

Blaby District Council
Blaby Local Plan Delivery DPD

Duty to Cooperate Statement

March 2018

Table of Contents

1. Background.....	3
2. Strategic context	4
2a. Strategic Geography.....	4
2b. Development strategy and priorities.....	7
2c. Key relationships and bodies	8
3. Strategic planning priorities	9
3a. Strategic Issues	9
3b. Evidence base	9
3c. Joint evidence.....	11
4. Actions	12
4a. Governance and working arrangements:	13
4b. Outcomes from strategic working	15
4c. Managing strategic issues on an ongoing basis	17
Appendix 1 - Strategic Planning Issues Tables	18
Appendix 2 - Audit trail of key decisions and processes	21
Appendix 3 - Organisations engaged	25
Appendix 4 - Maps of Blaby and strategic planning area.....	29
Map 1: Blaby District	29
Appendix 5 - References to key documents	30

1. Background

- 1.1 The Localism Act 2011 amended the Planning and Compulsory Purchase Act to introduce a Duty to Cooperate in relation to planning and sustainable development. The National Planning Policy Framework ('the Framework') reinforces Blaby District Council's duty to address 'strategic planning matters' in its Local Plan. The 'Duty to Cooperate' (DtC) is the mechanism for ensuring that this happens.
- 1.2 This document seeks to demonstrate how Blaby District Council has managed strategic planning matters and the Duty to Cooperate in terms of the Blaby Local Plan Delivery Development Plan Document (Delivery DPD). The Delivery DPD forms the second part of the Council's Local Plan for the District of Blaby along with the Core Strategy which was adopted in February 2013.
- 1.3 Because the Delivery DPD relates mainly to detailed policies and allocations it does not revisit the strategy, objectives and overall development requirements that are contained in the Core Strategy. It seeks to provide for any outstanding development requirements and also provide updated planning policies.
- 1.4 The Council has previously engaged with the Duty to Cooperate partners in development of the Core Strategy and evidence relating to strategic issues such as:
 - Defining the appropriate Housing Market Area and Functional Economic Area (HMA and FEMA);
 - Quantifying development needs within the District and wider HMA; and
 - Agreeing on the distribution of development within the HMA.
- 1.5 The Council has sought effective cooperation with its partners in relation to the current Delivery DPD in terms of issues such as:
 - The impact of the plan on strategic designations (such as Green Wedges);
 - The impact of the plan on cross boundary matters – such as transport;
 - Establishing what strategic infrastructure is essential to support the required development (including health and education);
 - Agreeing how and when the essential infrastructure will be provided;
 - Assessing the impact of the plan on the historic environment;
 - Assessing the impact of the plan on the Natural and Water environment; and
 - Agreeing a strategic approach to the delivery of employment.
- 1.6 This paper primarily seeks to demonstrate how engagement with the Duty to Co-operate Bodies has influenced the outcomes of the plan.
- 1.7 The structure of the paper has been informed by the Planning Advisory Service (PAS) Duty to Cooperate statement template. The paper will be submitted to the appointed Planning Inspector as part of the examination of the Blaby Local Plan Delivery DPD.

2. Strategic context

2a. Strategic Geography

- 2.1 Blaby District is a Local Authority in the south of the County of Leicestershire in the East Midlands of England. Blaby District is some 50 square miles in area and home to some 97,700 people¹.
- 2.2 The District falls within many geographical areas depending on the nature of the issue. The main geographical areas, in relation to some of the key issues and the relevant Duty to Cooperate bodies within those areas are set out below.

Housing and employment

2.3 The District falls within the:

- Leicester and Leicestershire Housing Market Area (HMA);
- Leicester & Leicestershire Functional Economic Market Area² (FEMA);
- Leicester Travel to Work Area (TTWA); and
- The 'Golden Triangle' - an area which is the preferred location for logistics companies by virtue of its access to a substantial market (defined by the M1 / M6 and M69 motorways).

2.4 The relevant DtC bodies who Blaby District Council consulted with are:

- Other Local Planning Authority³ partners in the Housing and Functional Economic Market areas,
- The Homes and Communities Agency, and
- Leicester and Leicestershire Economic Partnership.

2.5 One of the main issues in the emerging Delivery DPD that is influenced by these geographies is the requirement for housing and employment land to meet the quantitative needs identified in the Core Strategy. Additional site allocations are needed in and adjacent to the Principal Urban Area of Leicester.

2.6 It is important to note that because the Delivery DPD is part 2 of the Local Plan⁴, it will not revisit strategic distribution or overall requirements for new housing and employment with HMA partners. This will be discussed with partners when the

¹ ONS mid year estimates 2016

² As assessed in the Leicester and Leicestershire SHMA 2014, L & L Employment Land Study 2013 refresh 2012 and Housing and Economic Development Needs Assessment 2017 (HEDNA)

³ Leicester City Council, Leicestershire County Council, Charnwood Borough Council, Harborough District Council, Hinckley and Bosworth Council, Melton Borough Council, North West Leicestershire District Council, Oadby and Wigston Borough Council.

⁴ Blaby Local Plan Core Strategy being part 1.

Local Plan is reviewed in the future. The Delivery DPD and Council's adopted Local Development Scheme promote an immediate review of the plan.

- 2.7 The 'Leicester & Leicestershire Housing and Economic Development Needs Assessment 2017' (HEDNA) was jointly prepared on behalf of all Local Authorities in the Housing Market Area and published in January 2017. The HEDNA sets out the Full Objectively Assessed Need for housing for Local Planning Authorities in the HMA. The OAN for Blaby in the HEDNA is for 370 houses per year. This broadly reflects the annual requirements identified in the adopted Core Strategy (380 per year) and consequently the emerging Delivery DPD. DtC discussions with LPA partners have indicated that future unmet needs should be addressed in an immediate review of the Local Plan.
- 2.8 In the context of employment, the HEDNA has indicated that some 62 to 70ha of employment land is required between 2011 and 2031 (3.1 to 3.5 ha per year). This again broadly accords with the 3.7ha (68ha 2011 to 2029) in the adopted Core Strategy.
- 2.9 Some of the findings in the HEDNA have helped to inform discussions about the type of employment uses. In particular, discussions with Leicester City Council have helped to inform policies regarding meeting employment needs, most notably demand for storage and distribution (B8) uses.
- 2.10 DtC discussions have emphasised the importance of adopting the Delivery DPD in order to ensure that Blaby District has a complete local plan which delivers outstanding development needs and has an up to date policy basis for considering planning applications.

Drainage and flooding

- 2.11 The District falls within the Severn - Trent drainage basin (with the river Soar and Sence tributaries traversing the District of Blaby and draining into the River Trent).
- 2.12 Duty to cooperate discussions have taken place with the Environment Agency (EA) and Leicestershire County Council (the Lead Local Flood Authority).
- 2.13 There are many areas within the District of Blaby that are within flood zone 3⁵ and other areas that experience surface water flooding. The District is traversed by the Soar and Sence river corridors and any development that increases surface water run-off could have adverse downstream impacts.
- 2.14 Discussions with the EA have considered the impacts of proposed development on drainage and flooding. No downstream implications have been identified necessitating discussions with other Local Authority partners.

⁵ Functional floodplain and land at the highest risk of flooding.

Health

- 2.15 The District falls within the East Leicestershire and Rutland Clinical Commissioning Group (CCG) area⁶.
- 2.16 Duty to cooperate discussions involved numerous meetings and correspondence with the CCG.
- 2.17 DtC discussions with the CCG sought to ensure that policies and allocations are able to be delivered whilst providing sufficient health care facilities.

Education

- 2.18 Blaby District falls within the Leicestershire Education Authority area.
- 2.19 Discussions have been held with officers of Leicestershire County Council Children & Family Services - Local Education Authority (LEA).
- 2.20 DtC discussions with the LEA sought to ensure that policies and allocations are able to be delivered whilst providing sufficient education provision.
- 2.21 In all cases, alternative primary and secondary education options were considered, including the potential for a new primary school in association with the preferred site allocation north of Hinckley Road, Kirby Muxloe.

Transport – Local and Strategic

- 2.22 Blaby District falls within the Leicestershire Highway Authority Area and abuts the Leicester City Highway Authority. The Strategic Road network is managed by Highways England (including the M1, M69, A46 and A5).
- 2.23 The 'Peterborough to Birmingham', 'Midland mainline' and 'National Forest (Freight)' railway lines pass through the area.
- 2.24 Discussions and correspondence were held with Leicestershire County Council, Leicester City Council, Highways England and Network Rail.

Historic Environment

- 2.25 Blaby District is within Leicestershire where responsibility for archaeology and the historic environment is administered by Leicestershire County Archaeology. Historic England is responsible for designated heritage assets including Scheduled Monuments and listed buildings.
- 2.26 Discussions were held with Historic England and Leicestershire County Council at all key stages of plan production. This informed the proposed policies and choice of allocations in the Delivery DPD.

⁶ A small part of the District abuts the West Leicestershire Clinical Commissioning Group area and some services are obtained by Blaby residents in this area.

Discussions with important organisations which are not prescribed bodies

2.27 Discussions were held with a number of bodies which were not prescribed as DtC bodies in order to identify issues such as whether adequate social and other infrastructure could be effectively delivered. These included:

- Leicestershire Police service (Blaby falls within the Leicestershire Police Service area).
- Leicestershire County Council Libraries (Blaby District falls within the Leicestershire libraries area).
- Utilities and communications companies
 - Severn Trent (water supply and drainage);
 - National Grid (gas and electricity distribution);
 - Energy providers (Various); and
 - Communications providers (Various).
- Leicestershire County Council Ecology and Leicestershire and Rutland Wildlife Trust;
- Leicester & Leicestershire Enterprise Partnership; and
- Sport England.

2b. Development strategy and priorities

2.28 The development strategy and priorities follow those set out in the adopted Core Strategy. The overall development strategy seeks to deliver (up to 2029):

- 8,740 houses in the District including 5,520 dwellings within and adjoining the Principal Urban Area;
- 4,250 dwellings and 21 hectares of employment land in a 'Sustainable Urban Extension' (SUE) and 'Strategic Employment Site' (SES);
- Some 2,875 dwellings provided outside the PUA, mainly focussed in Blaby and the better served villages of the 'Central' area of the District;
- A total of some 68 hectares⁷ of additional employment land;
- The infrastructure necessary to support the proposed growth; and
- Protection for the important elements of the built, historic and natural environment.

2.29 The Delivery DPD seeks to:

- Identify sites to meet the residual requirements for housing and employment;
- Provide an updated and robust policy basis for the determination of planning applications;
- Set a new Infrastructure Delivery and Monitoring Framework;
- Update the trajectory for housing delivery; and

⁷ Including the 21 hectares at Lubbesthorpe SUE.

- Provide a Policies Map to illustrate the policies and proposals of the Local Plan.

2c. Key relationships and bodies

2.30 In preparing the Delivery DPD the Council has developed a wide range of relationships with a number of key organisations in the context of the Duty to Cooperate. The Council has engaged on an ongoing basis with the relevant Duty to Cooperate Bodies, in particular:

- Local Planning Authorities in Leicester & Leicestershire⁸;
- The Environment Agency;
- The Historic Buildings and Monuments Commission for England (Historic England);
- Natural England;
- East Leicestershire & Rutland Clinical Commissioning Group;
- Leicestershire County Council / Leicester City Council (highway authorities);
- Highways England; and
- Leicester and Leicestershire Enterprise Partnership (LLEP)⁹.

2.31 Other key organisations which have been engaged are set out in section 2a (paragraph 2.27) above.

2.32 The tables attached as Appendix 1 set out in more detail the areas of work where the Council has sought to engage with its partners on strategic issues. The tables set out: the Strategic Planning Issue; Evidence Base used; which Strategic Partners were involved; actions and outcomes; and, ongoing cooperation.

⁸ Leicester City Council, Leicestershire County Council, Charnwood Borough Council, Harborough District Council, Hinckley and Bosworth Council, Melton Borough Council, North West Leicestershire District Council, Oadby and Wigston Borough Council.

⁹ Not a prescribed body but LPAs have regard to their activities when they are preparing their Local Plans

3. Strategic planning priorities

- 3.1 The strategic planning priorities are linked to the Delivery DPD's overall objectives and Delivery Strategy and Objectives referred to in section 2b above.
- 3.2 The strategic issues and policy areas that have implications for Duty to Cooperate partners are considered below.

3a. Strategic Issues

- 3.3 The key strategic policy issues that have been addressed / managed in the Delivery DPD are therefore set out below:
- Identifying suitable site allocation options to meet residual housing needs;
 - Identifying suitable site allocation options to meet residual employment needs;
 - Allocate specific housing and employment sites to meet need;
 - Settlement boundary review;
 - Green Wedge / Area of Separation review;
 - Redefine shopping areas;
 - Transport and parking development management policies;
 - Assessing the impact and policy requirements for designated and non-designated heritage assets;
 - Infrastructure Delivery Plan.
- 3.4 The summary table attached as Appendix 1 considers each of the Strategic issues.

3b. Evidence base

- 3.5 The strategic issues in the Delivery DPD were informed by a wide ranging evidence base including:

Housing issues

- Site Selection Papers for Housing - Site Assessments for Housing (2016 & 2017);
- Residential Land Availability Assessment (2017);
- Strategic Housing Land Availability Assessment (SHLAA) (2016);
- Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017).

Employment, retail and economy issues

- Site Selection Papers – Site Assessments for Employment (2016 & 2017);
- Assessment of Key Employment Sites (September 2016);
- Employment Land Availability (2017);
- Leicester and Leicestershire Strategic Distribution Study (2016);
- Leicestershire Market Towns Study (2016);
- Leicester and Blaby Town Centre Retail Study (2015);
- Neighbourhood Parades Assessment (2016).

Transport

- Site Allocation Options - Stage 1 Transport Assessment (2017);
- Assessment site allocations - Stage 2 Transport Assessment (2017);

Environment

- Site Specific Landscape and Visual Assessment Report (2017);
- Strategic Flood Risk Assessment (2014) and Addendum (2017);
- Heritage Assets Survey (2017);
- Biodiversity Study (2017);
- Open Space Audit (2015);
- Air Quality Study (2017);
- Green Wedge (2016) / Area of Separation (2017) Assessments;

Other evidence

- Authority Monitoring Report (2017);
- Settlement Boundary Review (2017);
- Market Capacity Study (2017);
- Local Plan Viability Study (2017); and
- Sustainability Appraisal / Strategic Environmental Assessment (2017).

- 3.6 DtC engagement helped to inform many of the evidence studies referred to above, including the development of consultant's briefs and input into draft versions of reports by key DtC partners. In addition, evidence reports have also helped to identify where there may be cross boundary issues that need to be addressed through DtC discussions. These issues can be 'geographical' (i.e. spatial issues that cross administrative boundaries, such as transport) or thematic (such as the delivery of services and facilities or provision of types of employment land).
- 3.7 The Council sought the views of relevant Duty to Cooperate bodies in the development of project briefs for many evidence base reports. Examples include: engaging with Historic England to inform the development of a Historic Assets Survey brief; and, Leicestershire County Council Highways Authority in relation to transport evidence.

- 3.8 The assessment of Green Wedges and development of the SHLAA were informed by joint methodologies agreed between all Local Authorities in Leicestershire. In addition, one to one discussions were held with Leicester City, Hinckley and Bosworth Borough and Charnwood Borough Councils in order to discuss the implications of the review of Green Wedges.

3c. Joint evidence

- 3.9 At a Strategic level Blaby District Council has partnered all other Leicestershire Local Planning Authorities in the production of:
- A 'Housing and Economic Development Needs Assessment' (HEDNA) which sought to identify the quantity and type of employment and housing requirements up to 2031 / 2036;
 - A 'Strategic Distribution Study' (SDS) which identifies the potential requirements for large scale road and rail based B8 Storage & Distribution development; and
 - A Gypsy and Traveller Accommodation Assessment (GTAA)¹⁰ that has updated evidence of need for permanent and transit pitches for Travellers and Travelling Show People.
- 3.10 The HEDNA, GTAA and SDS provide projections of future housing and employment need and are a useful benchmark which demonstrates the 'future direction of travel'. However, the quantum of development required in the Delivery DPD up to 2029 is already set out in the Core Strategy.
- 3.11 Other areas of joint evidence include: Leicestershire Market Towns Study (all Leicestershire LPAs); 'Strategic Flood Risk Assessment' (with Hinckley & Bosworth and Oadby & Wigston Councils); Leicester & Blaby Town Centre Retail Study (with Leicester City Council); and the 'Strategic Housing and Employment Land Availability Assessment' methodology (all Leicester / Leicestershire LPAs).

¹⁰ Except Hinckley and Bosworth Borough Council who produced an aligned study.

4. Actions

4.1 Some of the key 'actions' resulting from DtC discussions include:

- Engagement with the Environment Agency, Leicestershire County Council (Highways) and Historic England in order to identify any constraints that could have adverse impacts on the potential of housing and employment site options;
- Production of the Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment in order to identify any residual need for pitches and plots;
- Discussions with Leicester City Council, Hinckley & Bosworth Borough Council and Charnwood Borough Council regarding potential amendments to Strategic Green Wedges which cross Local Authority boundaries;
- Discussions with Highways England and Leicestershire County Council (Highway Authority) in the development of transport evidence and identification of transport infrastructure and mitigation requirements;
- Engagement with Historic England in procuring and developing Historic Asset evidence and formulating Heritage Asset policies including those relating to 'designated' and 'non-designated' heritage assets;
- Ongoing discussions with Leicestershire County Council (Education) and East Leicestershire and Rutland Clinical Commissioning Group in order to inform education and health infrastructure requirements associated with proposed growth;
- Discussions with Leicester City Council regarding the delivery of different types of employment; and
- Discussions with LPA partners to agree a timescale and approach to the review of the Local Plan and meeting future unmet needs.

4.2 Discussions were held with a wide range of Duty to Co-operate bodies on an ongoing basis to identify issues and constraints. In particular, the impacts of the emerging plan were discussed in detail with Historic England (because of the potential implications of site options on important heritage assets), and Leicestershire County Council Transport Officers (because of potential transport issues resulting from the proposals. In addition, there was engagement with other DtC partners (supported by the evidence base) in seeking to identify the impacts of a range of site options and whether they were developable and deliverable.

4.3 Ongoing discussions with Leicestershire County Council 'Children and Family Services' (regarding education) and East Leicestershire Clinical Commissioning Group (regarding primary health provision) focussed on whether there was available capacity in local education and health infrastructure and whether there was potential to accommodate additional growth through new provision or increasing capacity of existing facilities. Discussions also addressed the level of financial contributions that would be required to secure sufficient capacity.

4a. Governance and working arrangements:

- 4.4 The Governance and working arrangements varied for each topic area and for each of the DtC bodies. The majority of engagement was through focussed meetings, e-mail exchanges and telephone engagement between Blaby District Council Officers and the appropriate DtC partner. The 'Governance arrangements' with the partners is broadly set out below.

Historic England

- 4.5 Telephone and e-mail exchanges with Historic England focussed on several key issues. In particular the impacts of site allocation options on heritage assets and the development of emerging policy.

Leicestershire County Council (Highway Authority)

- 4.6 Focussed meetings with Leicestershire County Council Transport Officers in order to discuss potential transport impacts and implications of emerging housing and employment site allocation options;
- 4.7 Meetings and e-mail exchanges in order to develop a consultant's brief for phase 1 and 2 transport evidence.

Leicestershire County Council Children & Family Service (Education Department)

- 4.8 Focussed meetings between Blaby District Council and Leicestershire County Council Children and Young Persons Services (Education) Officers to understand the impacts of site options and the detailed implications for preferred allocations.

Leicester City Council

- 4.9 Focussed meetings with Leicester City Council Planning Officers addressed a wide range of cross boundary issues including:
- Potential amendments to Green Wedge boundaries;
 - Potential housing and employment site allocations in and adjacent to the PUA; and
 - Employment land requirements and synergies between Blaby's ability to deliver and those of Leicester City.

Hinckley & Bosworth Borough Council (HBBC)

- 4.10 Focussed meetings with HBBC to discuss Green Wedge amendments.

Charnwood Borough Council (CBC)

4.11 Focussed meetings with CBC to discuss Green Wedge amendments.

All Leicester and Leicestershire Local Authorities

4.12 Structured meetings to consider specific projects including: the Strategic Growth Plan (SGP) and Housing and Economic Development Needs Assessment (HEDNA); Strategic Distribution Study (SDS), and; Gypsy and Traveller Accommodation Assessment (GTAA);

4.13 Meetings with all Leicester and Leicestershire LPA partners which were held at a quarterly meeting of Senior Officers as part of a County 'Development Plans Forum'. These meetings allowed regular opportunities to update with progress and key issues in the delivery of the DPD.

Environment Agency

4.14 Meetings, E-mail and telephone correspondence primarily relating to the potential for flooding of site options and preferred allocations in the emerging Delivery DPD.

Natural England

4.15 E-mail exchanges primarily to determine whether potential site options and proposed allocations resulted in any adverse impacts on the natural environment and in particular designated sites.

Highways England

4.16 E-mail exchanges in order to establish whether the proposed allocations resulted in any adverse impacts on the Strategic Road network;

4.17 Engagement in the development and findings of Transport Assessment evidence.

Leicestershire Police Authority¹¹

4.18 Focussed meetings, e-mail and telephone correspondence primarily relating to potential financial contributions required towards infrastructure arising from the preferred allocations.

4.19 Meeting notes, e-mail exchanges and other evidence of DtC engagement can be found in Appendix 2.

¹¹ Not a Prescribed Body but an important infrastructure provider that warranted discussions.

4b. Outcomes from strategic working

- 4.20 Strategic cooperation between the Council and Duty to Cooperate Partners has influenced the policies and site allocations of the Delivery DPD in the following key areas:

Choice of preferred site allocations

- 4.21 A diverse range of housing and employment sites were considered as potential options in and adjacent to the PUA. The choice of the preferred large scale site allocation at land north of Hinckley Road was largely influenced by evidence and discussions with DtC partners. In particular, a proposed housing site option (PUA1) at Bloods Hill, Kirby Muxloe was not pursued, primarily because Historic England raised strong objections because of potential impacts on the setting of Kirby Muxloe Castle, a Scheduled Monument and grade 1 listed building. Other options were considered less sensitive in this respect.
- 4.22 A proposed housing site option at Leicester Road, Narborough was not pursued following DtC discussions with Natural England which considered this a particularly sensitive site. Other sites were dismissed because of potential flooding issues in discussion with the Environment Agency.
- 4.23 Following discussions with DtC partners and analysis of evidence, land north of Hinckley Road, Leicester Forest East was considered the preferred approach to delivering the residual requirements for housing along with a number of smaller sites across the PUA. Discussions supported the preferred employment allocation site west of St Johns, Enderby.¹²

Identification of necessary mitigation measures

- 4.24 Discussions with Leicestershire County Council and Highways England identified issues regarding the capacity of the local and strategic transport network to accommodate growth. DtC discussions with Highways England and the Local Transport Authorities underpinned by evidence identified a range of measures that could mitigate the impacts of further growth. Mitigation measures identified in policies SA1 to SA3 were informed by a combination of DtC discussions and evidence based findings.

¹² 'Site selection papers – site assessments for housing and employment' set out the assessment process in more detail.

Identification of necessary infrastructure provision

4.25 Discussions with LCC (Education) and East Leicestershire & Rutland CCG (primary health care) explored the potential to deliver the necessary health and education facilities required. Discussions identified that, in the context of education, the level of development proposed across Kirby Muxloe and Leicester Forest East required the provision of a new primary school. The proposed allocation at land north of Hinckley Road provided the most suitable opportunity to do so, and is therefore required under policy SA1. Financial contributions are required towards secondary schools. All other housing sites would require financial contributions. In the context of health provision, financial contributions would be required. Discussions indicated that it would be possible to accommodate the proposed levels of growth in terms of education and health.

Identification of the cost of infrastructure provision and confirmation as to whether proposed allocations were viable

4.26 The nature and type of financial contributions required in order to provide necessary health, education, transport and other infrastructure have been informed by DtC discussions. As a result of these discussions, BDC has been able to assess whether the preferred allocations are viable and therefore deliverable. The nature and cost of infrastructure provision is reflected in the Infrastructure Delivery Plan (IDP).

Updated Development Management Policies

4.27 The proposed submission Delivery DPD contains a suite of policies that update those contained within the adopted Blaby Local Plan 1999. The policies have been shaped by DtC discussions including:

- Development within settlement boundaries (DMP1) / Development in the Countryside (DMP2). Discussions were held with Local Planning Authority partners regarding revisions to settlement boundaries and associated designations (such as Green Wedges). These discussions sought comfort from partners that the policies, and associated revisions to the Policies Map, were appropriate;
- Blaby town centre – Primary and secondary frontages (DMP5) was based on an evidence base jointly commissioned between Blaby District and Leicester City Council;
- Road related facilities for HGVs (DMP7), Local parking standards (DMP8) and A47 High load route (DMP9) involved cooperation with the Local Highway Authority as they involved strategic cross boundary transport issues;

- Designated and non-designated heritage assets (DMP12) involved discussions with Historic England and Leicestershire County Council (Archaeology) in order to identify issues not already considered in Core Strategy policy CS20; and
- Mineral Safeguarding Areas (DMP15). Discussions with Leicestershire Minerals Planning Officers helped to inform site selection, the Policies Map and emerging policy.

4c. Managing strategic issues on an ongoing basis

- 4.28 The detailed trigger points for delivery of infrastructure and financial contributions will be identified in section 106 agreements. Compliance with the requirements for the provision of infrastructure is managed on an ongoing basis by the Council's Monitoring officer and enforcement compliance officer.
- 4.29 The delivery plan for the strategic planning priorities and policies are set out in the Infrastructure Delivery Plan.

Appendix 1 - Strategic Planning Issues Tables

Strategic Planning Issue	Evidence Base	Strategic Partners	Actions	Outcomes from strategic working	Ongoing cooperation
1. Identifying sufficient land to meet residual housing needs	Residential Land Availability Assessment; Authority Monitoring Report; Housing site options - assessment; Strategic Housing Land Availability Assessment (SHLAA).	Leicestershire District Councils ¹³ ; Leicestershire County Council; Leicester City Council.	Updating monitoring data to identify the residual requirements for housing; Assessing the availability of sites in the context of 'evidence base' and impacts within and outside of Blaby District.	DtC partners raised no objection to the approach to meeting residual housing requirements and the assessment of site options.	Local Plan Reviews, HEDNA, MoU and Strategic Growth Plan
2. Identifying sufficient land to meet residual employment needs	Employment Land Availability; Economic Development Land Availability Assessment; Authority Monitoring Report; Employment site options assessment.	Leicestershire District Councils; Leicestershire County Council; Leicester City Council; L & L Enterprise Partnership.	Updating monitoring data to identify the residual requirements for employment; Assessing the availability of sites in the context of EDLAA; Assessing the suitability of site options; Meeting with Leicester City to discuss mix issues.	DtC partners raised no objection to the approach to meeting residual employment requirements and the assessment of site options; A joint approach agreed with Leicester City Council concerning ongoing B1(a) and B8 distribution.	Local Plan Reviews, HEDNA, MoU and Strategic Growth Plan. Detailed discussions with partners about meeting detailed employment mix in HEDNA.
3. Allocate specific housing and employment sites to meet need	Housing & employment site option assessments; Heritage assessment; Flood risk assessment; Market testing report; Viability assessment;	Leicestershire District Councils; Leicestershire County Council (Transport & Education); Leicester City Council; EL&RCCG ¹⁴ ;	Assess the suitability of housing & employment options; Gather evidence to assess the social, environmental & economic impacts of	Five sites identified as potential housing allocations and one employment site; Multiple sites not considered suitable options due to identified	Monitoring of completions and identification of milestones for provision of infrastructure as part of planning applications; Monitoring delivery of

¹³ Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Melton Borough Council, Oadby & Wigston Borough Council, North West Leicestershire District Council.

	Landscape Character Assessment; Transport assessments; Air quality study; Biodiversity study; SEA/SA.	Historic England; Environment Agency; Natural England; and LLEP.	site options; Discuss impacts & implications with strategic partners (such as transport, Green Wedge, infrastructure provision; Discussed infrastructure requirements with DtC partners.	adverse impacts (e.g. Bloods Hill site unsuitable for heritage reasons; Infrastructure and mitigation requirements identified in the draft policies.	infrastructure (within and outside of Blaby District).
4. Update settlement boundaries	Settlement boundary assessment; Green Wedge / Area of Separation Assessments.	Historic England; Neighbourhood Plan Groups ¹⁵	A detailed and systematic assessment of existing and proposed settlement boundaries was carried out.	Proposed amendments to the settlement boundaries identified in emerging plan.	Potentially review boundaries at the next review of Local Plan preparation; Monitor completions outside of settlement boundaries; Monitor Neighbourhood Plan progression and extent of designations.
5. Update Green Wedge, Area of Separation and Countryside designations	Green Wedge / Area of Separation Assessments; Settlement boundary assessment.	Charnwood Borough Council; Leicester City Council; Hinckley & Bosworth Borough Council.	A detailed and systematic assessment of Green Wedge and Area of Separation boundaries was carried out; Discussed potential boundary changes with neighbouring Districts.	Proposed amendments to the Green Wedge and Area of Separation identified in emerging plan; Neighbouring Authorities raised no objection to potential changes.	Potentially review boundaries at the next review of Local Plan preparation; Monitor Neighbourhood Plan progression and extent of designations.
6. Redefine shopping centre boundaries	Leicester and Blaby Town Centre Retail study; Leicestershire Market Towns Study.	Leicester City Council	Joint evidence was gathered with Leicester City Council to assess boundaries of existing retail centres.	Proposed boundary changes to retail centres identified in the emerging local plan.	Potentially review boundaries at the next review of Local Plan preparation; Ongoing engagement

¹⁴ East Leicestershire & Rutland Clinical Commissioning Group.

¹⁵ Not 'Prescribed bodies'.

					with NP Groups; Update evidence to reassess 'need' for retail facilities – potentially working with Leicester City Council.
7. Transport and parking development management policies.	6cs ¹⁶ Highways and Transport Design Guide (HtD)	Leicestershire County Council (Highway Authority).	Blaby District Council met with LCC transport Officers to discuss the policy requirements; BDC provided LCC with draft copies of the policies.	Agreement was reached between BDC and Highway Authority concerning the wording of transport Development Management Policies.	Potential to reconsider policy upon review and in light of new evidence.
8. Designated and non-designated heritage assets	Heritage Assets Assessment; Evidence, information and comments from Leicestershire County Council Archaeologist; Evidence, information and comments from Historic England.	Leicestershire County Council Archaeology; & Historic England.	BDC, Historic England & Leicestershire County Council Archaeology jointly developed the Historic Assets brief; Historic England and LCC Archaeology were invited to comment on the findings of the Historic Assets brief and made comments on all reasonable site options.	The emerging Heritage assets policy was developed in light of comments from Historic England, including reference to non-designated Heritage Assets.	Potential to reconsider policy upon review of the plan.
9. Infrastructure Delivery Plan	Transport Assessments; Air quality assessment; Market testing report; Viability assessment.	Leicestershire County Council (Education & Transport); Leicester City Council (Transport); EL&RCCG;	Discussions with DtC partners to identify potential infrastructure requirements, their cost and delivery agent.	The IDP has been included in the emerging Local Plan which specifies the likely costs and delivery agent.	Ongoing monitoring of delivery of infrastructure.

¹⁶ Now referred to as the Leicestershire Local Authority Design Guide.

Appendix 2 - Audit trail of key decisions and processes

1. Identify sufficient land to meet residual housing needs

- Evidence contained in the Residential Land Availability (RLA) and Authority Monitoring Report (AMR) indicates completions and commitments against the Core Strategy Requirements. The Delivery DPD seeks to ensure delivery of the Core Strategy requirement in the Principal Urban Area up to 2029. Local Authority partners have been made aware of the Council's approach through the Development Plans Forum and consultation and no concerns have been raised.

2. Identify sufficient land to meet outstanding employment needs

- Evidence contained in the Employment Land Availability (ELA) and Authority Monitoring Report (AMR) indicates completions and commitments of employment land and premises against the Core Strategy Requirements. Blaby District Council has co-operated with the Leicester and Leicestershire Economic Partnership (LLEP) in identifying the broad approach and specific locations for employment growth (See note of meeting 6/11/17 - **Appendix 5.1**).
- Discussions were held with Leicester City Council to discuss the residual requirements for employment land in the context of: the adopted Core Strategy, emerging Leicester City Local Plan and Housing & Economic Development Needs Assessment. Discussions sought to address the need for specific types of employment now and in reviewing future plans. (See letter from Leicester City Council – **Appendix 5.2**).
- Discussions were held with Local Authority partners through a quarterly cross-boundary 'Development Plans Forum' which involves an update on Local Plans and allows strategic issues to be discussed. No concerns have been raised by Local Authority partners concerning the approach of Blaby District Council to meeting residual employment needs.

3. Allocation of specific housing and employment sites

- Discussions were held with various DtC partners to discuss the impact of potential housing and employment site options and to identify proposed allocations. Discussions were held through meetings, telephone calls and e-mail exchanges from the initial Regulation 18 stage (May 2013) to Publication (November 2017). The key DtC bodies and some of the main areas of cooperation are set out below. Evidence of the engagement is contained in Appendix 5:
 - Historic England (HE). DtC discussions were held with HE at all stages of plan production in relation to site options and selection. Multiple

telephone discussions and e-mail exchanges informed the plan. Key discussions related to a potential site option at 'Bloods Hill' Kirby Muxloe (See **Appendix 5.3**) and development of an historic assets evidence base (see **Appendices 5.4 & 5.5**).

- Environment Agency (EA). DtC discussions were held with the EA at all stages of plan production in relation to site options and selection. An initial meeting was held on 22/10/15 to consider the approach to emerging site options. A response concerning site options was received on 25/1/16 (See **Appendix 5.6**). Subsequent telephone discussions and e-mail exchanges informed the plan. Key discussions related to climate change allowances, potential flooding, surface water flooding and impact on aquifers. As a result some site options were not considered suitable because of flooding implications.
- Natural England (NE). DtC discussions were held with NE at all stages of plan production in relation to site options and selection. A response concerning site options was received on 22/2/16 (See **Appendix 5.7**). Subsequent telephone discussions and e-mail exchanges informed the plan. Key discussions related to safeguarding protected areas (species and landscaping). As a result some site options were dismissed from consideration because of bio-diversity implications, in particular, a proposed housing site option at Leicester Road, Narborough was not pursued as an allocation.
- Highways England (HiE). DtC discussions were held with HiE at all stages of plan production in relation to site options and selection. A response concerning site options was received on 25/2/16 (see **Appendix 5.8.i**). Subsequent telephone discussions and e-mail exchanges informed the plan. Key discussions related to the impact of options on the Strategic Road Network (SRN) (See letter concerning Highways England's assessment of phase 2 transport evidence **Appendix 5.8.ii**). As a result of early discussions, transport evidence considered impacts on the SRN. Policy SA3 requires a robust transport assessment and potential mitigation measures in and adjacent to junction 21 of the M1.
- Leicestershire County Council (Highways Authority). DtC discussions were held with the Highway Authority at all stages of plan production in relation to site options and site selection. Meetings were held with LHA Transport Officers on 13/10/16, 11/4/17, 16/6/17 and 18/10/17. Meeting notes for all meetings are attached (See **Appendix 5.9**). Key discussions related to the impact of options on the Local Highway Network. As a result of discussions transport evidence was developed to consider the impacts on the road network and emerging policies require transport mitigation measures.
- Leicestershire County Council (Education Authority). DtC discussions were held with the Education Authority at all stages of plan production in relation to the education requirements for different site options and proposed allocations. Meetings were held with Officers on 20/10/16, 1/6/17 and 18/10/17. Meeting notes are attached for these (See

Appendix 5.10). Key discussions related to the impact of options on education provision. As a result of DtC discussions, the preferred allocation north of Hinckley Road will provide on-site education facilities and contributions. Smaller housing site will make financial contributions towards education provision.

- Leicestershire & Rutland Clinical Commissioning Group (EL&RCCG). DtC discussions were held with EL&RCCG at all stages of plan production in relation to site options and selection. Meetings were held on 27/10/16 and 28/6/17 in order to consider constraints and opportunities in relation to the various site options. A note of the meeting on 28/06/17 is attached as **Appendix 5.11**.
- Blaby District Council consulted the three SA consultation bodies on the site selection methodology. All bodies were generally supportive suggesting only minor changes.
- In addition to DtC discussions, consultation was carried out with partners on a wide range of site options. Technical responses to options were received and these were included in housing¹⁷ and employment¹⁸ site assessment papers.
- BDC involved DtC bodies in the development of evidence base documents including: Leicestershire County Council (Highways Authority) in developing the brief for transport modelling; Historic England in developing the brief for Heritage Assets assessment; and, Environment Agency in developing the Flood Risk Assessment. Briefs were finalised in light of comments from DtC bodies.
- DtC discussions and evidence gathering informed the final decision to allocate the key housing site at land north of Hinckley Road, Kirby Muxloe and employment site west of St Johns, Enderby.

4. Update settlement boundaries, Green Wedges and Areas of Separation

- Evidence contained in the Strategic Green Wedge and Area of Separation assessments and Settlement Boundary Review (2017) identified the potential areas where designations and boundaries may be amended from the previous Local Plan Proposals Map. DtC discussions were held in relation to amendments to Green Wedge boundaries that cross Local Authority administrative boundaries. Meetings were held with Leicester City, Hinckley and Bosworth and Charnwood Borough Councils.
- Notes of the meetings with Local Authority partners are attached as **Appendix 5.12**. No concerns have been raised by Local Authority partners concerning the approach of Blaby District Council to amending Green Wedges, Areas of Separation and settlement boundaries.

¹⁷ <http://www.blaby.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=13381>

¹⁸ <http://www.blaby.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=13382>

5. Update retail boundaries

- Blaby District Council co-operated with Neighbouring Local Planning Authorities in developing an evidence base that considered cross boundary retail issues. Evidence contained in the 'Leicestershire Market Towns Study (2016)' and 'Neighbourhood Parades Assessment (2016)' assessed retail designations and suggested changes. The Leicestershire Market Towns Study 2016 was jointly commissioned. The Leicester City and Blaby District Town Centre and Retail study also was a joint commission between the two authorities to help define a retail hierarchy. No adverse comments have been received from Local Authority partners in the context of retail hierarchy.

6. Transport and local parking development management policies

- Discussions were held with Leicestershire County Council (Highways Authority) in relation to potential transport related development management policies, in particular, policies related to local parking, High load routes and Road related facilities for HGVs. Copies of the emerging transport policies were sent to the Highway Authority for comment (See e-mail **Appendix 5.13**). As a result of discussions transport evidence was developed to consider the impacts on the road network.

7. Designated and non-designated heritage assets

- Discussions were held with Historic England (HE) concerning the development of a development management policy. Discussions were ongoing. The extract from a letter dated 16/11/16 indicates how DtC discussions with HE helped to inform emerging policies. The proposed policy refers to 'non-designated' heritage assets and seeks to support the 'strategic' policy CS20 in the adopted Core Strategy.

8. Infrastructure Delivery Plan

- Discussions were held with partners responsible for delivery of key infrastructure including the Local Highway, Education and Waste Authority (Leicestershire County Council) and Clinical Commissioning Group. Discussions sought to identify the requirements for infrastructure and the anticipated costs (which were subsequently tested as part of a viability assessment).

Key Duty to Cooperate Partners were engaged on multiple occasions and on an ongoing basis through the development of the Local Plan. Engagement was not merely contained to representations submitted at more formal stages of consultation.

The ongoing discussions not only helped to develop policies, but also had an input into project briefs that sought to gather evidence to support the plan.

Appendix 3 - Organisations engaged

The Environment Agency (EA)

The EA were engaged throughout the process of developing the plan.

They had input in the preparation of a brief which sought production of a 'Flood Risk Assessment'. EA had ongoing involvement with the appointed consultants in the production of the work.

The EA have responded at all stages of plan production in identifying potential constraints in terms of flooding, potential for ground water / aquifer pollution and other forms of pollution.

The EA have indicated that they have no insurmountable objection to preferred sites and they are supportive of the proposed policies.

No adverse formal representations were received from the Environment Agency to the Local Plan Delivery DPD (Proposed Submission Version).

The Historic Buildings and Monuments Commission for England (Historic England) (HE)

HE were engaged throughout the process of developing the plan. They have responded at all stages of plan production in identifying potential constraints in terms of potential impacts on heritage assets and assisting in the content of emerging policies and proposals.

HE were a partner in the preparation of a Consultant's brief in relation to the 'Heritage Assets Assessment'. HE were engaged in the ongoing preparation of the assessment and their views sought on the findings.

HE assessed emerging site options and were involved in 'Bloods Hill, Kirby Muxloe' being not considered as a proposed allocation. In HE's opinion, and in the context of the proposed housing site option and the siting of Kirby Castle:

“...it is not possible to mitigate to an acceptable level...”

HE have indicated that the proposed allocations should be accompanied by criteria that seek to protect historic assets.

No insurmountable adverse formal representations were received from Historic England to the Local Plan Delivery DPD (Proposed Submission Version).

Natural England (NE)

NE were engaged throughout the process of developing the plan. They have responded at all stages of plan production in identifying potential constraints in terms of potential impacts on habitats and bio-diversity and assisting in developing the content of emerging policies and proposals.

NE assessed emerging site options and identified concerns regarding the potential housing allocation at Leicester Road, Narborough because of its proximity to Narborough Bog (a SSSI).

NE have indicated that the proposed allocations should be accompanied by criteria that seeks to protect habitats and bio-diversity. No outstanding material objections have been raised by Natural England.

No adverse formal representations were received to the Local Plan Delivery DPD (Proposed Submission Version) from Natural England.

East Leicestershire & Rutland Clinical Commissioning Group (EL&RCCG)

EL&RCCG were engaged throughout the process of developing the plan.

Discussions were held with ELCCG during the consideration of options (October 2016) and in the identification of preferred sites at publication stage (June 2017).

EL&RCCG identified capacity constraints in primary health care facilities in the PUA.

Discussions have indicated that financial contributions will be required in order to increase capacity at local facilities options include extending Warren Lane surgery, or opening the consulting rooms at Thorpe Astley Community Centre.

No adverse formal representations were received from East Leicestershire & Rutland Clinical Commissioning Group to the Local Plan Delivery DPD (Proposed Submission Version).

Leicestershire County Council (Local Highway authority) (LHA)

The LHA were engaged throughout the process of developing the plan.

The LHA were a partner in the preparation of procurement Project Briefs which set out the requirements for the Transport Evidence reports which assessed site options and proposed allocations. The LHA provided data that fed into stages 1 and 2 transport assessments and their views sought on the draft findings.

The LHA were engaged in assessing the transport merits of emerging site options and identifying potential constraints. This helped contribute to the elimination of unsuitable sites and identification of preferred allocations. All site options that were assessed at 'preferred options' stage would have an impact on the existing network, in particular there would be material impacts on key transport links and junctions that would require mitigation.

The LHA were involved in discussions regarding mitigation measures, costings and phasing of transport measures including the relationship between transport measures required through new development and those sought as part of the Lubbesthorpe SUE proposal.

The LHA have responded at all stages of plan production in identifying potential constraints on transport infrastructure and hard and soft mitigation measures.

Discussions were held with The LHA regarding transportation policies contained within the emerging Local Plan. The policies were amended in light of comments from the LHA.

No insurmountable adverse formal representations were received from the Local Highway Authority to the Local Plan Delivery DPD (Proposed Submission Version).

Highways England (HiE)

Highways England have responded at all stages of plan production in identifying potential constraints on transport infrastructure and hard and soft mitigation measures.

HiE sought additional evidence in relation to the impacts of options on the trunk road network. This was incorporated into the phase 1 transport assessment.

Following engagement with HiE, no concerns were raised regarding the preferred housing site at land north of Hinckley Road, Kirby Muxloe and smaller sites around the PUA. HiE acknowledge employment land at land west of St Johns, Enderby required further detailed assessment and potential mitigation measures to protect the performance of the trunk road network.

No adverse formal representations were received from Highways England to the Local Plan Delivery DPD (Proposed Submission Version).

Other 'Non-Prescribed' bodies

Leicester and Leicestershire Enterprise Partnership

LLEP were notified at all stages of plan production and discussions were held to discuss emerging options. The Council were mindful of the requirements of the Strategic Economic Plan and its objectives.

Leicestershire Local Nature Partnership

At the time of drafting this report a Local Nature Partnership for Leicestershire had not been properly constituted. Notwithstanding this, the Council liaised with Leicestershire County Council (Planning and Ecology) and Leicestershire and Rutland Environmental Records Centre.

Utilities providers - Water supply / Drainage (Severn Trent), Power (National Grid / Western Power)

Severn Trent

Correspondence was undertaken with Severn Trent in order to understand whether there were any capacity constraints in terms of the provision of water supply and the disposal of sewage taking account of site options. The discussions indicated that:

“....water capacity is not expected to be a constraint to development...”

Severn Trent also identified that there may be a need for some infrastructure improvements.

Western Power

Correspondence with Western Power at preferred options stage sought to understand whether there were any capacity constraints in terms of the provision of gas and electricity supply. The discussions did not identify any insurmountable constraints.

Leicestershire Police

Meetings were held with Leicestershire Police at preferred options stage in order to understand whether any contributions would be required to support provision of Police Infrastructure. Discussions identified that contributions would be on a site by site basis but that the notional sum in the viability assessment was acceptable.

Parish Councils / Neighbourhood Planning Groups

Parish Councils and Neighbourhood Planning Groups have been engaged throughout the development of the plan.

Sport England

Correspondence and discussions have been held with Sport England in order to discuss impacts on sporting facilities. Sport England identified concerns regarding the loss of sports pitches to the north of Hinckley Road. The policy requirements for no net loss of sports pitches north of the A47 has been informed by discussions.

Leicestershire and Rutland Wildlife Trust

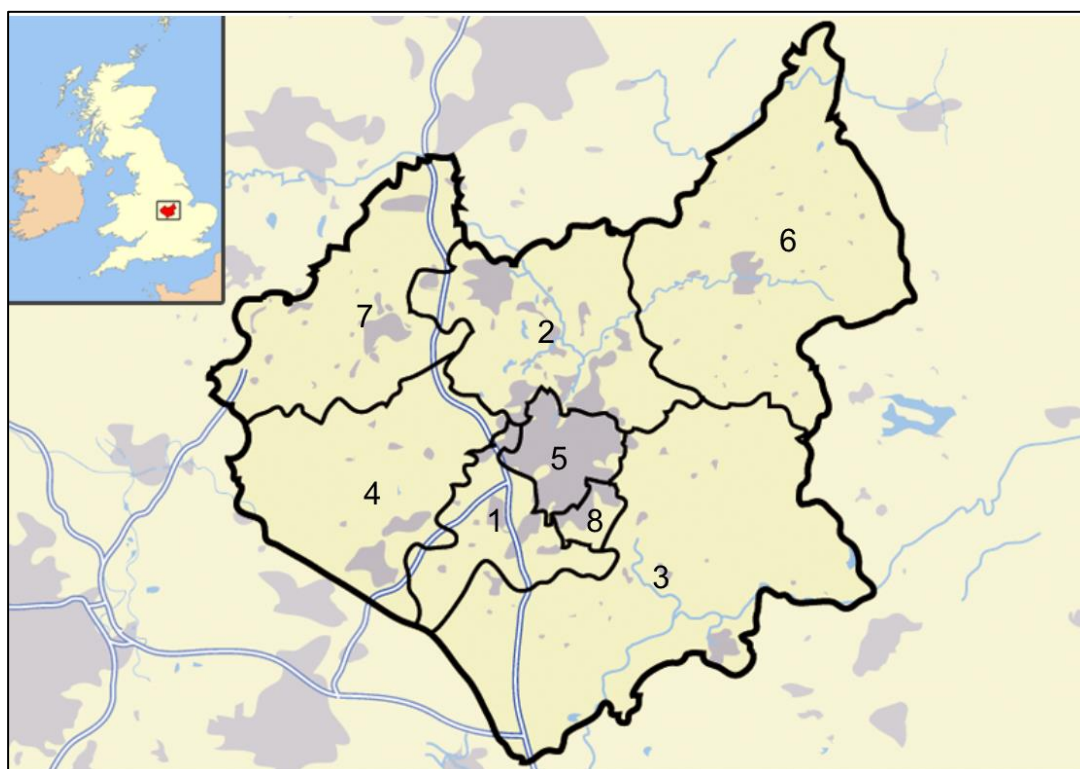
The Council liaised with Leicestershire and Rutland Wildlife Trust through formal stages of consultation.

Appendix 4 - Maps of Blaby and strategic planning area

Map 1: Blaby District



Map 2: Map of Leicester and Leicestershire



Key to Map Two

- | | |
|--|---|
| 1. Blaby District Council | 5. Leicester City Council |
| 2. Charnwood Borough Council | 6. Melton Borough Council |
| 3. Harborough District Council | 7. North West Leicestershire District Council |
| 4. Hinckley and Bosworth Borough Council | 8. Oadby and Wigston Borough Council |

Appendix 5 - References to key documents

Include references and web links to key evidence, including minutes of relevant meetings. You do not need to include copies of everything in your statement e.g. legislation, national planning policy and guidance

1. Identifying residual housing requirements

The evidence underpinning the outstanding housing requirements are set out in the Council's Site Selection Papers – Site selections for housing (parts 1¹⁹ and 2²⁰):

The residual requirements are based on a technical assessment of the supply of housing (including completions, commitments and allocations) when compared against the overall requirements set out in the adopted Core Strategy.

Local Authority partners were kept informed of the Council's approach to meeting residual needs at quarterly 'Development Plans Forum' meetings which provided a structured opportunity to meet with all Local Planning Authorities in Leicestershire to discuss issues relating to Local Plan progress.

¹⁹ <http://www.blaby.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=14350>

²⁰ <http://www.blaby.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=14351>

2. Identifying residual employment land requirements

5.1 Note of meeting with Leicester & Leicestershire Enterprise Partnership

Notes of Meeting with Leicester and Leicestershire Economic Partnership on Local Plan Delivery DPD

Meeting Date: 6th November 2017

Meeting Location: City Hall, Leicester

Attendees: Gemma Yardley (Blaby District Council), Andy Rose (Leicester and Leicestershire Economic Partnership)

Purpose

1. To set out key components of Delivery DPD and discuss in the context of the LLEP's remit and the Duty to Co-operate.
2. To identify any areas of concern or issues for the LLEP.

Key components of Delivery DPD

Second part of Blaby District's Local Plan. It follows on from the Core Strategy adopted in 2013. It will 'deliver' the Core Strategy.

The Delivery DPD follows through the levels of growth for housing and employment and locational strategy of the Core Strategy. These are broadly in line with the figures in the Housing and Economic Needs Assessment 2017 (HEDNA).

Intend to review the full Local Plan once Delivery DPD is adopted (late 2018) and the Strategic Growth Plan and Memorandum of Understanding on the distribution of growth are in place.

The Delivery DPD includes site allocations, development management policies and Policies Map.

Site allocations are to meet shortfalls against the Core Strategy targets and include:

- Land North of Hinckley Road, Kirby Muxloe for about 510 dwellings (but capable of at least 750 dwellings and supporting transport and school infrastructure);
- Four smaller housing sites at Glenfield (Gynsill Lane), Leicester Forest East (Grange Farm and Webb Close) and Kirby Muxloe (Ratby Lane/Desford Road) for a total of 165 dwellings;
- Land west of St Johns, Enderby for 33 hectares employment land. It is expected that this will be for B8.

Includes policies to:

- Protect 'key employment sites' from being redeveloped for non employment uses
- Support in principle development within the existing settlement boundaries
- Support new employment proposals on the edge of the larger settlements in certain circumstances.

LLEP remit

The Strategic Economic Plan 2014-2020 is currently being revised but there has been a number of delays to its release.

There are opportunities to apply to the Growing Places Fund, a loan scheme for infrastructure, as a number of the original loans are now being repaid. May want to consider this.

Areas of Concern/Issues

Based on the information set out today no immediate concerns are identified. It is noted that there will be an opportunity to respond to the consultation on the Proposed Submission Version of the Delivery DPD at the end of November.

5.2 Agreed approach to meeting employment land requirements (Blaby District and Leicester City Council)

Please ask for: Grant Butterworth

Telephone: (0116) 454 1000

Email: planning@leicester.gov.uk

Date: 1st September 2017



Ms C Hartley
Blaby District Council Offices
Desford Road
Narborough
Leicester
LE19 2EP

Planning
115 Charles Street
Leicester LE1 1FZ

www.leicester.gov.uk/planning

Dear Ms Hartley

OFFICE PROVISION TO 2031; BLABY AND LEICESTER's DISCUSSIONS
RE - DUTY TO CO-OPERATE

Further to the meeting on 1st August 2017 and the subsequent emails between Paul Tebbitt of Blaby District Council and Rachael Mkanza of Leicester City Council, when the level of office provision to 2031 in the two authorities was discussed. It is concluded that further more formal debate on this issue is required.

The Housing and Economic Development Needs Assessment (HEDNA) has recently been produced and establishes a new objective assessment of economic development need for the Leicester and Leicestershire Housing Market Area (HMA) for each local planning authority within the HMA between 2011 and 2031.

Leicester City

The HEDNA establishes the following economic development need for Leicester City:-

- 115,000 sqm (6ha) required for offices
- 15ha for warehousing/distribution
- 36ha for general employment

For Blaby District:-

Offices

The HEDNA indicates a requirement for up to 45 hectares of office space in the District of Blaby between 2011 and 2031. (Full details are shown in the table in **Appendix 1**).

As at 31st March 2017 within Blaby District Council, 14.5 ha of office development had been completed or committed leaving a residual of 30.5 hectares. Although this sounds a substantial area of land, when converted to floorspace is equates to around 106,750sqm. The floorspace figure is based on density rates of 35% for offices outside the city centre, as defined in para 11.2 of the HEDNA. A floorspace total for office development has also been added into the table in Appendix 1.

However if this amount of floorspace was provided in the city centre instead, where a higher development ratio applies, this would only equate to about 5.34 ha of office space (based on the 200% plot density ratio identified in HEDNA para 11.2).

General Industrial Development B2

In terms of General Industrial B2 uses, the HEDNA indicates that the requirements for Blaby District Council are 15 hectares between 2011- 31, of which currently the Council has a substantial amount (approximately 11ha) completed or committed. There are also potentially some opportunities to provide B2 development at Optimus Point (where the planning permission includes B8 and B2).

In Conclusion

Because Blaby District Council is producing a 'part 2' plan (and not a new Local Plan) it may be that the Inspector will primarily be interested in whether they are able to deliver the residual employment land (i.e. that is allocated in the part 1 adopted plan). This is not as specific as the mix of uses addressed in the HEDNA. However, given that the HEDNA is 'live' evidence, the Inspector may still wish to consider matters relating to 'employment mix', so provision for this, needs to be made in advance.

Under Duty to co-operate provisions, it has therefore been suggested by Blaby District Council, that the City Council considers making additional office provision in the next stages of its New Local Plan, over and above its own office need, in order to provide for around 107,000sqm of un-met office need, which is potentially arising from Blaby District Council. It is anticipated that this would only equate to about 5.34 ha of office space (based on the 200% plot density ratio for the city centre, as identified in HEDNA para 11.2).

In response to this request, the City Council considers that there is adequate potential within the 285ha area that is currently designated as Leicester's "City Centre", to provide for this additional provision at the next stage of the City's Local Plan production. There is therefore potential for agreeing to this request in principle and producing an aligned Topic Paper on this matter between the two authorities.

Please could you formally confirm in writing your agreement on this matter.

Yours sincerely,

Grant Butterworth
Head of Planning
Leicester City Council

3. Identifying specific housing and employment sites

Historic England

5.3 Letter from Historic England concerning Bloods Hill (Historic England)



BY EMAIL:

Our ref: PL00019352

Your ref:

Telephone:

24 August 2016

Dear Ms Yardley

Blaby Local Plan – Potential allocation at Bloods Hill

Thank you for consulting Historic England informally on the above 14 July 2016. We greatly appreciate the opportunity for continued early involvement. I write to provide early, informal comment prior to formal consultation on the Local Plan.

From an initial desk-based review of the proposed allocation we can offer our first thoughts on the potential impact of the proposals on designated heritage assets and land which appears to contribute towards their significance through historic landscape setting and the likely presence of associated remains. You will of course also need to consult the County Historic Environment Record (HER) and Development Control Archaeologists and your Conservation Officer with regard to all heritage assets and get the benefit of their extensive expertise and local knowledge.

Notwithstanding the early advice given in this letter, we must reserve the option at a later stage to comment further or object to any proposals that come forward as part of the Local Plan with the benefit of further information and consideration.

Land to the south west of Kirby Muxloe Castle – Bloods Hill

The proposed site forms some of the least altered immediate setting of the Kirby Muxloe Castle Scheduled Monument and Grade I Listed building and as such has a key place in understandings and experience of the castle's intended and acquired historic landscape context. **As such the strongest, in principle concerns, are raised.**

Kirby Muxloe Castle is of exceptional national importance and is one of the Midlands' greatest early brick buildings, marking a key stage in the late development of the military castle towards the country house. It displays early examples of gun ports alongside a refined architectural taste in plan form and detailing. Constructed around the 14th century manor house which preceded it, the castle was built for Sir William Hastings. Works were begun on site in 1480 and curtailed by his execution in 1483, the unfinished character of



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Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.



the building is direct testament to the high stakes of political feud and alliance that characterised the period.

The Kirby Fields Conservation Area currently enjoys clear separation and definition from the M1 motorway and Leicester City. Undesignated remains of the Leicester to Manceter Roman road pass through part of the proposed development areas. This site, its fields, earthworks, boundaries and subsurface remains should be understood in their landscape context and their articulation of the landscape relationships of Leicester City, the Kirby Field Conservation Area and the Scheduled and Grade I Listed Castle.

The Church of St Bartholomew further to the north is Grade II*; the development may also impact upon this building.

The proposed development site comprises some of the least unaltered immediate setting of the castle and as such has a key place in understandings and experience of the castle's intended and acquired historic landscape context. The ridge shown approximately on the plan attached to your email of 14 July would not alter this view, given the importance of the entirety of the open fields between the railway line and the castle, which is enclosed to other aspects. Potential highway access from junction 21a of the M1 would further impact, but even without the access, the strongest concerns would remain.

Even at this early stage we have the gravest concerns as to the potential harmful impacts of the proposed development upon the significance of the above nationally important heritage assets and the soundness of the site in relation to the NPPF.

Please do not hesitate to contact me if you wish to discuss any of these comments. We are happy to comment on site allocations and draft policies as they develop and provide further advice.

Yours sincerely



Emilie Carr (Mrs)
Historic Environment Planning Adviser
E-mail: [REDACTED]



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Please note that Historic England operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available.



5.4 Historic England letter concerning emerging HA report brief



BY EMAIL:

Our ref: PL00019352

Your ref:

29 November 2016

Dear Mr Tebbitt

Blaby Local Plan Heritage Assets Survey – Consultants Brief

Thank you for your email 09 November regarding the above and the opportunity to comment.

The strategy and reasoning behind the survey should be explicit as to its purpose and what it will inform and what methodology might be used? Will preferred sites be identified in relation to the evidence found or are you hoping to rank order the historic environment impacts of different options? As previously stated, Historic England have very strong concerns and objections in relation to specific proposed site allocations.

Paragraph 2.2 is noted; there is concern that as there is already a permitted site, further sites may be permitted potentially in harmful locations in relation to heritage assets, also with no guarantee of delivery. We would like to understand what the authority is aiming to achieve with this piece of work, what analysis and judgement are you seeking in addition to that which we as Government's expert advisor on the historic environment have already given you?

We have given detailed consideration to the Bloods Hill site during previous discussions with both BDC and the developer. Historic England have been consistently clear in its view on this site during the planning and site allocation process. Historic England would nevertheless be very happy to advise further if you have specific questions, and the County Archaeologist should also be consulted.

Kirby Muxloe Castle is of exceptional national importance and is the Guardianship of the Secretary of State. It is one of the Midlands' most important early brick buildings, marking a key stage in the late development of the military castle towards the country house. It displays early examples of gun ports alongside a refined architectural taste in plan form and detailing. Constructed around the 14th century manor house which preceded it, the castle was built for Sir William Hastings. Works were begun on site in 1480 and curtailed by his execution in 1483, the unfinished character of the building is direct testament to the high stakes of political feud and alliance that characterised the period.

The Kirby Fields Conservation Area currently enjoys clear separation and definition from the M1 motorway and Leicester City. Undesignated remains of the Leicester to Mancetter Roman road pass through part of the proposed development areas. This site, its fields, earthworks, boundaries and subsurface remains should be understood in their landscape context and their articulation of the landscape relationships of Leicester City, the Kirby Field Conservation Area and the Scheduled and Grade I Listed Castle.

The Church of St Bartholomew further to the north is Grade II*; the development may also impact upon the significance of this building in its historic landscape context.

The Bloods Hill site forms the least altered part of the landscape setting of the Kirby Muxloe Castle Scheduled Monument and Grade I Listed building, the only area in which any sense of scale of rural landscape in which it was set can be appreciated. The kinetic experience of walking north along the western side of the fields, coming over the ridge with the reveal of the castle and the counterpoint views back from its roofs forms a key element in its significance. This sense of place in landscape beyond the immediate view-shed is critical to status of the castle as an elite residence projected in a landscape which the Hastings' dominated.

The ridge shown approximately on the plan attached to your email of 14 July would not alter this view, given the importance of the entirety of the open fields between the railway line and the castle, which is enclosed to other aspects. Potential highway access from junction 21a of the M1 would further impact, but even without the access, the strongest concerns would remain.

Paragraph 3.2 of the Brief should stress the special regard to be afforded in accordance with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 Act, the great weight required by statute and the NPPF together with the proportionate approach in relation to the importance of the asset in accordance with the NPPF.

When site assessment methodologies are submitted, care should be taken to ensure compliance with the NPPF. In particular, proximity should not be used as a gauge of harm or impact. The use of proximity does not comply with the NPPF – impact upon the setting of assets can occur from a great distance and not simply from sites 'in close proximity' to an asset, dependant on the type of development.

Historic England has recently published advice notes on behalf of the heritage sector and we believe they will be of assistance. Specifically, Historic Environment Good Practice Advice Note 1: The Historic Environment in Local Plans and Historic, Historic Environment Good Practice Note 2: Managing Significance in Decision-Taking in the Historic Environment, Environment Good Practice Advice Note 3: The Setting of Heritage Assets is of particular relevance to you and provides additional information. These can be accessed via the following link:
<https://www.historicengland.org.uk/advice/planning/planning-system/>

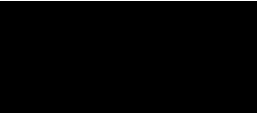
Historic England has also recently published a document relating to site allocations in Local Plans – this covers all types of allocation and sets out a site selection


methodology in relation to heritage assets. We consider this may be of use to you, and the document can be downloaded from:

<http://www.historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/>

Please do not hesitate to contact me if you wish to discuss any of these comments.

Yours sincerely

A black rectangular box redacting the signature of Emilie Carr.

Emilie Carr (Mrs)
Historic Environment Planning Adviser
E-mail: 

5.5 Historic England letter concerning emerging Heritage Assets report



[REDACTED]

Our ref:
PL00019352
Your ref:

Telephone
[REDACTED]

28 July 2017

Dear Sir or Madam

re: Blaby Heritage Assets Report

Thank you for informally consulting Historic England on the above 04 July 2017.

Unfortunately, we have not been able to fully assess the document at this time. I understand that there will be further opportunities for further engagement, together with the consultation on the publication version of the Local Plan. As before, Historic England strongly encourage continued informal consultation; we strongly welcome that which has taken place already.

I would however comment briefly in relation to Bloods Hill only. Historic England reiterates its advice as set out in previous planning application and Local Plan consultations regarding Bloods Hill and would therefore strongly welcome the exclusion of the site on the basis of impacts upon the Castle and Scheduled Monument, as recommended within the report. Whilst this recommendation is strongly welcomed, Historic England do not agree with the assumption made regarding 'less than substantial' harm on page 40 nor that mitigation measures may be feasible (page 41) in the form of a revised site layout to address concerns previously set out.

The half-finished brick castle is the successor to an earlier manor house so whilst the design scheme for the castle was uncompleted this was already an established and extensive elite hunting landscape; further information can be found within the history report submitted as part of the New Lubbesthorpe Development.

The contribution to significance made by ridge and furrow in respect of designated asset settings should be carefully considered and appropriate weight should be applied to this in seeking less damaging sites to allocate. I would also stress again the need for close liaison with County Archaeology in particular in respect of sites



Historic England

where undesignated remains are of equivalent importance to scheduled monuments and under NPPF 139 would require treatment on parity under NPPF (and where this importance is likely to be demonstrated sites should not be prematurely allocated).

Please do not hesitate to contact me to discuss,

Kind regards,



Emilie Carr
Historic Environment Planning Adviser



5.6 Environment Agency response concerning site options

Thomas McGowan

From: Platts, Geoff [REDACTED]
Sent: 25 January 2016 14:32
To: Gemma Yardley
Subject: Blaby Sites
Attachments: Blaby Sites.docx

Hello Gemma,

Returned is your document with my comments annotated in red.

As a reminder, for all sites where I have indicated a site lies within the EA's Flood Zones you should check the flood outlines on your SFRA to see if they are different to the records that we hold. The SFRA (where one is in place) is used to determine the flood risk to the site.

All sites which are impacted by either FZ2 or FZ3 will need to be sequentially tested and deemed to have passed.

Surface water disposal from sites greater than 1 ha will require a flood risk assessment, this assessment will be reviewed by the LLFA (Leicestershire County Council).

Where sites are on top of an aquifer and the previous use of the site could have potential to cause contamination, then a contamination assessment will be required to determine the risk.

Hope my comments help.

Regards

Geoff

Geoff Platts
Planning Specialist - Leicestershire
Sustainable Places - Planning Team



Environment Agency | Trentside Offices | Scarrington Road | West Bridgford | NOTTINGHAM | NG2 5BR

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5.7 Natural England e-mail concerning emerging options

Thomas McGowan

From: Mahoney, Sean (NE) [REDACTED]
Sent: 23 February 2016 08:06
To: Gemma Yardley
Subject: RE: Blaby District Local Plan Site Allocations
Attachments: Employment and Retail Sites for NE.xlsx; Housing Sites for NE.xlsx; 84719 Blaby DC Local Plan Allocations Designations and Development Management.pdf; ATT00001.txt

Dear Gemma,

Thank you for your email below concerning the Blaby District Local Plan Site Allocations.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Since its duties relate to the protection and enhancement of the natural environment, Natural England's concerns relate primarily to safeguarding protected sites, species and landscapes and ensuring adequate green infrastructure provision. It follows that we have no particular comment to make on attached spreadsheets (which probably need to be seen in context) except to advise that development sites for housing provision and/or retail use should be located so as to avoid any adverse impacts on nationally and internationally designated nature conservation sites. To this extent, it is encouraging to note that the SSSI Impact Risk Zones are being actively used in the review of site allocations.

Due consideration should also be given to green infrastructure provision. A coherent green infrastructure network is integral to the creation of sustainable communities, providing many social, economic and environmental benefits around recreation, health and wellbeing, biodiversity enhancement, habitat creation, flood alleviation and climate change adaptation.

Our wider interest in sustainable development encompasses climate change mitigation and adaptation, the protection and enhancement of soils, and environmental land management. We welcome such initiatives as sustainable drainage systems which promote sustainable development.

Natural England's concerns in relation to the Blaby District Local Plan continue to be well reflected in our response to your consultation on the Blaby District Local Plan Allocations, Designations and Development Management DPD back in April/May 2013 which is attached for ease of reference.

We hope that you find these comments useful. We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us. For any queries relating to the specific advice in this letter only please contact me on [REDACTED]. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

As a statutory consultee, we look forward to being consulted on the various stages of the Blaby District Local Plan as it develops.

Yours sincerely

Sean Mahoney

Lead Adviser

Sustainable Development

East Midlands Area Team

Natural England
Apex Court
City Link
Nottingham
NG2 4LA

5.8.i E-mail from Highways England concerning emerging options

Thomas McGowan

From: Turvey, Steven [REDACTED]
Sent: 25 February 2016 14:23
To: Gemma Yardley
Cc: Smith, Peter (Area 7)
Subject: RE: Blaby District Site Allocations

Dear Gemma,

Thank you for your correspondence in relation to Blaby District Council's preparation of its Local Plan Part 2. It is the role of Highways England to maintain and safeguard the efficient operation of the strategic road network whilst acting as a facilitator to national economic growth. The strategic road network includes both motorways and some A roads which are the subject of your correspondence and it is noted that both the M1 and M69 route through the district, with the A46 entering in the north and the A5 bordering it to the southwest.

Highways England considers that there are no noteworthy issues with the performance of the section of the M69 which routes through Blaby other than where it approaches the M1 at M1 J21. The M1 through Leicestershire is already under pressure which also affects A46 traffic entering the M1, and M1 J21 itself is subject to queuing on some approaches at peak times. The government's Road Investment Strategy (RIS) includes a scheme between J19 and J23a to come forward during Road Period 2 (2020 - 2025), which will involve this section of route being upgraded to Smart Motorway and an improvement to M1 J21. The details of this scheme are yet to be confirmed.

It is possible that development in some parts of Blaby District could impact on the future operation of M1 J21 and this will depend on the scale and location of the development. There is also potential for development in the north of the district in Glenfield to have an impact on A46 junctions and on the A46 southbound on the approach to M1 J21a. With respect to your question regarding the approach normally taken to identify issues of capacity, this would be determined through Transport Assessments which could be undertaken for individual sites or to assess cumulative impacts of development as and where deemed necessary.

I trust that the above is useful. If you need any further information please contact Pete Smith (copied into this message) or myself.

Regards,

Steven Turvey
Highways England | The Cube | 199 Wharfside Street | Birmingham | B1 1RN
Tel: [REDACTED]
Web: <http://www.highways.gov.uk>

5.8.ii Highways England – Correspondance concerning phase 2 transport evidence



Your ref: Paul Tebbitt
Edwards & Edwards Consultancy Ltd

via Email: [REDACTED]

Scarlett Griffiths
Highways England
The Cube
199 Wharfside Street
Birmingham B1 1RN

Direct Line: [REDACTED]

26 January 2018

Dear Paul

CONSULTATION ON THE SITE ALLOCATIONS ASSESSMENT REPORT FOR THE BLABY LOCAL PLAN DELIVERY DPD

Highways England welcomes the opportunity to comment on the Site Allocations Assessment report produced by Edwards and Edwards Consultancy Ltd (October 2017), regarding the transport impacts of the Blaby District Local Plan Part 2 Delivery Development Plan Document (Delivery DPD), which covers the period up to 2029. The Delivery DPD will sit alongside the adopted Core Strategy and contains site allocations for housing and employment and a series of development management policies which will be used to assess planning applications.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the work undertaken to support the Blaby Local Plan, Highways England's principal concern is safeguarding the operation of the M1 and the M69 which route through the District, a small section of the A46 which routes in the far north and a small section of the A5 which borders the District to the south.

We have carried out a high level review of the Site Allocations Assessment report (October 2017) produced by Edwards and Edwards Consultancy Ltd, regarding the transport impacts of the Blaby District Local Plan Part 2 Delivery Development Plan Document (Delivery DPD). This phase 2 study has been commissioned to assess the transport implications of the 1,000 new dwellings planned for the north of the District and to identify the 'in-principle' transport mitigation measures required as part of a proportionate approach for Local Plan preparation. Although Blaby District Council also plan to allocate approximately 30ha of employment land, some of which will be located close to Junction 21 of the M1, we note that there is no consideration of these employment sites in this assessment. Consequently, the full development impacts of the Blaby Local Plan allocations on the M1 and A46 cannot be determined from the transport report.

The LLITM modelling work undertaken for the assessment has demonstrated that the SRN is unlikely to be materially impacted by the development of 1,000 dwellings in and around the Principal Urban Area (PUA) to the north of Blaby. The report states that there are no material changes (defined as change greater than 20 or more movements, where this represents greater than 5% of the total traffic flow) on the routes towards or on the A46 or M1. Consequently, there are no mitigation measures proposed to support the A46 or M1 or junctions that access the SRN.

The methodology employed for the modelling assessment and for determining the impacts on the SRN is considered to be robust in regards to the following points:

- The assessment follows Leicestershire's County Council's 6Cs Design Guide for assessing highways and transportation infrastructure for new developments. This suggests that the assessment has been carried out to an approved methodology.
- Transport impacts are assessed in a 2031 future year scenario. This is logical as it will contain the full scale of the impact in terms of traffic demand, i.e. a 'worst case' assessment.
- In the same way, it is sensible to include the full build out demand and mitigation measures for the large scale Lubbethorpe development in the local area against which the A47 development impacts are assessed.
- The housing mix for the 1,000 dwellings was unknown at the time the report was prepared. As the report caveats, a detailed assessment of the impacts of the housing development and mitigation needs can only be carried out once the precise nature of the development is known. It is unlikely that a change in the mix of housing would markedly change the impact the sites have on the SRN.
- Industry standard TRICS software has been used to estimate the number of trips generated. A 20% reduction has been applied to this to account for the role public transport is thought to have at the site. 20% could be considered a little optimistic, but this seems to be in-line with trip rate-reductions LCC have applied elsewhere.
- LLITM has been used to carry out the housing assessment. This model has been built and validated to be compliant with the DfT's WebTAG guidance and is suitable in terms of the network coverage of the area being assessed, including the M1 and A46.
- The impact on the SRN can only be assessed in terms of flow differences and volume over capacity ratios at the junctions, despite a range of other network performance indicators (journey times routes, junction delays etc.) being assessed for the more local roads and junctions. The modelled outputs presented for these network indicators support the conclusion that there is no material impact on the M1 or A46 as a consequence of the housing development sites and are considered sufficient enough to do so.

There are two queries raised by this review which may affect the conclusions drawn in regard to the SRN impacts. The first is how well the SRN is represented in the models. The report states that the count sites in the study area show a reasonable fit against modelled flows in the base year model, providing some confidence in the forecast modelled flows. For example, the mainline flows on the M1 between Junction 21 and 21a and north of 21a in the base year are compliant with WebTAG. However, it is not known if flows on the A46 have been calibrated or validated. Also, it is reported that

some of the approach roads to the M1 and A46 in the AM peak have flows excessively higher or lower than observed counts (e.g. A46 off junction 21a). The consequence of this is that the traffic flows and the operating capacities of these routes and junctions in the forecast model may not be representative and therefore could be potentially underestimating or overestimating the impact of even a small change in trips.

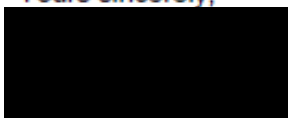
The second query lies with the method used to generate the development trip distribution. The trip distribution for the 750 dwelling site north of the A47 was copied from a neighbouring zone. This is standard practice in development site assessments. It is important when choosing a neighbouring zone that the land use is similar to the proposed development so that the origin and destination of trips is sensible. It can only be assumed that this was considered when selecting the zone and, that going by the closeness of the development site to the M1 and A46 junction 21a, that the zone contained some origin and destinations which would typically route along the M1 or A46. If this is not the case, the trips generated by the development site which route along the M1 and A46 may be slightly underestimated. Some select link plots on the developments sites access roads (e.g. AM peak origin, PM peak destination) would prove useful in understanding whether the trip distribution of the development zones is sensible.


These two points alone do not necessarily undermine the conclusions drawn regarding the SRN; however, there is a lack of detail in the report to allow these concerns to be ruled out. Notwithstanding these concerns, , the likelihood that these issues would lead to significant changes being observed on the SRN is considered low in light of the small volume of trips generated by the development sites that would route along the SRN.

Based on this review, the modelling methodology followed in this assessment is considered to be robust and there is sufficient analysis undertaken on the models to determine that there will be no material impacts on the M1 and A46 as a result of the planned housing development sites in Blaby.

Highways England has no further comments to provide at this stage but would welcome further engagement when the Transport Assessment for the employment site is produced.

Yours sincerely,



Scarlett Griffiths
Highways England
Email: 

5.9 Note of meeting with LCC Highway Authority concerning options

Local Plan Delivery DPD / Transportation meeting Leicestershire County Council (BDC Offices) April 11th 2017 (3pm)

Attendees

Gemma Yardley – Blaby District Council
Paul Tebbitt – Blaby District Council
Janna Walker – Leicestershire County Council
George Nock – Leicestershire County Council

Note of meeting

Background

GY gave a brief background regarding progress on the Local Plan Delivery DPD.

The Council is considering options for delivery of some 750 houses and two employment sites. The Council has not yet decided which of the options is preferred.

Three large housing sites and a fourth housing option (adopting a more dispersed pattern of development) are being considered.

Two employment options have been considered at Leicester Lane, Enderby and Highfields Farm, Stoney Stanton. An application has been submitted for the latter.

Additional employment sites are being considered in Stoney Stanton and Sapcote should Highfields Farm not be deliverable.

Transport evidence so far

PT outlined that a phase 1 transport assessment had been carried out. The methodology involved the use of:

- o LLITM data to underpin the study – mainly forecast link flows.
- o TRICS database to estimate the number of trips generated.
- o Transport measures required as a result of Lubbesthorpe.

The report aimed to identify:

- o Distribution of traffic flows resulting from the options;
- o Any 'show-stoppers';
- o The 'links and junctions' that would experience a material impact from development options.

Key findings of phase 1 transport work

In relation to housing) were:

- o Potential impacts on traffic through Kirby Muxloe including junctions and links
- o Additional impacts on the A47
- o Potential impacts on the A46 / A50.

In relation to Employment:

- o The site at Stoney Stanton had localised transport issues;

-
- The mix of employment use at Enderby had a large influence on traffic levels. B8 use had a lower impact than a mix of uses.

The next stage of transport work

- Prepared in the context of stage 1 work;
- Consider final option in more detail;
 - Average vehicle speeds;
 - Average journey times;
 - Congestion;
 - Junction capacity.
- Identify mitigation measures (hard and soft);
- Potential costings.
- Work with Leicester City Council / Highways England

LCC suggested that the cumulative impacts of preferred housing and employment sites needs to be considered.

The assessment needs to be mindful of the implications of an additional 750 houses longer term (over and above Lubbethorpe).

The complexity of aligning transport improvements with those sought in relation to Lubbethorpe was recognised.

PT/GY indicated that the views of LCC Officers would be sought in developing the phase 2 brief.

Other issues

- Need to be mindful of the Strategic work being undertaken in relation to Strategic Growth Plan.
- LLITM unlikely to be required.
- LCC would consider policy wording in the emerging plan in relation to: High load routes; parking; and roadside services.

5.10 Note of meeting with LCC Education Authority

Local Plan Delivery DPD / Education meeting
Leicestershire County Council (County Hall) October 18th 2017 (9am)

Note of meeting

Attendees

Paul Tebbitt (BDC)
Gemma Yardley (BDC)
Sue Owens (LCC CYPS)
Paul Limb (LCC CYPS)

- 1) Proposed submissions version of the plan progress
 - PT/GY updated LCC with progress on the plan and dates for reporting to Council, consultation, submission and examination.
- 2) Preferred housing allocations (PT)
 - PT indicated that the preferred option would be North of Hinckley Road / A47 (750 houses);
 - The proposal would include a primary school (single form entry).
- 3) Education provision
 - **Primary school**
 - The proposal was to seek a primary school on site. Single form entry schools are acceptable but not preferred.
 - LCC indicated that provision of education was a 'moving feast' but that the yields warranted a primary school.
 - The timing of the school would be critical. In the short term there appears to be other options for accommodating pupils – Fossebrook / Lubbesthorpe.
 - LCC indicated that Lubbesthorpe only required school provision and not additional contributions.
 - **Secondary and Special Education**
 - Contributions would be required (Secondary and Special education) – LCC indicated that there were options for accommodating secondary students.
- 4) Draft policies
 - PT/GY tabled a draft policy which stated:

"Provision of a new primary school (within a 2 hectare site) on site and financial contributions towards secondary and special education, to meet the identified need for additional school places."

 - LCC officers were happy with the policy.
- 5) LCC role at examination – ~~DtC~~ / letter of support
 - PT indicated that the Inspector of the Plan would need to be reassured that LCC were happy that the allocations and policies were able to deliver the required

education provision. A letter to be appended to a Topic Paper might be an appropriate solution.

- The LEA were broadly comfortable that the development would be able to deliver the required levels of education provision.

6) Timetable

- Council – November 17
- Consultation – Nov 17 – Jan 18
- Submit – March 18
- Examination hearing sessions – May / June 18

7) Any other business

- Yield rates – LCC are currently reviewing these and they may go to 30% (Primary) from 24. This was not yet policy.

5.11 Note of meeting with EL&RCCG

Local Plan Delivery DPD – Health / primary care capacity evidence

East Leicestershire and Rutland Clinical Commissioning Group

County Hall - June 28th 2017 (9.30am)

Note of meeting

Attendees

Paul Tebbitt (Blaby District Council)

Clare Sherman (East Leicestershire and Rutland Clinical Commissioning Group)

Salim Issak (East Leicestershire and Rutland Clinical Commissioning Group)

- 1) Update to Local Plan Delivery DPD (PT) - PT gave a brief overview of the Local Plan Delivery DPD (Part 2 of the Core Strategy). The Council are finalising the 'Publication' version of the plan and are likely to be consulting in late September / October 2017.
- 2) Potential allocation - PT advised that the preferred allocation is likely to be north of Hinckley Road (A47) on the border of Kirby Muxloe and Leicester Forest East. A map was provided. It is anticipated that the proposal will be for some 750 houses with 500 being delivered during the plan period (up to 2029). The earliest delivery is 2019/20 but more likely to be 2020/21.

SI/CS indicated that the proposal site is on the border of the East Leicestershire & West Leicestershire CCG areas. **Action:** CS indicated that they would liaise with their colleagues to discuss potential issues.

3) Health requirements

SI/CS indicated that there were capacity constraints in the primary care facilities that were likely to support development in this area. Forest House Medical Centre (the nearest facility) had no capacity (and served an older and younger demographic putting pressure on service delivery). Desford / Ratby were also both full.

There is some notional potential to increase capacity at Warren Lane surgery (and some contributions have already been made to expand the surgery (as part of the Lubbesthorpe development). This has not been spent yet. PT indicated that section 106 monies can be clawed back by the developer if not spent. EL&RCCG were aware of this.

Given the capacity issues with existing facilities, options were considered. 1) A new facility at the potential allocation site. PT indicated that a development of this size would not normally support a new surgery on site (750 houses would result in some 1,800 people).

Contributions towards expanding capacity at existing facilities will be considered. The options include Warren Lane Surgery or Thorpe Astley (which has two rooms but is not used and not currently fit for purpose owing to lack of reception facilities etc.). **Action:**

¹ [Post meeting note. The existing Thorpe Astley Community Building was designed to accommodate a consulting room and treatment room in consultation with the PCT to their specifications at the time.]

L&RCCG indicated that they would visit the sites in order to assess if there is any potential to expand the facilities.

If there is potential to expand, financial contributions would be required. PT asked if the CCG were still employing a 'formula' where there is not capacity. SI/CS indicated that they would advise of the potential contributions.

Travel distances may be an issue. The preferred approach is for the facilities to be very close to the new development. In the case of Thorpe Astley / Ratby & Desford they are some distance away.

The potential to use Lubbethorpe was discussed. PT could not recall the trigger point for delivery of the health centre. **Action:** PT indicated that he would provide this information to the CCG².

4) Other potential housing developments around the PUA

PT advised that other smaller developments would be likely around the edges of Leicester about 15 to 50 dwellings. CCG would be consulted on planning applications and respond in the normal way (seeking contributions where appropriate).

5) Implications of new health care facilities at Lubbethorpe

Action: PT advised that he would confirm the 'trigger point' for the new health centre at Lubbethorpe.

6) Updated formula for financial contributions (to help viability assessment)

Action: CCG advised that they would indicate likely contributions required for Health Care provision in light of current policies.

7) AOB - None

* [Post meeting note – The health centre at Lubbethorpe is to be provided and open for use by the 900th dwelling. If the Council's latest trajectory for the delivery of houses at Lubbethorpe is followed, this would be in 2021/2. The trajectory is attached to the e-mail accompanying this note]

5.12 Notes of meeting with Leicester City, Hinckley & Bosworth and Charnwood Borough Councils regarding Green Wedges

Blaby Local Plan Delivery Development Plan Document

Green Wedge Assessment – Cross boundary issues

Charnwood Borough Council Offices - 1st September 2016 (11am)

Note of Meeting

Attendees

Paul Tebbitt (Blaby District Council)

Richard Brown (Charnwood Borough Council)

Background

- PT advised that BDC were advancing a Local Plan Delivery DPD in order to set out the allocations and policies that would form 'part 2' of the Blaby Local Plan.
- Blaby District Council is considering options for locating growth around the Principal Urban Area of Leicester in accordance with the adopted Strategy – this required an assessment of current Green Wedges.
- In order to provide evidence BDC had produced a Green Wedge Assessment looking at existing and new Green Wedges.
- BDC will be consulting on emerging options in Autumn – including identifying areas where amendments to the Green Wedge may occur.

Green Wedge methodology

- PT advised that the assessment was prepared in the context of an agreed methodology that was enshrined in the Core Strategy (CS) (para 7.16.3) which allows for Green Wedges to be functioning where "...it fulfils one or more of the [Green Wedge] functions set out in the policy...."
- RB identified that Blaby's approach to assessing Green Wedges differed from other Local Planning Authorities in Leicester and Leicestershire. Other authorities require all 4 green wedge functions to be fulfilled for an area to be identified as Green Wedge. RBr acknowledged the need for the review of Green Wedges in Blaby to be consistent with the CS.

Potential sites being assessed

- PT advised of the sites that were being proposed for removal from the Green Wedge because they had been developed or had live permissions.

- RB recognised the impact that Glenfield Park (housing and employment) had on the wider Green Wedge.
- The meeting focussed on Green Wedges between Glenfield and Anstey which had the greatest cross boundary implications.
- Land north of County Hall. PT indicated that this was a site that was a candidate for review in the emerging plan. It did not appear to fulfil some of the functions of Green Wedge but this is subject to a detailed assessment. RB acknowledged that the growth of Beaumont Leys had had an impact on this part of the Green Wedge. CBC may also review Green Wedges as part of their emerging Local Plan.
- Land between Glenfield and Anstey. PT indicated that the GW assessment showed that this land was functioning effectively and there were no proposals to review the boundaries.

Cross boundary implications identified

The main impacts were:

- The effects on the integrity of the wider GW. PT advised that he would be meeting with both HBBC and Leicester City Councils to discuss this.

Next stages

A consultation on 'preferred options' will take place from October 2016. CBC will be consulted formally at this stage.

AOB

No other issues were identified.

Blaby Local Plan Delivery Development Plan Document

Green Wedge Assessment – Cross boundary issues

Leicester City Council Offices – 8th September 2016 (9.30am)

Note of Meeting

Attendees

Paul Tebbitt (Blaby District Council)

Nick Logan (Leicester City Council)

Background

- PT advised that Blaby District Council (BDC) were advancing a Local Plan 'Delivery DPD' in order to set out the allocations and policies that would form 'part 2' of the Blaby Core Strategy.
- BDC is considering options for locating growth around the Principal Urban Area of Leicester in accordance with the adopted Strategy – this required an assessment of current Green Wedges.
- In order to provide evidence BDC had produced a Green Wedge Assessment looking at existing and new Green Wedges.
- BDC will be consulting on emerging options in the Autumn – including identifying areas where amendments to the Green Wedges may occur.

Green Wedge methodology

- PT advised that the GW assessment was prepared in the context of the methodology that was enshrined in the Core Strategy (CS) (para 7.16.3) which allows for Green Wedges to be functioning where "...it fulfils one or more of the [Green Wedge] functions set out in the policy...."
- NL asked why the methodology was different to that of Leicester City and Charnwood in that it asked a series of questions in relation to each GW objective (rather than assessing whether the impact was severe, moderate etc).
- PT indicated that the methodology was largely enshrined within the Core Strategy and as such the Council had limited scope for change. Notwithstanding this, PT considered that despite the differing methodologies, the assessment process was likely to deliver broadly the same outcomes.
- PT advised that the GW review would identify: 1) Areas where the GW boundaries would need to be amended to reflect planning permission being granted (and in some cases implemented) for non-GW compatible uses; 2) Areas where 'candidates' for review would be further assessed as part of the emerging Delivery DPD, and 3) Where the GW was functioning effectively.
- NL had no other issues in relation to the methodology.

Potential sites being assessed

- PT identified the sites that were being proposed for removal from the Green Wedge because they had been developed or had live permissions. There were several adjacent to the boundaries of Leicester City including at: Glenfield (close to Western Park and Braunstone Industrial Estate) and south of Fosse Park.
- PT advised the Green Wedge areas that were likely to be candidates for Review through the Delivery DPD process. These included:
- Land south-east of Optimus Point and Glenfield Park (Glenfield). PT indicated that this was an area that was a candidate for review in the emerging plan. Its character had been heavily eroded by the development of the Strategic Scale employment development and did not appear to fulfil some of the functions of Green Wedge. Any changes would be subject to a detailed assessment. NL acknowledged that the development of Optimus Point had impacted on this part of the Green Wedge.
- NL indicated that LCiC may have some concerns about the loss of further Green Wedge to the south-east of Optimus Point and its potential impact on the Green Wedge containing Western Park Golf Course. NL asked if the 'extent' of any loss had been considered in detail and whether some GW would be retained. PT advised that the detailed assessment of potential boundary changes had not yet been developed.
- It was agreed that dialogue between LCiC and BDC would be ongoing as the detailed boundaries emerged.
- Land between County Hall (Glenfield) and Beaumont Leys. PT indicated that the GW assessment showed that this land was isolated, had been partly developed and as a result did not appear to be functioning effectively as GW and therefore was a candidate for review.
- PT advised that options for potential housing allocations would be identified as part of the Delivery DPD and views sought as part of the proposed consultation.

Cross boundary implications identified

The main impacts were:

- The effects on the integrity of the wider GW. PT advised that he had met with Charnwood BC already and would be meeting with HBBC to discuss wider implications.

Next stages

A consultation on 'preferred options' will take place from October 2016. LCiC will be consulted formally at this stage.

AOB

No other issues were identified.

Blaby Local Plan Delivery Development Plan Document

Green Wedge Assessment – Cross boundary issues

Hinckley Hub – 20th September 2016 (9.00am)

Note of Meeting

Attendees

Paul Tebbitt (Blaby District Council)

Rachel Dexter (Hinckley and Bosworth Borough Council)

Background

- PT advised that Blaby District Council (BDC) were advancing a Local Plan 'Delivery DPD' in order to set out the allocations and policies that would form 'part 2' of the Blaby Core Strategy.
- BDC is considering options for locating growth around the Principal Urban Area of Leicester in accordance with the adopted Strategy due to slower delivery rates from the SUE – this required an assessment of current Green Wedges.
- In order to provide evidence BDC had produced a Green Wedge Assessment looking at existing and new Green Wedges.
- BDC will be consulting on emerging options in October – including identifying areas where amendments to the Green Wedges may occur.

Green Wedge methodology

- PT advised that the GW assessment was prepared in the context of the methodology that was enshrined in the Blaby Core Strategy (CS) (para 7.16.3) which allows for Green Wedges to be functioning where "...it fulfils one or more of the [Green Wedge] functions set out in the policy...."
- PT advised that the GW review would identify: 1) Areas where the GW boundaries would need to be amended to reflect planning permissions that had been granted (and in some cases implemented) for uses not compatible with GWs; 2) Areas where 'candidates' for review would be further assessed as part of the emerging Delivery DPD, and 3) Where the GW was functioning effectively.
- RD had no other issues in relation to the methodology.

Potential sites being assessed

- PT identified the sites that were being proposed for removal from the Green Wedge because they had been developed or had live permissions. In relation to the boundaries of Hinckley & Bosworth, this was primarily adjacent to Glenfield

Park (junction 21a). PT indicated that this was an area that was a candidate for review in the emerging plan. Its character had been heavily eroded by the development of the Strategic Scale employment development (Optimus Point) and did not appear to fulfil some of the functions of Green Wedge. Any changes would be subject to a detailed assessment.

- RD did not consider that this would have an impact on the GW in HBBC but that the GW south of Groby was particularly sensitive.

Next stages

A consultation on 'preferred options' will take place from October 2016. HBBC will be consulted formally at this stage.

AOB

No other issues were identified.

5.13 E-mail correspondence with Leicestershire County Council (Highway Authority) regarding transport issues

Thomas McGowan

From: Gemma Yardley
Sent: 11 April 2017 09:12
To: [REDACTED]
Subject: Blaby Transport DM policies

George / Janna

Thank you for meeting with Paul and I yesterday. It is useful to keep up to speed as transport is one of the key issues.

Further to the discussion, I am sending through the Development Management Policies it would be useful to get your views on:

- Road related facilities for HGVs – we may not take this forward as the issue is between sites and requires strategic scale evidence
- Local parking and Highway standards
- A47 High Load Route

The policies and supporting text are set out below. If you could get back to me with any comments by 21st April.

Road Related Facilities for HGVs

5.1 This policy seeks to

5.2 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.

5.3 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 5 Road Related Facilities for HGVs

Major development proposals that include mainly 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

5.4 This policy seeks to

5.5 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.

5.6 In the cities and counties of Derby, Derbyshire, Leicester, Leicestershire, Nottingham and Nottinghamshire, the 6Cs 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 6
Local Parking and Highway Design Standards

Housing development, including householder development that affects parking or garage space, will be required to provide an appropriate level of parking provision that:

- a) Complies with the most up to date 6Cs Design Guide; and
- b) 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 6Cs Design Guide.

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

High Load Route

5.7 This policy seeks to

5.8 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.

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

DEVELOPMENT MANAGEMENT POLICY 7
A47 High Load Road Route

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

Regards

Gemma Yardley
Principal Planning Policy Officer
Telephone [REDACTED]

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5.14 Extract from a letter from Historic England dated 16th November 2016 concerning DM policies

5 Development Management Policies

Questions 17 – 19

DM2 Blaby Town Centre – Primary and Secondary Frontages

In relation to secondary frontages, it must be ensured that this flexibility conserves and enhances heritage assets and their settings. Article 4 directions may be necessary on specific frontages; safeguards will be necessary where heritage assets could be affected. How will the plan manage the changes as a result of this relaxation?

DM8 'Designated and Undesignated Heritage Assets'

The inclusion of policy DM8 is welcomed, however, that proposed is not considered to be sufficiently detailed, Historic England would be very happy to advise further. Undesignated heritage assets should be renamed 'non-designated heritage assets' for clarity and compliance with the NPPF. The NPPF, within paragraph 156, specifically requires Local Plans to contain strategic policies to deliver the conservation and enhancement of the historic environment. Will the policy be strategic? It is important to ensure that this policy is strategic, given the strengthening that the proposed DM8 provides and in the event that the dates between the proposed Plan and the Core Strategy differ.

Shopfronts and advertisements are intrinsic to the success of town centres and the protection and enhancement of heritage assets, such as town centre Conservation Areas. A shopfronts policy should be included to help ensure the protection and enhancement of shop fronts.



Historic England, 2nd Floor, Windsor House, Cliftonville, Northampton NN1 5BE
Telephone 01604 73 5460 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available.



5.15 Notes of meetings with East Leicestershire and Rutland Clinical Commissioning Group, Leicestershire County Council (Education and Highways), regarding infrastructure requirements.

Local Plan Delivery DPD – Health / primary care capacity evidence

East Leicestershire and Rutland Clinical Commissioning Group

October 27th 2016 (9.30am)

Note of meeting

Attendees

Paul Tebbitt (Blaby District Council)

Caroline Goulding (East Leicestershire and Rutland Clinical Commissioning Group)

Salim Issak (East Leicestershire and Rutland Clinical Commissioning Group)

- 1) Background - PT gave a brief overview of the Local Plan Delivery DPD (Part 2 of the Core Strategy) which is being consulted on until 16th November.
- 2) Options – The three large housing options were discussed by PT these were: 1) Bloods Hill, Kirby Muxloe. 2) North of the A47 LFE/KM, and 3) South of the A47 LFE.

PT indicated that the overall scale of additional growth proposed is 750 houses, these may be provided on more than one site. There would be no overall increase in housing numbers from the Core Strategy but the locations would be more specific. The new locations were required because of slower delivery than expected at Lubbethorpe. The PUA focus underpinned the Core Strategy and was the reason for the choice of locations. Other sites may emerge through the consultation process.

- 3) Health evidence requirements

What are the local facilities?

- LFE south of A47 and north of the A47 - The current catchment is on the border of Forest House medical centre (along with Warren Lane satellite practice) and Desford Medical Centre.
- Kirby Muxloe (Bloods Hill) - The current catchment is on the border of Forest House medical centre and the Glenfield Surgery.

Is there capacity at present?

- Forest House Medical Centre has limited capacity. There are some legal issues at present regarding probate that introduces some uncertainty to the future operation.
- Warren Lane Surgery has some funding to expand and has some capacity in the short term.
- The capacity at Desford is uncertain as this is in the West Leicestershire CCG area. CG is to liaise with her counterpart at WLCCG to identify capacity issues.
- There is some capacity at Glenfield which has received section 106 contributions to extend the surgery.

Issues

- All site options are in areas where the capacity for further growth is limited.

- Forest House Medical practice does not have physical capacity to provide additional accommodation on site.
- Warren lane annexe does not have capacity to expand beyond the currently proposed scheme due to site limitations.
- There is some capacity to expand the facility at Glenfield.
- All of the sites are on the catchment boundary resulting in some uncertainty over where patients would be directed. The CCG boundaries are not fixed in perpetuity and could be changed.
- Allowing patients from any of the sites to use the new Lubbesthorpe medical centre is a possibility, but could be complex in terms of the section 106 contributions and the relationship with the Lubbesthorpe legal agreement. The Lubbesthorpe health centre is required on occupation of the 900th dwelling. PT advised that he would forward the anticipated housing trajectory for Lubbesthorpe which indicates when the 900th house would be complete.

Potential costs of financial contributions (to help viability assessment)

Reference was made to current financial requirements towards health care (where necessary). CG indicated that the financial contribution formula has remained unaltered and has been supported at appeal. CG to confirm the financial contributions required.

Local Plan Delivery DPD - Education capacity evidence

Leicestershire County Council CYPS (Blaby Council Offices – Interview room 4)

June 1st 2017 (10am)

Mote of meeting

Attendees

Paul Limb (Leicestershire County Council CYPS)
Paul Tebbitt (Blaby District Council)
Gemma Yardley (Blaby District Council)

1) Update to Local Plan Delivery DPD

PT / GY gave an update of the emerging plan and indicated that a preferred housing option was emerging.

2) Potential Allocation

PT/GY indicated that the likely allocation would be 750 houses north of the A47 (Hindley Road) with some 450 being completed during the plan period (2029). The remaining houses would be delivered after the end of the plan period.

3) Education requirements

PL indicated that the yield rates are currently 24/100 – primary, 20/100 – secondary and 1.17/100 - special education. These are currently being updated as part of the Council's developer contributions policy. Initial evidence indicates the yields may increase to 30/100 – primary but remain 20/100 secondary. The document will be the subject of consultation late 2017 adopted early 2018.

4) Capacity issues

4a) Primary

PL indicated that Kirby Muxloe and Stafford Leys are at capacity. At present, Fossebrook has some capacity and full attendance is being phased in. The site has potential to accommodate a two form entry 420 students in the long term but expansion from single form entry is not ideal in the short term.

Lubbesthorpe Primary School is required after 300th occupation (likely 2019). There could be potential (in the short term) to accommodate students from the proposed allocation at this school.

The student numbers generated from the proposal site in the longer term would justify a school on that site.

In summary, there are not 'showstoppers' in terms of primary education, but a primary school will be required and contributions may be necessary.

4b) Secondary

PL indicated that there are a number of secondary schools that students could attend. There are currently some capacity (and other) issues with the secondary school options.

Winstanley and Brookvale / Groby Community College have some potential to expand.

It was estimated that Lubbesthorpe might generate some 200+ secondary school students by the time the proposed development was expected (2020).

In summary, there were no showstoppers in terms of the provision of secondary education. There is potential to expand one of the existing facilities. A financial contribution of some £2.7m would be required.

Travel issues. [Post meeting note - Brookvale Academy is c.4 miles away, Winstanley is 2.6 miles away. Brockington was not discussed but previous correspondence indicated that it was at capacity]

5) Other potential housing developments around the PUA

PT/GY indicated that other housing development may occur around the PUA including other sites in the LFE area. These sites are identified in the SHLAA and have been previously sent to PL. PL indicated that the implications of these developments will be taken into account.

6) Implications for providing a new school

Based on the proposed numbers and phasing discussed at the meeting, a new primary school on site can be justified. There is potential to 'phase' any school so that available capacity is used in other schools in the short term and the new school is provided at a point in the future to be agreed.

6a) Costs

The provision of a new primary school based on current costs is c.£4m. A two hectare site would be preferred to allow a two form entry school on the site. It was recognised that 750 houses would only generate a need for a single form entry school.

7) Implications of new school Lubbesthorpe

The timing of the new primary school at Lubbesthorpe may result in some capacity being created for students from the proposed new development. However, it was recognised that this may be a concern to the providers of the new school at Lubbesthorpe and that in the long term the new development should address its own needs (ideally on-site).

8) Updated costs of financial contributions (to help viability assessment)

The current level of contribution for primary education would be in the region of £2.2m.

The current level of contribution towards secondary education would be c.£2.7m.

The current level of contribution towards Special education would be c.£264k.

If the new yields are adopted then the financial contributions would be c.£2.7m for a primary school; c.£380k for Special Education Needs. No change anticipated for secondary education.

9) Any Other Business - None

Local Plan Delivery DPD / Transport meeting
Leicestershire County Council (County Hall) October 18th 2017 (10am)

Note of meeting

Attendees

Paul Tebbitt (BDC)
Gemma Yardley (BDC)
George Nock (LCC)
Laura McCreal (LCC)
Andrew Avieson (LCC)
David Hunt (LCC)

- 1) Proposed submissions version of the plan progress
 - PT/GY updated LCC with progress on the plan and dates for reporting to Council, consultation, submission and examination.
- 2) Preferred housing and employment allocations (PT)
 - PT indicated that the preferred allocations were:
 - o North of Leicester Road / A47 (750 houses)
 - o Four smaller sites in Glenfield, LFE (x2) and Kirby Muxloe
 - o 30 ha – Enderby hub (150,000 sq m B8 & training centre)
- 3) Transport evidence
 - PT gave an overview of the transport evidence to date, this includes:
 - o Phase 1 distribution of traffic (all options) – this considered the broad distribution from the main site options
 - o Phase 2 (focus on A47 site (750 houses) and 250 houses elsewhere in the PUA. The evidence is based on the use of LLITM – identifying potential impacts / mitigation / costs.
 - o Further transport modelling is being produced in relation to a planning application for the Enderby Hub site.
 - LCC were happy with the approach that BDC had taken in identifying potential impacts, identification mitigation and ensuring that mitigation was viable.
 - There was an issue with the 60mph road that would need to be addressed.
 - LCC were concerned that the Enderby Hub promoter had not yet commissioned LLITM or liaised with Highways England. PT indicated that he would seek an update from the promoters [post meeting note: PT e-mailed the agent Andy Hiorns Town Planning who confirmed that HE have been consulted and have agreed to the scope of the work. PT requested to be updated. AH indicated that further information would be available in early November 2017).
 - LCC indicated that the potential for public transport would need to be carefully considered by the applicants. There may be potential to divert existing services through the development. This is dependent on the masterplan. PT indicated that the policy allows for this.
 - GN asked if the housing trajectory could be forwarded. [post meeting note: PT forwarded the trajectory on 23/10/17]

- There was a discussion about co-ordinating section 106 contributions from Lubbesthorpe and North of Hinckley Road. It was agreed that this approach had precedents and could be achieved.
- 4) Draft policies
- PT table the draft policies:
 - Minor amendments were proposed which indicated that junction 21 transport improvements would be required "if necessary".
 - The wording was considered precise enough to be meaningful, but allowed flexibility for specific measures once planning applications were submitted.
- 5) LCC role at examination
- PT indicated that the Inspector of the Plan would need to be reassured that LCC were happy that the allocations and policies were able to deliver the required transport mitigation. A letter to be appended to a Topic Paper might be an appropriate solution.
 - LCC would consider who would be most appropriate to offer support at examination. BDC may commission their consultants E&E to appear.
- 6) Timetable
- Council – November 17
 - Consultation – Nov 17 – Jan 18
 - Submit – March 18
 - Examination hearing sessions – May / June 18
- 7) Any other business
- LM indicated that electric charging points and car share for Enderby Hub. PT indicated that this could be part of the travel plan and not a policy requirement.
 - Opportunities to allow access to parking at the Rugby Club would be supported. GY indicated that this was outside of the application site.
 - LCC were aware that land south of the A47 was being promoted for housing. This was not the BDC preferred site but might be tested through a planning application. Further transport modelling would be required.