

Blaby District Council

Local Plan (Delivery) Development Plan Document

Delivery DPD

(Proposed Submission Version)

November 2017



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Local Plan (Delivery) Development Plan Document

Delivery DPD (Proposed Submission Version)

The Council is preparing the second part of the Local Plan, the Delivery DPD, to supplement the adopted Core Strategy. This is the Proposed Submission Version. It includes:

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

This is a formal stage in preparing the Delivery DPD. The Council is inviting representations on the 'soundness' and legal compliance of the Proposed Submission Version in advance of submitting the Delivery DPD for Examination.

The Council is also inviting representations on one other document that has been prepared to inform the Delivery DPD:

- Sustainability Appraisal Report – Delivery Development Plan Document

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

- Blaby Core Strategy
- Summary of Regulation 18 Consultation Responses
- Site Selection Methodology
- Site Selection Paper - Site Assessments for Housing and Site Selection Update for Housing
- Site Selection Paper - Assessments for Employment Land and Site Selection Update for Employment
- Strategic Housing Land Availability Assessment
- Economic Development Land Availability Assessment
- Evidence documents. Details are set out in Appendix 1 of the Delivery DPD.

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

1 INTRODUCTION

Context

- 1.1 The Council has a statutory duty to prepare, monitor and review a Development Plan for the District.
- 1.2 The Council adopted a Core Strategy in 2013. The Core Strategy forms the first part of the district's Local Plan and includes the vision, strategic objectives and core policies.
- 1.3 The Local Plan Delivery Development Plan Document (known as the 'Delivery DPD') is the second part of the Local Plan. It will include site allocations for housing and employment uses and development management policies that apply across the District and will be used to assess planning applications. A Policies Map showing detailed boundaries of site allocations and designated sites, such as Green Wedges and Areas of Separation, will be prepared alongside the Delivery DPD. The Core Strategy, the Delivery DPD and the Policies Map will form the development plan for the District. As such when considering planning proposals these documents should be considered together.
- 1.4 The Delivery DPD is being prepared to implement the Council's spatial strategy as set out in the adopted Core Strategy. It does not seek to establish a new strategy. The Delivery DPD conforms to the strategic policies in the Core Strategy and the National Planning Policy Framework (NPPF).
- 1.5 The Delivery DPD was previously known as the Local Plan Allocations, Designations and Development Management DPD.
- 1.6 Work on the Delivery DPD is continuing because the objectively assessed housing and employment needs identified by the Leicester and Leicestershire Housing and Economic Development Needs Assessment 2017 (HEDNA) are consistent with the Core Strategy. This means that there is no need to steer away from the policy approach set out in the Core Strategy. Whilst the Strategic Growth Plan will provide a longer term view which may take a different approach, it is not at a stage where the Council is able to make progress on a new Local Plan. The Delivery DPD will also update the saved policies of the Adopted 1999 Local Plan and Proposals Map. The Council will undertake a full Local Plan review after the Delivery DPD is adopted to take account of the HEDNA and Strategic Growth Plan. This work will take place immediately after the Delivery DPD is adopted.

Purpose of the Proposed Submission Version

- 1.7 The Delivery DPD has been prepared under the Planning and Compulsory Purchase Act 2004. The Council is seeking representations on the "soundness" of the proposals contained within this Proposed Submission Version under regulations 19 and 20 of the Town and Country Planning Regulations 2012, prior to submitting it to the Secretary of State for an independent examination by an Inspector. This document has therefore been published for the purpose of public consultation.

1.8 The NPPF sets out four key tests of soundness for Local Plans:

- **Positively prepared** – the Local Plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the Local Plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the Local Plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the Local Plan should enable the delivery of sustainable development in accordance with the policies in the NPPF framework.

Duty to Co-operate

1.9 It is vital that the Council satisfies its legal obligations through the Duty to Co-operate in order to deliver an acceptable Local Plan. These obligations require the Council to engage with its neighbours and stakeholders in an active, constructive and effective manner, on an ongoing basis, on a range of strategic policy issues. These include housing, employment, environmental considerations and infrastructure.

1.10 The Council has achieved its obligations under the Duty to Co-operate by engaging in joint working, evidence gathering and information sharing with its neighbouring authorities, the Local Enterprise Partnership and other key stakeholders. There is a long history of local authorities in Leicestershire collaborating on strategic spatial planning and cross boundary issues. The Council has jointly prepared a number of evidence based documents to inform Local Plans and specifically the Delivery DPD. This includes the Joint Strategic Flood Risk Assessment 2014, Leicester and Leicestershire Strategic Distribution Sector Study 2015, Leicester and Blaby Town Centre and Retail Study 2015 and Leicester and Leicestershire Gypsy and Traveller Needs Assessment 2017. Also, a joint methodology for Strategic Housing and Economic Development Land Availability Assessment Studies has been prepared to ensure a consistent approach across the County.

1.11 The Council will continue to cooperate with other Councils and bodies to ensure that cross border issues of strategic significance are addressed throughout the plan period and beyond.

Neighbourhood Planning

1.12 There are currently five designated neighbourhood areas for the parish of Blaby, the parish of Elmesthorpe, the 'Fosse villages', the parish of Leicester Forest East and the parish of Cosby. Each of the neighbourhood planning groups is preparing neighbourhood plans, although at different stages of the process.

1.13 The Council will work with the neighbourhood groups in preparing these plans. It is not the intention of the Delivery DPD to duplicate the policies and proposals of these Neighbourhood Plans.

Process of Preparing the Delivery DPD to Adoption

1.14 The Council must prepare the Delivery DPD in line with the relevant legislation. The key legislation is found in the Town and Country Planning Act 1990 (as amended), the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.15 The table below sets out the key stages to be completed before the Delivery DPD can be adopted and become part of the development plan. This consultation falls within the Regulation 19 and 20 stages.

Dates	Stage	Regulation
April/May 2013	Initial Consultation on scope of Delivery DPD	Regulation 18
October/November 2016	Consultation on Delivery DPD (Preferred Options)	Regulation 18
December 2017/January 2018	Consultation on Delivery DPD (Proposed Submission Version)	Regulations 19 & 20
March 2018	Submission of Delivery DPD	Regulation 22
June 2018	Examination	Regulations 23, 24 & 25
December 2018	Adoption	Regulation 26

1.16 A Sustainability Appraisal Report has been prepared alongside the Delivery DPD (Proposed Submission Version) to ensure that the plan contributes to improvements in environmental, social and environmental objectives. A Habitat Regulations Assessment (Screening) has been carried out to identifying whether the plan are likely to have potential impacts on European wildlife sites and to determine whether any adverse impacts would result.

Consultation arrangements

1.17 The Delivery DPD (Proposed Submission Version) has been published for consultation purposes as part of Regulation 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.18 The Statement of the Representations Procedure sets out details of the timescales and how to submit representations.

Further information

Write to:
Development Strategy Team
Blaby District Council
Council Offices
Desford Road
Narborough
Leicester
LE19 2EP

E-mail:
planning.policy@blaby.gov.uk

Telephone:
0116 272 7674 or 0116 272 7584

2 UPDATED CORE STRATEGY POLICY

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

Open Space, Sport and Recreation

Strategic Objectives

(iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all.

(iv) To maximise sport and recreation opportunities.

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

2.3 The Council commissioned an updated assessment of open space, sport and recreation facilities in the District (Open Space Audit, 2015). The information gained was used to review the locally derived standards, contained in Policy CS15, to ensure that existing and future communities have access to sufficient open space, sport and recreation facilities. The standards represent the minimum level of provision required and will be used to assess whether existing provision is adequate to meet the future needs of new development. The policy sets out standards for open space. There are no specific standards for the provision of outdoor sports space but the Open Space Audit gives guidance on where there are quantity and quality deficiencies.

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

- The type and scale of the proposed development;
- The location of proposed development;
- Any specific local circumstances;
- Any environmental considerations;
- The Open Space Audit data;

- The BDC guidance table for onsite Public Open Space; and,
- Other relevant Council strategies and policies.

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

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

2.7 Existing open space, sport and recreation facilities will be protected, however, it is recognised that not all facilities are of equal merit. The Open Space Audit 2015 (or any update) sets out details of the existing open space in the District with the exception of informal open space below the threshold of 0.2 hectares.

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

UPDATED CORE STRATEGY POLICY

Policy CS15 – Open space, sport and recreation

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

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

Parks and Recreation Grounds *	0.23 ha (1280 metres) *
Natural greenspace	2.6 ha (1600 metres)
Informal Open Space	1ha (800 metres)
Provision for children and young people	0.06 ha of equipped play areas (1040 metres)
Allotments and community gardens	0.25ha (1440 metres)
Cemeteries and churchyards	0.21ha (1200 metres or 15 minutes travel time)
Outdoor sports space	Refer to Open Space Audit for guidance on quantity and quality requirements
Village and community halls	1 village or community hall per 2,200 people (800 metres or 10 minutes travel time)

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

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

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

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

Will replace the following Adopted Core Strategy policy:

CS15 Open Space, Sport and Recreation

Key Evidence for Revised Core Strategy Policy 15:

Open Spaces Audit 2015
Sustainability Appraisal Report – Delivery Development Plan Document 2017

3 SITE ALLOCATIONS

Housing Provision – New Allocations

Strategic Objectives

(i) To provide the appropriate quantity and mix of housing to meet the needs of the District’s current and future populations;

(ii) To optimise the provision of affordable housing to meet local needs.

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

3.2 Progress towards the housing requirement in the Core Strategy has been monitored since its adoption in 2013. This shows a need to identify suitable sites for housing for at least 660 dwellings in the PUA settlements and about 20 dwellings in Narborough. In order to meet this residual requirement in the PUA, Land North of Hinckley Road, Kirby Muxloe and a number of smaller sites have been identified to be allocated. The Land North of Hinckley Road will provide at least 510 houses during the plan period with the residual being delivered on smaller site allocations.

3.3 The proposed allocations at Land North of Hinckley Road and the smaller sites will deliver some 675 homes. This is sufficient to meet the outstanding residual requirement for homes during the Plan period. In addition, the Council anticipates that small developments will continue to be delivered on windfall sites within the PUA. The proposed allocations and windfall provides sufficient flexibility to give certainty that the outstanding requirements will be met.

3.4 Whilst there is an identified shortfall in Narborough, the site selection process has not identified a suitable site. However, there is potential for windfalls within the existing settlement boundary and the other settlements in this part of the settlement hierarchy have exceeded their requirements. No site is therefore allocated in Narborough.

Site selection and options

3.5 Several options for the delivery of the required housing in the PUA were considered. The Council scrutinised potential sites that had been identified in the Strategic Housing Land Availability Assessment and other sources such as consultation. Three large sites were identified in the Council’s Local Plan Delivery DPD (Preferred Options) 2016. In addition a number of smaller sites were identified. Evidence gathering sought to identify whether these sites were capable of being delivered.

3.6 The Council has produced a series of Site Selection Papers that considers the merits of the site options. The methodology for assessing these site options is detailed within the

Papers. The latest is the Site Selection: Assessment of Reasonable Alternatives for Housing 2017. In addition, the sites were the subject of a Sustainability Appraisal and 'Strategic Environmental Assessment'. The Site Selection Papers, available evidence and Sustainability Appraisal concluded that the proposed site at Land North of Hinckley Road along with the smaller sites offered the best opportunity to deliver the outstanding requirements for new homes.

Land North of Hinckley Road, Kirby Muxloe

- 3.7 The site provides the opportunity to deliver a sustainable expansion to the Principal Urban Area in the medium to long term. It will be supported by a masterplan to ensure the timely delivery of necessary infrastructure to support the needs of future residents and minimise the impact on existing services. It is expected that the site will deliver a minimum of 750 dwellings in total with at least 510 being delivered during the Plan period.
- 3.8 The requirements for affordable housing and housing mix are set out in policies CS7 and CS8 of the adopted Core Strategy. Policy DMP8 also seeks a proportion of self-build and custom-build housing and Policy DMP9 seeks a proportion of accessible and adaptable homes.
- 3.9 Because of its scale, the site is able to deliver the required level of housing and support a range of services and facilities, including a new primary school on-site. Discussions with the Local Education Authority have indicated that the proposal would generate a requirement for a one-form entry primary school on site. The development should allow for the school to grow further as 750 houses is likely to generate more than 210 pupils based on emerging yield rates.
- 3.10 In addition to the provision of a primary school, the proposal will need to provide financial contributions to increase capacity in local secondary and special education. There is a choice of secondary schools that could accommodate new students.
- 3.11 Financial contributions will also be required to provide capacity improvements to Primary Care facilities. Some local GP practices are at capacity and have little room for expansion. However, various options exist to accommodate the level of growth proposed.
- 3.12 Ongoing discussions with the Local Education Authority and Clinical Commissioning Group have indicated that capacity improvements to local education and health facilities are deliverable in principle subject to suitable financial contributions.
- 3.13 The site is located on an established public transport route. The 158 Arriva Midlands and 48 Stagecoach buses provide a 20 minute service at peak times to Leicester and Nuneaton (via Hinckley). New residents would therefore have access to a frequent bus service to access services, facilities and employment opportunities.
- 3.14 Transport assessments (Site Allocation Options Stage 1: Strategic Assessment (Transport) 2017) have identified that the proposal will have impacts on the local and wider transport networks, most notably the A47 corridor, junctions along its route and corridors north and south of the development in Kirby Muxloe, Leicester Forest East and Enderby. The transport modelling (Assessment of Highways & Transportation Implications of Site Allocation Options Transport 2017) indicates that the adverse

impacts of the development are capable of mitigation. Details of the measures to be implemented and their cost are identified in the Infrastructure Delivery Plan set out in Section 5.

- 3.15 In addition to the highway and junction improvements there are other measures that would mitigate the impact of the allocation. These seek to encourage the use of sustainable transport through improved walking, cycling and public transport solutions and the use of travel planning.
- 3.16 Detailed transport modelling has identified the potential engineering solutions for the highway and junction improvements and their indicative cost. These are set out in the Infrastructure Delivery Plan. Any planning application will need to be accompanied by a Transport Assessment that considers the impacts and mitigation measures in detail.
- 3.17 The site has a willing promoter and the involvement of developers. The Local Plan Viability Assessment 2017 indicates that the proposal is able to secure the necessary infrastructure and policy requirements without undermining financial integrity. Market evidence (Housing Market Capacity Study 2017) indicates that some 60 units per year could be delivered. The site is therefore considered to be deliverable and an effective option that could deliver at least 510 houses during the plan period.

SITE ALLOCATIONS POLICY SA1

Land North of Hinckley Road, Kirby Muxloe

Land will be allocated for a minimum of 750 dwellings, of which a minimum of 510 will be delivered during the plan period. The site's boundaries are set out on the Policies Map.

The site should meet the following requirements:

Housing

a) Affordable housing

25% affordable homes in accordance with policy CS7 should be provided on the site. The affordable housing mix should be 80% Social / Affordable rent and 20% intermediate housing unless evidence indicates otherwise.

b) A mix of housing

A mix of housing to meet local needs in accordance with policy CS8 of the adopted Local Plan Core Strategy 2013

c) Self build and custom build housing

5% of plots are serviced plots for sale to self-builders or custom builders in accordance with policy DMP8.

d) Accessible, adaptable and wheelchair housing

At least 5% of homes are Accessible and Adaptable Homes in accordance with policy DMP9.

Services and Facilities

e) Education

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.

f) Health care facilities

Provision of financial contributions towards improving capacity in primary care facilities to meet the identified need.

g) Other uses

Other uses on the site will be considered on their merits. Proposals for town centre uses will only be allowed where an independently verified retail impact assessment indicates that there are no sequentially preferable sites within centres and no harm would result to existing facilities. Financial contributions will be required towards community services and facilities in accordance with policy CS12.

Play, Open Space and Green Infrastructure

h) Existing sports pitches and facilities

Existing sports pitches and facilities within the site shall either be retained in situ or replacement facilities be provided elsewhere within the site of at least equal quantity, quality (including flat, well-drained pitches) and accessibility in accordance with policy CS15 of the Core Strategy. Details of any relocation of sports pitches and facilities will be included in a masterplan.

i) Play and open space provision

In addition to the retention / replacement of existing sports facilities, play and open space shall be provided on site in accordance with policy CS15 of the Core Strategy. Details of how open spaces will be subsequently maintained will need to be provided as part of any planning application.

Environmental features

j) Built, historic and natural environmental considerations

In order to protect the natural environment, development should respond to important landscape and topography, long distance views, important natural and man-made features (such as woodland, trees, scrub, ponds and hedgerows).

Detailed proposals should also respect the integrity of important historic assets, including the setting of the listed building at Oaks farmhouse.

k) Pylons

The development shall maintain a buffer from the overhead electricity supply lines and pylons located on the western side of the site.

Transport

l) Highway improvements

A comprehensive package of transport improvements informed by a robust transport

assessment will be required. The improvements should include:

- Improvements to junction and link capacity on Hinckley Road (A47);
- New junction into the site; and
- Traffic calming measures.

m) Sustainable transport

- Contributions towards enhanced bus services (including Park & Ride) connecting the development with Leicester City Centre;
- All new housing development should, where possible, be within 400 metres of bus stops on Hinckley Road;
- Other measures that seek to achieve a modal shift away from private car use including provision of a Travel Plan for new residents which includes measures to encourage the use of public transport; and
- Provision of new walking, cycling routes within the site and connections into the cycle lanes on the A47.

Masterplan

n) A masterplan should be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The masterplan will set out in detail: the proposed distribution and location of land uses; the mitigation required to protect and enhance important environmental features; areas of green infrastructure and green space and landscaping; and design principles including urban design and architectural parameters.

o) The master plan will be prepared in consultation with key stakeholders. Planning permission will not normally be granted until a comprehensive masterplan has been completed to the satisfaction of the Local Planning Authority.

Phasing and delivery plan

p) A phasing and delivery plan should be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The phasing and delivery plan will set out in detail the timescale for delivery of key infrastructure including the proposed primary school and transport improvements. The delivery plan will indicate how transport mitigation will be co-ordinated with that proposed as part of the approved Lubbethorpe Sustainable Urban Extension.

Smaller Sites

3.18 In addition to the Land North of Hinckley Road, Kirby Muxloe, the Delivery DPD allocates four smaller sites for housing. The sites have the potential to deliver some 165 dwellings in total, and will support the larger site to deliver the housing requirement in the medium term.

Gynsills Lane, Glenfield

3.19 The site secured outline planning permission for 37 houses subject to a section 106 legal agreement. The site is proposed to be allocated in the Local Plan to improve certainty should the current permission lapse. The site could deliver some 9 affordable houses and would be required to make contributions towards open space, education provision, library services and residential travel packs to encourage the use of sustainable transport.

Grange Farm, Leicester Forest East

3.20 The site could accommodate some 55 houses. The site has two potential access points off Warden's Walk and Hinckley Road. The Local Highway Authority has indicated a preference for access to be gained from Warden's Walk. The site could deliver some 13 affordable houses and would be required to make contributions towards open space, education provision, library services and residential travel packs to encourage the use of sustainable transport.

3.21 The tree and hedge fronting Baines Lane is species rich and should be retained in the interests of ecology and character of the urban form.

Webb Close, Leicester Forest East

3.22 The site could accommodate some 21 houses. The site has a potential access off Webb Close. The site could deliver 5 affordable houses and would be required to make contributions towards open space, education provision, library services and residential travel packs to encourage the use of sustainable transport.

Ratby Lane / Desford Road, Kirby Muxloe

3.23 The site could accommodate some 52 houses. Access can be gained from Ratby Lane and Desford Road. The site could deliver some 13 affordable houses and would be required to make contributions towards open space, education provision, library services and residential travel packs to encourage the use of sustainable transport.

3.24 The site contains a public right of way that will need to be incorporated within the scheme. The site has the potential for archaeological remains and will require further assessment. In addition, there is a mature hedge and trees on both Ratby Lane and Desford Road that should, where possible, be retained and incorporated into the development.

SITE ALLOCATIONS POLICY SA2

Smaller Housing Sites in the Principal Urban Area

Land will be allocated for housing at the following sites as set out on the Policies Map. The sites will be required to be developed in conformity with other policies contained within the Blaby Local Plan Core Strategy and Delivery Development Plan Documents. Specific requirements for each of the sites, in addition to these policies, are contained below:

SA2.a Land rear of Gynsills Lane, Glenfield*

Land will be allocated for 37 dwellings.

The development should:

- a) Be accessed from Nursery Rise;
- b) Provide at least 9 affordable units in accordance with Core Strategy policy CS7; and
- c) Protect important trees on site.

*Planning permission has been granted on the site subject to completion of a Section 106 legal agreement.

SA2.b Land at Grange Farm, Leicester Forest East

Land will be allocated for 55 dwellings.

The development should:

- a) Be accessed from Warden's Walk;
- b) Provide at least 13 affordable units in accordance with Core Strategy policy CS7;
- c) Retain the important trees and hedgerows along the northern boundary and fronting Baines Lane; and
- d) Provide design solutions and mitigation measures to protect important areas of biodiversity.

SA2.c Land at Webb Close, Leicester Forest East

Land will be allocated for 21 dwellings.

The development should:

- a) Be accessed from Webb Close;
- b) Provide at least 5 affordable units in accordance with Core Strategy policy CS7; and
- c) Retain and enhance hedgerows to connect to southern boundary.

SA2.d Land at Ratby Lane / Desford Road, Kirby Muxloe

Land will be allocated for 52 dwellings.

The development should:

- a) Provide at least 13 affordable units in accordance with Core Strategy policy CS7; and
- b) Improve habitat to enhance diversity and connect to wider landscape, including retention of trees and hedgerows.

Employment Land Provision – New Allocation

Strategic Objectives

(x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, education and training needs;

- 3.25 This policy seeks to provide employment land to help deliver a thriving and diverse economy with high quality employment opportunities.
- 3.26 A key element of the Delivery DPD is to identify sites for employment land. The Core Strategy sets a minimum requirement for employment land of 68 hectares with a focus on the Principal Urban Area of Leicester (PUA).
- 3.27 Progress towards the employment land requirement in the Core Strategy has been monitored since it was adopted in 2013. The outstanding requirement for employment land has largely been delivered through permissions. However, since this time there have been a number of losses of employment land. Table 1 summarises the employment land supply position at April 2017. Further details are set out in the Employment Land Availability Report 2017 and Site Selection: Assessment of Reasonable Alternatives for Employment Land 2017. Taking account of completed sites, land with planning permission and actual and proposed losses to existing employment land and premises there is a need to identify about 30.43 hectares of employment land.

Hectares	Requirement	Completed or with Permission	Losses	Residual requirement and losses
Core Strategy Requirement	68.00	59.50	0	8.50
Sites in the supply position at April 2011	23.64	15.75	7.89	7.89
Actual losses to existing employment land and premises since 2011			9.02	9.02
Proposed losses to existing employment land and premises at April 2017			5.02	5.02
Total				30.43

- 3.28 In addition, since April 2017, further sites have gained planning permission, including land to the north of Highfields Farm, Stoney Stanton (2.75 hectares).
- 3.29 To meet the outstanding requirement, Land West of St Johns (B4114), Enderby is proposed as an employment allocation. The site’s boundary is shown on the Policies

Map. The gross site area is some 33 hectares. The net developable area will be less due to the need to provide strategic landscaping to protect the alignment of the Fosse Way, Roman Road and to provide a buffer to nearby residential properties and sensitive areas of landscape.

- 3.30 The site is highly attractive to the market. It has good access to the trunk road network and a nearby source of labour. The site will offer employment opportunities for the local population in a location accessible by walking, cycling and public transport.
- 3.31 The proposed use of the site is for storage and distribution (B8) uses. This responds to the clear demand for B8 uses identified in the Leicester and Leicestershire Strategic Distribution Study 2015. The site is located within the 'Golden Triangle', an area highly sought after in logistics terms as operators can reach 80% - 90% of UK market in a return journey within a HGV driver's regulated hours.
- 3.32 Market testing and viability evidence (Local Plan Viability Assessment 2017 and Housing Market Capacity Study 2017) concluded that there is strong market demand for B8 uses and that the site would be deliverable. Recent delivery of warehouses at Optimus Point, Glenfield has demonstrated a strong market for B8 storage and distribution uses in the area.
- 3.33 Transport evidence (Site Allocation Options Stage 1: Strategic Assessment (Transport) 2017) indicates that adverse highway impacts experienced from B8 uses are less harmful than those experienced from a mix of uses including B1, B2 and B8 uses. The policy indicates that alternative employment will be acceptable where it can be demonstrated that any adverse transport and other impacts can be mitigated.
- 3.34 The provision of offices on the site is not encouraged. These uses are more appropriately delivered in town centre locations.
- 3.35 It is important that the detailed design and siting of the employment site does not adversely affect recognised environmental, social or economic matters. Any proposal will have to pay particular attention to its impact on the line of the Fosse Way Roman Road (an important non-designated heritage asset) and the amenities of nearby residential properties. No size restrictions have been applied to the buildings in order to allow the site to respond to market demand in a flexible way. However, any application will need to demonstrate that the siting, design, scale and massing of the buildings would not result in unacceptable adverse impacts on the landscape or residential amenity. This will be particularly important in the case of 'high bay' warehouse buildings.
- 3.36 Transport improvement measures will be required in order to mitigate the impact of the site. Measures include improved junction and link capacity in the vicinity of junction 21 of the M1. In addition, improvements are required in order to address congestion and capacity issues in the centre of Enderby. A link road from the Warrens Business Park to Leicester Lane, Enderby (through the approved Strategic Employment Site off Leicester Lane) would result in transport and air quality benefits by removing traffic from congested routes and the busy junction at Leicester Lane and Blaby Road.

SITE ALLOCATIONS POLICY SA3

Employment Site Allocation

Land West of St Johns, Enderby, as set out on the Policies Map, will be allocated for employment uses (approx. 33 hectares gross).

The development will meet the following requirements:

Mix of uses

- a) The site shall be primarily for B8 (storage and distribution) uses. Ancillary uses and B1 (b and c) and B2 uses will be allowed where it can be demonstrated that any adverse transport impacts can be mitigated. Planning applications for B1(a) office uses of 2,500 square metres or more shall be subject to a sequential test and accompanied by an impact assessment in line with policy CS6.

Transport

- b) Transport infrastructure improvements will be required to mitigate the impact of the proposed development on the local and wider road network.
- c) A transportation strategy will be prepared in advance of the determination of any planning application. The timing of the delivery of transport infrastructure will be determined through an agreed phasing plan. The transport impacts assessed and any phased mitigation will identify the cumulative impacts of the proposal with other developments close to junction 21 of the M1 including: Lubbethorpe Sustainable Urban Extension and Strategic Employment Site, Castle Acres retail development and Everards Meadows.

Highway improvements

- d) A comprehensive package of transport improvements informed by a robust transport assessment will be required. The improvements should include:
 - i. Improvements to junction and link capacity in Enderby Village Centre (including opportunities to complete the Enderby by-pass linking the B582 at Enderby to Leicester Lane via Warren Park Way and Leicester Lane Strategic Employment Site);
 - ii. Improvements to junctions and links on the B4114 / B582;
 - iii. Improved capacity at junction 21 of the M1 if necessary;
 - iv. Improvements to junctions on the A563 (Lubbethorpe Way) and B5460; and
 - v. Provision of a signal controlled junction at the access to the site on Leicester Lane.

Sustainable transport measures

- e) The proposed employment development will be designed to incorporate:
 - i. Segregated cycling and pedestrian links. The design of the proposal will link with existing cycle routes on St Johns, Leicester Lane and the B582.
 - ii. Measures that seek to achieve a modal shift away from private car use including provision of a Travel Plan for employees which includes measures to encourage the use of more sustainable transport; and
 - iii. Potential to encourage employees to use local bus services. Where insufficient capacity exists in local bus services financial contributions will be required.

Heritage

- f) The design and layout of any proposal will seek to minimise any impact on designated and non-designated heritage assets. In particular, the design and layout of the site shall seek to retain the integrity of the alignment of the Fosse Way Roman Road by avoiding development (other than necessary access infrastructure) along its length. Opportunities to provide 'interpretation' and increase awareness of the asset will be encouraged.
- g) Archaeological evaluation shall be undertaken in accordance with a scheme to be agreed with the County Archaeologist prior to any development commencing on the site.

Biodiversity

- h) Detailed proposals shall respect the integrity of important habitats and species and demonstrate that the impacts of development on these matters of importance are satisfactorily mitigated. Design solutions will include planting trees and hedgerows to enhance the wildlife corridors along the Fosse Way and western boundary.

Landscape

- i) The strategic landscaping shall be identified on the masterplan accompanying the planning application.
- j) Existing important hedgerows and tree belts on the site boundaries shall be retained where possible and a landscape buffer provided to the eastern and southern boundaries of the site. The submitted masterplan shall clearly provide a landscape structure to the site and identify where additional planting will be included to mitigate any adverse impacts and soften and screen built development.

Surface Water

- k) New development shall avoid areas of built development in areas that are prone to flooding. Measures to address and regulate surface water drainage including Sustainable Drainage Systems will be required.

Masterplan

- l) A masterplan shall be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The masterplan will set out in detail: the proposed access points and road structure; the protected area on and adjacent to the Fosse Way Roman Road; important environmental features to be retained (trees, hedges, ponds etc.); new areas of planting and landscaping; design principles including scale, materials, design concept and architectural parameters.
- m) Planning permission will not normally be granted until a comprehensive masterplan has been completed to the satisfaction of the Local Planning Authority.

Phasing and delivery plan

- n) A phasing and delivery plan shall be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The phasing and delivery plan will set out in detail the timescale for delivery of key infrastructure including transport improvements. The delivery plan will indicate how transport mitigation will be co-ordinated with that proposed as part of the approved Lubbethorpe Sustainable Urban

Extension and other approved commercial developments in the vicinity of Junction 21 including Castle Acres, Everards Meadows and the Leicester Lane Strategic Employment Site.

Broad Locations for Accommodating Gypsies & Travellers and Travelling Show People

Strategic Objectives

(i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;

3.37 This policy seeks to identify broad locations that will be suitable for gypsy and traveller and travelling show people accommodation where there is a need for sites.

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

- Set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople;
- Identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years worth of sites against their locally set targets;
- Identify a supply of specific developable sites or broad locations for growth for years 6-10 and where possible for years 11-15;
- Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density; and
- Protect local amenity and the environment.

3.39 Core Strategy Policy CS9 sets targets for the amount of accommodation for Gypsy and Travellers and Travelling Show People. However, it relies on pitch and plot targets from the Leicestershire, Leicester and Rutland Gypsy and Traveller Needs Assessment Refresh 2013. This assessment predates the revised definition of Gypsy and Travellers for planning purposes and as such is out of date.

3.40 The Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2017 is a robust assessment of current and future need. It takes account of the new definition of Travellers for planning purposes. The key change is that those who have ceased to travel permanently will not now fall under the definition of a Traveller for the purposes of assessing accommodation need.

3.41 For Blaby the assessment identifies the following accommodation needs:

Table 2 Gypsy and Traveller and Travelling Showpeople Accommodation Needs				
	2016-21	2021-26	2026-31	2031-36
Gypsies and Travellers meeting the planning definition (Pitches)	0	1	1	1
Travelling Showpeople meeting the planning definition (Plots)	0	0	0	1

- 3.42 In addition, the Assessment identified 83 existing households in the District that it was unable to confirm whether or not these households could be defined as Travellers for planning purposes. These households are considered to be 'unknown' but there is the potential for some of these households to increase the need for Gypsy and Traveller accommodation. The Assessment concluded that this need may rise by between 2 and 23 households (23 is the maximum, if all unknown households were to meet the definition of a Traveller. However, the lower number of 2 is based on the consultant's nationwide experience that only 10% of unknown households meet the definition.).
- 3.43 The current supply of unimplemented planning permissions means that there is no additional need to allocate specific sites for the period 2016 to 2021 for Gypsies and Travellers and Travelling Showpeople meeting the planning definition. This is also the case for the 'unknown' households. The policy therefore sets out broad locations and criteria against which to determine planning applications for Gypsy and Traveller and Travelling Showpeople accommodation.
- 3.44 The Assessment has also identified a current need for public transit pitch provision of 36 caravan spaces (or managed equivalent) spread over 2-3 sites in Leicestershire. It suggests that an initial review should be completed of potential sites that are deliverable in the short-term, and that new provision should be prioritised where needs are greatest, in the North West of the County and the City, and that further provision should reflect the location of unauthorised encampments, the strategic transport network, and overall geography of the county. It indicates that consideration should be given as to whether new sites and/or managed approaches to dealing with unauthorised encampments, such as tolerated stopping or Negotiated Stopping Agreements, offer the best option to accommodating transit needs.
- 3.45 The Assessment indicates that unauthorised encampments should be reviewed once there is sufficient evidence available, as changes to national policy in 2015 could result in more households travelling, and the consequent need for transport sites. The Council therefore commits to undertaking the appropriate evidence base review and working with the other Leicestershire Local Authorities to establish, if the review shows a requirement, the most appropriate and deliverable location for additional transit provision.
- 3.46 The Council has identified broad locations it will consider for Gypsy and Traveller and Travelling Showpeople accommodation when determining planning applications and if necessary, identifying sites. These broad locations are derived by considering a number of key issues:
- Locating Gypsy and Traveller accommodation within the proximity of a sustainable settlement - This links to the settlement hierarchy set out in policies CS1 and CS5. The requirements for access to health services and schools are also key considerations. Suitable distances to schools relate to Department of Education guidance on school transport provision and walking distances. Similar distances are considered to be relevant in terms of GP surgery catchments.
 - Restricting development within Green Wedges - Gypsy and Traveller accommodation is not an appropriate use within Green Wedges. Such use would be contrary to Policy CS16 in the adopted Core Strategy.

- Restricting development within Areas of Separation – These are areas of open land designated specifically to maintain the character and identity of individual settlements. Gypsy and Traveller accommodation is likely to result in a reduction of separation between settlements and so be contrary to Policy CS17 in the adopted Core Strategy.

3.47 The Broad Locations therefore include the existing urban areas of settlements and areas designated as Countryside that are within 3 miles or 2 miles of specific settlements. It does not include Green Wedges or Areas of Separation. In terms of location, an order of preference is set out in the policy.

SITE ALLOCATIONS POLICY SA4

Broad Locations for Accommodating Gypsies and Travellers and Travelling Showpeople

Where a need is identified, provision will be made for Gypsies and Travellers and Travelling Showpeople meeting the definition for planning purposes through a combination of the development management process and the Delivery DPD, taking into account the most up to date Gypsy and Traveller Accommodation Needs Assessment.

Sites for new and extensions to existing Gypsy and Traveller and Travelling Showpeople sites will be located, in order of preference, at the following locations:

1. Within the defined Settlement Boundaries, as set out on the Policies Map, of the Principal Urban Area of Leicester, Blaby, the Larger Central Villages, the Rural Centre and the Medium Central Villages;
2. Immediately adjoining defined Settlement Boundaries of the Principal Urban Area of Leicester, Blaby, the Larger Central Villages, the Rural Centre and the Medium Central Villages;
3. Within three miles of the Settlement Boundary for the Principal Urban Area of Leicester, Blaby, the Larger Central Villages and the Rural Centre or within two miles of the Settlement Boundary for the Medium Central Villages.

Accommodation for Gypsies and Travellers and Travelling Showpeople will not be supported in areas defined as Green Wedge or Areas of Separation.

In addition, the proposal will be supported unless it is:

- a) Contrary to other policies of the Local Plan, including CS9 Accommodation for Gypsies and Travellers;
- b) Within close proximity to major transport routes and/or air quality management areas where this could adversely affect the health of the residents;
- c) Adversely affected by physical constraints such as flood risk;
- d) Demonstrated to cause adverse affects to protected areas, including wildlife and geology designations and scheduled ancient monuments; and
- e) Of a scale that causes overdevelopment in terms of the proposal or by extension to an existing site.

Key Employment Sites and Other Existing Employment Sites

Strategic Objectives

(x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, education and training needs;

3.48 The NPPF makes it clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.

3.49 The Council recognises that to provide sufficient employment land, as well as identifying new sites, it will also need to protect the existing stock of employment land and buildings that are fit for purpose. Core Strategy Policy CS6 Employment sets the strategic approach to protect key employment sites.

3.50 The existing Primarily Employment Areas, Primarily Business Areas, allocated employment sites and recent large scale sites with planning permission have been assessed to justify whether or not they are considered to be Key Employment Sites (Assessment of Key Employment Sites 2016). This work updates and builds on the Blaby Employment Land Studies (2006 and 2011). The Key Employment Sites are identified on the Policies Map and will be protected for employment uses in line with Core Strategy Policy CS6 in the context of paragraph 22 of the NPPF.

3.51 It is recognised that other existing employment sites, not identified as Key Employment Sites, do have a role to play in contributing to the local economy especially for small scale businesses. However, some of these sites are no longer attractive for modern business purposes or are located where it may be detrimental to local amenity. It may be appropriate to allow the redevelopment of such sites for non-employment uses subject to the potential for employment uses being fully explored before a change of use is agreed.

SITE ALLOCATIONS POLICY SA5

Key Employment Sites and Other Existing Employment Sites

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

- a) the change of use is in line with Core Strategy Policy CS6 Employment; and
- b) The property is vacant and has been the subject of genuine marketing for use classes B1, B2 and B8 for at least 18 months, at reasonable market values, and which has proved unsuccessful.

For other existing employment sites, proposals for non-employment development will be supported where it can be demonstrated that:

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

Will replace the following Adopted Local Plan saved policies:

E4 Protection of Employment Land and Buildings

Key Evidence for Site Allocations policies:

Site Selection Methodology 2016

Site Selection Paper - Site Assessments for Housing 2016 & 2017

Site Selection Paper – Assessment of Reasonable Alternatives for Housing 2017

Site Selection Paper - Assessments for Employment Land 2016 & 2017

Site Selection Paper – Assessments of Reasonable Alternatives for Employment Land 2017

Strategic Housing Land Availability Assessment 2016

Economic Development Land Availability Assessment 2016

Employment Land Availability 2017

Residential Land Availability 2017

Leicester and Leicestershire Housing and Economic Needs Assessment 2017

Leicester and Leicestershire Strategic Distribution Sector Study 2015

Strategic Green Wedge Assessment 2016

Area of Separation Assessment 2017

Settlement Boundary Review 2017

Heritage Assets Study 2017

Biodiversity Study Report 2017

Blaby Landscape and Settlement Character 2008

Site Specific Landscape and Visual Assessments 2017

Joint Strategic Flood Risk Assessment 2014

Addendum to 2014 Strategic Flood Risk Assessment 2017

Site Allocation Options Stage 1: Strategic Assessment (Transport) 2017

Assessment of Highways & Transportation Implications of Site Allocation Options Transport 2017

Blaby Local Plan Air Quality Assessment 2017

Local Plan Viability Assessment 2017

Leicester and Leicestershire Gypsy and Traveller Needs Assessment 2017

Assessment of Key Employment Sites 2016
Habitats Regulation Appraisal Screening Report 2017
Sustainability Appraisal Report – Delivery Development Plan Document 2017

4 DEVELOPMENT MANAGEMENT POLICIES

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

- DM1. Development within the Settlement Boundaries
- DM2. Development in the Countryside
- DM3. Employment Development on Unallocated Sites
- DM4. Connection to Digital Infrastructure
- DM5. Blaby Town Centre - Primary and Secondary Frontages
- DM6. Neighbourhood Parades
- DM7. Road Related Services for HGVs
- DM8. Local Parking and Highway Design Standards
- DM9. High Load Route
- DM10. Self and Custom Build Housing
- DM11. Accessible and Adaptable Homes
- DM12. Designated and Non-designated Heritage Assets
- DM13. Land Contamination and Pollution
- DM14. Hazardous Sites and Installations
- DM15. Minerals Safeguarding Areas
- DM16. Advertisements and Signs

Development within the Settlement Boundaries

Strategic Objectives

- (i) To provide the appropriate quantity and mix of housing to meet the needs of the District’s current and future populations**
- (v) To improve the design quality of all new developments in the District including the need to design out crime**
- (vi) To protect the important areas of the District’s natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners**
- (x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, education and training needs**
- (xii) To maintain, and where appropriate improve, the position of retail centres within the retail hierarchy. To make sure that the existing centres, primarily Blaby Town Centre, have opportunities to grow in order to enhance their vitality and viability and to prevent expansion of out of town centres (Including the Motorways Retail Area) where this would result in an unacceptable impact on existing centres.**

- 4.2 The policy seeks to support suitable development located within the boundaries of existing settlements where the proposal meets a number of criteria.
- 4.3 One of the NPPF's Core Principles is to encourage the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value.
- 4.4 The District has a number of settlements that form part of the Principal Urban Area of Leicester and several larger villages mainly in the central part of the District which have a strong functional relationship with the PUA. There are also a range of medium and smaller villages. Core Strategy policies CS1, CS3, CS4, CS5, CS6 and CS13 identify where new development for housing, employment land and retail will be supported. Settlement boundaries have been drawn around these settlements. Very small villages and hamlets are not considered to be sustainable locations for new housing, employment or retail development. There will be some opportunities for re-use and redevelopment of land within the defined Settlement Boundaries of the District's existing settlements. The Council wants to support such development in principle subject to the development not affecting local amenity or prejudicing the comprehensive development of a wider area. Development proposals will also be subject to other relevant policies in the Local Plan.
- 4.5 The settlement boundaries are shown on the Policies Map. The extent of Blaby settlement boundary is defined in the Blaby Neighbourhood Plan. It is shown on the Policies Map for information.

DEVELOPMENT MANAGEMENT POLICY 1

Development within the Settlement Boundaries

Within the Settlement Boundaries, as set out on the Policies Map, development proposals consistent with other policies of the Local Plan will be supported where the following criteria are met. The development proposal will:

- a) Provide a satisfactory relationship with nearby uses that would not be significantly detrimental to the amenities enjoyed by the existing or new occupiers, including but not limited to, consideration of:
 - i. privacy, light, noise, disturbance and overbearing effect;
 - ii. vibration, emissions, hours of working, vehicular activity.
- b) Be in keeping with the character and appearance of the area;
- c) Not result in the overdevelopment of the site due to factors including footprint, scale and massing;
- d) Have a satisfactory layout, design and external appearance; and,
- e) Not prejudice the comprehensive development of a wider area.

Will replace the following Adopted Local Plan saved policies:

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

Development in the Countryside

Strategic Objectives

iv) To maximise sport and recreation opportunities.

(vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners.

x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations, and to meet strategic employment, education and training needs.

4.6 The NPPF recognises the need to take account of the different roles and characters of different areas and recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it. It also supports economic growth in rural areas in order to create jobs and prosperity.

4.7 Core Strategy Policy CS18 sets out the strategic approach to development outside the settlement boundaries and within the area designated as Countryside. It sets out the types of uses that are appropriate in the Countryside. Development Management Policy 2 gives detailed guidance about development that is appropriate in the Countryside and the criteria that should be taken into account when determining planning applications.

4.8 Core Strategy Policies CS16 and CS17 set out the strategic approach for the areas designated as Green Wedge and Areas of Separation. Generally these policies also restrict built development in those locations. However, in the circumstances where development would not be harmful to the functions of Green Wedges or Areas of Separation this policy will also apply.

DEVELOPMENT MANAGEMENT POLICY 2

Development in the Countryside

In areas designated as Countryside on the Policies Map, development proposals consistent with Core Strategy Policy CS18 will be supported where the following criteria are met:

General

- a) The development is in keeping with the appearance and character of the existing landscape, development form and buildings. Decisions in respect of impact on landscape character and appearance will be informed by the Blaby Landscape and Settlement Character Assessment, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence; and,
- b) The development provides a satisfactory relationship with nearby uses that would not be significantly detrimental to the amenities enjoyed by the existing or new occupiers, including but not limited to, consideration of:
 - i. overdevelopment of the site due to factors including footprint, scale and mass;
 - ii. privacy, light, noise, disturbance and overbearing effect; and,

iii. vibration, emissions, hours of working, vehicular activity.

c) The development will not undermine the vitality and viability of existing town, district and local centres.

In addition to the above General criteria, the following further criteria will apply in the circumstances stated.

Essential Dwellings

Dwellings essential for agricultural, forestry, employment or leisure needs will be subject to a planning condition limiting occupation.

Replacement of Existing Dwellings

d) Replacement dwellings will:

- i. Require an existing habitable dwelling to be located on the site that has recently been occupied as a main residence;
- ii. Be located on the site of the original dwelling unless an alternative is identified that is acceptable to the District Council; and,
- iii. Be of a similar size and scale to that of the original dwelling.

Change of Use, Adaptation and Extension of Buildings

e) For change of use, adaptation and extension of buildings:

- i. The development must be carried out and sustained without the need for complete or substantial rebuilding, alteration or extension; and,
- ii. The building is structurally sound.

In the circumstances where development would not be harmful to the functions of Green Wedges or Areas of Separation this policy will also apply.

Will replace the following Adopted Local Plan saved policies:

C2 Other Development in the Countryside

C5 Change of Use and Adaptation of Existing Buildings in the Countryside, Green Wedges and Areas of Separation

C6 Extensions to Existing Buildings in the Countryside, Green Wedges and Areas of Separation

C7 Replacement of Existing Buildings in the Countryside, Green Wedges and Areas of Separation

L1 Location of Sport and Recreation Development

Employment Development on Unallocated Sites

Strategic Objectives

X) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District’s current and future populations, and to meet strategic employment, and education needs;

- 4.9 This policy seeks to provide some flexibility in terms of supporting economic growth where there are no suitable sites available within existing settlements or allocated sites.
- 4.10 The Core Strategy seeks to provide arrange of employment opportunities for the District’s residents and to support the growth of existing businesses and for inward investment.
- 4.11 Core Strategy Policy CS1 directs most new development to locations within and adjoining the PUA. Outside the PUA, development is to be focussed within and adjoining Blaby and within and adjoining the settlements of Enderby, Narborough, Whetstone and Countesthorpe (the Larger Central Villages). It also encourages employment development to land and buildings that is previously developed and / or underused.
- 4.12 Core Strategy Policy CS6 gives further detail for employment uses. Alongside strategic scale employment sites in the PUA, the Council is to seek the development of smaller scale employment uses in other settlements. For the smaller settlements, the scale and type of development will be determined by the needs of the area and the ability to accommodate employment growth. The Council has considered the opportunities for smaller scale employment proposals in the Larger and Medium Central Villages and the Rural Centre. The Policy also encourages further commercial growth, including office, in Blaby Town Centre. The opportunities are limited.
- 4.13 Although sufficient employment land is available and allocated in the District to support the identified growth over the period of the Local Plan, it is important that further employment opportunities are not stifled to encourage sustainable economic growth. In particular, there is evidence in the District of small and medium sized businesses finding it difficult to find suitable and affordable sites.
- 4.14 In addition to site allocations, the Council will favourably consider new employment proposals which cannot be accommodated within allocated employment areas, Key Employment Sites or other existing employment sites, particularly those located within settlement boundaries which conform to the other policies in this Plan. Policy DM1 considers sites within the settlement boundary.
- 4.15 Furthermore, the Council acknowledges that in some instances alternative land may be required which lies beyond the settlement boundary. Development on such sites may be considered acceptable where it is on suitable previously developed land, or if no such land is available, adjacent to existing settlement boundaries. The Council will only consider proposals on alternative sites where they are acceptable in planning and environmental terms and it can be demonstrated that all other sites do not meet the

needs of the operator. The applicant will be required to demonstrate that the proposal meets the criteria set out in the policy.

- 4.16 National policy defines office developments which are not ancillary to other B uses classes as a main town centre use. As such stand-alone office developments fall outside of the scope of this policy and should be considered under Core Strategy Policy CS6 and CS13.

DEVELOPMENT MANAGEMENT POLICY 3 Employment Development on Unallocated Sites

Proposals for new employment development will be directed to employment land allocations, Key Employment Sites and other suitable locations within the settlement boundaries.

Where no suitable sites are available, proposals for new employment development (Use Classes B1b and B1c, B2 or B8) will be supported on unallocated sites on the edge of the built up area of the Principal Urban Area, Blaby, the Larger Central Villages, the Medium Central Villages and the Rural Centre where the following criteria are met. Such proposals will:

- a) Demonstrate that the proposal cannot reasonably be accommodated on suitable alternative sites, identified as vacant or developable, within the settlement boundary;
- b) Benefit the local economy and not undermine the delivery of the employment allocations. In particular, proposals that provide affordable accommodation for small and medium sized businesses will be supported;
- c) Be in line with the criteria set out in Core Strategy Policy CS6 concerning the suitability of sites;
- d) Avoid an increase in traffic generation that would result in severe harm to the local road network; and
- e) Give priority to previously developed land and premises.

Non ancillary B1(a) offices is a main town centre use and as such is excluded from the provisions of this policy.

Connection to Digital infrastructure

Strategic Objectives

iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;

- 4.17 This policy seeks to ensure that developers of residential and commercial properties provide connections to superfast and reliable broadband.
- 4.18 Reliable broadband internet access is essential for homes across the country to benefit from online services and for businesses to compete globally.
- 4.19 The NPPF states that advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services. In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband. The numbers of radio and telecommunications masts and the sites for such installations should be kept to a minimum consistent with the efficient operation of the network.
- 4.20 New building regulations came into force on 1 January 2017 to guarantee that all new buildings and renovations will include in-building physical infrastructure to support connections to superfast broadband.
- 4.21 Additionally, the Government has brokered an agreement between Openreach and the Home Builders Federation to offer access to full fibre broadband for all new developments, for free, for developments over 30 premises registered from November 2016, or as part of a co-funded initiative.
- 4.22 The Government's commitment to supporting broadband and mobile connections is reaffirmed in the Housing White Paper (2017). This policy seeks to ensure that high quality digital infrastructure will be delivered and accessible from a range of providers for both residential and commercial development. The Government has set targets in terms of what it considers to be fast and reliable broadband but it should be recognised that this is a fast changing technology. Developers should provide digital connections to meet the latest Government target.

DEVELOPMENT MANAGEMENT POLICY 4
Connection to Digital Infrastructure

All new build major residential and commercial development must be served by a fast, affordable and reliable broadband connection in line with the latest Government target. Developers will liaise with broadband infrastructure providers to ensure that a suitable connection is made.

The broadband connection will need to be directly accessed from the nearest exchange and suitable for easy access to enable future repair, replacement and upgrading.

Exceptions may be made to the above, where applicants have demonstrated through consultation with broadband infrastructure providers, that this would not be possible, practical or economically viable.

Blaby Town Centre - Primary and Secondary Frontages

Strategic Objectives

(xii) To maintain, and where appropriate improve, the position of retail centres within the retail hierarchy. To make sure that the existing centres, primarily Blaby Town Centre, have opportunities to grow in order to enhance their vitality and viability and to prevent expansion of out of town centres (Including the Motorways Retail Area) where this would result in an unacceptable impact on existing centres.

4.23 The policy defines the uses that are acceptable within the Primary and Secondary Frontages of Blaby Town centre.

4.24 The NPPF indicates that the extent of town centres and primary shopping areas should be defined based on a clear definition of primary and secondary frontages in designated centres. Policies should also make clear which uses will be permitted in such locations.

4.25 The NPPF defines primary frontages as those likely to include a high proportion of retail uses such as food, drinks, clothing and household goods. Secondary frontages are those providing greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

4.26 The Town Centre and Retail Study 2015 considers the extent of Blaby Town Centre and the location of primary and secondary frontages. It defines a relatively tight area to reflect the pattern of uses on the ground and to ensure that the boundaries do not act to identify an inappropriately large area for the purposes of applying the sequential approach.

4.27 The policy seeks to maintain at least 70% of the Primary Frontage as A1 use but is more flexible for the secondary frontage where opportunities for a diversity of town centre uses will be supported. At September 2015, monitoring shows that 72.8% of the total length of the Primary Frontages for Blaby town centre as defined in the Town Centre and Retail Study 2015 are in A1 use. 57.6% of Primary and Secondary Frontages are in A1 use. The extent of the Primary and Secondary Frontages is shown on the Policies Map.

4.28 The extent of Blaby Town Centre boundary is defined in the Blaby Neighbourhood Plan. It is shown on the Policies Map for information.

DEVELOPMENT MANAGEMENT POLICY 5

Blaby Town Centre - Primary and Secondary Frontages

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

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

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

Within the Secondary Frontage, as shown on the Policies Map, shops within the A use class and other main town centres uses with the exception of residential will be supported. Residential development will be supported on upper floors.

Will replace the following Adopted Local Plan saved policies:

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

Neighbourhood Parades

Strategic Objectives

(xii) To maintain, and where appropriate improve, the position of retail centres within the retail hierarchy. To make sure that the existing centres, primarily Blaby Town Centre, have opportunities to grow in order to enhance their vitality and viability and to prevent expansion of out of town centres (Including the Motorways Retail Area) where this would result in an unacceptable impact on existing centres.

4.29 The policy seeks to protect small local shopping centres by defining the uses that will be acceptable in such locations that are defined as Neighbourhood Parades.

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

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

4.32 The Neighbourhood Parades Assessment 2016 considers the suitability of small scale local shopping centres to be defined as Neighbourhood Parades. The main criteria is that a neighbourhood parade should normally contain a convenience store or a newsagent and other shop uses that meet the day to needs of the immediate local community. There are 22 Neighbourhood Parades located in the District. The boundaries of the Neighbourhood Parades are identified on the Policies Map. In addition, new convenience shopping facilities and local services meeting the criteria for Neighbourhood Parades will be subject to the policy.

DEVELOPMENT MANAGEMENT POLICY 6
Neighbourhood Parades

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

Blaby	Western Drive
Braunstone Town	Ayston Road
Braunstone Town	Bidford Road / Braunstone Lane
Braunstone Town	Cyril Street
Braunstone Town	Henley Crescent
Braunstone Town	Sun Way
Braunstone Town	Thorpe Astley
Braunstone Town	Edward Avenue
Braunstone Town	Warden's Walk
Braunstone Town	Watergate Lane
Countesthorpe	Station Road
Croft	Pochin Street
Glenfield	Dominion Road
Glenfield	Elm Tree Avenue / Somerset Drive
Glenfield	Faire Road
Glen Parva	Needham Avenue
Kirby Muxloe	Cherry Tree Court
Leicester Forest East	146 – 150 Hinckley Road
Leicester Forest East	Warren Court
Narborough	Copt Oak Court
Whetstone	Dog and Gun Lane
Whetstone	Grove Road Roundabout

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

- a) A1 shops
- b) A2 Financial and professional services
- c) A3 Restaurants and cafes
- d) A4 Drinking establishments
- e) A5 Hot food take-away
- f) Community facilities such as places of worship and village halls/community buildings
- g) Medical facilities
- h) Residential development ancillary to the above.

Road Related Facilities for HGVs

Strategic Objectives

(x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations, and to meet strategic employment, education and training needs

4.33 This policy seeks to ensure that appropriate parking and toilet facilities are made for HGV drivers when new B8 storage and distribution development takes place.

4.34 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.

4.35 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 7

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

Strategic Objectives

(v) To improve the design quality of all new developments in the District including the need to design out crime.

(xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).

4.36 This policy seeks to provide a consistent approach to local car parking standards and highway design.

4.37 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.

4.38 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 8
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.

Will replace the following Adopted Local Plan saved policies:

- T1 Public Transport Provision to serve Major New Development
- T2 Off Road / Lay-by Provision for Public Transport

T3 New Highway Schemes: Provision of Pedestrian and Cyclist Facilities and Environmental Safeguards
T6 Off Street Parking Provision
T7 Loss of Off Street Parking or Garaging Space
T8 Off Road facilities for Loading, Unloading and Servicing
T10 Car parking and Service Areas Design
T12 Access and Mobility Needs: Open Spaces

A47 High Load Route

Strategic Objectives

(xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).

4.39 This policy seeks to highlight the High Load Route along the A47 and ensure that new development does not impact on the passage of high loads on this route.

4.40 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.

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

DEVELOPMENT MANAGEMENT POLICY 9

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.

Will replace the following Adopted Local Plan saved policies:

T15 High Load / Abnormal Load Route

Self and Custom Build Housing

Strategic Objectives

(i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations

- 4.42 This policy requires a proportion of plots on large housing sites to be provided as serviced plots and to be marketed to self and custom builders.
- 4.43 The NPPF promotes the delivery of a wide choice of high quality homes. Local planning authorities are urged to plan for a mix of housing based on current need and future trends, market trends and the needs of different groups such as people wishing to build their own homes.
- 4.44 Self build homes are when individuals or groups of people physically build themselves, sometimes with help from sub-contractors. Custom built homes are properties commissioned by people from a builder, contractor or package company.
- 4.45 Serviced building plots are shovel-ready parcels of land with planning permission, laid out and ready for construction with access and utilities/services provided to the plot boundary.
- 4.46 The Self-build and Custom Housebuilding Act 2015 requires each relevant authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area in order to build houses for those individuals to occupy as homes (referred to as Self-build and Custom Housebuilding Registers).
- 4.47 The Self-build and custom housebuilding register provides valuable information on the demand for self-build and custom housebuilding in Blaby District. It forms a key part of the evidence base of demand for this type of housing. The register shows that between 1st April 2016 and 1st April 2017, 14 individuals were accepted for entry on the register for Blaby District. Of these, 5 individuals indicated that they had also applied to enter the registers for one or more nearby areas.
- 4.48 The HEDNA considers self build and custom housebuilding. It notes that the registers are fairly new and the demand information shown by them should be treated with some caution. It draws on information from Buildstore, who own and manage the largest national database relating to the demand and supply for self and custom build properties in the UK. For Blaby District, this indicates that 78 people are registered as looking to build in the District on the Custom Build Register with a further 547 subscribers to the Plotsearch service.
- 4.49 From a development point of view, key issues with this market are associated with skills and risk: whilst there may be a notable number of people with an 'interest' in self-build, there is in some circumstances a significant financial outlay, risk and time-cost associated with self-build.

4.50 The HEDNA considers that most new delivery will be on small windfall sites but also recognises that there is some potential through policy to encourage developers of larger schemes to designate parts of these as plots available for self and custom build. However, it is likely to be difficult to demonstrate concrete evidence of demand at a local level, albeit those local authorities are required to maintain registers of those with an interest in doing so.

4.51 Taking this information into account, the Council will seek to provide self and custom build plots by:

- Requiring developers to supply 5% of dwellings on sites over 100 dwellings as serviced plots for self and custom build housing and to market those plots;
- Investigating whether the Council has any land for self and custom build housing opportunities;
- Making available details of sites with planning permission through the annually produced Residential Land Availability Report.

4.52 The policy requires a proportion of plots on large housing sites to be provided as serviced plots and to be marketed for self and custom builders. In order to ensure adequate plots are marketed, the policy sets out a minimum size. Analysis of those included on the Council’s Self-build and Custom Housebuilding Register reveals that 50% require a plot size of 300sqm or above and 33% require plot size of between 150 and 300sqm. The minimum plot requirements reflect this in terms of the number of bedrooms.

4.53 The marketing of the plots should include contact with people on the Council’s Self-build and Custom Housebuilding Register and via the National Custom and Self-build Association (NaCSBA) portal or similar. The price of marketed plots must be made available at their market value or less.

<p>DEVELOPMENT MANAGEMENT POLICY 10</p> <p>Self and Custom Build Housing</p> <p>Proposals for self and custom build housing will be supported in suitable locations. The Council will maintain a register of prospective self and custom house builders and have regard to the register in its decision making, plan making, housing and regeneration functions.</p> <p>Development proposals over 100 dwellings will require developers to supply 5% of a site’s dwelling capacity as serviced plots for self and custom build housing unless the Self-build and Custom Housebuilding Register shows a lower level of demand. The plots will be provided in accordance with the following criteria:</p> <ul style="list-style-type: none">a) With at least outline planning permission;b) At least 5 dwellings in a single site location to be developed in accordance with an agreed design code submitted with the planning application;c) Self and custom build plots should be of a size at least equal to that of those for dwellings of 2, 3 and 4 bedrooms on the main development site. The split will be determined by the Council based on examination of the Self-build and Custom
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Housebuilding Register;

- d) Marketed plots will be made available at their market value or less; and
- e) Where it has been demonstrated that plots have been made available and marketed appropriately for at least 12 months and have not sold for self and custom build housing, the plot(s) may either remain on the open market or be built out by the developer.

Accessible and Adaptable Homes

Strategic Objectives

(i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;

(v) To improve the design quality of all new developments in the District including the need to design out crime.

4.54 The policy seeks to provide a proportion of accessible and adaptable and wheelchair homes in large scale housing developments.

4.55 The Government's Housing Standards Review 2015 introduced optional building regulations requirements M4(2) for accessible and adaptable homes and M4(3) for wheelchair homes. The wheelchair homes standard includes two subsections: wheelchair accessible homes and wheelchair adaptable homes. These standards provide a higher standard than the minimum national building regulations. The approach was brought into legislation by the Deregulation Act 2015.

4.56 Planning Practice Guidance on Housing – Optional Technical Standards indicates that the use of higher Building Regulation standards is informed by the housing needs assessment and other available datasets. The Planning Practice Guidance indicates that wheelchair accessible homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. This is not the case for wheelchair adaptable homes which can be applied to all tenures. The Accessible and Adaptable and Wheelchair Homes Data Review 2016 considers data on local authority housing, Census and population and household projections.

4.57 In terms of building regulation standard M4(2) accessible and adaptable homes, the local authority data on social lettings shows 14% of new tenants moved as their current property was unsuitable due to ill health or disability. The Census shows that 16% of residents have a long term health problem or disability and that 30% of households include a person with a long term health problem or disability. Population and household projections show considerable increases in the numbers of people aged 60 or over and households headed by people aged 65 or over. For example, currently, 16% of all households are headed by a person aged 75 years or over and this is predicted to increase to 25% by 2039. It is reasonable to assume that a growing older population is likely to increase the number of people with disabilities.

- 4.58 The information from the datasets shows that the optional building regulation M4(2) for accessible and adaptable homes is justified. The evidence points to a requirement of 15% of new homes to meet the building regulation M4(2) would be the minimum considered appropriate. Three options for the requirement for the optional building regulations M4(2) of 5%, 10% and 15% were tested for viability. The final figure takes account of the viability testing. For larger sites, over 35 dwellings, 5% of the dwellings will need to meet the higher building standard regulations (M4(2) for accessible and adaptable dwellings. This will apply to all tenures.
- 4.59 In terms of building regulation M4(3) wheelchair housing, the local authority data indicates that 3% of applicants housed require wheelchair homes. The HEDNA indicates a requirement of 4% of new homes to meet the building regulation M4(3). This includes an adjustment to take account of the current shortfall of suitable wheelchair homes. However, requiring the higher building regulations (M4(3) for wheelchair homes is likely to affect the viability and so is not applied.
- 4.60 Making homes adaptable for changing and unforeseen circumstances provides families and individuals with the choice of allowing them to stay in their existing home and reduces the burden of high building costs to meet such needs and/or having to relocate.

DEVELOPMENT MANAGEMENT POLICY 11

Accessible and Adaptable Homes

M4(2) Accessible and Adaptable Homes

Development proposals for housing of 35 dwellings or more must meet the Building Regulations Standard M4(2) for 5% of the dwellings unless site specific factors such as vulnerability to flooding, site topography, and other circumstances make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable.

Designated and Non-designated Heritage Assets

Strategic Objectives

(vii) To preserve and enhance the cultural heritage of the District, recognising its contribution to local distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.

- 4.61 The policy seeks to ensure that heritage assets are suitably considered and where necessary protected when affected by a development proposal.
- 4.62 The NPPF indicates that an applicant will need to describe the significance of heritage assets, including their setting, where it is affected by a development proposal. It also sets out the considerations that a Local Planning Authority will need to consider when determining a planning application. For example, in terms of deliberate neglect or damage, the desirability of retaining the heritage assets and securing viable uses, the positive contribution a heritage asset can make and the approach to harm or loss of significance of heritage assets.
- 4.63 There are a number of important archaeological sites, including 14 Scheduled Monuments, in the District. In addition, there are numerous areas of known archaeological interest and the potential for other unexplored areas to contain archaeological artefacts. The District currently has eleven Conservation Areas and some 200 Listed Buildings.
- 4.64 Shopfronts and advertisements are intrinsic to the success of town and other centres. Shopfronts can also have heritage interests, particularly in Conservation Areas. Shopfronts of historic merit should be protected and enhanced as heritage assets.
- 4.65 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the special controls in respect of buildings and areas of special architectural or historic interest. In particular, Sections 66 and 72 of the Act provide a strong presumption in favour of preservation of Listed Buildings and Conservation Areas. For development which affects a listed building or its setting, special regard is required to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. The Council will need to demonstrate that it has given the specific provisions of the Act considerable importance and weight in determining planning applications affecting Listed Buildings and Conservation Areas. The applicant will also need to justify the development proposal in the light of these provisions.

DEVELOPMENT MANAGEMENT POLICY 12

Designated and Non-designated Heritage Assets

Where a development proposal affects a heritage asset, including Scheduled Monuments, Listed Buildings, Conservation Areas or other non designated heritage assets, or the setting of such assets, the applicant will need to submit a heritage impact assessment to demonstrate:

- a) An understanding of the heritage asset and its significance;
- b) The impact of the development proposal on the heritage asset and its setting and the harm to the significance of the asset;
- c) How any harm will be outweighed by the substantial public benefits of the proposal; and
- d) How the proposal is consistent with the points (a) to (e), where appropriate, in Core Strategy Policy CS20.

Will replace the following Adopted Local Plan saved policies:

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

Land Contamination and Pollution

Strategic Objectives

(ix) To minimise the risk of flooding (and other hazards) to property, infrastructure and people

4.66 This policy seeks to ensure that development proposals are not affected by or cause land contamination or pollution.

Land contamination, landfill and land stability

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

- 4.68 The NPPF makes it clear that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.
- 4.69 It is important that such sites are reclaimed to a level that is suitable for the future intended use and also that there is no contamination of water resources during the reclamation and redevelopment.
- 4.70 The geology of the District has resulted in mineral workings, with important resources of igneous rock, sand and gravel and clays. Currently, there is one extraction site, at Croft Quarry, which provides high quality granite. The legacy of mineral extraction has resulted in a number of disused quarries and workings, several of which have been reclaimed via landfill. A number of these were filled prior to the 1974 Control of Pollution Act and few records exist as to the nature of infill materials. Other sources of potential pollution or land contamination include historical industrial sites, current industrial sites and other previously developed contaminated sites. As a general rule, development proposals within 250m of a landfill or contaminated site will require investigation.

Water Quality

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

Air Quality

- 4.72 Sustaining compliance with air quality objectives is important for human health. New development, particularly within Air Quality Management Areas, will need to ensure that these objectives are not compromised. Any new development in Air Quality Management Areas will need to be consistent with the Air Quality Action Plan.
- 4.73 Currently, there are four Air Quality Management Areas in the District. These are all declared for the Air Quality Objectives for Nitrogen Dioxide (NO₂):
- AQMA 1: A5460 Narborough Road South
 - AQMA 2: M1 corridor in Enderby and Narborough
 - AQMA 3: M1 corridor between Thorpe Astley and Kirby Muxloe
 - AQMA 4B: Enderby Road, Whetstone.
- 4.74 In addition there are a number of transport corridors, including the M1 J21 area, A47 and B582 where there is potential for air quality to be an issue.

Noise

- 4.75 Development should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life. Relevant mitigation measures will be required to protect future occupiers. It is recognised that existing uses will often create noise and

existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them as a result of changes to nearby land uses since they were established.

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

Light

- 4.77 The NPPF encourages good design to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- 4.78 Artificial light provides valuable benefits, including safety and security of people and premises, extending opportunities for sport and recreation, and can be essential to a new development. Equally, artificial light is not always necessary, has the potential to become what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky. For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time.

Soils

- 4.79 The planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. Soil is a finite resource that provides 'ecosystem services' such as a medium for growing food and timber, a store for carbon and water, a reservoir for biodiversity and as a buffer against pollution.
- 4.80 The NPPF indicates that the economic and other benefits of best and most versatile agricultural land must be taken into account and that poorer quality land should be used in preference to higher quality land.
- 4.81 There is land within the District that is classified as Grade 2 and 3. Best and most versatile land is land that is classified as Grade 1, Grade 2 or Grade 3a.

DEVELOPMENT MANAGEMENT POLICY 13

Land Contamination and Pollution

Development proposals will be required to clearly demonstrate that any adverse impacts related to land contamination, landfill, land stability and pollution (water, air, noise, light and soils) can be satisfactorily mitigated.

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

- a) Land that is (or has the potential to be) subject to land contamination or land stability issues;
- b) Close to an aquifer or surface water feature that may result in groundwater or surface water pollution;

- c) Close to or within an air quality management area or key transport corridors that may be affected by air quality;
- d) Close to a source of noise or light pollution and/or the proposal may be a source of noise or light pollution;
- e) Soils of high environmental value, including best and most versatile agricultural land.

Will replace the following Adopted Local Plan saved policies:

CE26 Light Pollution
M2 Unstable Land
M3 Contaminated Land
CF7 Sewage Treatment Works – Cordon Sanitaire

Hazardous Sites and Installations

Strategic Objectives

(ix) To minimise the risk of flooding (and other hazards) to property, infrastructure and people

4.82 This policy seeks to keep hazardous sites and installations separate from housing and other vulnerable uses.

4.83 Certain sites and pipelines are designated as major hazards by virtue of the quantities of hazardous substances present. The siting of such developments is subject to planning controls to keep these separated from housing and other land uses which might be incompatible from a safety viewpoint. The Council will consult the Health and Safety Executive, as appropriate, about the siting of any new proposals for major hazard installations.

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

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

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

DEVELOPMENT MANAGEMENT POLICY 14

Hazardous Sites and Installations

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

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

Will replace the following Adopted Local Plan saved policies:

E5 Calor Site, Potters Marston
E6 High Pressure Gas Pipeline

Mineral Safeguarding Areas

Strategic Objectives

(viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations.

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

4.87 The Minerals Safeguarding Areas will be defined by Leicestershire County Council in the emerging Minerals and Waste Local Plan. Detailed policies for Minerals Safeguarding Areas are set out in the Minerals and Waste Local Plan. To enable developers to understand where these policies will apply, the Minerals Safeguarding Areas will set out on the Policies Map when the details are available. Leicestershire County Council has published areas for mineral safeguarding as part of work on the emerging Minerals and Waste Local Plan.

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

DEVELOPMENT MANAGEMENT POLICY 15
Minerals Safeguarding Areas

Development will not be supported in locations where it would sterilise or prejudice the viable extraction of mineral reserves as set out in the Minerals and Waste Local Plan. The locations will be set out on the Policies Map and include:

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

Will replace the following Adopted Local Plan saved policies:

M4 Mineral Reserves

Advertisements and Signs

Strategic Objectives

(v) To improve the design quality of all new developments in the District including the need to design out crime.

Vii) To preserve and enhance the cultural heritage of the District, recognising its contribution to local distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.

4.89 This policy seeks to control and manage adverts and signs.

4.90 The display of advertisements is subject to a separate consent process within the planning system. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. This policy applies to those advertisements that require the express consent of the local planning authority.

4.91 Advertisements and signs can be important to commercial areas, being both informative and sometimes adding interest and vitality to the street scene. However, advertisements and signs can also affect the appearance of an area. The District's centres are a focus for advertising, and their visual appearance is important to the performance and attraction of such centres. There is also pressure in the District for locating advertisement hoardings and stand-alone advert boards.

4.92 Advertisements and signs can detract from the townscape and landscape quality of the District, and lead to a poor visual environment within their immediate vicinity. Poorly located advertisements and signs can be unsightly and be an incongruous feature especially in areas where there is a unified architectural or landscape character. In addition, the amenity, character and quality of heritage assets and the wider historic

environment can be adversely affected by advertisements and signs. However, in some locations, advertisements and signs may add colour and interest to an area, act as a barrier, and screen unpleasant views such as where a building or site is under long term construction / refurbishment.

4.93 It is important to control and manage advertisements and signs in terms of their number, size, design, siting or illumination, so they do not lead to substantial harm to the significance and appearance of buildings or areas, add clutter to an already busy street scene, adversely affect the local environment, hinder pedestrian movement on footpaths or affect highway safety.

DEVELOPMENT MANAGEMENT POLICY 16

Advertisements and Signs

Advertisements and / or signs that are sensitively designed and located, contribute to the visual amenity of the area and do not prejudice public safety will be supported unless the proposal:

- a) Causes a hazard or distraction to all users of the highway including pedestrians;
- b) Adversely affects the significance of heritage assets and their settings, and is not sensitive to the character of the area through size and siting and means of illumination;
- c) Contributes to an unsightly proliferation or clutter of signage in the vicinity and detracts from the amenity of the street scene;
- d) Causes a visual intrusion by virtue of light pollution into adjoining residential properties and includes flashing, intermittent or moving internal or external illumination.

Will replace the following Adopted Local Plan saved policies:

CE7 Listed Buildings – Signs and Advertisements
CE13 Conservation Areas – Advertisements
CE14 Conservation Areas – Advertisements (Internally Illuminated)

Key Evidence for Development Management policies:

Settlement Boundary Review 2017
Leicester and Blaby Town Centre and Retail Study 2015
Neighbourhood Parades Assessments 2016
Local Plan Viability Assessment 2017
Sustainability Appraisal Report – Delivery Development Plan Document 2017

5 INFRASTRUCTURE DELIVERY PLAN

- 5.1 The Infrastructure Delivery Plan (IDP) considers how the necessary physical, social and green infrastructure will be provided to implement the policies and proposals identified in the Blaby Local Plan Delivery (Development Plan Document). The IDP supplements that contained in the Local Plan Core Strategy 2013.
- 5.2 The policies of the Core Strategy referred to the need to deliver services, facilities and infrastructure to support growth (Policy CS11) and the ways in which contributions will be sought from developers to deliver this (Policy CS12). This IDP identifies the major infrastructure required to deliver the policies and proposals of the Delivery DPD, who will provide it, where, when and how (either direct provision or financial contribution).
- 5.3 The IDP considers the specific requirements for large sites (more than 500 houses or 20 hectares of employment land). For the smaller residential sites proposed in the plan, the IDP considers the generic contributions that will be required. Where specific requirements have been identified from any of the proposed allocations, these are identified in the policy relating to that site.
- 5.4 An integrated approach has been taken to the identification of necessary infrastructure and its delivery through co-operation with developers and key infrastructure providers.
- 5.5 The IDP identifies infrastructure requirements associated with new developments. The financial costs of these will help to inform the Council's assessment of viability in relation to site options and policies.

Site Allocations (Land North of Hinckley Road, Kirby Muxloe)

- 5.6 The Council is mindful that many of the infrastructure requirements from the proposed allocation at Land North of Hinckley Road (the A47) will need to be co-ordinated with those being sought as part of the New Lubbethorpe development. The financial contributions identified in the IDP are the reasonable, fair and proportionate contributions necessary to support the additional growth. Given the close proximity of the site to Lubbethorpe, the timescales for delivery and financial contributions towards infrastructure will also need to be carefully co-ordinated.

Transport requirements

- 5.7 Blaby District Council has commissioned research to provide evidence of the potential transport impacts of the proposed allocations and any mitigation measures required. The Council has worked closely with Leicestershire County Council (the Local Highway Authority) and Leicester City Council's Transportation Department in order to ensure that local and wider impacts are considered.
- 5.8 The transport improvements that have been identified as a result of the proposed main housing site will need to be co-ordinated with that required as part of the Lubbethorpe

Sustainable Urban Extension and Strategic Employment Site¹. These works have been funded through developer contributions as part of a signed section 106 agreement under planning permission 11/0100/1/OX (approved in January 2014).

5.9 Further contributions will be required to address the additional transport impacts over and above those anticipated through growth at Lubbesthorpe. The 'trigger points' for contributions will be informed through the development of a detailed section 106 obligation.

Social Infrastructure

Education

5.10 The proposal for 750 houses² is of a sufficient scale to necessitate the provision of a one-form entry primary school on-site. Discussions with the Local Education Authority have indicated that there are options for accommodating primary school pupils arising from the proposed allocations in the short term. Pupils could be accommodated in extended facilities at Fossebrook Academy³

5.11 Financial contributions towards secondary and special education will be required in lieu of on-site provision. Whilst the numbers of potential secondary and special education needs pupils generated from the proposed allocations has been identified, the preferred school to accommodate students is yet to be formally agreed. Secondary education places would be provided at Winstanley Community College, Brookvale High School / Groby Community College. Developer contributions will be required to cover the full cost of addressing capacity shortfalls for secondary and special education off site. The level of financial contribution is informed by Leicestershire County Council's adopted Supplementary Planning Document (SPD) relating to 'Planning Obligations and Developer Contributions'.

Health

5.12 Financial contributions towards primary health care facilities will be required in lieu of on-site provision. A package of health care requirements has been agreed in conjunction with East Leicestershire & Rutland Clinical Commissioning Group (CCG).

5.13 The level of financial contribution required towards healthcare facilities is based on the East Leicestershire and Rutland CCG's formula for the provision of healthcare. East Leicestershire and Rutland CCG have indicated that there is potential to increase capacity in local primary care facilities in order to meet future needs arising from proposed growth.

¹ The Lubbesthorpe mitigation measures include: new road bridges over the M1 and M69; improvements to the A47 including junction improvements and bus priority measures; a 'right turn' solution lane from Leicester Lane onto the B4114; new public transport linkages along Baines Lane to the A47; an improved bus service; and new pedestrian and cycle linkages.

² '510' within the plan period up to 2029.

³ The new primary school at New Lubbesthorpe is also an option if development is complete.

5.14 The phasing of social infrastructure and associated financial contributions will be based on 'trigger points' agreed through detailed section 106 obligations. Payments for infrastructure will reflect the time at which the infrastructure improvements are required. It is important that all contributions towards infrastructure are co-ordinated with those arising from the Lubbesthorpe SUE.

Utilities

5.15 The requirements for improvements to utilities has been informed by discussions with the main providers: Severn Trent (water supply and drainage); National Grid (gas and electricity provision); Environment Agency (flooding infrastructure); and other infrastructure providers including power supply and telecommunications companies. No significant additional utilities infrastructure provision has been identified. The Council will continue to work with the appropriate partners.

Site Allocations (Small housing sites)

5.16 In addition to the proposed allocation on Land North of Hinckley Road, Kirby Muxloe, it is anticipated that an additional 165 houses will need to be provided within and adjacent to the PUA to meet the residual housing requirements.

5.17 Four smaller sites are identified as potential allocations in the Delivery DPD at: Land rear of Gynsills Lane, Glenfield; Land at Grange Farm, Leicester Forest East; Land at Webb Close, Leicester Forest East; and Land at Ratby Lane / Desford Road, Kirby Muxloe. These sites are too small to provide any significant infrastructure on-site, but will need to make financial contributions to mitigate their individual and cumulative impacts.

5.18 Unless there is a demonstrable surplus of capacity, the Council will seek financial contributions towards necessary infrastructure from these sites. In most cases contributions towards the following infrastructure will be sought:

- Education (primary and secondary)
- Health care (primary care)
- Play and open space / Green Infrastructure provision and / or maintenance
- Transport improvements
- Police
- Civic waste
- Green Travel Packs
- Libraries

5.19 This list is not exhaustive but outlines the key areas where infrastructure will be sought. Affordable housing will also be required on-site on qualifying sites (15 or more houses) in accordance with Policy CS7 of the adopted Core Strategy. Other infrastructure requirements might emerge as a result of ongoing discussions.

5.20 The costs identified in this IDP are a snapshot in time. The capacity of some forms of infrastructure will change during the plan period up to 2029 (particularly schools and health care facilities). The quantity and destination of financial contributions sought are normally based on the available capacity at the time of a submitted planning application.

Contributions required are likely to be updated at regular intervals to reflect changes in the cost of provision.

5.21 In many cases, it is likely that transport improvements will be required in order to accommodate proposed levels of growth. Where they are known, the financial cost towards infrastructure associated with each of the individual site options has been identified. In order to avoid duplication, the table below groups all of the small sites in terms of their expected contributions.

Site Allocations (Employment)

5.22 The Delivery DPD proposes a 33 hectare (gross) employment site at Land West of St Johns, Enderby.

5.23 The Council's transport evidence has indicated that some junction and link improvements are required as a result of the proposed development. These include: early delivery of junction improvements to Meridian Way / A5460 and Foxhunter roundabout. In addition, delivery of the Warren Park Way extension is proposed.

5.24 Given the close proximity of the allocation to the Lubbethorpe Strategic Employment Site and the timescales for delivery, the financial contributions towards infrastructure will need to be carefully co-ordinated. In particular, there will need to be co-ordination of transportation infrastructure arising from the 'Strategic Employment Site' north of Leicester Road. Some junction and link capacity improvements to the transport network have already taken place in the vicinity of Grove Park and the Motorways Retail Area, including the junction of Leicester Lane / St. Johns, Enderby which was completed in Summer 2017.

Delivery DPD policies

5.25 Some of the policies identified in the plan have implications for infrastructure delivery. Where infrastructure implications have been identified, as a result of the new policies, these are identified in the summary table below. The updated policy CS15 (Open space sport and recreation) is likely to have an impact in terms of the requirements for certain types of open space.

Summary Table

5.26 The summary table below identifies, as far as possible, infrastructure needs, cost, phasing, funding sources and responsibilities for delivery. The delivery of infrastructure will primarily be through developer contributions. It is not anticipated that any public funding will be available for the types of infrastructure identified in the IDP.

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
Policy SA1 - Land North of Hinckley Road (A47) – Kirby Muxloe						
Essential	Off site highway works* including: <ul style="list-style-type: none"> Improved junctions along A47 corridor from Desford Lane to Braunstone crossroads; Improvements (both for general traffic and public transport) to A47 corridor 	£2.7m	No funding committed	Other contributions to be in accordance with agreed phasing plan, co-ordinated with New Lubbesthorpe.	Developer	Developer
Essential	Provision of new one-form entry Primary School / Contribution towards increasing capacity at Fossebrook primary school (or other primary school to be agreed)	£4m (based on LCC Education Authority calculations for a single form entry Primary School)	No funding committed	In accordance with agreed phasing plan.	Developer	Developer
Essential	Contribution towards increasing capacity at Winstanley Community College, Brookvale High School / Groby Community College (or other secondary school to be agreed)	£2.7m (based on LCC Education Authority formula where no capacity is available)	No funding committed	In accordance with agreed phasing plan.	Developer	Developer
Essential	Contribution towards increasing capacity in Special Education facilities	£264,000 (based on LCC Education Authority formula where no capacity is available)	No funding committed	In accordance with agreed phasing plan.	Developer	Developer
Essential	Contribution towards increasing capacity at Health care facilities	£352,500 (based on EL&RCCG formula where no capacity is available)	No funding committed	In accordance with agreed phasing plan.	Developer / EL&RCCG	Developer

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
Essential	Police*. To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	£258,750 (based on £345 per dwelling towards capital costs where insufficient infrastructure exists)	No funding committed	In accordance with agreed phasing plan.	Leicestershire Constabulary, Developer	Leicestershire Constabulary, Developer
Essential	Maintenance of Play and Open Space areas in line with policy CS15. Unless satisfactory arrangements are made for ongoing maintenance of open space through a management company.	£716,796 for ongoing maintenance of open space. Based on 10% (1 bed) 30% 2, 3 & 4 bed.	No funding committed	In accordance with agreed phasing plan.	Developer	Developer,
Essential	Civic waste disposal	£22,500	No funding committed	In accordance with agreed phasing plan.	Developer / Leicestershire County Council	Developer
Essential	Library *	£22,500	No funding committed	TBC	Developer / Leicestershire County Council	Developer
Policy SA2. Smaller PUA Housing allocations Four sites at Glenfield, Leicester Forest East (x2) and Kirby Muxloe						
Essential	Health (extensions to existing premises)	£470 per dwelling where no capacity exists. Based on EL&RCCG standards which assess likely patient numbers &	No funding committed	TBC	Developer / EL&RCCG	Developer

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
		floorspace required				
Essential	Education (extensions to existing schools). Based on available capacity in primary and secondary schools and contributions towards special education.	c.£6,885 per dwelling where no capacity exists Based on LCC education standards which assess likely student numbers & floorspace required	No funding committed	TBC	Leicestershire County Council	Developer, Leicestershire County Council
Essential	Transport	Cost and phasing of requirements based on individual site specific circumstances	N/A	Cost and phasing of requirements is based on individual site specific circumstances	see above	see above
Essential	Travel packs for all residential developments	£52.85 per dwelling.	N/A	N/A	Leicestershire County Council	Developer
Essential	Police*. To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	Based on individual circumstances (c.£345 ⁴ per dwelling)	N/A	Cost and phasing of requirements is based on individual site specific circumstances	Police	Developer
Essential	Maintenance of Play and Open Space areas in line with policy CS15.	£3,900 per dwelling where no on-site provision of open space is proposed.	N/A	In accordance with agreed phasing plan.	Developer	Developer,
Essential	Civic waste disposal	£30 per dwelling	No funding committed	In accordance with agreed phasing plan.	Developer / Leicestershire County	Developer

⁴ Subject to ongoing discussions. Requirements correct as at September 2017.

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
					Council	
Essential	Library *	£30 per dwelling	No funding committed	TBC	Developer / Leicestershire County Council	Developer
Policy SA3. Employment site – Leicester Road, Enderby St. Johns						
Essential	Off site highway works* including: <ul style="list-style-type: none"> • Improved junctions at Meridian Way / A5460; • Improved junctions at Foxhunter roundabout (B4114 / B580); • Delivery of Warren Park Way extension. 	TBC	No funding committed	Funding to be required in accordance with an agreed phasing plan, co-ordinated with Strategic Employment Site.	Developer	Developer

6 MONITORING FRAMEWORK

6.1 The monitoring framework from Core Strategy has been updated for the Proposed Submission Version of the Delivery DPD.

Policy	CS Objective(s)	Indicator	Target
Policy CS1 – Strategy for locating new development	i, ii, iii, vi, vii, viii, x, xi	Number of new houses completed in the District, PUA and non-PUA in the first 5 years of the plan, i.e. by 31 March 2011	By 31 March 2011: a) 1,130 houses in the District b) 622 houses in the PUA c) 508 houses in the non-PUA
		Number of new houses completed in the District, PUA and non-PUA over 10 years of the plan, i.e. by 31 March 2016	By 31 March 2016: a) 3,136 houses in the District b) 1,143 houses in the PUA c) 1,993 houses in the non-PUA
		Number of new houses completed in the District, PUA and non-PUA over 15 years of the plan, i.e. by 31 March 2021	By 31 March 2021: a) 6,195 houses in the District b) 2,472 houses in the PUA c) 3,723 houses in the non-PUA
		Number of new houses completed in the District, PUA and non-PUA over 20 years of the plan, i.e. by 31 March 2026	By 31 March 2026: a) 8,486 houses in the District b) 4,616 houses in the PUA c) 3,870 houses in the non-PUA
		Number of new houses completed in the District, PUA and non-PUA by end of plan period, i.e. by 31 March 2029	By 31 March 2029: a) at least 8,740 houses in the District b) at least 5,750 houses in the PUA c) at least 2,990 houses in the non-PUA
		Employment land to be provided across the District over the plan period	68ha of employment land to be provided across the District by 2029

Policy	CS Objective(s)	Indicator	Target
		Employment land to be provided within or adjoining the PUA over the plan period	<p>At least 57ha of the employment land will be provided within or adjoining the PUA</p> <p><i>Sources of evidence: Residential Land Availability and Employment Land Availability documents.</i></p>
Policy CS3 – Sustainable Urban Extension	i, ii, iii, iv, v, viii, x, xi, xii	<p>Number of new houses completed in the SUE in 5 year tranches</p> <p>Number of new affordable houses completed in the SUE in 5 year tranches</p> <p>Amount of office floorspace delivered in the District Centre of the SUE at Lubbethorpe</p> <p>Amount of additional permitted and completed retail development in the SUE</p> <p>Delivery of infrastructure to support the SUE</p>	<p>Number of new houses completed in the SUE by:</p> <p>a) 31 March 2016 – 0 houses b) 31 March 2021 – 700 houses c) 31 March 2026 – 2,275 houses d) 31 March 2029 – 3,220 houses</p> <p>Number of new affordable houses completed in the SUE by:</p> <p>a) 31 March 2016 – 0 affordable houses b) 31 March 2021 – 80 affordable houses c) 31 March 2026 – 395 affordable houses d) 31 March 2029 – 615 affordable houses</p> <p>2000m² of office floorspace provided between 2014 and 2029</p> <p>New retail facilities to be provided as part of the SUE (2000 – 3000m² retail floorspace for convenience goods)</p> <p>SUE infrastructure will be delivered in accordance with the Infrastructure Plan (Appendix D)</p> <p><i>Sources of evidence: Residential Land Availability document and planning applications.</i></p>

Policy	CS Objective(s)	Indicator	Target
Policy CS4 – Strategic Employment Site	iii, x, xi	Amount of employment land provided in the Strategic Employment Site	21 hectares to be provided between 2014 and 2029 <i>Source of evidence: Employment Land Availability document.</i>
Policy CS5 – Housing Distribution, New Housing Land Allocation SA1, and New Housing Land Allocations SA2	i, ii, iii, x, xi	Number of houses built in each of the settlements identified in the Housing Distribution policy Number of houses built at New Housing Land Allocation 1 in 5 year tranches Number of houses built at New Housing Land Allocation 2 in 5 year tranches	Secure the numbers of houses identified during the plan period (Nb. An annualised target for each settlement would be meaningless as delivery will not be forthcoming in a consistent manner). Provision outside of the PUA will be monitored under Policy CS1. Number of new houses completed on SA1 by: a) 31 March 2023 – 150 houses b) 31 March 2028 – 450 houses c) 31 March 2029 – 510 houses Number of new houses completed on small site housing land allocations SA2 by: a) 31 March 2023 – 37 houses b) 31 March 2028 – 165 houses c) 31 March 2029 – 0 houses <i>Sources of evidence: Residential Land Availability document.</i>
Policy CS6 – Employment, DM3 – Employment Development on Unallocated Sites, and New Employment Land Allocation SA3	xi	Amount of floorspace developed for employment Loss of key employment sites Amount of employment land provided in the Glenfield Strategic Employment Site	Provision of 68 hectares (gross) of employment land between 2011 and 2029 No loss of key employment sites (subject to the criteria set out in the policy) 30 hectares of employment land provided between 2014 and 2029

Policy	CS Objective(s)	Indicator	Target
		<p>Amount of employment land provided on unallocated sites</p> <p>Amount of employment land provided on new employment land allocation SA3</p>	<p>Maintain a supply of employment land within the District</p> <p>33 hectares of employment land provided between 2017 and 2029</p> <p><i>Sources of evidence: Employment Land Availability document.</i></p>
Policy CS7 – Affordable housing	i, ii, v	Number of new affordable houses completed in the District in 5 year tranches	<p>Number of new affordable houses in the District by:</p> <p>a) 31 March 2016 – 696 affordable houses</p> <p>b) 31 March 2021 – 1,242 affordable houses</p> <p>c) 31 March 2026 – 1,726 affordable houses</p> <p>d) 31 March 2029 – 1,960 affordable houses</p> <p><i>Source of evidence: data to be obtained from Housing Strategy annual monitoring of affordable housing completions.</i></p>
Policy CS8 – Mix of housing	i, ii	Percentage of schemes of 10 or more dwellings that are achieving an appropriate mix of housing.	<p>100% of schemes are achieving an appropriate mix of housing.</p> <p><i>Source of evidence: Housing Strategy annual monitoring of housing completions.</i></p>
Policy CS9 – Accommodation for Gypsies and Travellers	i, vi	<p>Number of Gypsy and Traveller pitches provided in the District in 5 year tranches</p> <p>Number of Travelling Showpeople plots provided over the plan period</p>	<p>Number of Gypsy and Traveller pitches provided:</p> <p>a) between 2012 and 2017 – 20 pitches</p> <p>b) between 2017 and 2022 – 23 pitches</p> <p>c) between 2022 and 2027 – 26 pitches</p> <p>d) between 2027 and 2029 – 12 pitches</p> <p>4 Travelling Showpeople plots to be provided over the plan period</p>

Policy	CS Objective(s)	Indicator	Target
			<i>Source of evidence: planning applications and site visits.</i>
Policy CS10 – Transport Infrastructure	iii, vii, xi	<p>Amount of new residential development in SUE and large villages to have access to a 20 minute frequency public transport service</p> <p>% of houses in other areas to have access to an hourly bus service linking to higher order centres</p> <p>New developments above 200 units that provide new cycle and footpaths which link in with existing networks</p> <p>Number of Air Quality Management Areas (AQMAs)</p> <p>Number of residential planning permissions granted that accord with the latest 6Cs Design Guide standard for car parking</p> <p>Number of non-residential planning permissions granted that accord with the latest 6Cs Design Guide standard for car parking</p>	<p>100% of houses in the SUE and large villages to be within 400 metres of a (minimum 20 minute frequency) Local Bus service</p> <p>95% of new houses to be within 800 metres of a (minimum hourly) Local Bus service</p> <p>100% of new developments of 200 or more houses to provide dedicated cycle and pedestrian routes & to link in with networks abutting the site</p> <p>No additional AQMAs designated</p> <p>100% of all major residential developments to provide on-site car parking in accordance with the latest 6Cs Design Guide parking standards</p> <p>100% of all major non-residential developments to provide on-site car parking in accordance with the latest 6Cs Design Guide parking standards</p> <p><i>Sources of evidence: planning applications and records from Blaby District Council Environmental Health department</i></p>
Policy CS11 – Infrastructure, services and facilities to support growth	ii, iii, iv, xi	<p>Percentage of developments permitted where necessary infrastructure secured</p> <p>Delivery of infrastructure</p>	<p>100% of all new developments will secure necessary infrastructure</p> <p>Infrastructure will be delivered in accordance with the Infrastructure Plan</p>

Policy	CS Objective(s)	Indicator	Target
and Policy CS12 – Planning obligations and developer contributions			<i>Sources of evidence: planning applications and planning obligations monitoring.</i>
Policy CS13 – Retailing and other town centre uses, DM5 – Blaby Town Centre – Primary and Secondary Frontages, DM4 – Neighbourhood Parades	iii, v, xi, xii	<p>Total amount of permitted and completed retail floorspace for comparison goods</p> <p>Total amount of permitted and completed retail floorspace for convenience goods</p> <p>Percentage of additional permitted and completed retail and leisure floorspace in Blaby Town Centre and other centres in the District</p> <p>Amount of Primary Frontage in Blaby Town Centre that is in non A1 use</p> <p>Loss of uses within a Neighbourhood Parade</p>	<p>6,972m2 net of comparison goods floorspace will be provided by 2029</p> <p>Between 1,598m2 and 3,675m2 of convenience floorspace will be provided by 2029</p> <p>100% of new retail and leisure development in Blaby Town Centre and other centres unless impact assessment and sequential approach allows out of centre development</p> <p>No more than 30% of the total length of Primary Frontage in Blaby Town Centre will be non A1 use</p> <p>No inappropriate uses in a Neighbourhood Parade</p> <p><i>Sources of evidence: planning applications, business rate records, and site visits.</i></p>
Policy CS14 – Green Infrastructure (GI)	iii, iv, v, vi, ix, xi	The delivery of GI projects identified in the Policy	<p>To deliver the GI projects identified in Policy CS14 by 2029 in accordance with Blaby District Council's Green Space Strategy</p> <p><i>Source of evidence: planning applications and site visits.</i></p>

Policy	CS Objective(s)	Indicator	Target
Open Space, Sport and Recreation	iii, iv	Development granted on existing open space, sport and recreation facilities Creation of new formal and informal recreation space	No net reduction in amount of formal open space per head of population 100% of new housing developments to provide on-site play and open space facilities to meet the requirements set out in <i>Open Space, Sport and Recreation policy</i> , or to make a commensurate financial contribution <i>Source of evidence: planning applications.</i>
Policy CS16 – Green Wedges	iv, vi, ix, xi	Loss and creation of Green Wedges and type of planning permissions granted in these areas Provision of new Green Wedges	No permissions of inappropriate uses in Green Wedges resulting in the Green Wedge functions being undermined To create a new Green Wedge as part of the SUE <i>Source of evidence: planning applications.</i>
Policy CS17 – Areas of Separation	iv	Loss and creation of Areas of Separation and type of planning permissions granted in these areas	No permissions of inappropriate uses in Areas of Separation that would result in the separation being undermined <i>Source of evidence: planning applications.</i>
Policy CS18 – Countryside	iv, vi, x	Loss of Countryside – planning permissions granted in these areas	No permissions of inappropriate uses in Countryside that would undermine its open character <i>Source of evidence: planning applications.</i>
Policy CS19 – Biodiversity and geodiversity	v, vi	Creation of new Local Wildlife Sites The number of planning decisions which have a	Increase the number of Local Wildlife Sites from the baseline position in partnership with the Local Wildlife Trust and County Ecologist 0 permitted planning applications have a harmful

Policy	CS Objective(s)	Indicator	Target
		harmful effect on Sites of Special Scientific Interest (SSSIs) or Regionally Important Geological Sites	effect on SSSIs or RIGS <i>Sources of evidence: planning applications and data from Leicestershire County Council.</i>
Policy CS20 – Historic Environment and Culture	v, vii	Number of designated heritage assets at risk in the District Number of planning applications approved contrary to the advice of Historic England	No net increase in the number of designated heritage assets at risk in the District No planning permissions approved contrary to the advice of Historic England <i>Sources of evidence: planning applications and data from Historic England.</i>
Policy CS22 – Flood risk management	viii, ix	Planning permissions granted contrary to Environment Agency advice on either flood defence grounds or water quality	No planning permissions for sensitive development to be granted in flood plains (contrary to advice from the Environment Agency) <i>Sources of evidence: planning applications and data from the Environment Agency.</i>
Policy CS23 – Waste	iii, v, vi, viii	Amount of waste to be recycled and composted	Increase in the amount of waste to be recycled and composted <i>Source of evidence: Blaby District Council Neighbourhood Services department.</i>
Appendix F – Housing Trajectory	i	Monitor the 5 year housing supply	The Council will maintain a 5 year housing land supply over the plan period (2006 – 2029) <i>Source of evidence: Residential Land Availability document.</i>
DM8 – Self and Custom Build Housing	i	Number of serviced plots of land granted planning permission for self- and custom-build housing Number of serviced plots of land offered by the	To meet the demand on the Council’s Self-build and Custom Housebuilding Register <i>Sources of evidence: Blaby District Council’s</i>

Policy	CS Objective(s)	Indicator	Target
		landowner or developer for self- and custom-build housing, and the number subsequently developed	<i>Self-build and Custom Housebuilding Register and planning applications.</i>
DM11 – Land contamination and pollution	ix	Number of planning applications approved within 250m contaminated land where any land remediation has not taken place or been agreed	0 planning permissions approved that would have an adverse effect on the proposed occupants due to unresolved land contamination or stability issues <i>Source of evidence: planning applications.</i>
DM12 – Hazardous Sites and Installations	ix	Number of planning applications approved within the Hazard Consultation Zone of the listed hazards contrary to the advice of the Health and Safety Executive	No planning permissions approved within the consultation zones for the listed hazards contrary to the advice of the Health and Safety Executive <i>Source of evidence: planning applications.</i>

7 UPDATED HOUSING TRAJECTORY

	Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Total		
D I S T R I C T	Past Completions	218	329	197	180	206	269	294	305	405	733	743														3879	
	Large site commitments (sites of 10 or more dwellings)												362	329	254	177	125	0	0	5	5	0	0	0	0	1257	
	Small site commitments (sites of less than 10 dwellings)												75	110	91	46	23	0	0	0	0	0	0	0	0	345	
	Strategic Growth Area (adjoining the PUA)												100	150	200	250	315	315	315	315	315	315	315	315	315	3220	
	Additional dwellings remaining to be planned												0	0	41	131	136	110	105	117	90	70	71	60	60	931	
	Total projected Provision												537	589	586	604	599	425	420	437	410	385	386	375	375	5753	
	Cumulative provision	218	547	744	924	1130	1399	1693	1998	2403	3136	3879	4416	5005	5591	6195	6794	7219	7639	8076	8486	8871	9257	9632	9632		
	PLAN - Annual requirement	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	8740
	Cumulative requirement	380	760	1140	1520	1900	2280	2660	3040	3420	3800	4180	4560	4940	5320	5700	6080	6460	6840	7220	7600	7980	8360	8740	8740		
	MONITOR - No. of dwellings above or below cumulative requirement	-162	-213	-396	-596	-770	-881	-967	-1042	-1017	-664	-301	-144	65	271	495	714	759	799	856	886	891	897	892	892	892	
MANAGE - Annual requirement taking account of past completions & projections	380	387	390	400	411	423	432	440	449	453	431	405	393	374	350	318	278	254	220	166	85	-66	-517	-517			
P U A	Past Completions	165	266	85	55	51	26	69	57	133	236	182														1325	
	Large site commitments (sites of 10 or more dwellings)												100	55	48	85	75	0	0	0	0	0	0	0	0	363	
	Small site commitments (sites of less than 10 dwellings)												26	38	30	17	3	0	0	0	0	0	0	0	0	114	
	Strategic Growth Area (adjoining the PUA)												100	150	200	250	315	315	315	315	315	315	315	315	315	3220	
	Additional dwellings remaining to be planned												0	0	0	48	79	100	105	117	90	70	71	60	60	740	
	Total projected Provision												226	243	278	400	472	415	420	432	405	385	386	375	375	4437	
	Cumulative provision	165	431	516	571	622	648	717	774	907	1143	1325	1551	1794	2072	2472	2944	3359	3779	4211	4616	5001	5387	5762	5762		
	PLAN - Annual requirement	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	5750
	Cumulative requirement	250	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000	3250	3500	3750	4000	4250	4500	4750	5000	5250	5500	5750	5750		
	MONITOR - No. of dwellings above or below cumulative requirement	-85	-69	-234	-429	-628	-852	-1033	-1226	-1343	-1357	-1425	-1449	-1456	-1428	-1278	-1056	-891	-721	-539	-384	-249	-113	12	12		
MANAGE - Annual requirement taking account of past completions & projections	250	254	253	262	273	285	300	315	332	346	354	369	382	396	409	410	401	399	394	385	378	375	363	363			
N O N - P U A	Past Completions	53	63	112	125	155	243	225	248	272	497	561														2554	
	Large site commitments (sites of 10 or more dwellings)												262	274	206	92	50	0	0	5	5	0	0	0	0	894	
	Small site commitments (sites of less than 10 dwellings)												49	72	61	29	20	0	0	0	0	0	0	0	0	231	
	Additional dwellings remaining to be planned												0	0	41	83	57	10	0	0	0	0	0	0	0	191	
	Total projected Provision												311	346	308	204	127	10	0	5	5	0	0	0	0	1316	
	Cumulative provision	53	116	228	353	508	751	976	1224	1496	1993	2554	2865	3211	3519	3723	3850	3860	3860	3865	3870	3870	3870	3870	3870	3870	
	PLAN - Annual requirement	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	2990
	Cumulative requirement	130	260	390	520	650	780	910	1040	1170	1300	1430	1560	1690	1820	1950	2080	2210	2340	2470	2600	2730	2860	2990	2990		
	MONITOR - No. of dwellings above or below cumulative requirement	-77	-144	-162	-167	-142	-29	66	184	326	693	1124	1305	1521	1699	1773	1770	1650	1520	1395	1270	1140	1010	880	880		
	MANAGE - Annual requirement taking account of past completions & projections	130	134	137	138	139	138	132	126	118	107	77	36	11	-22	-59	-92	-123	-145	-174	-219	-293	-440	-880	-880		

The housing trajectory does not contain a windfall allowance.

Appendix 1 Evidence Base Documents for Delivery DPD

Site Selection Methodology 2016
Site Selection Paper - Site Assessments for Housing 2016 & 2017
Site Selection Paper – Assessments of Reasonable Alternatives for Housing 2017
Strategic Housing Land Availability Assessment 2016
Residential Land Availability 2017
Housing Market Capacity Study 2017

Site Selection Paper – Site Assessments for Employment Land 2016 & 2017
Site Selection Paper – Assessments of Reasonable Alternatives for Employment Land 2017
Economic Development Land Availability Assessment 2016
Employment Land Availability 2017
Leicester and Leicestershire Housing and Economic Needs Assessment 2017
Leicester and Leicestershire Strategic Distribution Sector Study 2015
Blaby Employment Land Study 2011
Assessment of Key Employment Sites 2016

Leicester and Leicestershire Housing and Economic Development Needs Assessment 2017
Leicester and Leicestershire Gypsy and Traveller Needs Assessment 2017

Strategic Green Wedge Assessment 2016
Area of Separation Assessment 2017
Settlement Boundary Review 2017

Heritage Assets Study 2017
Biodiversity Study Report 2017
Blaby Landscape and Settlement Character 2008
Site Specific Landscape and Visual Assessments 2017
Joint Strategic Flood Risk Assessment 2014
Addendum to 2014 Strategic Flood Risk Assessment Update 2017
Site Allocation Options Stage 1: Strategic Assessment (Transport) 2017
Assessment of Highways & Transportation Implications of Site Allocation Options Transport 2017
Blaby Local Plan Air Quality Assessment 2017

Leicester and Blaby Town Centre and Retail Study 2015
Neighbourhood Parades Assessments 2016
Open Spaces Audit 2015

Local Plan Viability Assessment 2017

Habitats Regulation Appraisal Screening Report 2017
Sustainability Appraisal Report – Delivery Development Plan Document 2017

These documents and the evidence base for the Core Strategy are available on the Council's website.

This information can be made available on request, in other languages and formats (large print, Braille, or on audio tape) by contacting:-

Development Strategy
Blaby District Council
Council Offices
Desford Road
Narborough
Leicester
LE19 2EP

Tel: 0116 272 7775 / 7674 / 7584
Email: planning.policy@blaby.gov.uk