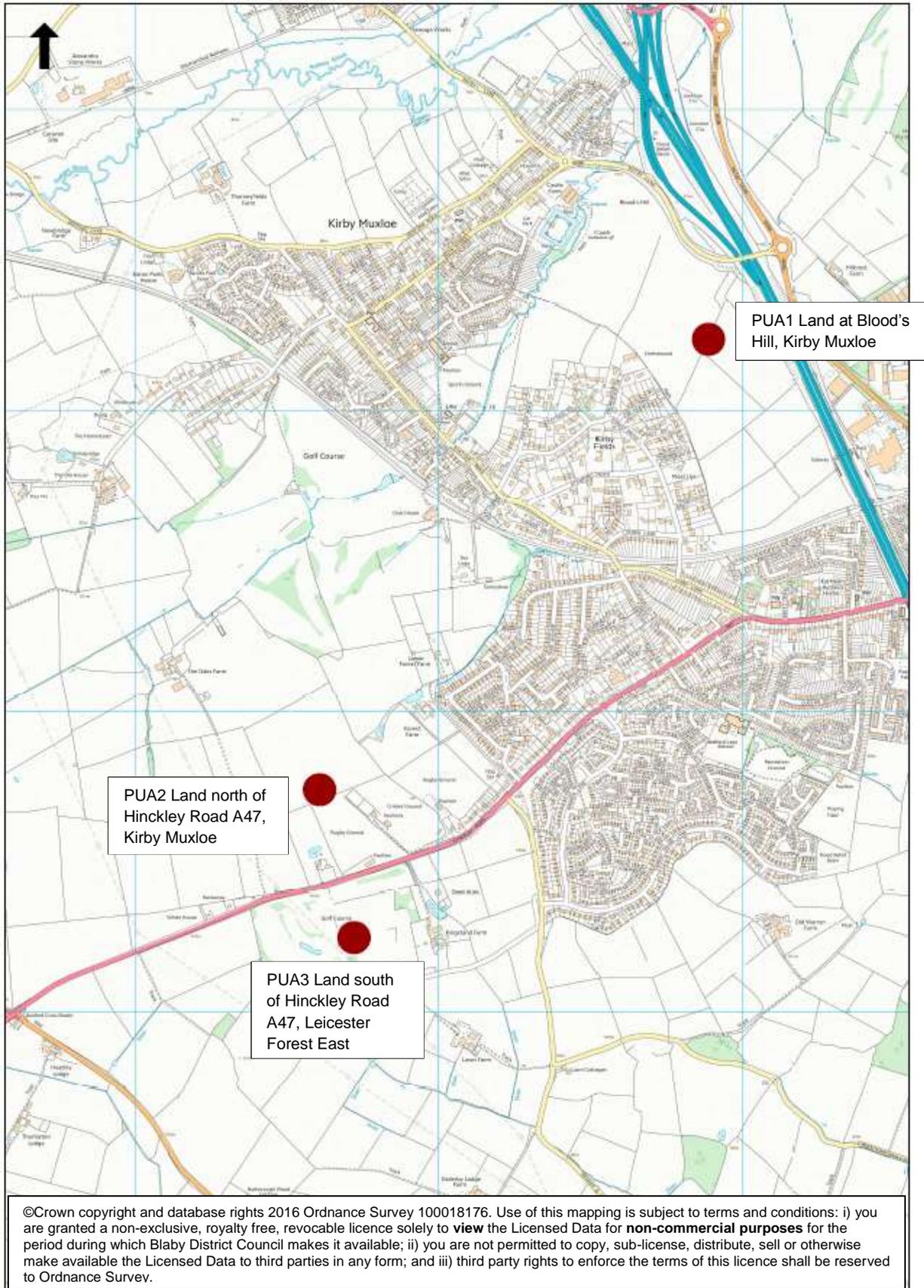
Site Ref	Site Address	Site Option	Main Reason(s)
ENAR001	Carlton Park	No	Within Key Employment Site
ENAR002	Coventry Road Industrial Estate, Coventry Road	No	Within Key Employment Site

#### Whetstone

Site Ref	Site Address	Site Option	Main Reason(s)
EWHE002	Land at The Farm, Station Street	No	Site access. Residential amenity
EWHE003	Land between Station Street and Enderby Road	No	Sensitive Green Wedge. Availability for employment use uncertain
EWHE004	Land off Station Street	No	Site access. Residential amenity

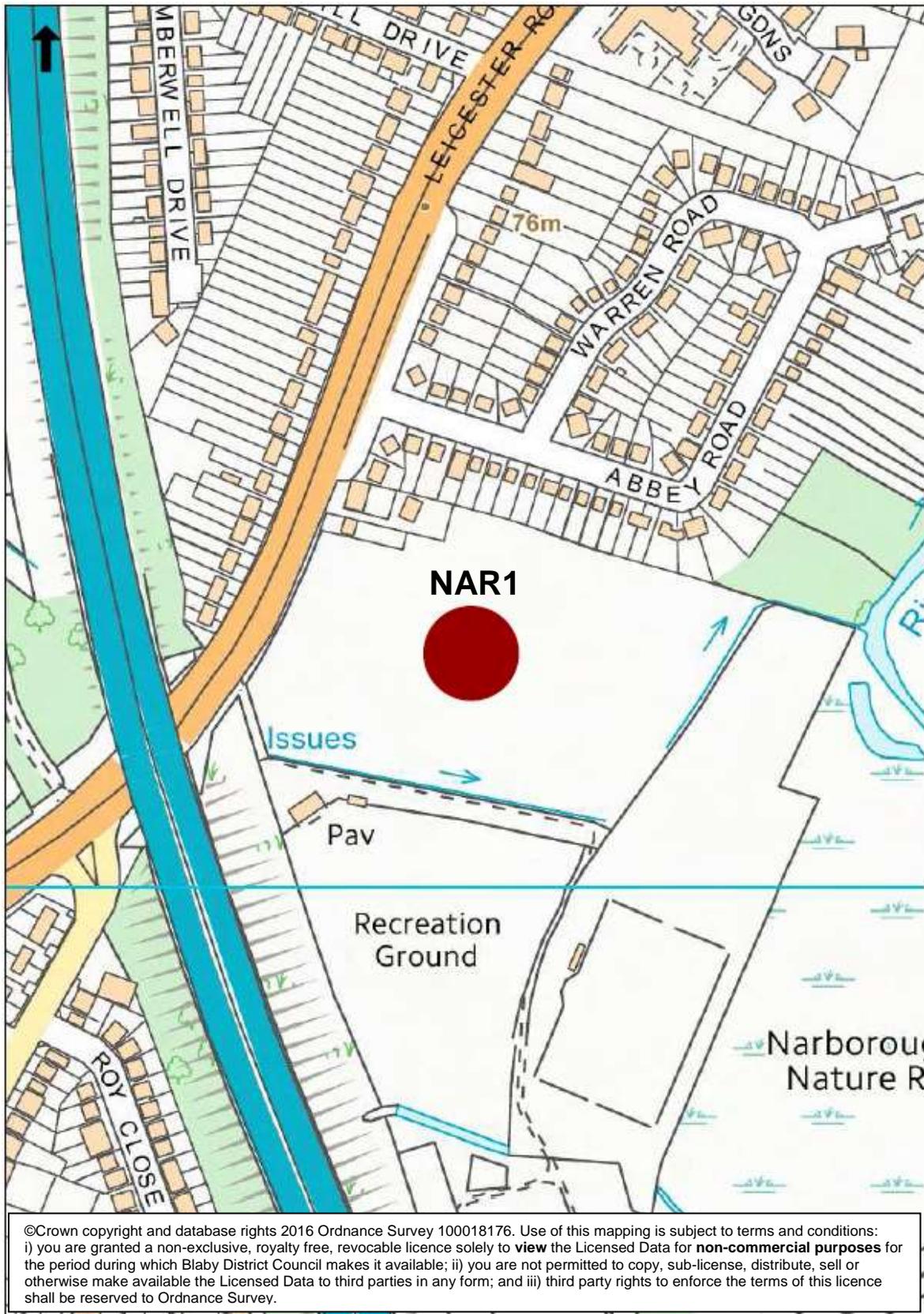
## APPENDIX 3– HOUSING SITE ALLOCATION OPTIONS

Map 1 - Site Options for the Principal Urban Area



Map 2 - Site Option for Narborough

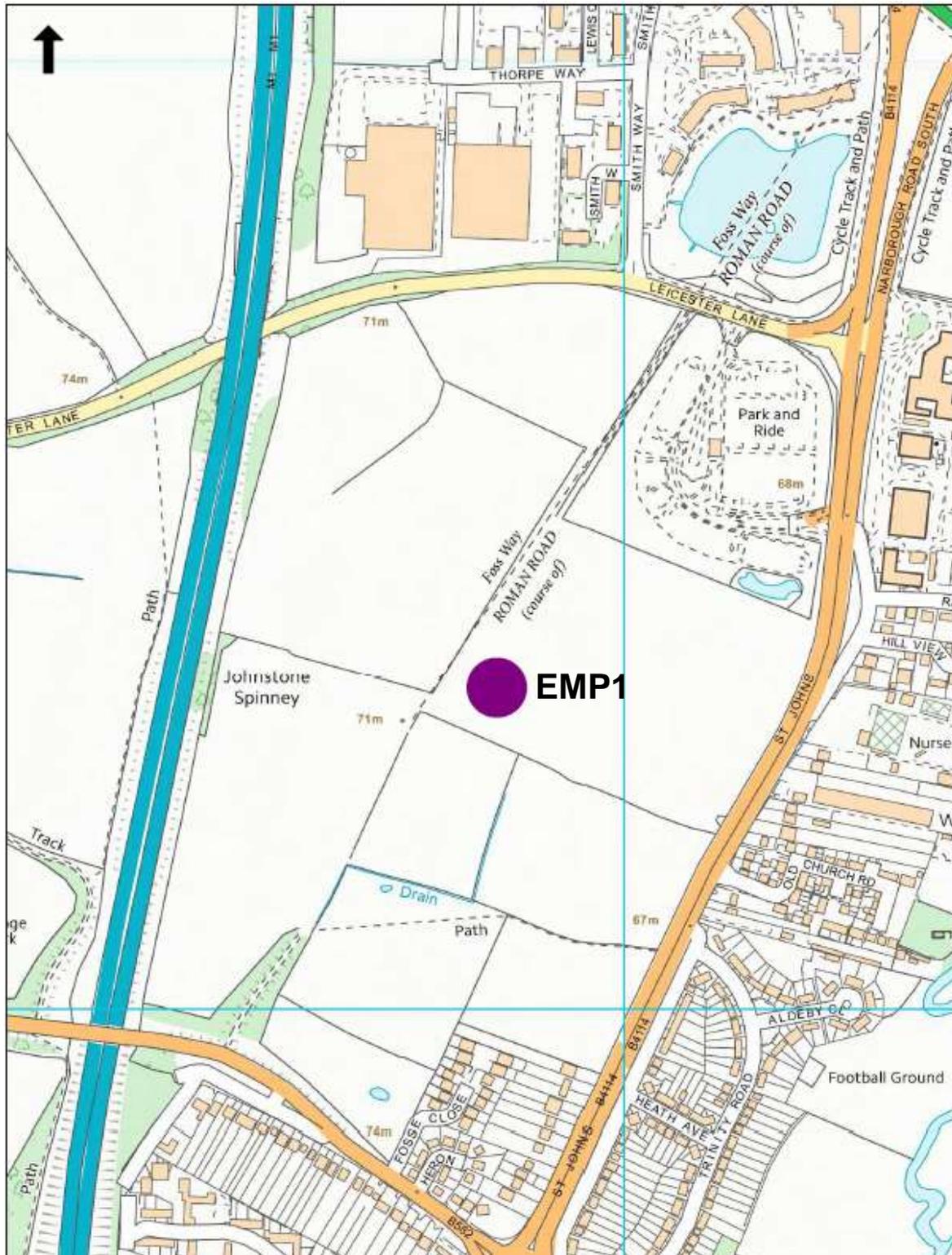
NAR1 Leicester Road, Narborough



## APPENDIX 4– EMPLOYMENT LAND SITE ALLOCATION OPTIONS

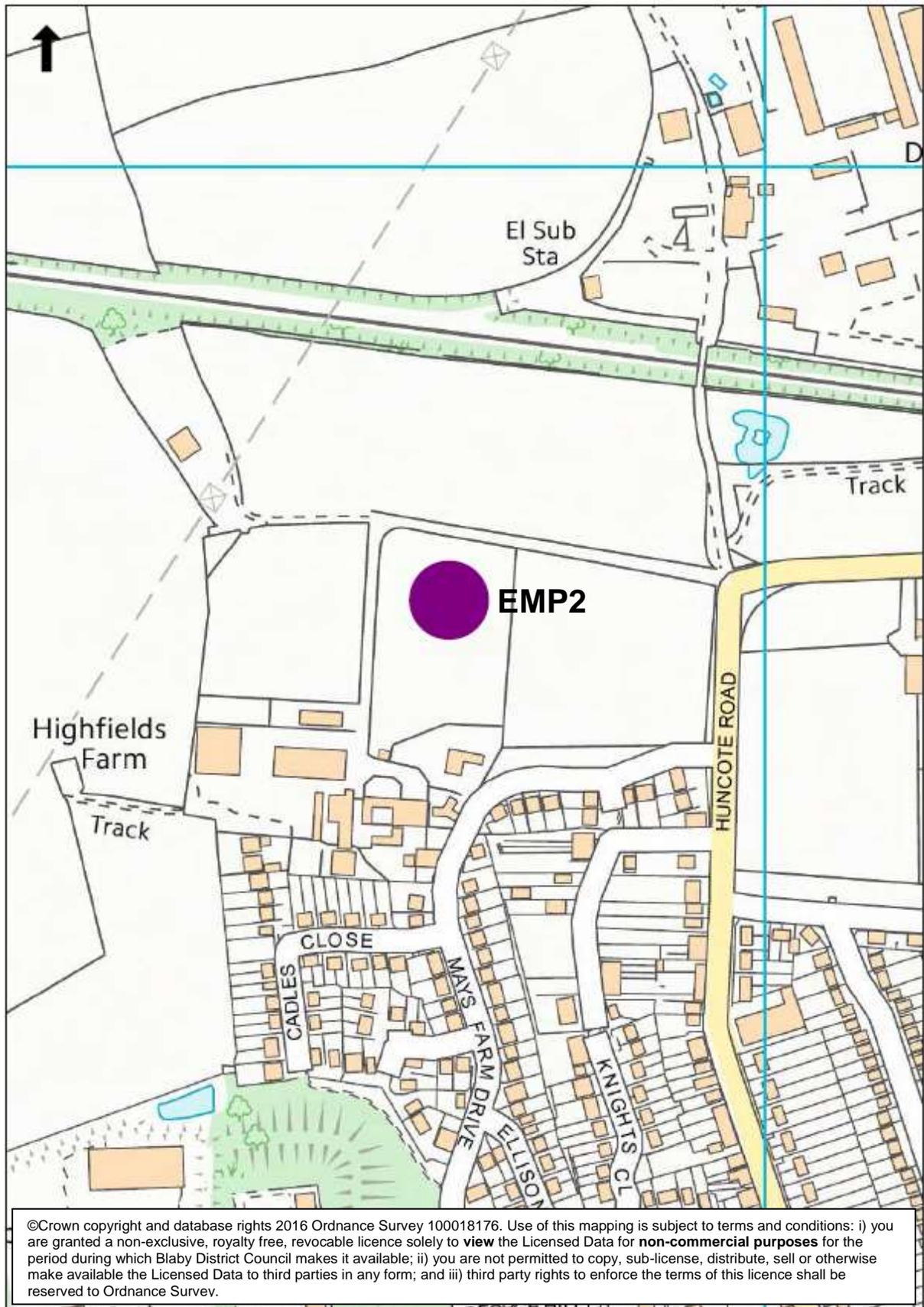
### Site Options for Employment Land

Map 3 - EMP1 Land between Leicester Lane and St Johns B4114, Enderby



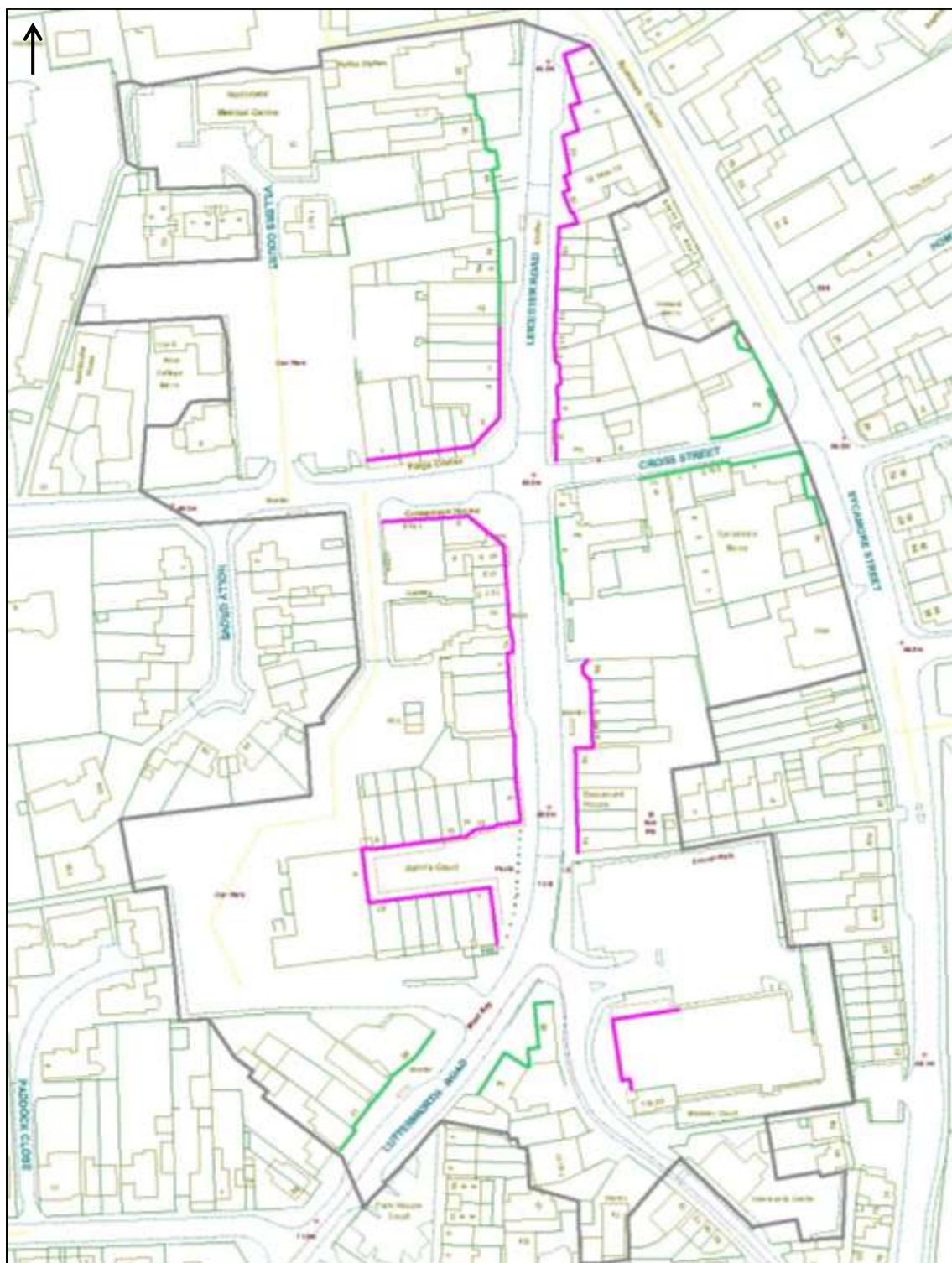
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Map 4 - EMP2 Land north of Highfields Farm, Stoney Stanton



## APPENDIX 5 – RETAIL AND LEISURE BOUNDARIES

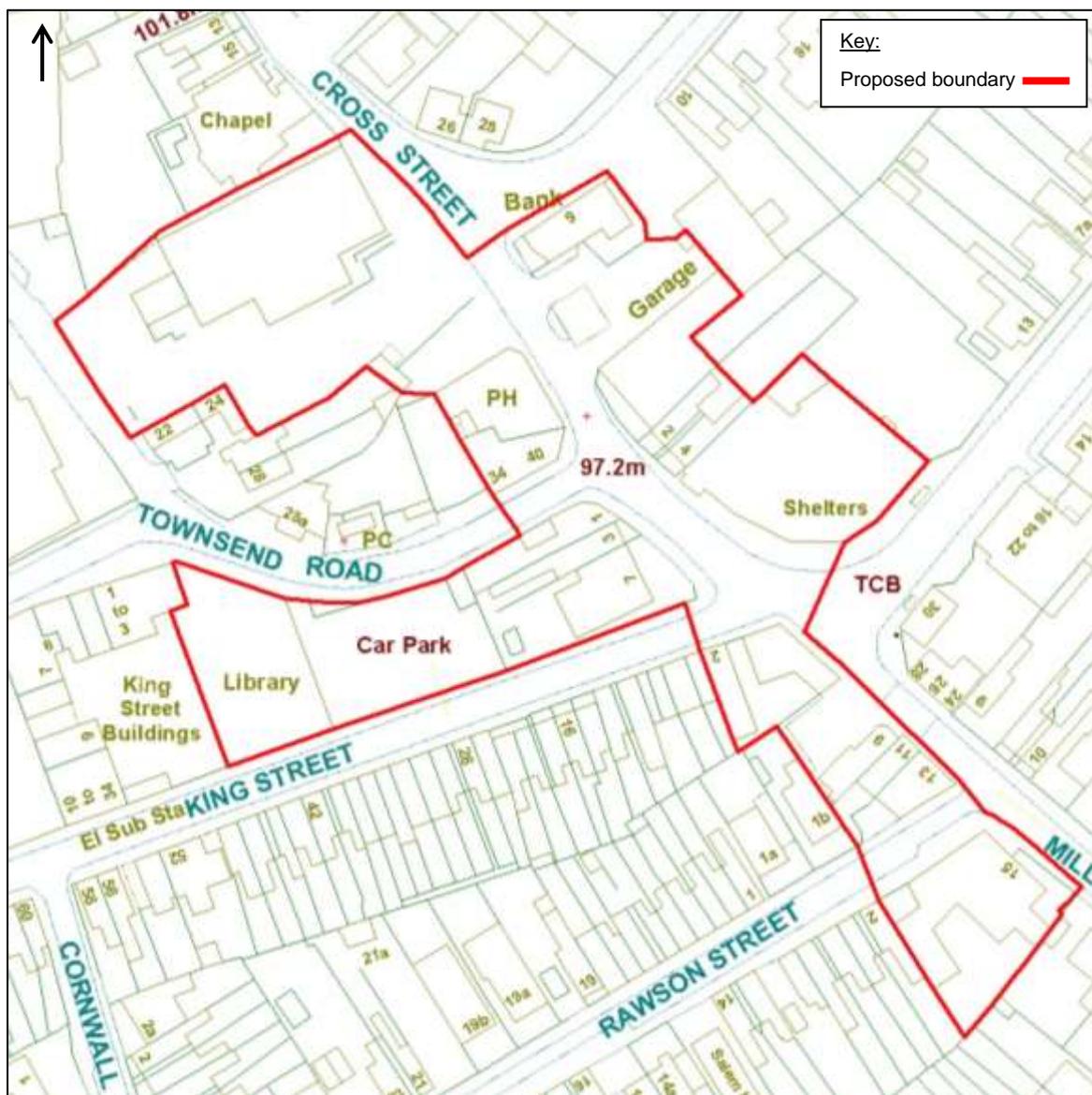
Map 5 - Blaby Town Centre – Primary and Secondary Frontages



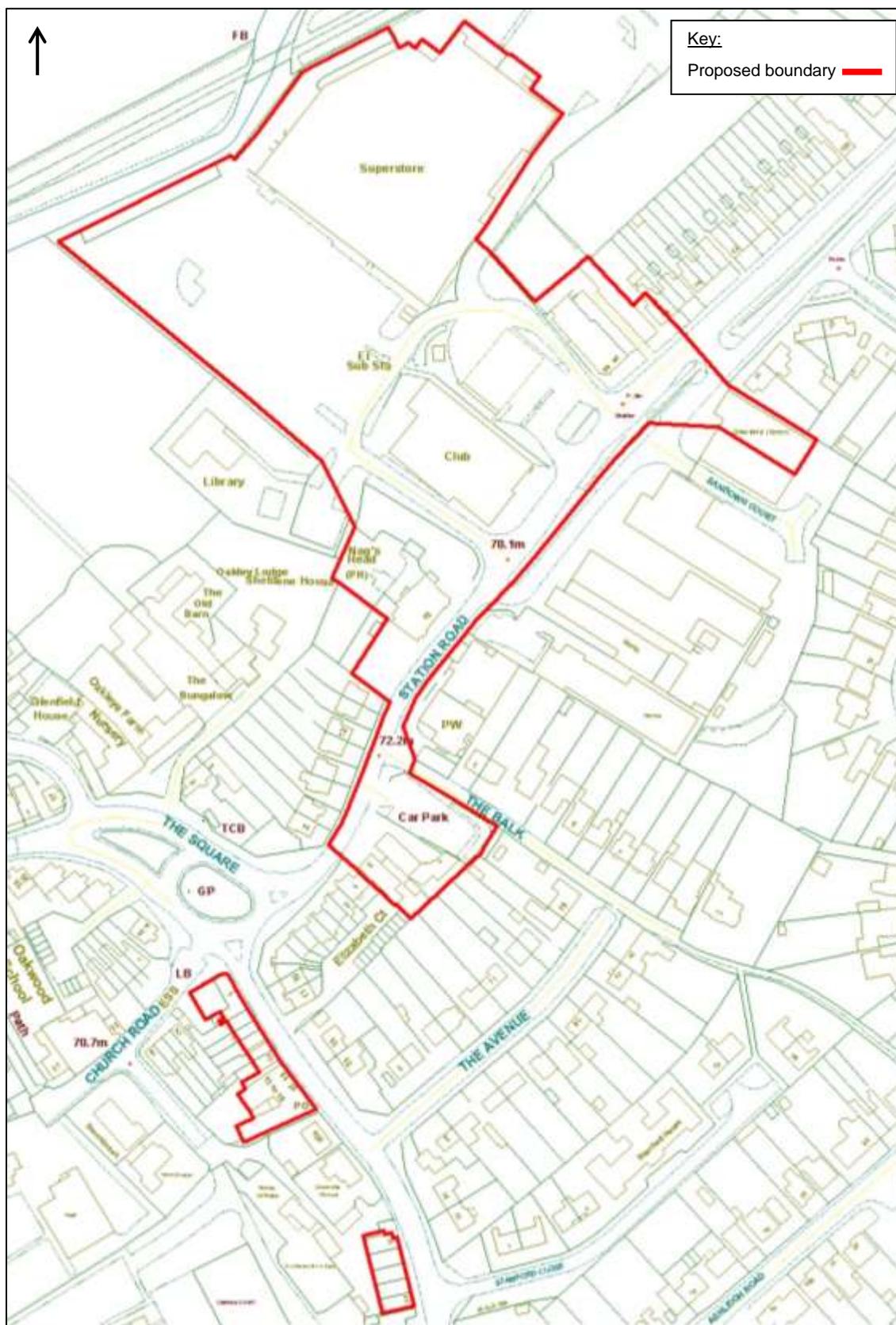
- Key:**
- █ Primary Shopping Frontage
  - █ Secondary Shopping Frontage
  - █ Blaby Town Centre Boundary (will be defined through the Blaby Neighbourhood Plan and is shown for information)

## District Centres

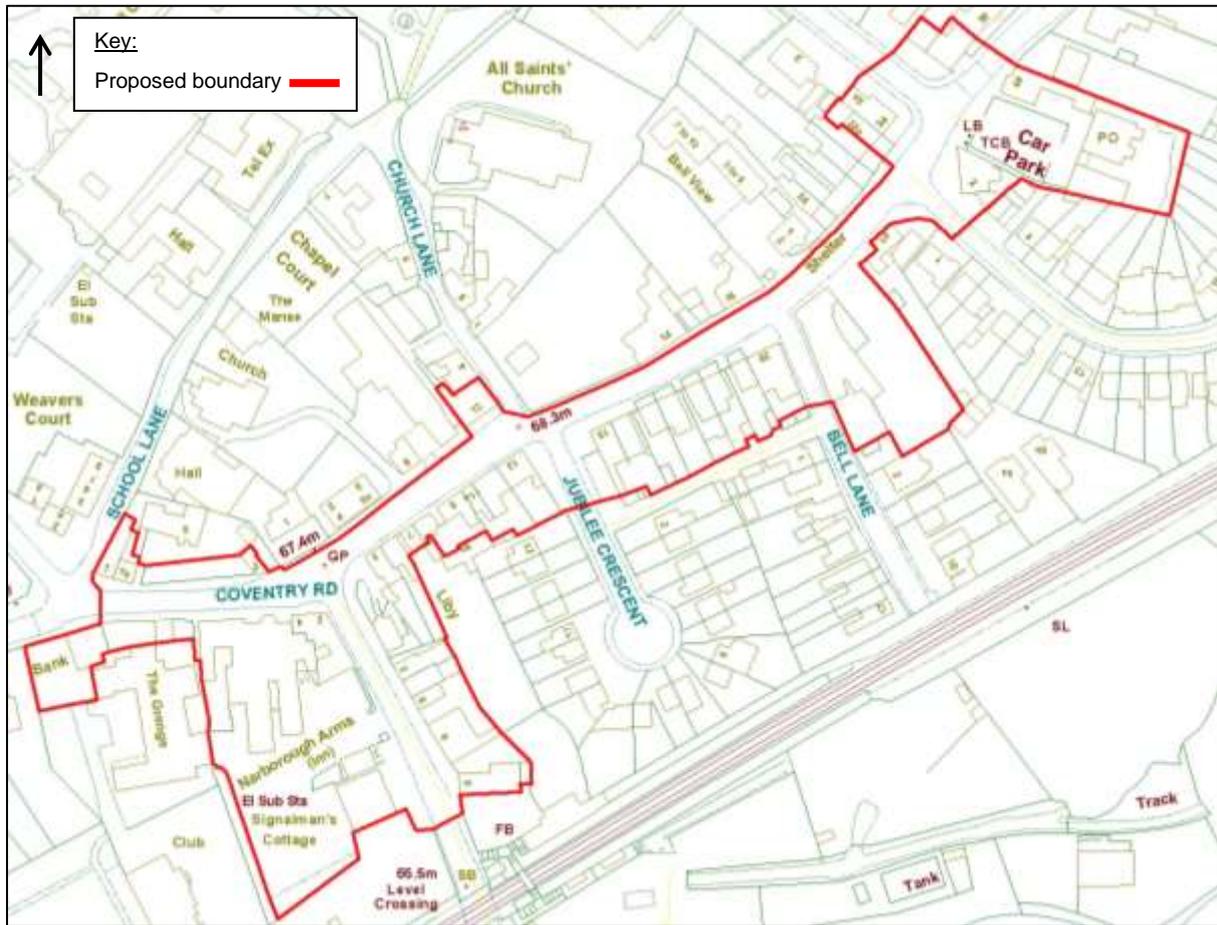
Map 6 - Enderby



Map 7 - Glenfield

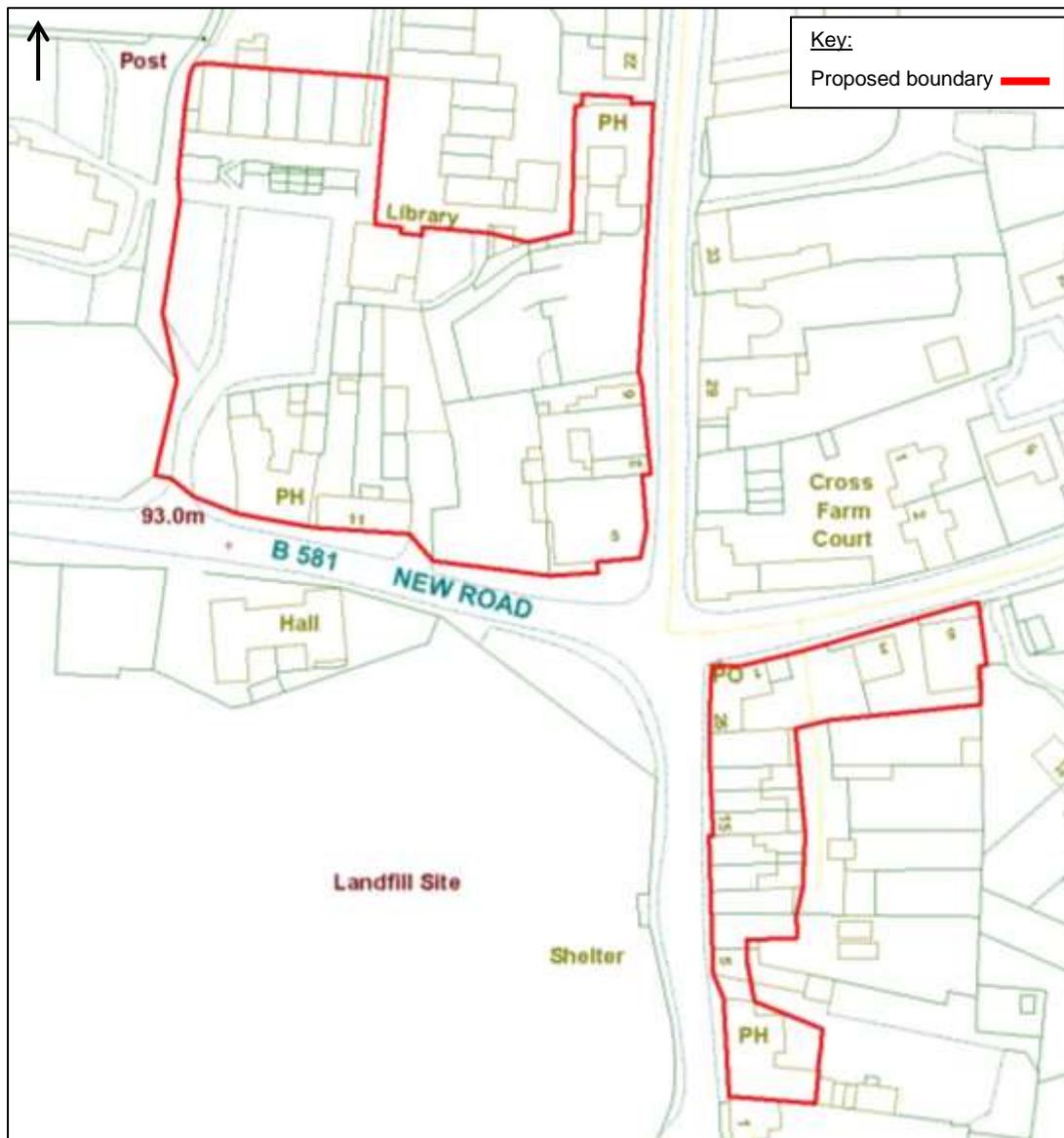


Map 8 - Narborough



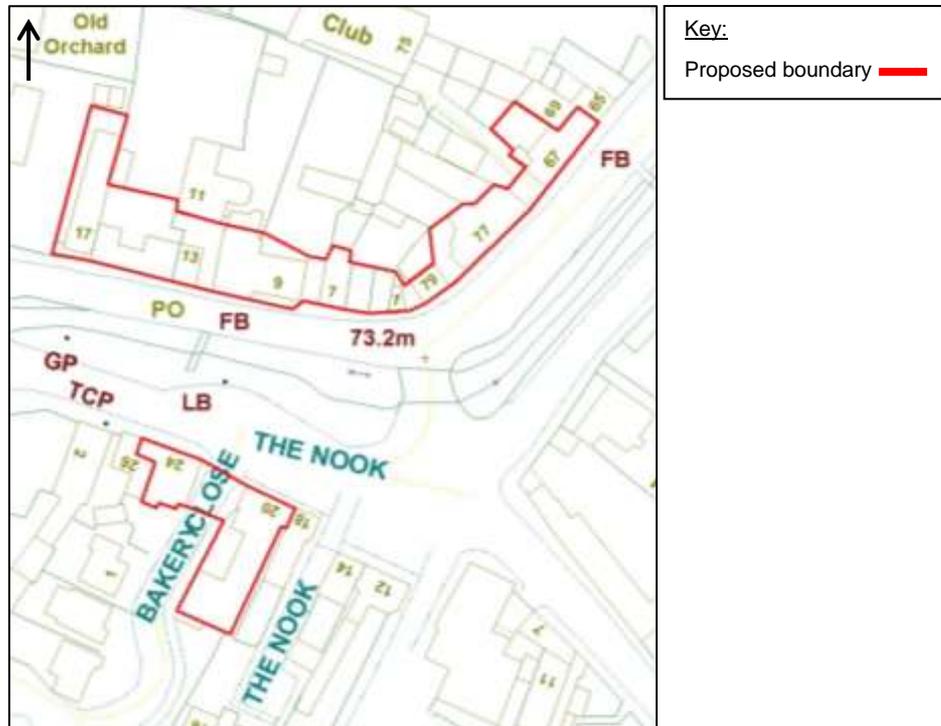
## Rural Centre

### Map 9 - Stoney Stanton

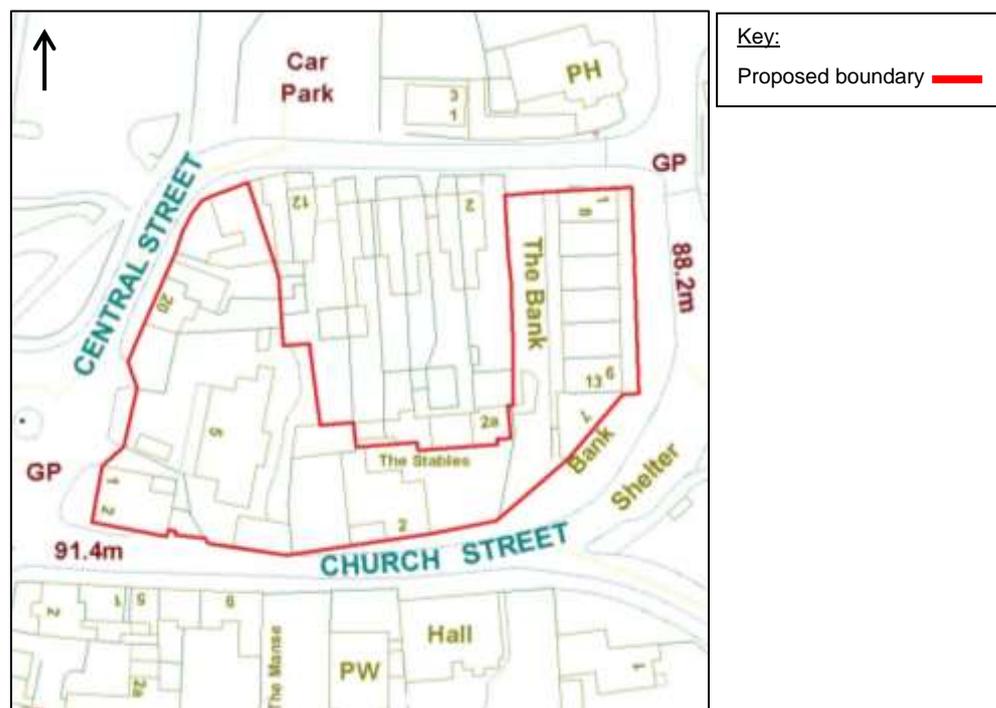


## Local Centres

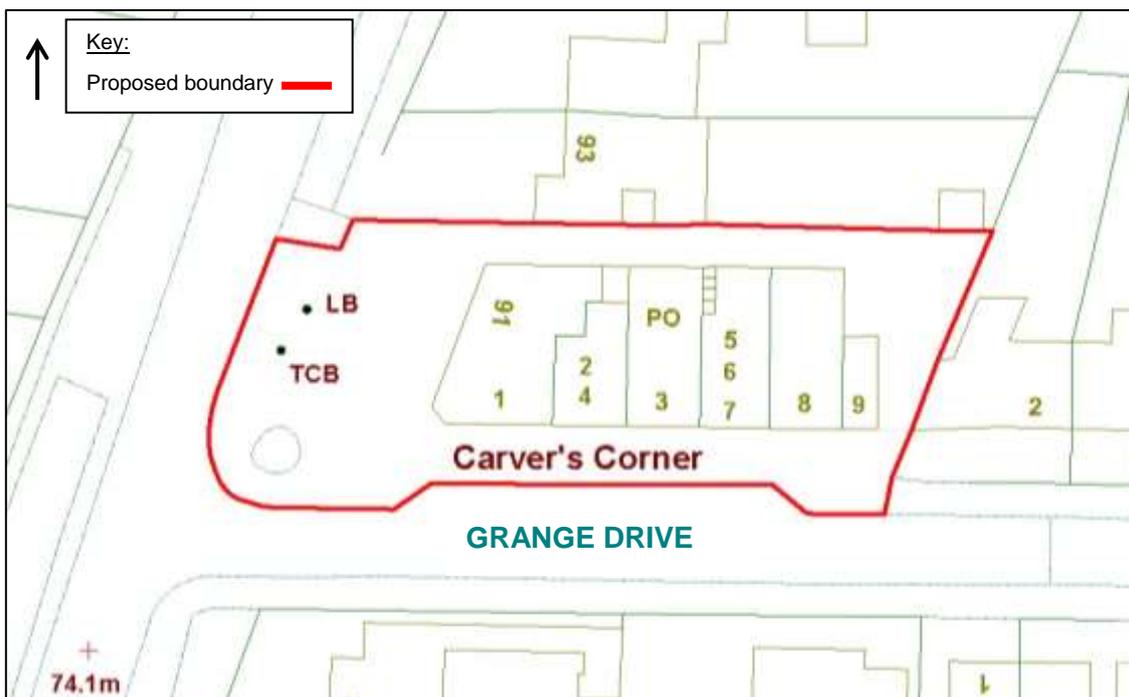
Map 10 - Cosby



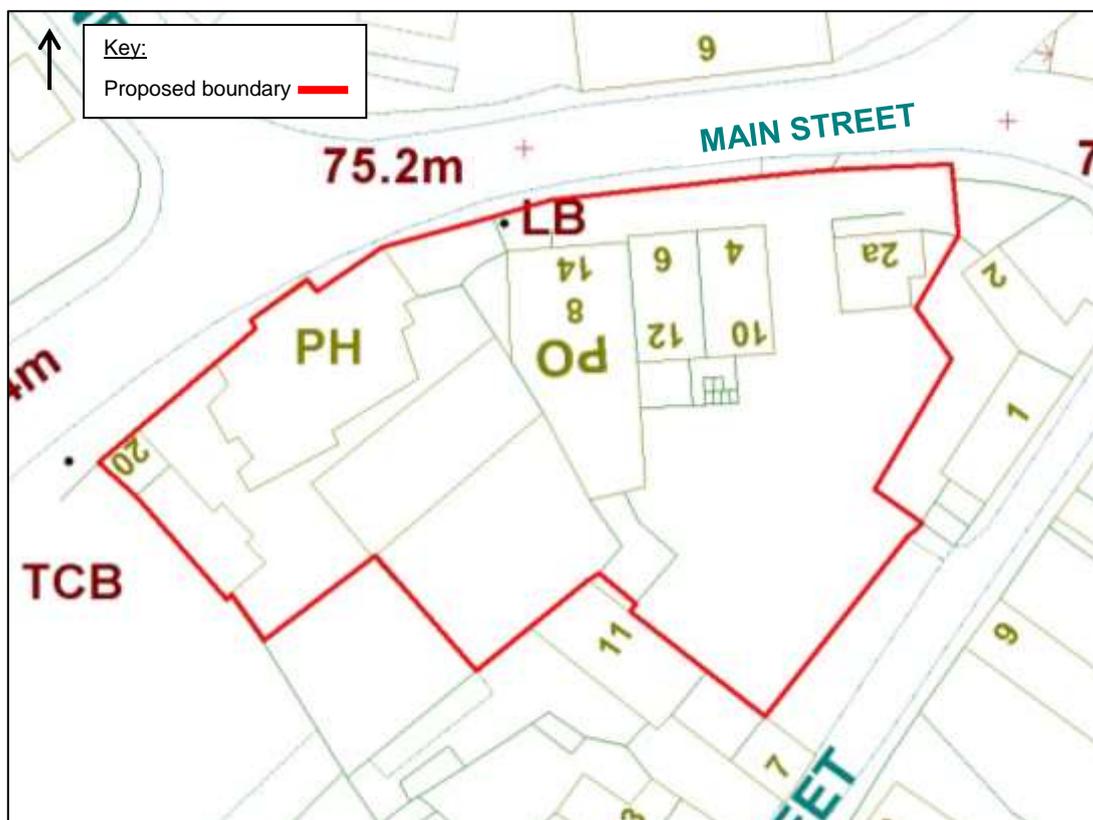
Map 11- Countesthorpe



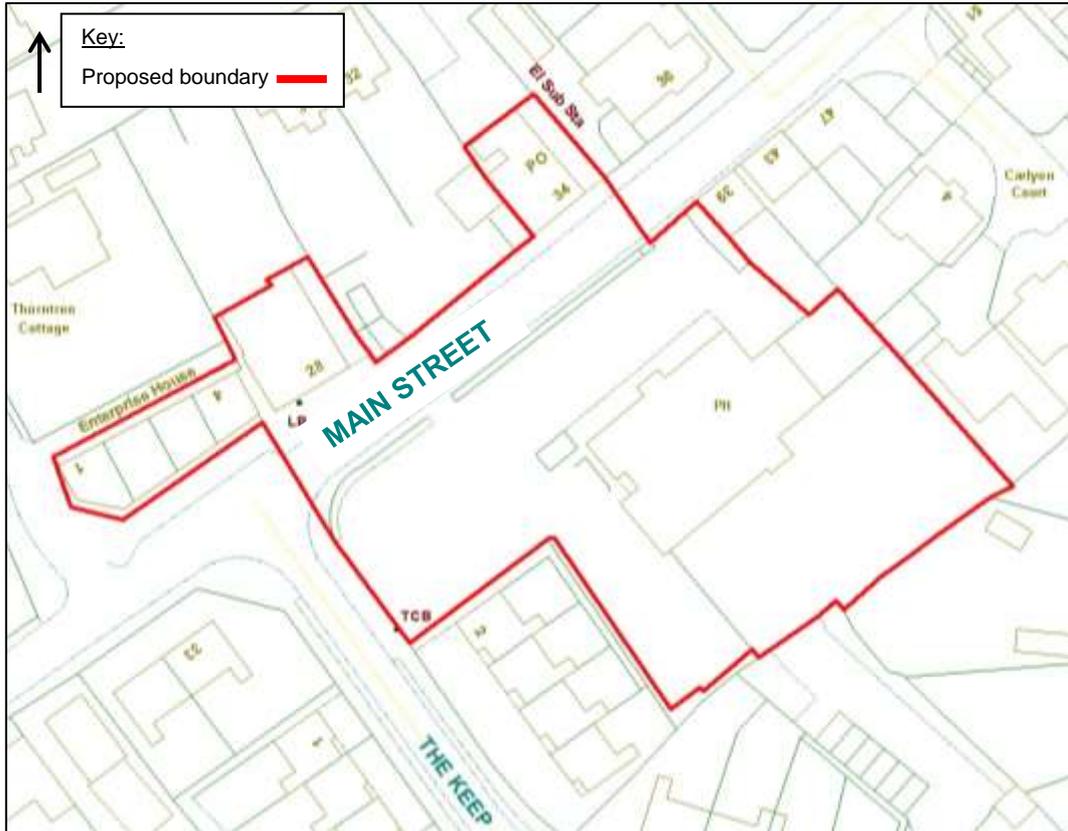
Map 12 - Glen Parva



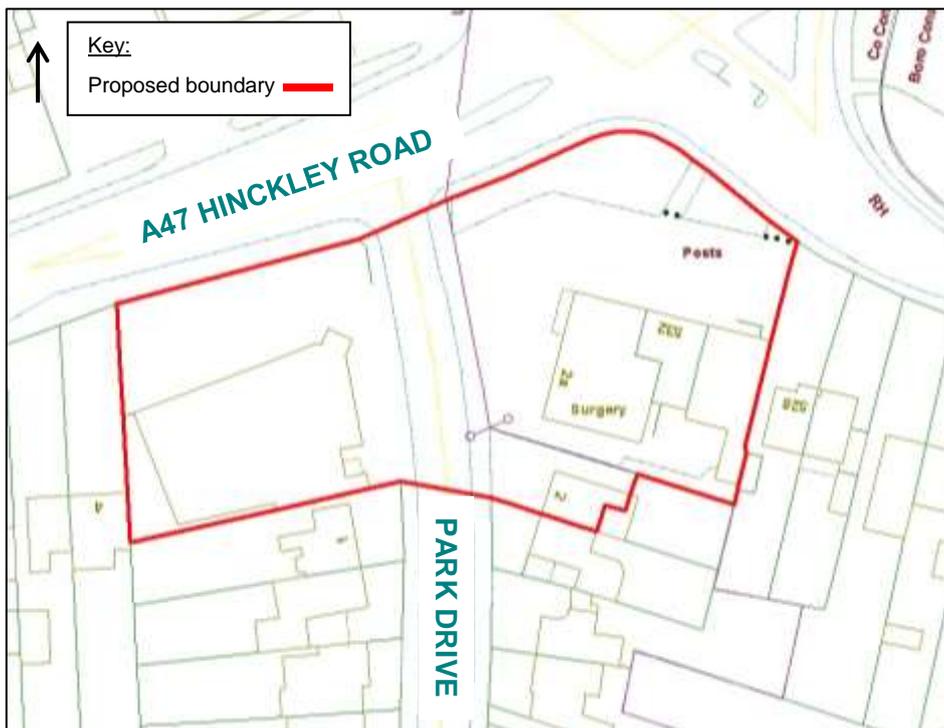
Map 13 - Huncote



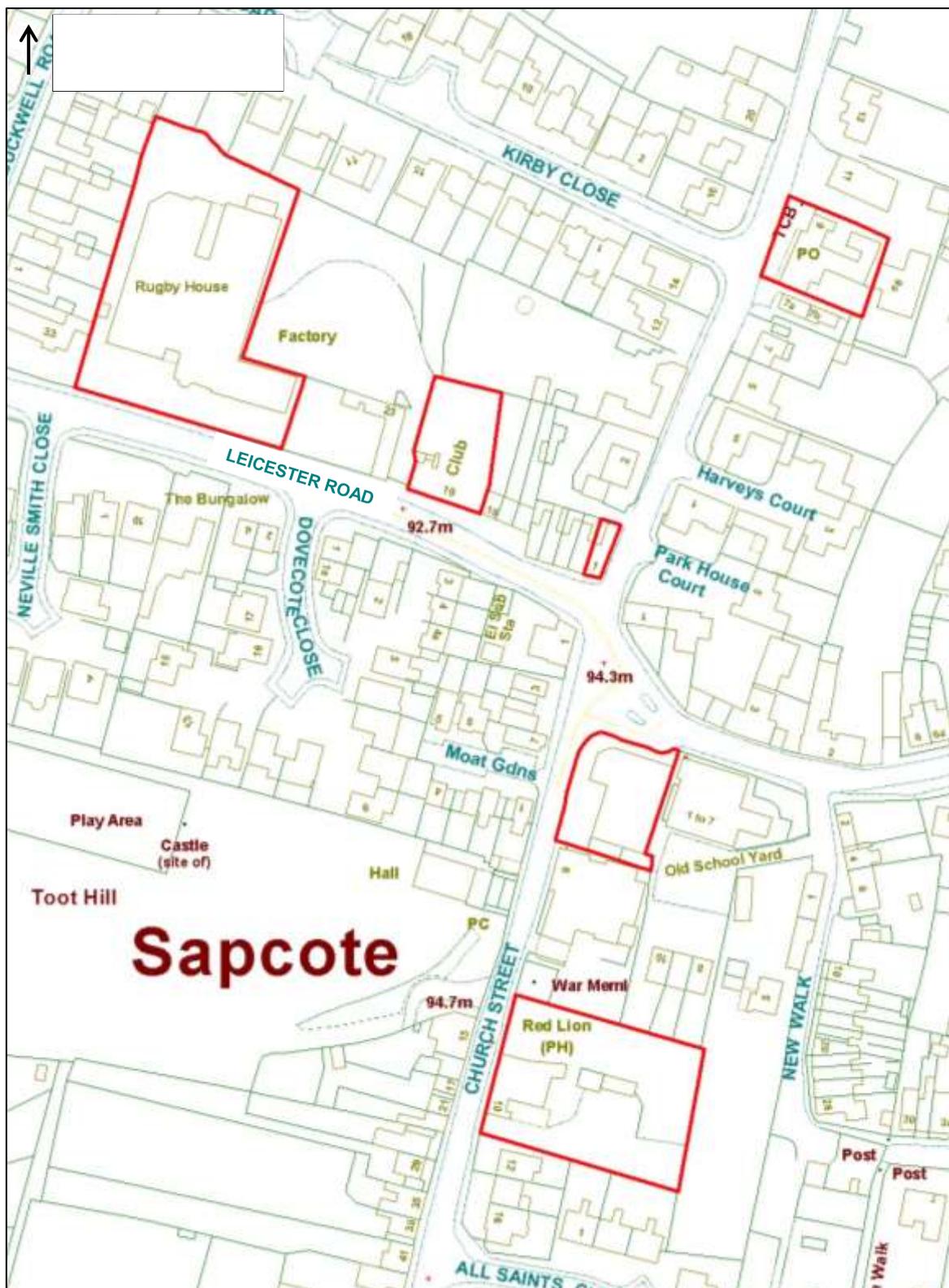
Map 14 - Kirby Muxloe



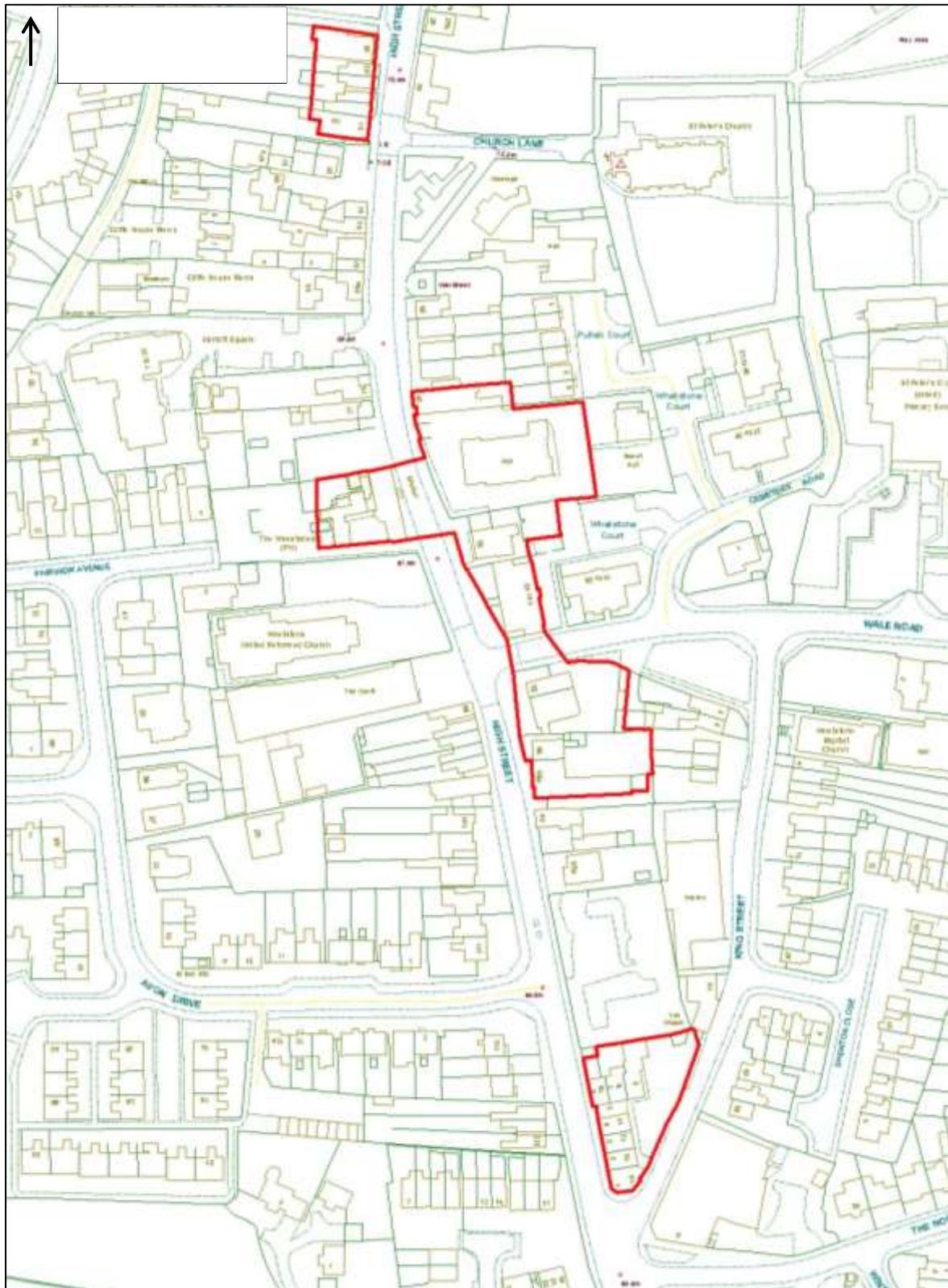
Map 15 - Leicester Forest East



Map 16 - Sapcote



Map 17 - Whetstone

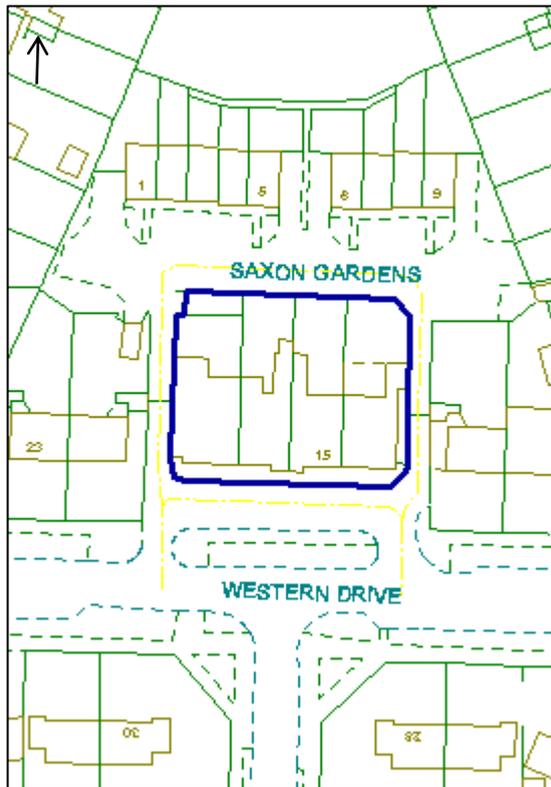


## Neighbourhood Parades

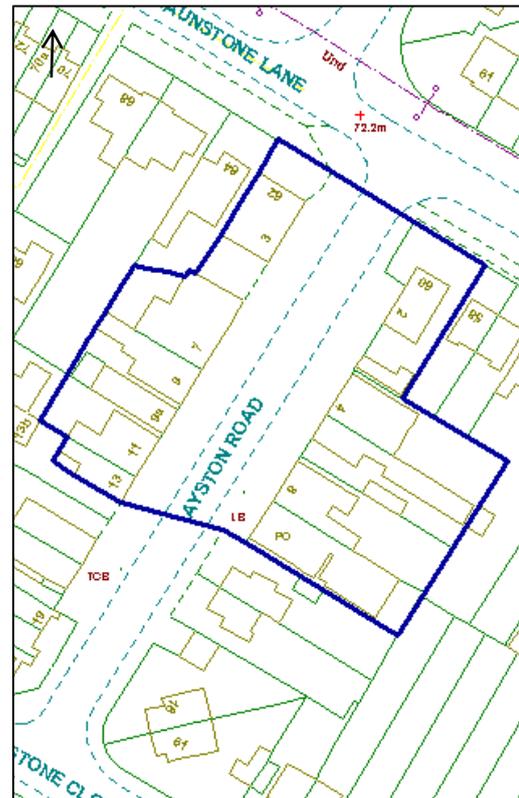
### Key for Maps 18 to 38

Proposed Neighbourhood Parade boundary ———

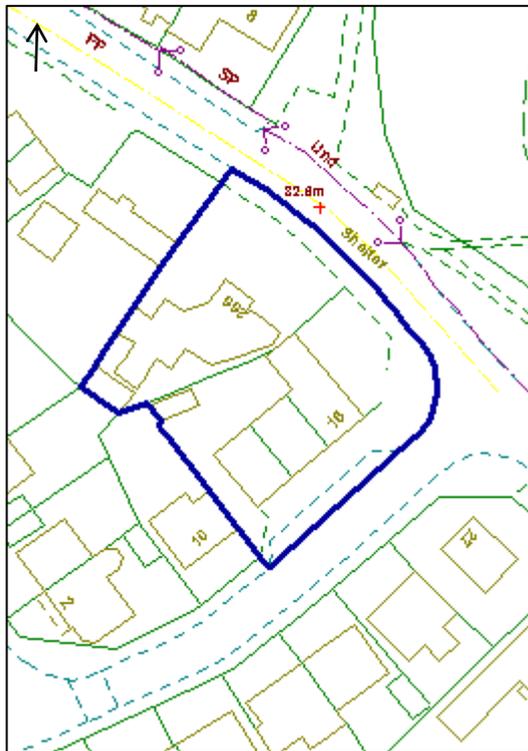
Map 18 - Western Drive, Blaby



Map 19 - Ayston Road, Braunstone Town



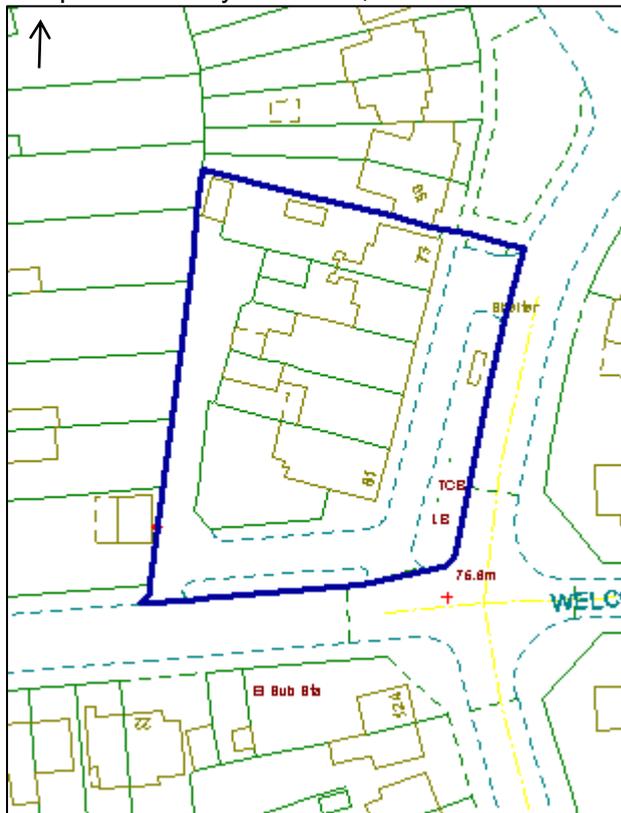
Map 20 - Bidford Road / Braunstone Lane,  
Braunstone Town



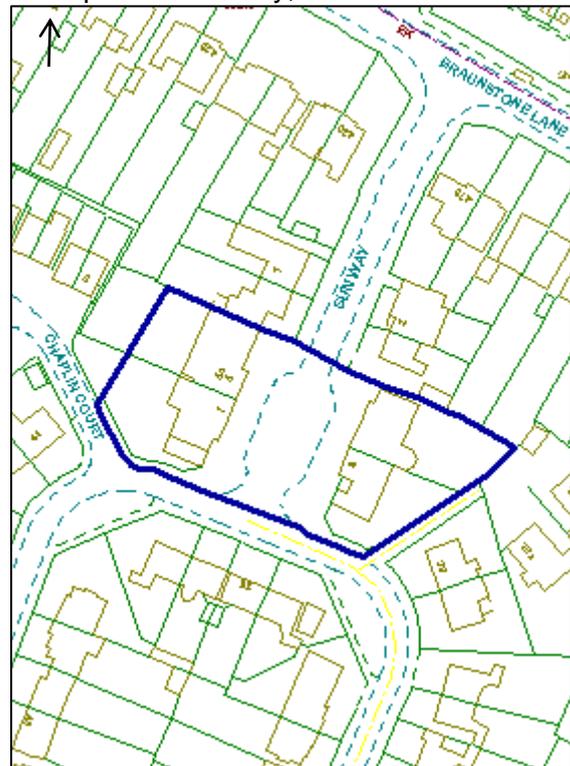
Map 21 - Cyril Street, Braunstone Town



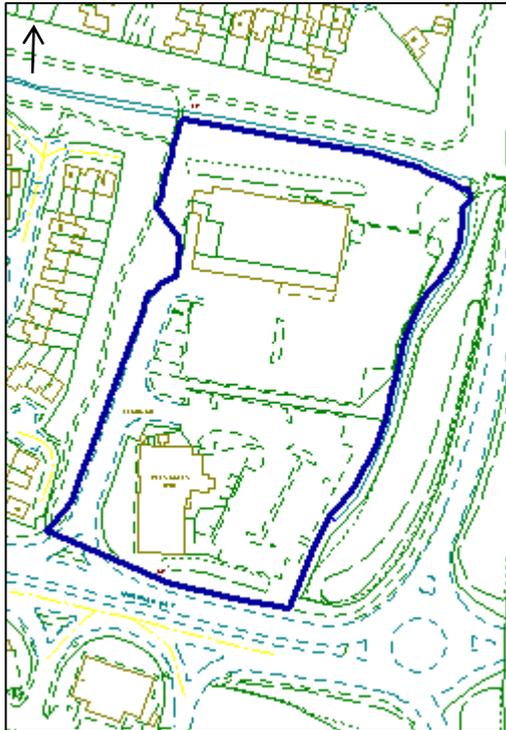
Map 22 - Henley Crescent, Braunstone Town



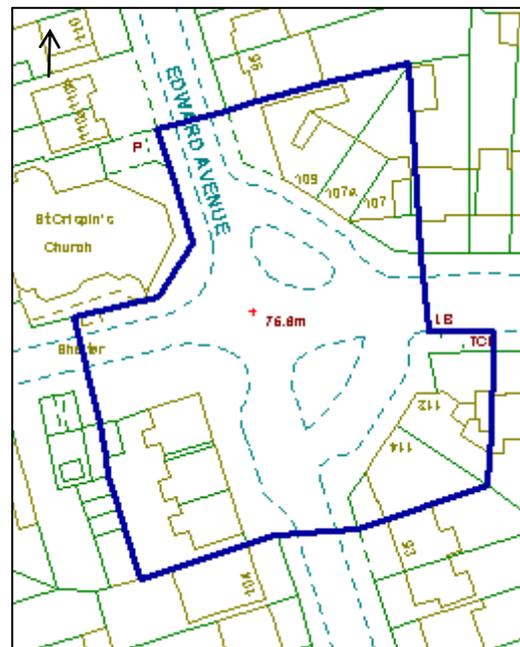
Map 23 - Sun Way, Braunstone Town



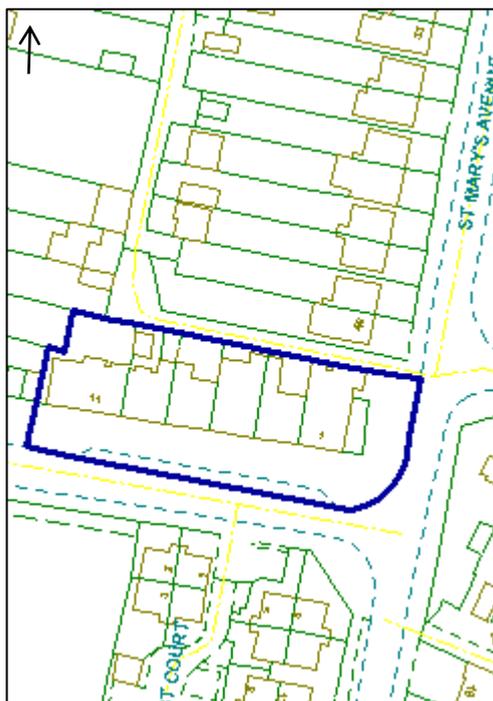
Map 24 - Thorpe Astley, Braunstone Town



Map 25 - Turnbull Drive / Edward Avenue, Braunstone Town



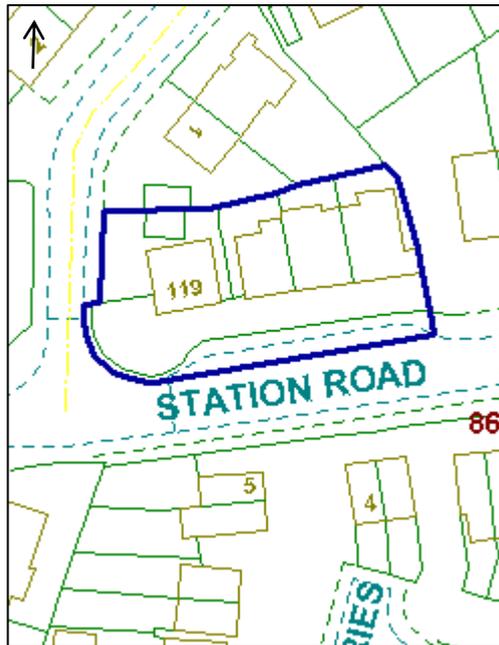
Map 26 - Warden's Walk, Braunstone Town



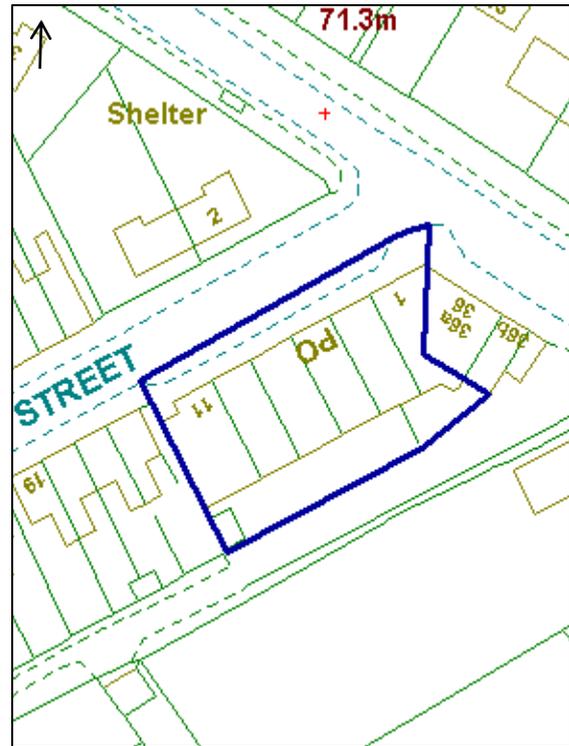
Map 27 - Watergate Lane, Braunstone Town



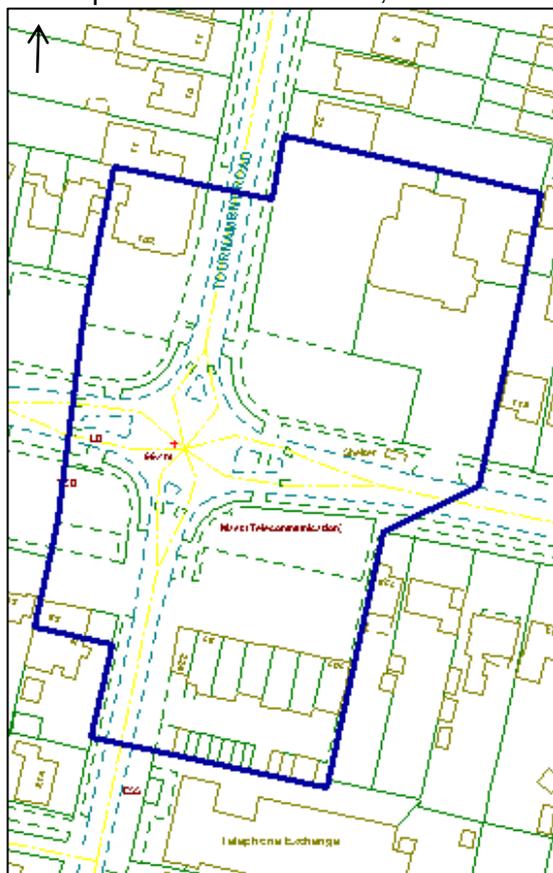
Map 28 - Station Road, Countesthorpe



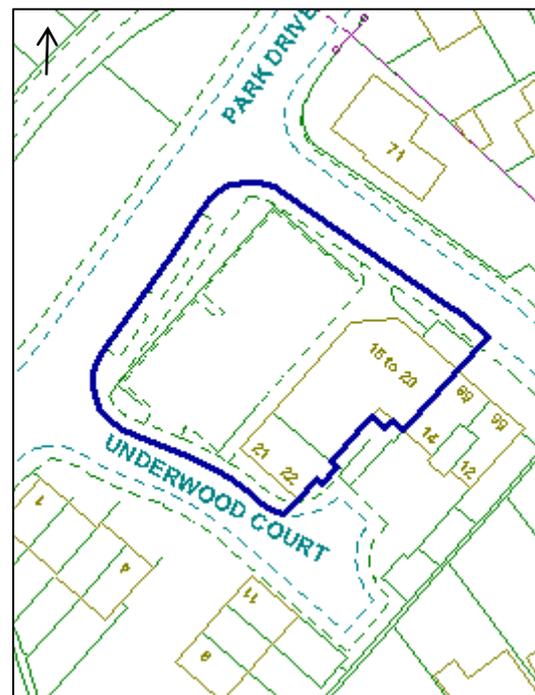
Map 29 - Pochin Street, Croft



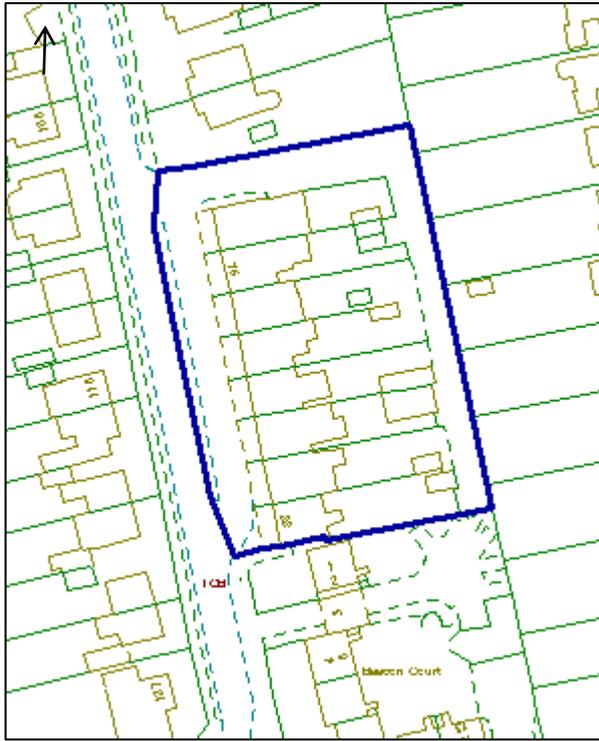
Map 30 - Dominion Road, Glenfield



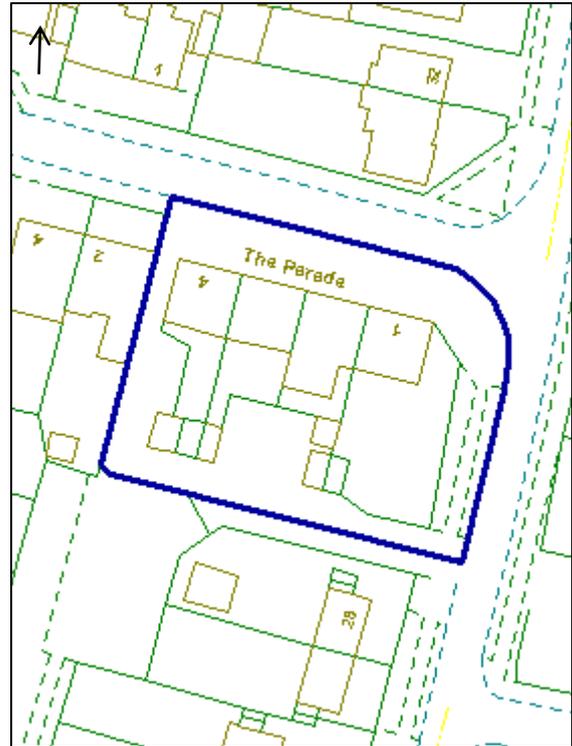
Map 31 - Underwood Court, Glenfield



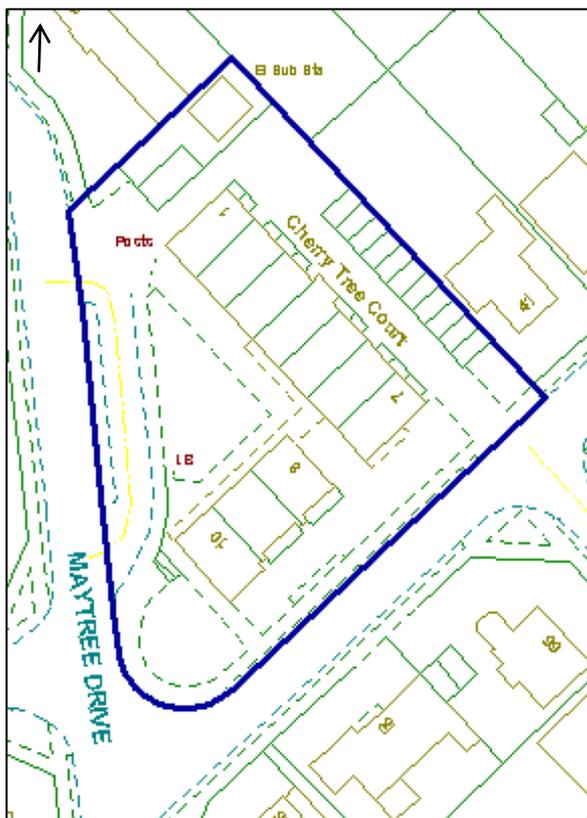
Map 32 - Faire Road, Glenfield



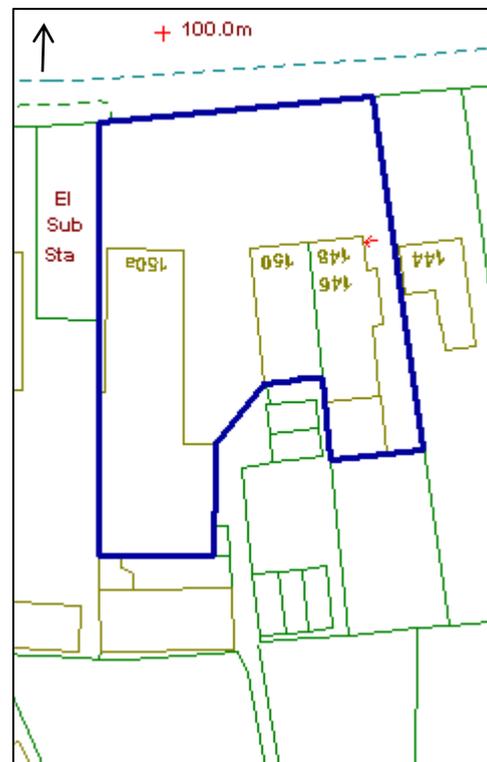
Map 33 - Needham Avenue, Glen Parva



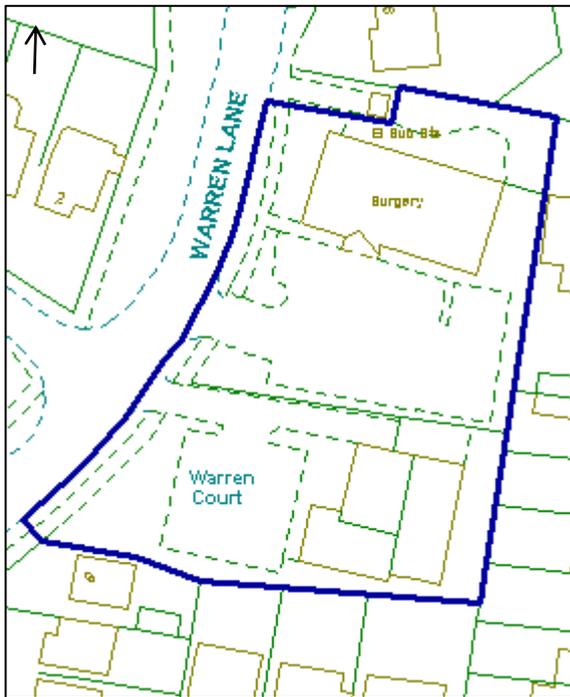
Map 34 - Cherry Tree Court, Kirby Muxloe



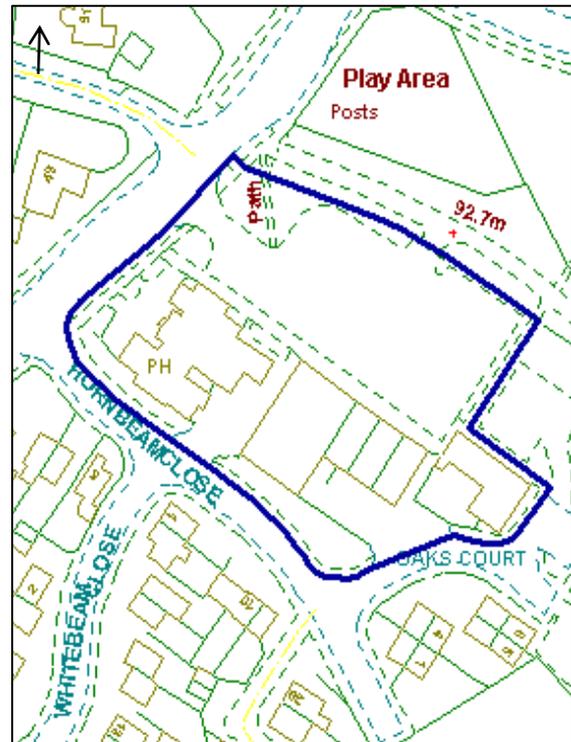
Map 35 - 146 – 150 Hinckley Road, Leicester Forest East



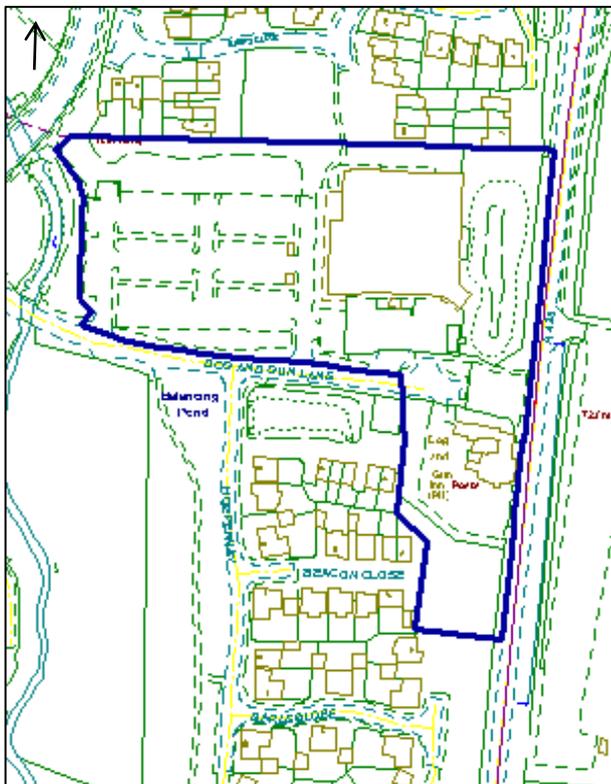
Map 36 - Warren Court,  
Leicester Forest East



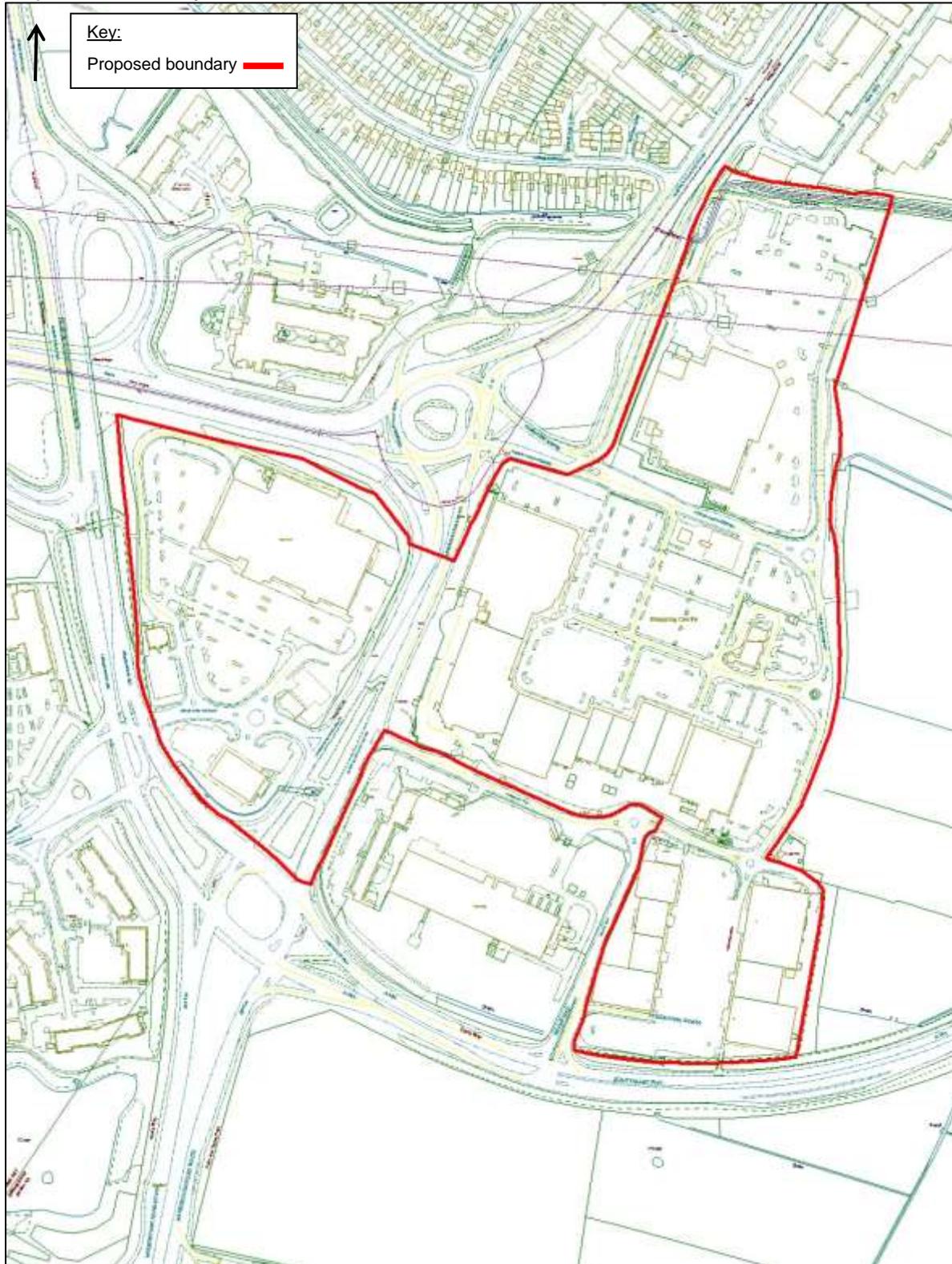
Map 37 - Copt Oak Court, Narborough



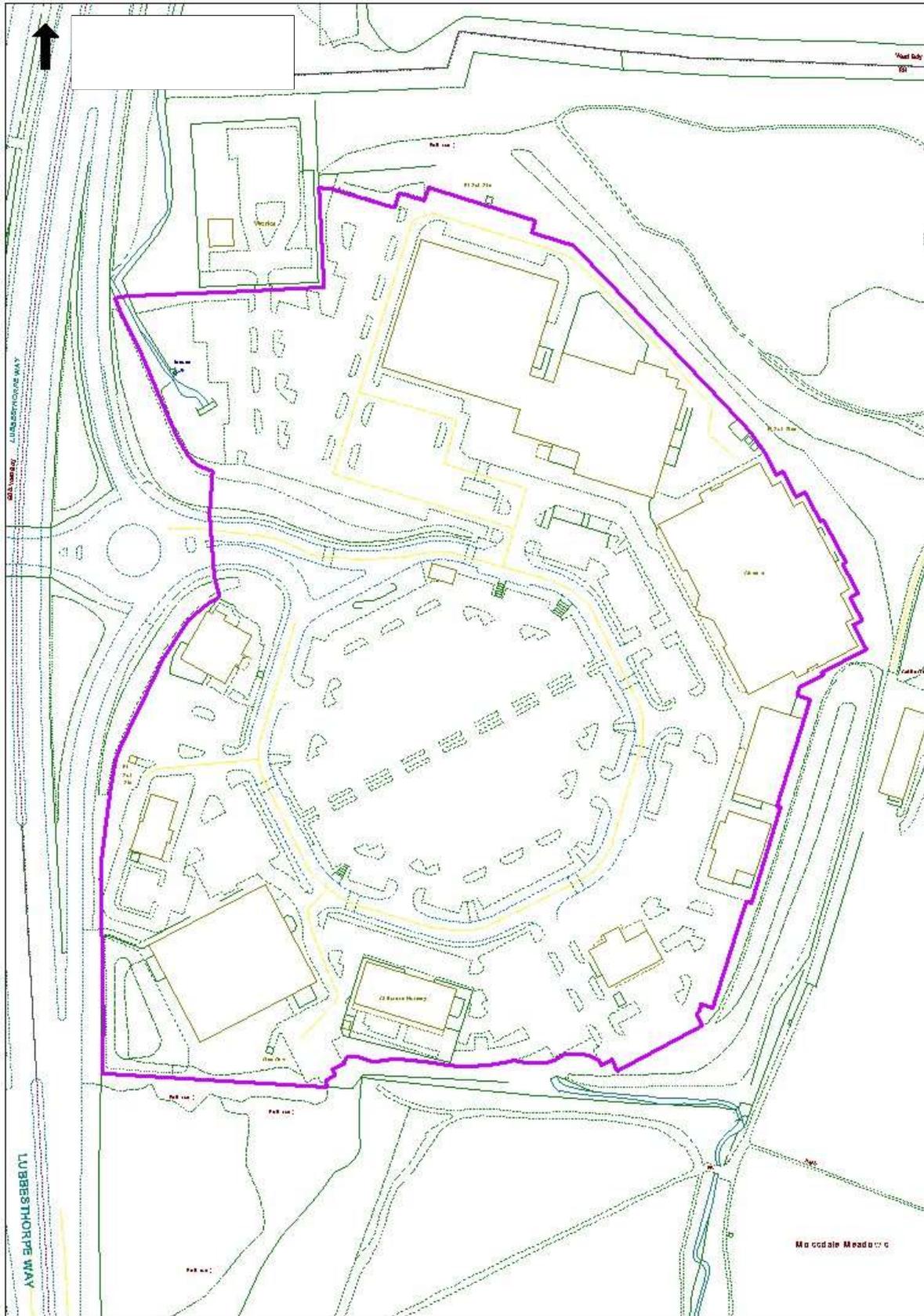
Map 38 - Dog and Gun Lane,  
Whetstone



Map 39 - Motorways Retail Area

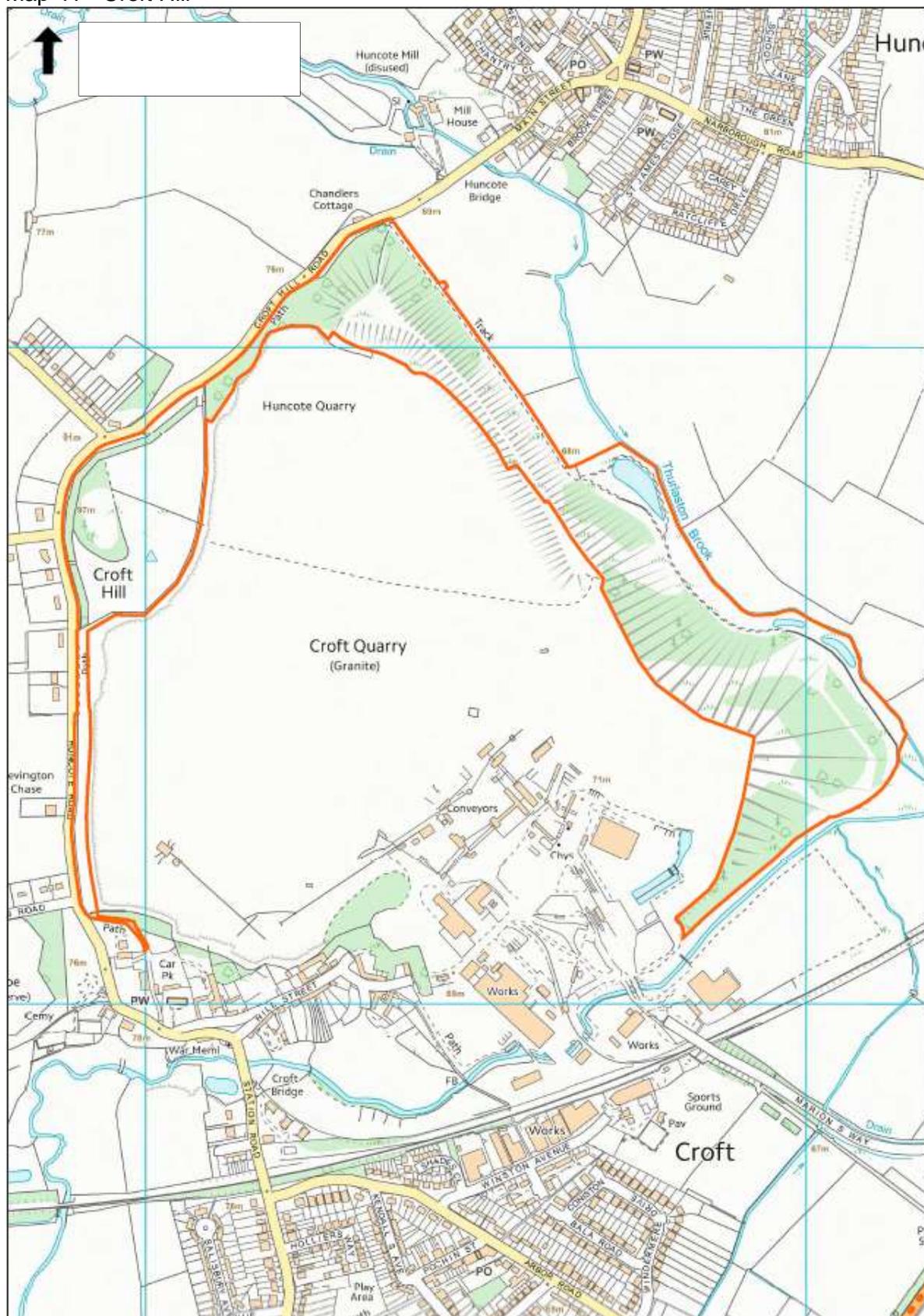


### Map 40 - Meridian Leisure Area

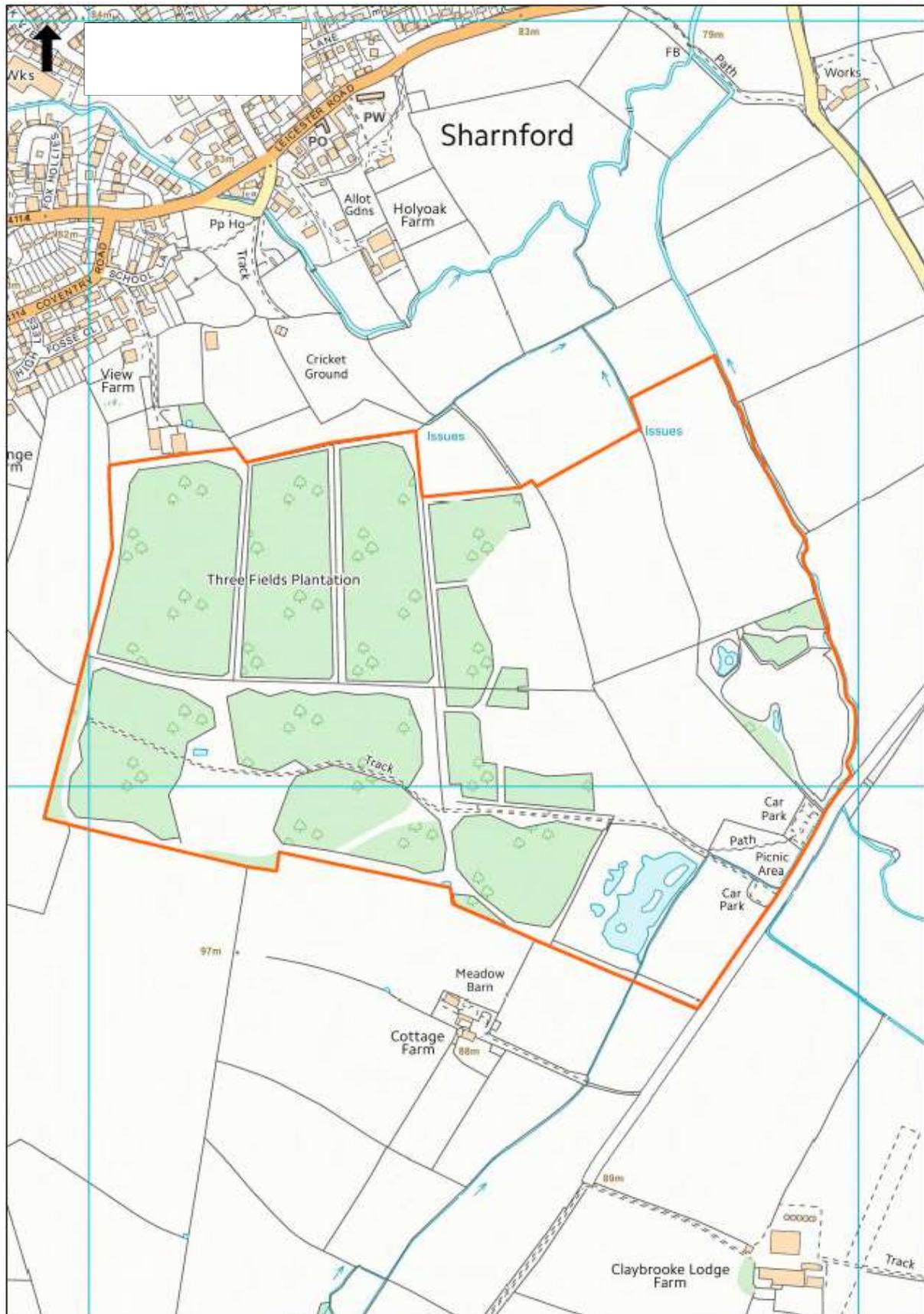


## APPENDIX 6 - IMPORTANT RECREATION RESOURCES / VALUABLE WILDLIFE HABITATS

Map 41 - Croft Hill



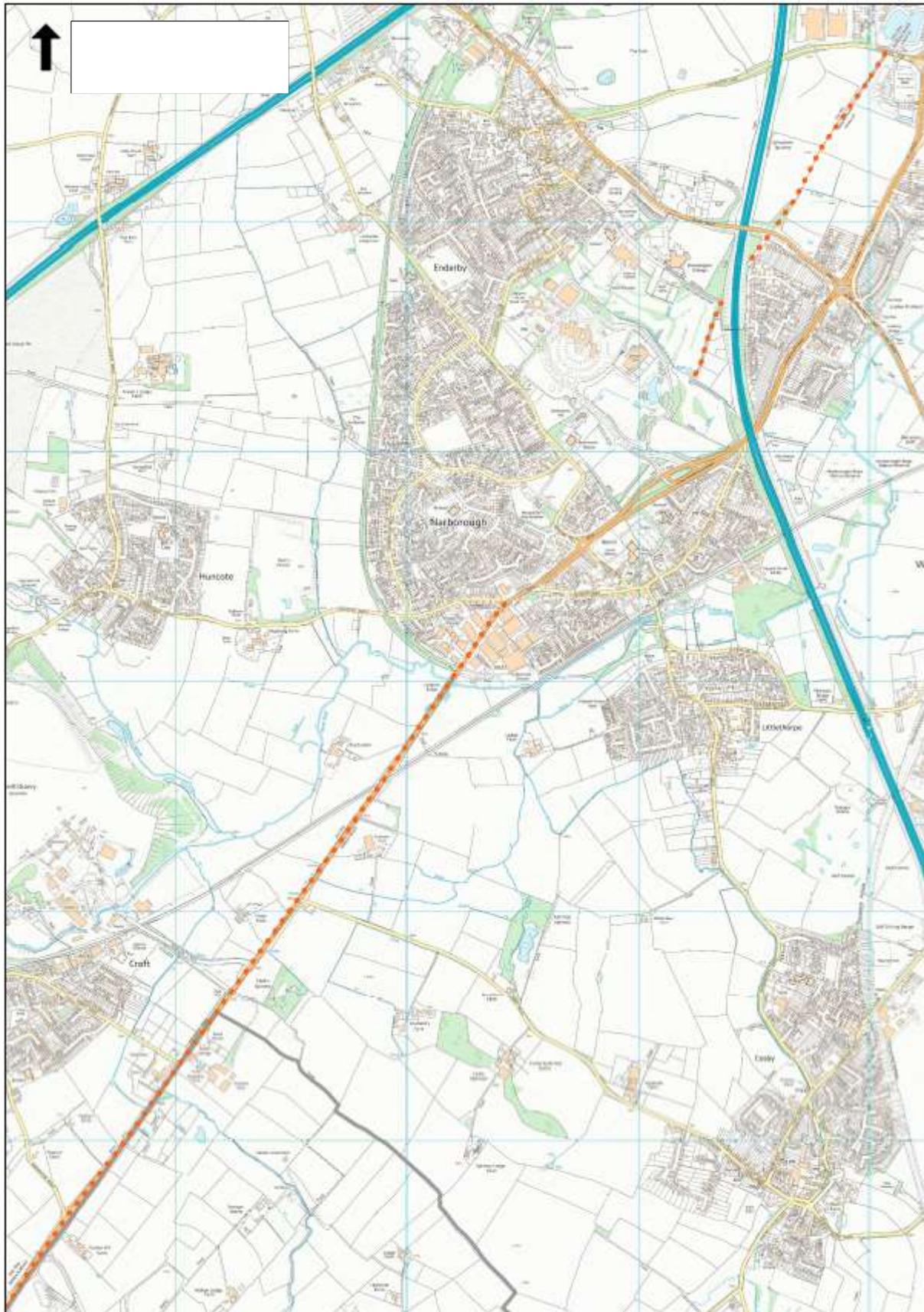
### Map 42 - Fosse Meadows



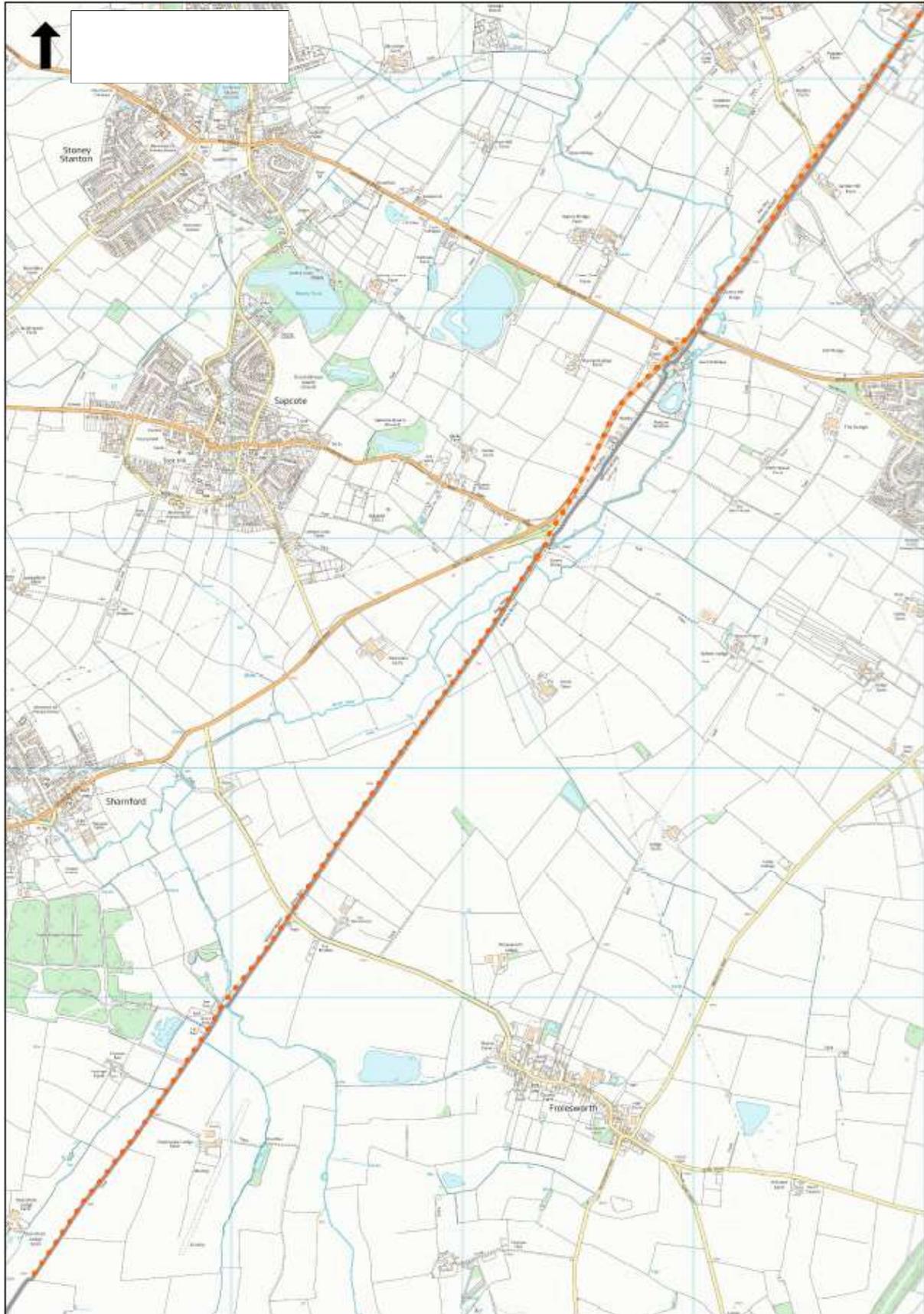
Map 43 - Aston Firs / Burbage Common



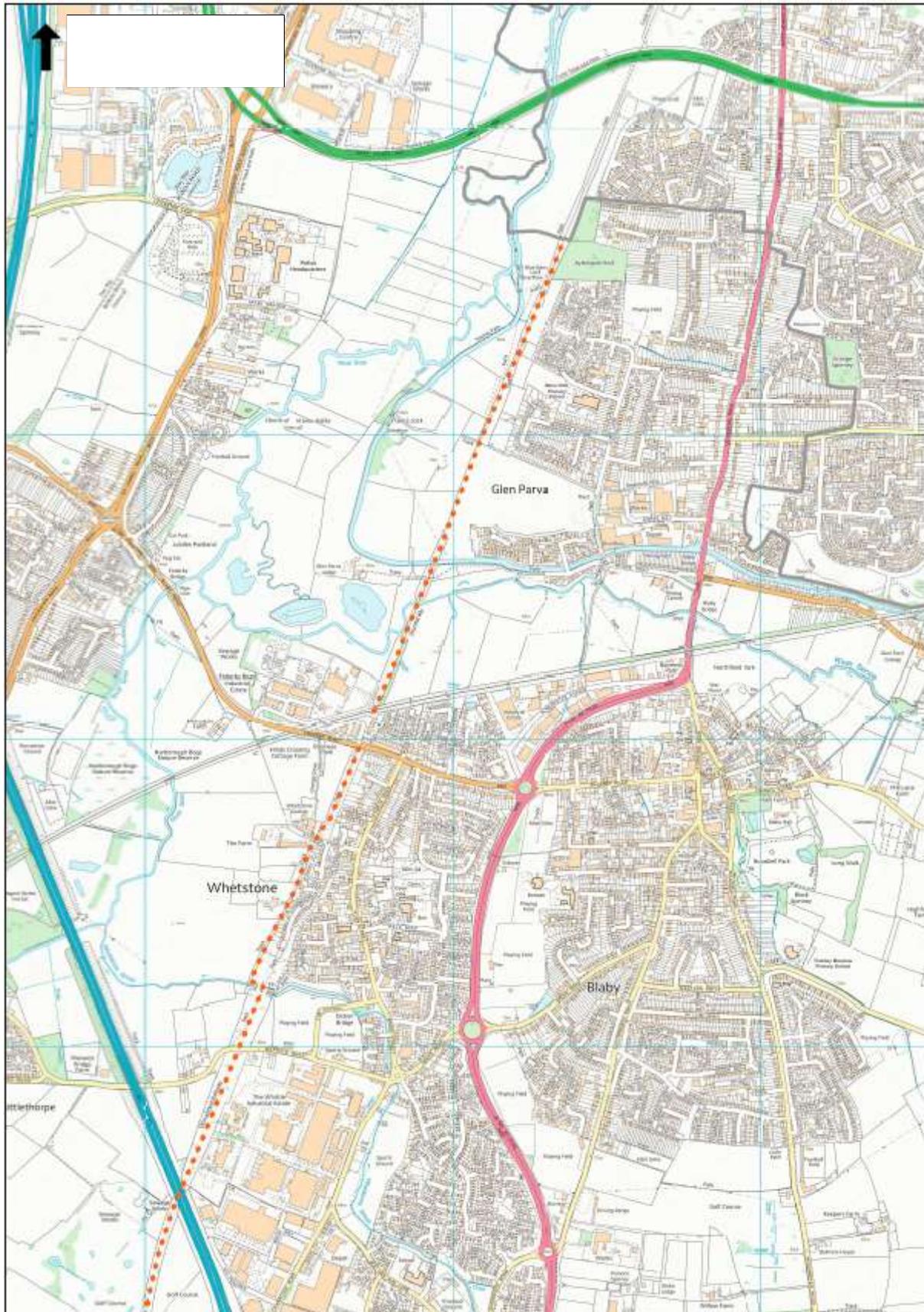
Map 44 - Fosse Way 1



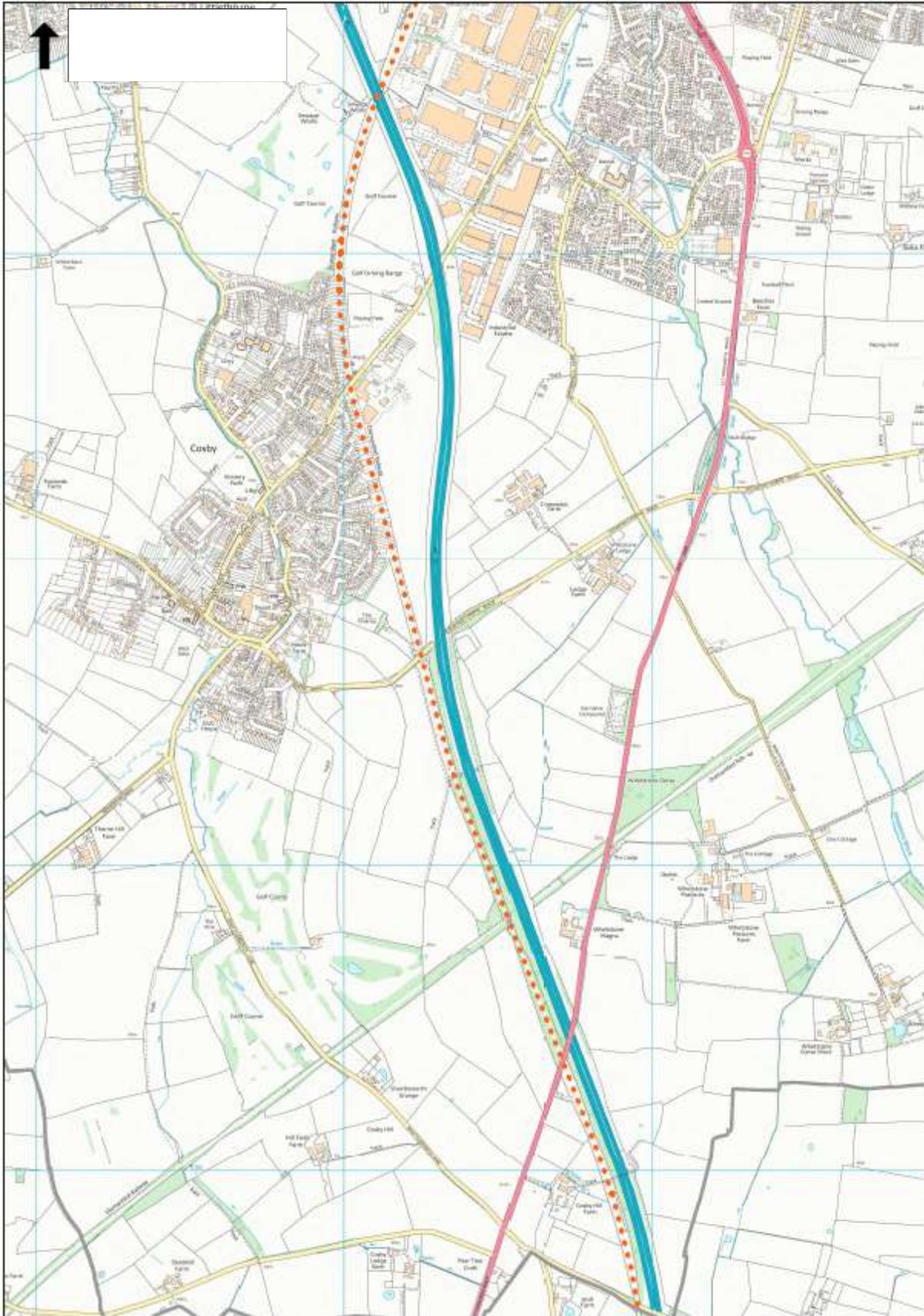
## Map 45 – Fosse Way 2



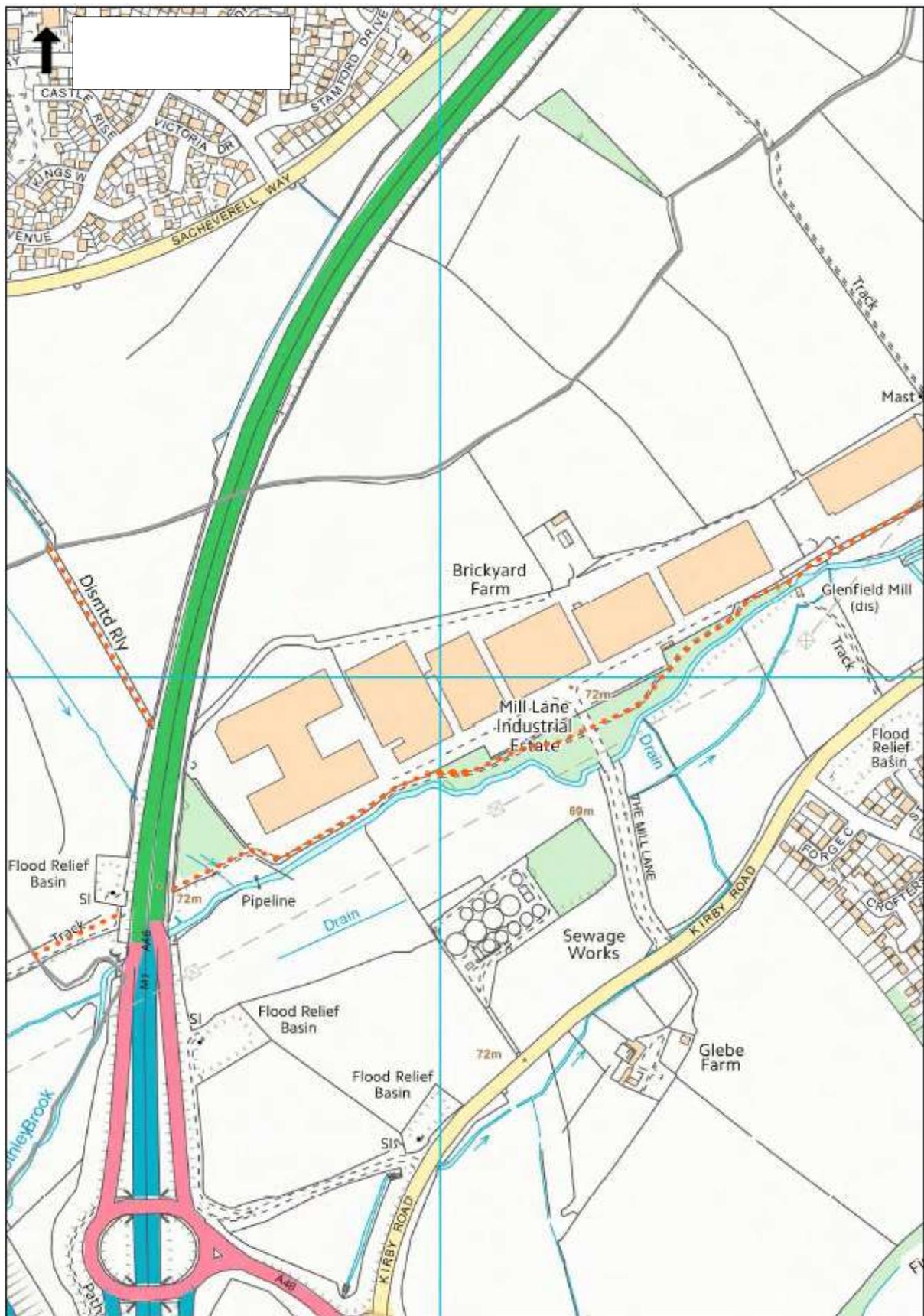
### Map 46 - Great Central Way Disused Rail Line 1



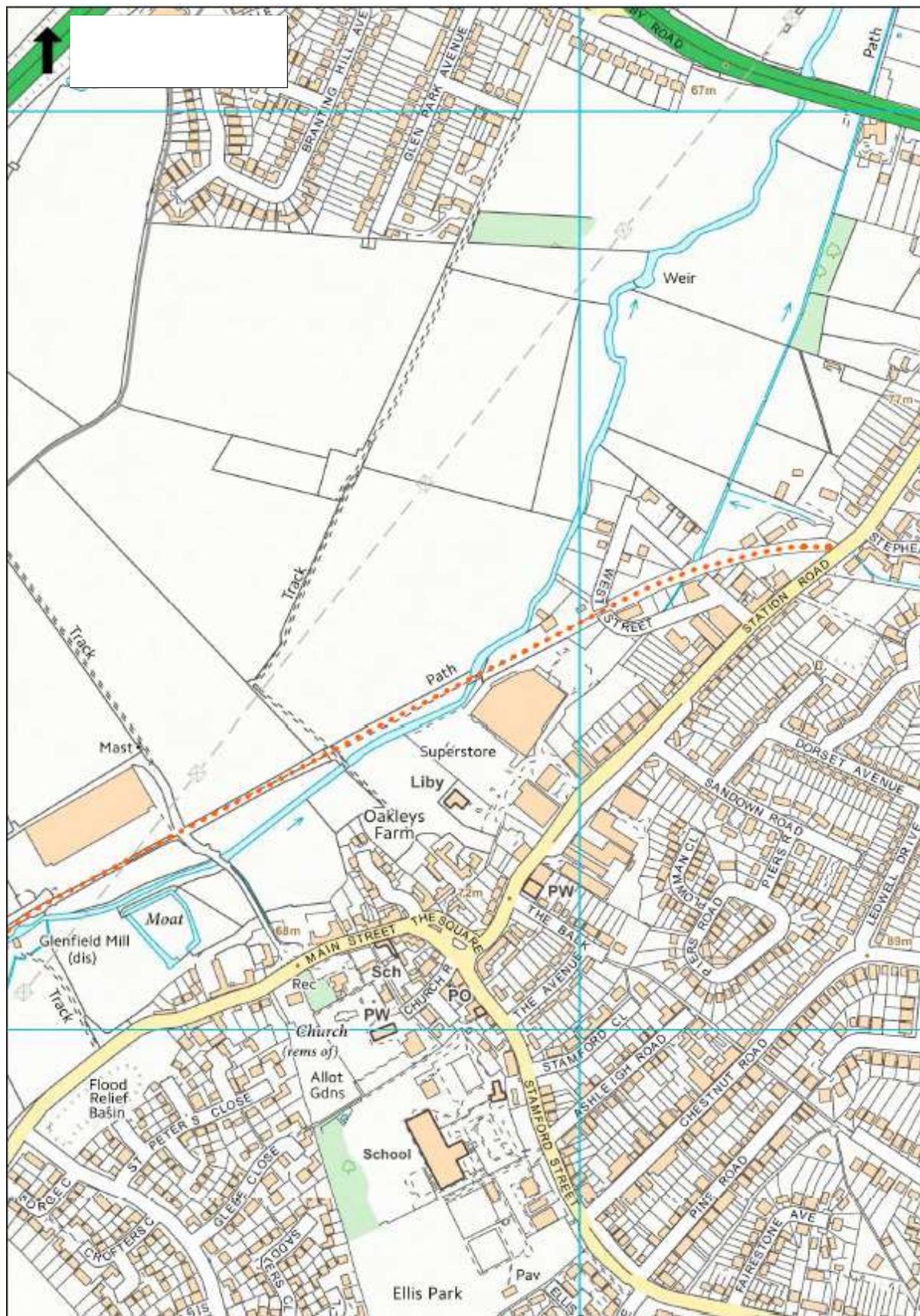
## Map 47 - Great Central Way Disused Rail Line 2



### Map 48 - Ivanhoe Disused Rail Line 1



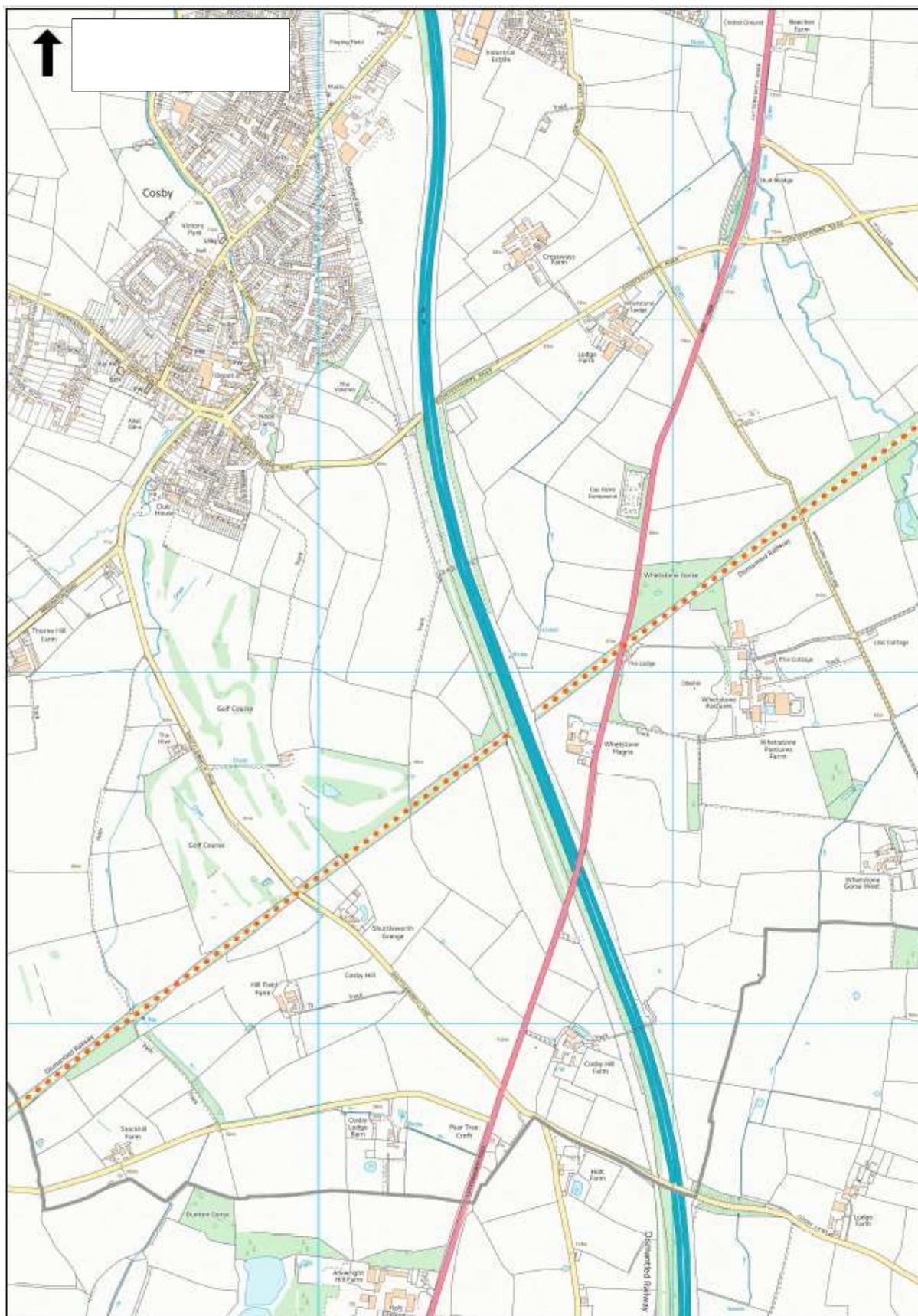
## Map 49 - Ivanhoe Disused Rail Line 2



### Map 50 - Countesthorpe Disused Rail Line 1



### Map 51 - Countesthorpe Disused Rail Line 2





## **APPENDIX 7 – METHODOLOGY FOR DETERMINING DETAILED GREEN WEDGE, AREA OF SEPARATION, COUNTRYSIDE AND SETTLEMENT BOUNDARIES**

### Purpose

1. This report sets out the approach to reviewing the detailed settlement boundaries and so the detailed boundaries of Green Wedges, Areas of Separation and Countryside.

### Policy Background

2. The Core Strategy policies indicate the need to review the detailed boundaries of Green Wedges, Areas of Separation and Countryside and to explore new opportunities for Green Wedges and Areas of Separation. The policies also indicate that where identifying new Green Wedge or Areas of Separation, such opportunities should be the result of new development proposals.

### Drivers for Change

3. The boundaries of Green Wedges, Areas of Separation and Countryside need to be reviewed for a number of reasons including:
  - To take account of implemented or extant planning permissions;
  - The need to allocate new land for housing, employment or other uses in sustainable locations;
  - To consider whether there are inconsistencies in the current boundary;
  - The need to identify new Green Wedge or Area of Separation as a result of new allocations to guide development form;
  - The need to consider the recommendations of the Strategic Green Wedge Review Update (2016) and the Area of Separation Review (2016).

### Methodology to Review Detailed Settlement Boundaries

4. The drivers for change for reviewing detailed boundaries for Green Wedges, Areas of Separation and Countryside will generally be located at the boundary between the settlement edge and the designation. It is therefore proposed to undertake a review of settlement boundaries (limits to built development). A review of the settlement boundaries will highlight the resulting changes for Green Wedges, Areas of Separation and Countryside.
5. The settlement boundary/limits to development will replace the primarily residential and employment areas with 'limits to built development' (as referred to in CS18 Countryside).

6. The following principles will be used to review the settlement boundaries consistently across the District:

Principles for Reviewing Settlement Boundaries
<b>A.</b> The boundary will be defined tightly around the built form of settlements, which will be informed by defined features such as walls, fences, hedgerows, roads, canals and woodland.
<b>B.</b> The boundary should be continuous.
<b>C.</b> Settlement boundaries will include: <ul style="list-style-type: none"> <li>a) Existing commitments, i.e. sites with planning permission that have recently been built and sites with unimplemented planning permissions.</li> <li>b) Buildings adjacent to the edge of the built form which fall within the definition of a community facility.</li> <li>c) The curtilages of buildings which closely relate to the character of the built form and have enclosing features.</li> <li>d) Planned allocations</li> </ul>
<b>D.</b> Settlement boundaries will exclude: <ul style="list-style-type: none"> <li>a) Open spaces and sports and recreational facilities which stand on the edge of the built form of settlements.</li> <li>b) Isolated development which is physically or visually detached from the settlement.</li> <li>c) Sections of large curtilages of buildings which relate more to the character of the countryside than the built form.</li> <li>d) Agricultural farmsteads which stand on the edge of the built form of settlements.</li> </ul>

7. The review of settlement boundaries will be undertaken using in house geographical information systems, aerial photography, Google Street View and site visits.

## APPENDIX 8 - PROPOSED LUBBESTHORPE GREEN WEDGE

The Council is consulting on a new area of Green Wedge as part of the Lubbesthorpe Sustainable Urban Extension.

The Core Strategy identifies land for a Sustainable Urban Extension and associated Strategic Employment Site at Lubbesthorpe. Core Strategy Policy CS3 indicates that, as part of the development, the Council will seek to identify:

*“New Green Wedges adjacent to the existing settlements of Leicester Forest East and Enderby”.*

As part of the Delivery DPD, the Council has gathered evidence to determine the most appropriate locations for new Green Wedges at Lubbesthorpe through the “Green Wedge Assessment (2016)”. The assessment has been carried out in accordance with an agreed methodology in the context of the adopted Core Strategy and approved Lubbesthorpe planning application (ref:11/0100/0/OX).

In line with Core Strategy Policy CS3, the Assessment considered the potential to create new Green Wedges between the Lubbesthorpe SUE and:

- Parcel A Leicester Forest East;
- Parcel B Thorpe Astley / Braunstone Town, and;
- Parcel C Enderby / Braunstone Town.

The three parcels were considered independently to establish which areas perform well against the Green Wedge objectives of:

- Prevent the merging of settlements;
- Guiding development form;
- Providing a green lung into urban areas; and
- Providing a recreation resource.

In summary, the Assessment concluded that new Green Wedge is appropriate between Lubbesthorpe and Enderby / Braunstone Town (Parcel C). Detailed Green Wedge boundaries will be determined as the Delivery DPD progresses. The broad extent of land that could be designated ‘Green Wedge’ is shown on the Map 53 below.

The Assessment concludes that land to the north and east of Lubbesthorpe between Leicester Forest East (Parcel A) and Thorpe Astley (Parcel B) would be more appropriately protected as ‘Area of Separation’ (Core Strategy Policy CS17) or ‘Open Space, Sport and Recreation’ (Core Strategy Policy CS15).

### Map 53 – Proposed Lubbethorpe Green Wedge

