

BLABY DISTRICT LOCAL PLAN



LOCAL PLAN (CORE STRATEGY) DEVELOPMENT PLAN DOCUMENT

Adopted February 2013

The Blaby District Local Plan (Core Strategy) was adopted by Blaby District Council on 21st February 2013

Contents

1.0	Introduction	1
1.1	Purpose of the Local Plan (Core Strategy)	1
1.2	What is the Local Plan?	1
1.3	What is the Core Strategy (CS) and how was it prepared?	2
1.4	Policy Framework	3
1.5	Other relevant strategies	4
1.6	Leicester and Leicestershire Enterprise Partnership	5
1.7	Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)	5
1.8	Evidence base	5
2.0	Vision	6
3.0	Spatial Portrait	8
4.0	Issues, problems and challenges facing the District	12
5.0	Strategic Objectives of the Core Strategy	17
6.0	Spatial Strategy	21
7.0	Spatial Policies	26
	Policy CS1 – Strategy for locating new development	26
	Policy CS2 – Design of new development	29
	Policy CS3 – Sustainable Urban Extension	31
	Policy CS4 – Strategic Employment Site	38
	Policy CS5 – Housing distribution	40
	Policy CS6 – Employment	49
	Policy CS7 – Affordable housing	53
	Policy CS8 – Mix of housing	56
	Policy CS9 – Accommodation for Gypsies and Travellers	58

Policy CS10 – Transport infrastructure	60
Policy CS11 – Infrastructure, services and facilities to support growth	66
Policy CS12 – Planning obligations and developer contributions	67
Policy CS13 – Retailing and other town centre uses	68
Policy CS14 – Green Infrastructure (GI)	75
Policy CS15 – Open space, sport and recreation	78
Policy CS16 – Green Wedges	80
Policy CS17 – Areas of Separation	83
Policy CS18 – Countryside	84
Policy CS19 – Bio-diversity and geo-diversity	85
Policy CS20 – Historic environment and Culture	88
Policy CS21 – Climate change	89
Policy CS22 – Flood risk management	92
Policy CS23 – Waste	95
Policy CS24 – Presumption in favour of sustainable development	97
Key Diagram	99
Appendix A – Blaby District Local Plan (1999) policies to be superseded on adoption of the Core Strategy	100
Appendix B – Glossary	103
Appendix C – List of studies / evidence base reports	108
Appendix D – Infrastructure Plan	112
Appendix E – Monitoring Report	123
Appendix F – Blaby District Core Strategy Housing Trajectory (2006-2029)	134
Appendix G – Alignment of the Core Strategy and the “Blaby Together” Community Plan (Sustainable Community Strategy) (2011)	137

1.0 Introduction

1.1 Purpose of the Local Plan (Core Strategy)

1.1.1 Blaby District Council has produced a Core Strategy (CS) as part of its Local Plan for the District. The CS will set out the spatial plan for the District up to 2029 (Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function). The document will supersede some of the policies of the Blaby District Local Plan 1999 (See Appendix A for details) and will become the 'strategy' which will guide development in Blaby District when the East Midlands Regional Plan is abolished through the 'Localism Act'.

1.1.2 This document is the adopted version of the Core Strategy which sets out what the Council considers to be an appropriate Vision; Strategy; Objectives; Core Policies; and, Monitoring and Implementation framework.

1.1.3 The CS has been divided into 6 main sections setting out:

- 1) A 'spatial portrait' (which identifies the key characteristics of the District);
- 2) A spatial strategy (which broadly sets out how the key spatial issues will be addressed);
- 3) Core Strategy objectives (which set the social, environmental and economic objectives of the Strategy);
- 4) Core Policies (which set out how the Council seeks to deliver its strategy);
- 5) A monitoring framework, (which sets out how the success of the strategy is measured), and;
- 6) An implementation framework (which sets out how the strategy is to be delivered).

1.1.4 Whilst every effort has been made to make the document as clear as possible, it does use some technical language. In order to assist the reader a glossary of terms, abbreviations and acronyms is appended to the rear of the report (Appendix B).

1.2 What is the Local Plan?

1.2.1 The Local Plan is a document that sets out the 'spatial plan' for the area. It addresses environmental (including land-use), social and economic issues.

1.2.2 The Local Plan will comprise the 'Core Strategy' and 'Allocations, Designations and Development Management Policies' Development Plan Documents. The documents, in combination, will set out the

Council's spatial plan. The Local Plan for Blaby District will comprise:

- Core Strategy Development Plan Document (DPD)
- Allocations and Designations and Development Management DPD – this document will identify specific land-use allocations and designations.
- Housing Mix and Affordable Housing Supplementary Planning Document (SPD) – this document will provide detailed policy guidance on the provision of affordable housing in order to build on the broad policy approach contained within this document.
- Other documents as appropriate.

1.3 What is the Core Strategy (CS) and how was it prepared?

1.3.1 The CS is a key part of the Local Plan. It sets out the strategic approach which will guide future development of the District. In addition, it sets the framework for future Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) mentioned above (which must be in conformity with the CS). The CS has to:

- Be in conformity with the East Midlands Regional Plan (until such time as it is abolished);
- Be consistent with the National Planning Policy Framework;
- Take account of other plans and strategies including the Sustainable Community Strategy.

1.3.2 The adopted CS has involved a number of key stages of production. Previous documents have looked at strategic 'issues' that need to be addressed and alternative options for delivering these. 7 key stages have preceded this current document, these are: Issues Papers (November 2004); Issues and Options document (March 2005); Preferred Options (May 2006); Issues and Options (version 2) (March 2008); Alternative Options (November 2008); Submission Version (July 2009), and; Submission Version (January 2012).

1.3.3 The proposed approach set out in this, and previous documents, has been based on evidence that has been gathered on key issues. The evolution of the Core Strategy has also been informed by consultation responses to previous versions of the Core Strategy.

1.3.4 This submission CS sets out the general scale and broad locations of development and the role of various settlements in light of other key documents (such as the Regional Spatial Strategy for the East Midlands) and the available evidence base. It is not site specific in terms of the location of development, this is a matter for the later Allocations, Designations and Development Management DPD. However, the broad location of the Sustainable Urban Extension and Strategic Employment Sites are shown on the key diagram.

1.3.5 The CS includes a set of clear and concise policies to ensure that development is in accordance with the vision, objectives and strategy.

1.4 Policy Framework

1.4.1 The Core Strategy is not a 'stand alone' document. It is prepared in the context of a number of National, Regional and Local Strategies and Guidance. The CS must be in conformity with the Regional Plan (until its abolition), broadly consistent with National Policy and have regard to the Sustainable Community Strategy and other important strategies. The key areas which have been considered in the Core Strategy are set out below.

1.4.2 National Policy Framework

1.4.3 The Core Strategy has been prepared in the context of the National Planning Policy Framework (NPPF). It is considered that the adopted version of the Core Strategy is consistent with Central Government Policy.

1.4.4 Regional Policy Framework

1.4.5 The East Midlands Regional Plan (EMRP) was issued by the Secretary of State in March 2009. The Regional Plan identifies 11 key objectives including the following:

- To accommodate the Region's housing growth;
- To reduce social exclusion;
- To protect and enhance the environmental quality of rural and urban areas;
- To improve health and well being;
- To improve economic prosperity and employment opportunities;
- To improve accessibility to jobs, homes and services;
- To protect and enhance the environment;
- To achieve a step change in the level of 'bio-diversity';
- To reduce the causes of Climate Change;
- To reduce the impacts of Climate Change, and;
- To minimise adverse environmental impacts of new development.

1.4.6 The Regional Plan sets out an annual housing target for the District of 380 units per year from 2006 to 2026 (7,600 houses during the Regional Plan period). The Three Cities Sub-Regional Strategy gives further guidance indicating that at least 250 of the 380 houses should be within or adjoining the Leicester Principal Urban Area (PUA).

1.4.7 In advance of the Localism Act indicating that Regional Plans would be abolished, the Coalition Government had indicated that Housing requirements (amongst other things) should be determined locally and

that Councils should work with neighbouring authorities to address spatial planning issues (such as housing) under a Duty to Co-operate. In the spirit of this emerging policy and legislation, Blaby District Council has worked with neighbouring Authorities in the Leicester and Leicestershire Housing Market Area in order to consider 'local housing requirements'. Following consideration through the Core Strategy examination, the housing requirements proposed in the Core Strategy are consistent with those in the EMRP.

1.4.8 Local Policy Framework

A Community Plan for Blaby District 2011 - 2014

1.4.9 This is a District-wide Plan produced by Blaby Together (the Local Strategic Partnership), following public consultation. The Local Plan will seek to be the spatial planning part of the Community Plan. In addition, 'Leicestershire Together' has produced a County wide Sustainable Community Strategy (SCS) which has been considered in the preparation of this document. The Core Strategy has been developed with linkages to the strategic themes in the Leicestershire SCS in order to not only contribute to the well being of local communities but those that interrelate with Blaby District at County level and beyond.

1.4.10 Appendix G of the Core Strategy examines the relationship between the Core Strategy and the Blaby Together Community Plan. Most of the ambitions of the latter that have a spatial dimension are within the "Vibrant Places – Sustaining and Improving the Environment" priority. Eleven are covered by the policies of the Core Strategy, demonstrating a close alignment between the two documents.

1.5 Other relevant Strategies

1.5.1 The Core Strategy has had regard to the following Plans and Strategies:

- The Blaby District Council Corporate Plan (2011 – 2014);
- The Blaby District Council Local Housing Strategy (2009);
- The Blaby District Council Climate Change Action Plan (2011);
- The Blaby District Council Air Quality Action Plan (May 2004)
- Leicestershire County Council Waste and Minerals Strategies and Plans;
- The East Midlands Regional Economic Strategy (EMDA, 2005);
- The East Midlands Regional Housing Strategy (EMRA, 2008);
- Leicester and Leicestershire Economic Assessment (LLEP 2011);
- Leicester and Leicestershire Bio-diversity Action Plan;
- Leicester City Local Transport Plan 3;

- Leicestershire Local Transport Plan 3;
- Leicestershire County Council Waste Management Strategy;
- Community Safety Plan 2011-2014 (Blaby District and Hinckley and Bosworth Borough Community Safety Partnership);
- Parish Plans; and
- Adopted and emerging Core Strategies of other Leicestershire Local Planning Authorities.

1.6 Leicester and Leicestershire Enterprise Partnership

1.6.1 Development of the Core Strategy has been mindful of the Economic Assessment produced by the Leicester and Leicestershire Enterprise Partnership (LLEP). The LLEP's key objective is to deliver sustainable economic growth. Blaby District Council will need to be mindful of the evolving role of the LLEP in developing its policies.

1.7 Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)

1.7.1 The Planning and Compulsory Purchase Act 2004 and European Directives require that the Core Strategy has been subjected to Sustainability Appraisal and Strategic Environmental Assessment. Sustainability Appraisal is a systematic process to assess the economic, environmental and social effects that may arise from the Core Strategy. The SA / SEA seeks to establish whether the policies of the CS help to achieve defined sustainability objectives.

1.7.2 A Sustainability Appraisal and Strategic Environmental Assessment has been carried out at all key stages of production of the Core Strategy. The SA / SEA has provided a structured 'iterative' process to shape the policies of the CS and to test the sustainability implications of the proposed strategy and policies.

1.8 Evidence base

1.8.1 National Guidance requires Local Plan policies and subsequent decisions to be based on strong evidence. Evidence has come from a wide range of sources, including demographic data (such as Census, Indices of deprivation and household projections), through regional and county bodies (for example the Leicestershire Biodiversity Action Plan), and evidence gathered locally or in partnership with other Leicestershire Authorities. Key evidence base documents are identified in Appendix C. Blaby District Council must ensure that its local policies are in accordance with those at regional and national level.

2.0 **Vision**

2.1 The Core Strategy vision is the long term spatial vision from which the objectives and spatial strategy have been derived. The 'vision' is a statement of what the CS is trying to achieve.

2.2 The vision for the Core Strategy should build on the vision contained in the District's Sustainable Community Strategy 'A Community Plan for Blaby District 2011 – 2014' and the Council's Corporate Plan which state that:

"In 2026 Blaby will be made up of thriving, sustainable, safe, healthy, fair and secure communities where people are happy to live and work. We want Blaby to be known for:

- **Health and well being for all;**
- **Access to quality provision for Children and Young People;**
- **Vibrant Places – Sustaining and Improving the Environment**
- **High Quality, Responsive, Efficient and Valued Public Service"**

2.3 The vision for the Core Strategy is set out below. This reflects many of the aspirations of the Community Plan.

Housing will be provided to meet the needs of the current and future communities of Blaby District. The mix of housing will better reflect the needs of the population of the District including an appropriate balance of house types, sizes and tenures and there will be greater provision of affordable homes to meet identified needs.

Blaby District will have a prosperous economy, where adequate provision is made for the employment needs of its residents and those who work in the District.

The residents of Blaby District will enjoy a clean, attractive and safe environment, where new developments will be of a high quality and where the special character of the District's natural and built environment will be protected and enhanced.

Greater community facilities (including public open space and sports provision) will be provided to meet the needs of the population.

There will be a comprehensive and connected network of Green Infrastructure where habitats will be protected and a variety of species will be encouraged to thrive. Access to the Countryside and open spaces will be enhanced particularly through a network of Green Wedges.

The special character of the District's natural, historic and built environment will be protected and where possible enhanced.

Residents and visitors to the District will have a greater range of transport options to access services and facilities, where higher priority is given to walking, cycling and public transport than to the car.

New and existing houses and commercial property will be more energy and water efficient, with waste production minimised. All developments will seek to minimise the risk of flooding. Opportunities for large and small scale renewable energy will be maximised.

Blaby Town Centre will be a more attractive, diverse, and viable town centre which will be complemented by a network of other retail centres providing a wide retail offer. Redevelopment within the Motorways Retail Area will be encouraged where it meets the sequential test and results in public realm, design, transport and architectural improvements and does not result in an unacceptable impact on other centres:

Development will be located in the most sustainable locations. The Principal Urban Area of Leicester will be the focus for new housing and commercial development in the District, with lesser scale development located in the better served settlements that have a good range of services and facilities (including public transport to 'higher order' centres).

3.0 **Spatial Portrait**

Location and character

- 3.1 The District of Blaby is located in the County of Leicestershire to the south west of the City of Leicester. It covers an area of 13,047 hectares (50 sq miles). Whilst the town of Blaby has the only 'town centre' within the District, there is no 'principal' town. The District comprises twenty-five towns and villages of varying sizes ranging in population from 32 (Wigston Parva) to some 18,000 (Braunstone Town).
- 3.2 The northernmost part of the District is predominantly urban in character and has five settlements which adjoin and have a strong functional relationship with the Principal Urban Area and administrative area of Leicester City, these settlements (which include Glenfield, Braunstone Town, Kirby Muxloe, Leicester Forest East and Glen Parva) form part of the 'Principal Urban Area' of Leicester. A number of larger villages (with populations greater than 5,000) exist south of the City boundary which have a good functional relationship with the City and offer a wide range of services and facilities, these include Narborough, Enderby, Blaby, Countesthorpe and Whetstone. The south of the District is more rural comprising a number of villages which have stronger links with Hinckley.

Population

- 3.3 The population of the District of Blaby was 93,915 (2011 Census of Population). The population increased by 4% between the 2001 and 2011 censuses. The number of households in the District has risen by 15% since the 1991 census, however, the rate of increase has slowed significantly in recent years reflecting national trends and the impacts of the economic downturn. Population projections produced by the Office of National Statistics and the Government Actuarial Department forecast further significant increases in population. The population is forecast to grow to some 109,000 by 2029. Joint work commissioned on behalf of all Leicestershire Districts and Leicester City Council indicates that forecast population growth will result in an increase in household formation.
- 3.4 The population profile of the District (based on 2011 Census of Population) indicates that some 17,000 people (18.1% of the population) are under 16 years of age, and that 16,900 (18.0% of the population) are aged 65 or over. The over 65 population is expected to grow to 27,000 (24.8% of the total population) by 2029.
- 3.5 According to the 2001 census, the largest ethnic group in the District is White British (94.3%). 95% of the population were born within the United Kingdom. Only some 5.7% of the population were from Black and Minority Ethnic Groups. The largest concentrations of BME groups are in the settlements abutting the City of Leicester, these are mainly

'Indian' communities many of whom had previous generations in more Central areas of Leicester. The Strategic Housing Market Assessment (SHMA) for Leicester and Leicestershire indicates that this is a strong pattern of ethnic population dynamics.

- 3.6 Despite having very few areas of deprivation, Blaby District has only an 'average' level of educational attainment with 17.2% of the population having a level 4/5 qualification. The percentage of people who have no qualifications is lower than the county, region and national averages. Unemployment in the District has historically been one of the lowest in Leicestershire and consistently lower than the national average (although recent economic conditions have seen unemployment rise from 1% in April 2008 to 2.2% in September 2012)(source: nomis). Blaby District has the second highest income level in Leicestershire and is higher than the county and regional averages.
- 3.7 Quality of health is not a significant problem within the District. The majority of people stating that their health is either good or fairly good in the 2001 census. The percentage of people that have a limiting long term illness is 15%, lower than for the county, region and nation. The District however, does have issues with obesity and low levels of take up of exercise.

Housing

- 3.8 The dominant type of housing in the District of Blaby is Semi-Detached (48.4%), this is above the regional and national average (36.3% and 31.6% respectively). The District has a relatively low number of terraced properties - 9.7% (the lowest percentage in Leicester and Leicestershire, and well below the percentage for the region (21.3%) and nationally (25.8%).
- 3.9 The average property price in the District of Blaby in 2010 was in excess of £174,000 according to the National Housing Federation, with entry level properties mostly above £125,000.

Crime levels

- 3.10 The District has comparatively low levels of crime (35.5 crimes committed annually per 1,000 population compared to 42.8 in Leicestershire and 60.7 nationally). Overall levels of crime have fallen by 2% from the year 2003/04 to 2004/05 (Source: Leicestershire Constabulary, CIS).

Transport and Communications

- 3.11 The District of Blaby is well linked to major road communications. Both the M1 and M69 run through the District and intersect at junction 21 of the M1. Junctions on the M1 make the District attractive to business and commerce and provide a location with easy road access to

London, Birmingham and the North of England. East Midlands and Birmingham airports are both within 45 minutes drive. The strong trunk road network also makes nearby centres attractive to in and out-commuters. The District has only one passenger railway station at Narborough which has an hourly service to Birmingham / Leicester (journey times to Leicester are some 12 minutes).

- 3.12 The area around Junction 21 of the M1 experiences severe traffic congestion at peak hours (particularly the southbound exit in the morning peak hour) and, as a result of this, air and noise pollution is an issue in this area. Five Air Quality Management Areas (AQMAs) have been designated (primarily resulting from vehicular emissions) two of which are in the M1 corridor.
- 3.13 Dependence on the car is an issue in the District. Whilst the percentage of people who travel to work by car is similar to the Leicestershire average, this is still a significant number. The likelihood of people using public transport to travel to work generally increases in those settlements closer to the Urban area of Leicester according to the 2001 census.

Motorways Retail Area

- 3.14 The District contains Fosse Park, one of the most successful out of town retail parks in the country (in terms of rental values and visitor numbers) attracting approximately 100,000 shoppers each week. Notwithstanding this, the economic success of Fosse Park introduces some challenges in terms of traffic generation / congestion, increased pollution and an impact on other retail centres.

Cultural heritage and natural environment

- 3.15 The District of Blaby has a rich cultural heritage, it contains nine conservation areas, some 200 listed buildings and 16 Scheduled Monuments. It is however, the only District in Leicestershire that does not have a local museum.
- 3.16 There are also some important areas of natural environment and landscape character. Whilst the District is predominantly low lying there are some important landscape features including granite outcrops at Croft (Croft Hill) and Enderby.
- 3.17 The District contains six Sites of Specific Scientific Interest (SSSI) of ecological and geological importance, and two areas of ancient woodland. The District also contains a diverse range of protected habitats and species. Key wildlife corridors penetrate the urban area including those around the Grand Union Canal and River Soar / Sence.

Economy

- 3.18 The 2001 Census indicates that the two biggest employment sectors in the District of Blaby are manufacturing and the service sector. Since 2001 manufacturing employment has declined in line with national trends and there has been significant growth in office based service sector employment (particularly in the vicinity of junction 21 of the M1). The District has significantly higher levels of: Banking, Finance and Insurance; Construction and, Public Administration, than the average in Leicestershire but has less manufacturing employment (according to the 2010 Experian forecasts). According to the Census 2001, the District experienced a net outflow of 8,800 people who travel to work in Leicester each day and a total net outflow of 6,100 people. Notwithstanding this, Blaby District contains a large number of employment opportunities when compared with other Leicestershire Districts.
- 3.19 The area around the M1/ M69 motorway intersection contains large scale employment developments (including Grove Park, Meridian Business Park and Carlton Park) and is a desirable location for large employers (with some campus style office developments including the Headquarters of Next and UK headquarters of Santander. The area around junction 21 is also attractive to some manufacturing and distribution uses.
- 3.20 The percentage of people that travel to work by car (either as a passenger or a driver) is 72%, which is similar to Leicestershire as a whole (71%). The next most popular mode of transport for travelling to and from work is the bus (7%), which is slightly higher than the county average of 5%.

Prosperity and deprivation

- 3.21 The District of Blaby is relatively prosperous. In the 2007 Indices of Deprivation survey, Blaby was ranked 297 out of the 354 local authorities in England (with 354 being the least deprived). Although the District is not a deprived area on the whole, there are some pockets of deprivation.

4.0 **Issues, problems and challenges facing the District**

4.1 The information and data gathered as part of the evidence base, along with Community consultation has identified a number of issues and challenges facing the District. The issues are many and wide ranging and can be divided into social, economic and environmental considerations.

Social

4.2 The District of Blaby has low levels of deprivation (it is ranked 297th least deprived out of 354 English Districts). Notwithstanding this, there are small pockets of deprivation in Braunstone Town and Enderby.

4.3 The District has a relatively low incidence of 'disability or long term illness'. Notwithstanding this, the national pattern of increasing child and adult obesity is reflected in the District with 24% of adults being obese and a comparatively low number of people who play sport or eat healthily. A recent survey of play and open spaces has indicated that the District is broadly lacking in these facilities.

4.4 The District has comparatively low levels of crime (35.5 crimes committed annually per 1,000 population compared to 42.8 in Leicestershire and 60.7 nationally). Particular issues surround crime and alcohol abuse involving young people.

4.5 The District does not score favourably in terms of educational attainment with only 55% of 15 year olds achieving 5 A* to C grade GCSEs.

4.6 These statistics hide discrepancies across the District with concentrations of ill-health and low educational achievement being in a limited number of Parishes – namely Braunstone Town and parts of Enderby.

4.7 The cost of housing in the District has grown at a far greater rate than local incomes. This has resulted in an 'affordability gap' where a large number of people are unable to gain access to 'market housing'. Blaby District has a relatively high proportion of Owner Occupied homes and relatively small number of 'affordable' social rented homes with low turnover and therefore limited availability. The problem has been increased by an inability to provide sufficient affordable housing from new developments to meet local needs. The Leicester and Leicestershire SHMA (refresh 2010) highlighted the shortfalls in affordable housing and the additional annual provision that would be required to address this need (some 344 houses per year).

4.8 Growth in the District's population is expected to continue. The anticipated growth in population results from: natural growth (greater

numbers of births than deaths); net migration change (national and (to a lesser extent) international migration). In addition, more housing is required to achieve a level of 'employment growth' in the District which is consistent with the anticipated growth in the wider Leicester and Leicestershire economic area. All these factors result in increased pressure for additional housing. The delivery of housing in the District has been dropping from a peak in the late 1990s and early 2000 and has been further reduced as a result of the economic downturn.

- 4.9 The nature of the housing market is constantly changing. An increasing number of older people in the District will change the nature of accommodation required.
- 4.10 The District has a very distinctive mix of housing, there are very few 'entry level properties' in the form of small terraced houses or flats, but there are a large number of semi-detached and detached properties. This has resulted in a housing mix that does not fit the profile of likely future requirements. However, the District of Blaby forms part of a wider housing market area in which there is a strong relationship with Leicester City in terms of housing dynamics – with younger people moving to the City and more established households moving out to Blaby District. The District has less than 3% of houses that are long term vacant (lower than County and national averages).
- 4.11 Whilst the majority of the District of Blaby is well served by services and facilities (particularly the Urban area and larger towns and villages), parts of the District have reduced access to services and more limited public transport, particularly the more rural southern part of the District.

Economic

- 4.12 The District of Blaby has traditionally had high levels of employment. The rate of unemployment remained low between 2001 and 2008, but increased as a result of the economic downturn which started in 2008 (consistent with other Leicestershire Districts). Blaby District has a strong presence of public administration employers including Leicestershire County Council, Blaby District Council and the Headquarters of all emergency services. In addition, it contains the Headquarters of Santander, Next and British Gas (Centrica). The focus on financial employment and public administration was considered to be a structural weakness that would make the District vulnerable to any economic decline based around these industries (PACEC). However, the BE group Employment Land and Premises Study (refresh 2011) has indicated that the District has proved more resilient than expected.
- 4.13 Provision of, and demand for, employment land and premises has declined as a result of weakening economic conditions. However, prior to the economic downturn, Blaby District had only a limited choice of available employment sites. Various studies, including the Blaby

Employment Land and Premises Study 2011, have indicated that the District does not have a balanced portfolio of employment sites and premises that would allow future economic growth requirements. The employment studies indicate that increased provision is required in the longer term to meet likely demands.

- 4.14 Some 80% of businesses in the District are micro-businesses employing less than 10 people (BE Group 2011). These businesses require special consideration both in terms of the provision of premises and business support.
- 4.15 The mean weekly income levels within the District (£395 per week) compare well with other Districts in Leicestershire according to the Annual Survey of Hours and Earnings 2010.
- 4.16 Whilst the number of 'Managerial and Professional' residents in the District is broadly comparable with the Leicestershire average, the level of attainment of NVQ4 or above is some 15% below the County average. The need to provide highly skilled well paid jobs in the District is therefore a key issue, and has close links with the need to improve skill levels so that higher quality jobs can be accessed by the local community.
- 4.17 The District of Blaby is in a good strategic location in terms of transport. It is therefore attractive to a wide range of employers, including manufacturing and distribution but also large scale office based employers who seek out of town 'campus' style developments (such as those found at Carlton Park and Grove Park), however, the demand for such sites has decreased with the onset of the economic downturn. A key issue for the District is to meet the wide ranging employment needs of the District's population and those who work in the District with highly skilled, well paid, employment. This should be achieved without undermining attempts to regenerate the core of Leicester City which is seeking to increase its office based employment offer.
- 4.18 One of the key obstacles affecting the economic success of the District is its transport network. Some of the District's key employment and retail facilities are located close to junction 21 of the M1. The road network around junction 21 experiences severe congestion, particularly at peak times from traffic entering the City of Leicester from the motorway network, and those accessing the large employment and retail facilities at Grove Park and the Motorways Retail Area. Recent improvements to the motorway junction and traffic island have increased its capacity. Proposals to provide a direct link from the M1 to the M69 via a new 'flyover' are uncertain, it is not included in any committed transport programme and unlikely to be delivered during the plan period.
- 4.19 Public transport alternatives are mainly limited to bus solutions. Some bus services are frequent, particularly those serving the City of

Leicester from the settlements in the PUA and larger Central Villages, however, they are often not direct routes and often take longer than car or train journeys for similar length trips. There is only one train station within the District at Narborough. Cycle routes within the District are not comprehensive, and very few are off road.

- 4.20 The town of Blaby is the only 'town centre' within the District. The centre is ranked only 2,046 in the UK shopping Index (Roger Tym 2008). It is located only 2 miles from Fosse Park (a major out of town retail facility and is only some 4 miles from Leicester City Centre). The Blaby retail study (Roger Tym 2008) indicated that there is considerable concern that Blaby town centre will become increasingly uncompetitive (and lose its place in the retail hierarchy) unless the attractiveness of retail offer and quality of shopping and commercial experience is improved. The Blaby Town Centre masterplan seeks to address this issue.
- 4.21 Fosse Park and the Motorways Retail Area (MRA) is located on the northern boundary of the District. It is a highly successful out of town retail park, and is the highest ranked centre in the District (355th in the UK index). Whilst the MRA is commercially successful, it has an impact on surrounding centres and is mainly accessed by car borne custom, thus contributing to traffic problems in the vicinity of junction 21.

Environmental

- 4.22 The District of Blaby is made up some 25 towns and villages, each of these settlements are distinct and residents are protective of their identity and character. The villages maintain their independence by a series of strategic gaps between them (Green Wedges and Areas of Separation in the case of settlements in close proximity – Countryside in all other cases). Maintaining the independence and character of settlements whilst seeking to accommodate the development requirements of the District is a key issue for the Core Strategy and subsequent DPDs.
- 4.23 The design quality of new developments in the District (particularly housing) has been inadequate. Many schemes have failed to take sufficient account of local character, instead using off the peg house types with inappropriate design and materials and ignoring key urban design principles. Many developments have also failed to provide the level of services and facilities that are required. Maximising design quality, whilst balancing the requirement for other infrastructure provision in a volatile housing market is a key issue for the Core Strategy and subsequent DPDs.
- 4.24 The District is crossed by a number of key watercourses including the Rivers Soar, Sence and Rothley Brook. Whilst there are only a limited number of flooding related incidences within the District, the increased

requirements for development (much of which will be adjacent to these water courses) will mean that there is potential for direct flooding of new development or increased 'downstream' impacts. Avoiding locating development in hazardous areas or increasing problems elsewhere as a result of development is a key issue.

- 4.25 The District currently has five Air Quality Management Areas (AQMAs) where pollution levels are considered to be an environmental problem. The majority of AQMAs are focussed around the M1 / M69 and A46, some of these areas are adjacent to the Principal Urban Area which will be the focus for new growth. Balancing the need for growth with the impact that this will have on new and existing residents (in terms of air quality) will be a key issue. There is a strong reliance on cars within the District, with 72% of people travelling to work by car (2001 census) – this figure is reduced in those Parishes which abut the City. High volumes of vehicle movements are recorded on key radial routes into the City of Leicester and around junction 21 of the M1. In addition high volumes of Heavy Goods Vehicle movements are recorded on the B4114 through Sharnford.

5.0 **Strategic Objectives of the Core Strategy**

Social Objectives

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

Improved access to housing is a key element of the Leicestershire and Blaby Sustainable Community Strategies (SCS), the Council's Corporate Plan and Housing Strategy. The Regional Plan (2009) indicates a need for a step change in the quantity and rate of delivery of housing within the District. Monitoring of housing completions against identified requirements has broadly identified annual shortfalls since 2006.

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

The Strategic Housing Market Assessment for the Leicester and Leicestershire Housing Market Area (HMA) identifies that there is a considerable shortfall of affordable housing which is not met by current provision. It is a key spatial planning objective to contribute towards meeting these needs.

- 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.**

Access to services is a key part of Leicestershire and Blaby's SCSs. The Blaby Community Plan indicates that 'New infrastructure...will be included as appropriate to support any proposed growth through development'. The Council works closely with the Local Strategic Partnership (LSP) and other organisations to help secure effective delivery of services. The tightening of public sector finances since the economic downturn has resulted in a reduction of publicly funded infrastructure projects. It is therefore a key objective to ensure that appropriate provision is made as part of development proposals.

- iv) **To maximise sport and recreation opportunities.**

'Health and well-being' is a key priority of the Blaby Community Plan. The provision of play, open spaces, sports and recreation facilities will help to achieve this objective. A recent study of play and open spaces (in accordance with Planning Policy Guidance Note 17) has indicated widespread shortfalls of facilities. Redressing this through spatial planning policies and working with partners is therefore a key objective.

Environmental Objectives

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

Recent research by CABE has indicated that the quality of new design in the East Midlands has been unsatisfactory. 'Off the peg' design solutions, poor urban design and architectural quality have been common in the District of Blaby. Whilst crime levels are generally low in the District, the Council's SCS identifies 'crime and anti-social behaviour' as a key issue. It is a key spatial objective to uplift design quality and seek 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 bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners.**

A Phase 1 Habitat Survey has indicated that the District of Blaby has a rich but dispersed pattern of important species, habitats (including two areas of ancient woodland) and sites of geological importance. Whilst these areas are numerous, there is a lack of bio-diversity within the District when compared to neighbouring Authorities.

- 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.**

Blaby District has a number of Listed Buildings, Scheduled Monuments and Conservation Areas as well as some distinctive areas of townscape. The District has the least number of Conservation Areas within Leicestershire but has a number of important heritage sites that are in close proximity to potential locations for new development – it is important that the historic environment is preserved and where possible enhanced. The cultural heritage of the District should be a key part of design solutions when considering proposals for new development. Mechanisms to deliver public art will be explored.

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

One of the key measures of the Leicestershire SCS is 'a more effective response to climate change'. Blaby District Council has produced a 'Climate Change Strategy' which sets out how it can help to reduce carbon emissions and contribute towards addressing climate change. The 'National Planning Policy Framework' identifies that one of the Government's key objectives is 'moving towards a low carbon economy'. The Regional Plan encourages Development Plans to

include policies to promote and encourage the delivery of indicative targets for renewable energy. Resources such as water, land and minerals should be balanced against the development needs of the District.

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

The Leicestershire SCS seeks to ensure a high resilience to the effects of Climate Change. The Rivers Soar, Sence and Rothley / Thurlaston Brooks run through the District in areas where there is pressure for development. It is therefore a key objective to ensure that people and property are not adversely affected by flooding and other hazards where this is under the control of the Council.

Economic 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;**

Achieving a prosperous, innovative and dynamic economy is a key objective of the Leicestershire and Blaby District Sustainable Community Strategies. The Leicester and Leicestershire Employment Land Study (2008) and Blaby District Employment Land and Premises Study (refresh) (2011) indicates a need for additional employment opportunities within the District of Blaby to satisfy both local and strategic requirements.

- 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).**

The Leicestershire SCS has several transport related themes including reducing the impact of traffic on communities, improving air quality, and reducing congestion. The 2001 Census indicates that the majority of District residents use private cars to travel to work. Encouraging modal shift (to more sustainable modes of transport) for both employment and social use is therefore a key objective. This can be achieved by influencing behavioural change and in locating development in the most sustainable locations.

- 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.

Access to services and facilities forms a key part of the Blaby and Leicestershire SCS. Retail services are important to allow the successful functioning of communities within the District. The District of Blaby has: a large and successful out of town retail facility (Motorways Retail Area – including Fosse Park); a town centre (Blaby); and, numerous local retail centres. Seeking to balance the needs of these competing centres whilst maintaining good service levels is a key objective.

6.0 **Spatial Strategy**

- 6.1 The spatial strategy will set out how the Council intends to address the key issues and objectives which have been identified above, and how the Council envisages different parts of the District changing in the context of these issues.

Types of places in the District

- 6.2 The District of Blaby contains a number of areas with distinctive characteristics. The District is more 'urban' in character to the north particularly where it abuts the City of Leicester. There is a central belt of larger villages which have a wide range of services and facilities and a strong functional relationship with Leicester. The south of the District is more rural in nature, where settlements are generally smaller and less well served with services, facilities and access to public transport. This area has a functional relationship with Hinckley. The District has been broadly sub-divided into these three distinct areas or 'places' for the purpose of conducting 'Community Forums'. Blaby South Community Forum area (also known as Fosse Villages) is a 'frontrunner' in the preparation of a Neighbourhood Plan.
- 6.3 The 'Northern' area primarily contains the settlements which abut the City of Leicester including Glenfield, Kirby Muxloe, Leicester Forest East, Glen Parva and Braunstone Town. These settlements form part of the continuous extension of the 'Principal Urban Area' of Leicester.
- 6.4 The 'Central' area of Blaby includes the settlements of Countesthorpe, Enderby, Whetstone, Blaby, Narborough, Littlethorpe, Cosby and Kilby (and the hamlet of Lubbesthorpe). The Central Community Forum area also contains Glen Parva (which is also part of the Principal Urban Area)
- 6.5 The 'Blaby South' Community Forum Area includes Thurlaston, Huncote, Croft, Sapcote, Stoney Stanton, Elmesthorpe, Sharnford, Aston Flamville and the small hamlets of Wigston Parva, Leicester Forest West and Potters Marston.

Housing delivery

- 6.6 The strategy for delivering housing will be to focus the majority of development (at least 5,750 dwellings) within and adjoining the Principal Urban Area in the northern part of the District. The majority of housing and employment (some 4,250 dwellings and 21 hectares of employment area) will be delivered in one large Strategic Growth Area (including a 'Sustainable Urban Extension' (SUE) and Strategic Employment Site (SES)).
- 6.7 The SUE will incorporate a mix of uses to provide the services, facilities and infrastructure needed to support the new population (and

potentially help to support existing communities). The justifications for seeking this pattern of growth are set out more clearly in policies 1, 3 and 4, but in summary this approach seeks to: maximise 'self containment' by offering necessary services and facilities within the new development; and requires development in locations that can access existing employment and other services and facilities more easily (in terms of proximity to key services and access to a choice of transport modes). The settlements adjoining the urban area generally have a more comprehensive and frequent public transport offer and a greater likelihood that residents will use it. In addition, the majority of employment opportunities are located within the City of Leicester and around junction 21 adjoining the PUA.

- 6.8 The residual housing requirements (at least 2,990 dwellings) will be provided outside the PUA, focussed in Blaby and the better served villages of the 'Central' area of the District. The reason for this is to allow development in areas with greatest access to employment, key services and facilities and with a good functional relationship with the City of Leicester. The Central villages generally have good public transport links with Leicester City Centre which contains considerable employment, leisure and retail opportunities. In addition, locating development in these areas is in conformity with the Regional Plan.
- 6.9 It is a key part of the strategy that the housing requirements for the District are satisfied including a wide range of housing and accommodation needs. In addition to general housing requirements the Core Strategy sets out an approach to meeting the needs of specific groups including Gypsies and Travellers, Older people, people with a disability and people requiring affordable housing. To date Blaby District has generally met the identified requirements for Gypsy and Traveller accommodation and will continue to respond to identified needs. The majority of affordable housing will be delivered as part of larger developments and it will be focussed in the areas identified for growth. The strategy will seek the optimum amount of affordable housing (whilst retaining the viability of sites).
- 6.10 The rural (mainly 'southern') areas of the District will accommodate lower levels of growth, with a focus on Stoney Stanton, as the District's only 'Rural Centre' and the best served of the villages in the south of the District. Smaller scale 'affordable' housing developments (mainly through 'Rural exceptions schemes' will be allowed where there is a demonstrable need.

Employment and the economy

- 6.11 The northern and central areas will be the focus for employment growth. The provision of new employment land will be focussed around the Principal Urban Area. These are the areas of greatest growth and have the greatest potential source of employees. A Strategic Employment Site (of some 30 hectares) has been granted planning

permission around junction 21a of the M1. Other large scale employment sites are required to meet identified need. In order to be attractive to the market (and deliverable) they must have strong connections with the strategic road network. A Strategic Employment Site (SES) is proposed as part of the Strategic Growth Area at Lubbesthorpe.

- 6.12 Smaller scale employment opportunities of key employment sites will be allowed in the larger Central villages and the retention of key existing sites encouraged. The detailed locations for new smaller scale employment sites will be considered as part of the 'Allocations, Designations and Development Management DPD'. Rural employment opportunities (mainly in the southern Parishes of the District) will primarily be focussed on re-using former agricultural buildings and sites and the provision and retention of small scale facilities within and adjacent to 'better served' villages.

Transport

- 6.13 The strategic approach will be to seek to reduce travel. Where this is not possible opportunities to maximise more sustainable modes of transport will be sought. This approach helps to reduce the emission of CO2 and other pollutants and reduce negative impacts on air quality. New development should deliver the range of services and facilities that will minimise the need to travel. New development will be focussed in areas that have access to services and facilities and are well served by a range of transport alternatives (including public transport, walking and cycling) and are not wholly reliant on private cars. New development will be designed to give greater priority to pedestrians and cyclists over cars – whilst recognising that private transport will continue to play an important role. Contributions to improving the more sustainable transport choices will be sought where these are considered necessary to deliver a diverse transport offer.
- 6.14 Where opportunities exist, the Council will support and work with partners in seeking new public transport infrastructure.

Retailing

- 6.15 The retail strategy for the District of Blaby is to focus new retail facilities on Blaby Town centre in accordance with the Blaby Town Centre Masterplan. Site assembly and public realm improvements will be pursued to improve both the quantity and quality of the retail offer. Small scale growth of lower order centres will be encouraged where they are of a scale that is appropriate to the existing centre.
- 6.16 New retail facilities will be encouraged as an integral part of a sustainable new community at Lubbesthorpe. A District Centre and two Local Centres are required in order to serve distinct communities. The District Centre should include provision of a 'Supermarket', as opposed

to a superstore, and other retail facilities (including convenience, comparison, professional office and food related units). In order to deliver a satisfactory design solution that meets retail needs, a 'high street format' will be encouraged.

- 6.17 Growth of existing out of town retail facilities (mainly located at the Motorway's Retail Area) will need to satisfy the tests of retail impact and the 'sequential approach', in order to protect the vitality and viability of existing centres.

Provision of Infrastructure

- 6.18 The provision of infrastructure to support new populations (arising from growth) underpins the strategy. There are likely to be infrastructure requirements arising from all new developments. There will be a particularly strong focus on delivering new infrastructure associated with the SUE. Growth of this scale will require new schools, community facilities, healthcare facilities, play and open spaces, water supply and disposal, waste and transport infrastructure, as well as placing increased pressure on existing emergency services. It is important that the delivery of necessary infrastructure is in accordance with a phasing plan that has been agreed by partners (including key delivery agencies) and is demonstrably capable of being delivered.

Green Infrastructure

- 6.19 The strategy is to improve the provision and access to a network (of all types) of Green Space around the District. The SUE will give an opportunity to link existing urban areas to open Countryside through Green links (with the potential to create new Green Wedges). Existing Green Wedges, which are located in and adjacent to the northern and central parts of the District, will continue to be protected subject to a detailed review of their boundaries. Where possible, the Council will work with the 'Stepping Stones' project, in order to improve access to, and quality of, Green Wedges.
- 6.20 Where there is a demonstrable lack of Play and Open Space (POS) facilities the Council will seek to secure high quality POS as part of new developments.

Climate change

- 6.21 It is crucial that the strategy recognises the District's contribution towards and implications of climate change. The key method of achieving reduced contributions to global warming is by ensuring that new developments are located in the most sustainable locations and that the design and layout of new schemes and buildings seek to optimise energy efficiency without undermining viability.
- 6.22 Encouragement will be given to large scale renewable / low-carbon

energy generation in appropriate locations and in seeking to secure micro-generation / combined heat and power solutions where these are shown to be efficient.

- 6.23 One of the key impacts of climate change is the increased incidence of flooding. The strategy will be to resist flood sensitive developments in locations that are likely to flood, or where development could increase the potential for flooding downstream. In particular, the River Sence and Soar valleys will be protected from developments that could result in on-site or downstream hazards. Other causes and impacts of climate change will be addressed in more detailed design matters.

7.0 Spatial Policies

Development and Design Strategy

Policy CS1 – Strategy for locating new development

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

Most new development in the District of Blaby, including housing and employment, will take place within and adjoining the Principal Urban Area (PUA) of Leicester. The PUA comprises the 'built-up' areas of Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town and Glen Parva. A minimum of 8,740 houses will be developed in the District between 2006 and 2029, of which, at least 5,750 houses will be provided within and adjoining the PUA. A minimum of 68 hectares of employment land will be provided in the District, of which, at least 57 hectares will be provided within and adjoining the PUA.

Outside of the PUA, development will be focussed within and adjoining Blaby (the District's only settlement with a town centre) and within and adjoining the settlements of Enderby, Narborough, Whetstone and Countesthorpe, referred to as the 'Larger Central villages', as identified in the Housing Distribution Policy CS5, which contain a good range of services and facilities, access to a range of transport modes and which have a good functional relationship with higher order centres (including Leicester and Hinckley). At least 2,990 houses will be developed in the areas outside of the PUA (between 2006 and 2029).

Lower levels of growth will be allowed in the Rural Centre, Medium Central Villages and Smaller Villages where the scale of development will reflect the settlement's range of available services and facilities and public transport alternatives.

In each settlement, encouragement will be given to the use of Previously Developed Land (brownfield) and underused land and buildings.

The Council will monitor and manage its housing land supply in order to ensure delivery in accordance with the housing trajectory shown in Appendix F.

7.1 Policy 1 broadly adopts the principle of 'Urban concentration'. This approach is consistent with the previous strategic plans for the District of Blaby and the current East Midlands Regional plan (2009). In addition, it is consistent with current Central Government policy which encourages 'patterns of development' which 'make the fullest use of public transport, walking and cycling, and focus development in locations which are, or can be made, sustainable'. Following consideration of alternative approaches through the Sustainability Appraisal process, the Council considers that this approach best achieves sustainability objectives.

7.1.1 This Council considers that the policy of Urban Concentration would:

- Reduce the need to travel longer distances to work, shops and services;
- Secure better use of existing infrastructure, including public transport (bus services are generally more frequent and take less time to travel to key employment and services in Leicester City Centre and other parts of the PUA than in more rural areas).
- Maximise opportunities for the socially excluded to gain access to services and facilities more easily.

7.1.2 Nearly 50% of the District of Blaby's population live in the Principal Urban Area comprising the settlements of Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town and Glen Parva. There is a strong functional relationship between these PUA settlements and Leicester City Centre, in terms of its retail, employment and leisure opportunities.

7.1.3 The East Midlands Regional Plan seeks to focus new development in and adjoining the Principal Urban Areas (PUAs), including Leicester. Three-Cities Sub-regional Policy 3 seeks to ensure that at least 65% of new housing (5,000 of the 7,600 required between 2006 and 2026) is located within or adjoining the PUA. The policy reflects the annual requirements (380 per year) and broad distribution of housing identified in the RSS. The policy also includes an extension of the plan period up to 2029 to ensure a 15 year plan period (upon adoption of the 'Allocations, Designations and Development Management' Development Plan Document).

7.1.4 The Council's Settlement Hierarchy report (2010) and Village Services fact file indicate that settlements within the PUA have: a comparatively

greater level of services and facilities and greater frequency of public transport than non-PUA settlements. In addition, they have a greater likelihood of using public transport than settlements outside of this area.

7.1.5 There are several larger villages mainly in the central part of the District which have a strong functional relationship with the PUA in terms of visits for employment, leisure and retail purposes. Travel to work, census data and other evidence (including the Employment Land and Premises studies) support this. These settlements have opportunities for lesser scale housing and employment growth where they can be supported by a range of services, facilities and transport alternatives and are consistent with the scale of those settlements. The distribution of housing growth is set out in Policy CS5. Broadly, it is based on the following:

- Access to services and facilities locally;
- Availability and quality of public transport;
- Access to employment opportunities;
- Environmental and Policy Constraints to development; and,
- Deliverable opportunities for development.

Delivery

7.1.6 A more detailed distribution of development is set out in Policy CS5, and in the context of the proposed SUE more details on the form of development is set out in Policies CS3 and CS4. The trajectory for anticipated rates of growth are set out in Appendix F. The infrastructure requirements arising from new development are considered in the Infrastructure Plan, Appendix D. The majority of new development will be implemented by private developers including provision of market and affordable housing, transport, education, community facilities, healthcare and retail facilities. Opportunities to improve infrastructure provision in partnership with other key providers will be explored.

7.1.7 The above policy will be used to ensure that development is delivered in accordance with Council's Vision and Strategy by focussing development towards the PUA. This policy approach seeks to promote 'urban concentration' and prevent excessive development in the non-PUA. The distribution of development will be managed by identifying suitable sites and development limits to settlements through a 'Local Plan - Allocations, Designations and Development Management Development Plan Document', and monitoring of development proposals submitted through the development management process.

Policy CS2 - Design of New Development

Strategic objectives

- 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 bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners; and*
- 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.*

In order to secure a high quality environment, all new development should respect distinctive local character and should contribute to creating places of a high architectural and urban design quality, contributing to a better quality of life for the local community.

Design should be appropriate in its context and should take any opportunities available to improve the character and quality of an area and the way it functions. Development proposals should demonstrate that they have taken account of local patterns of development, landscape and other features and views and are sympathetic to their surroundings through urban design, landscaping (including tree planting), architecture and architectural detailing. At the same time, the Council will support innovative design that is appropriate in its context.

High quality places, which are safe and socially inclusive, will be required through the application of good design principles including layout, street design, scale, materials, natural surveillance, orientation, and sustainable construction.

New development should create safe environments where crime and disorder or fear of crime does not undermine quality of life.

The design of new development should take account of, and provide opportunities to enhance, the natural and historic environment, including improvements to Green Infrastructure and opportunities to promote biodiversity.

Consideration needs to be given to the access and mobility needs of people (including, but not limited to, elderly people and disabled people) so that barriers to access can be overcome for the benefit of the entire community. This should be considered in the design of new developments from the outset. This will contribute to the creation of mixed communities. In addition, developments should be designed with

full consideration of the principles of permeability, legibility and connectivity.

The design of development incorporating the above features will need to be demonstrated through the Design and Access Statement.

The Council will use Building for Life 12 (BfL12) as a tool to encourage high quality design across all new housing developments in the District. Where the design of a new development is not considered of high enough quality, the Council will seek appropriate improvements.

- 7.2.1 Designing high quality environments is essential in creating mixed, vibrant, safe, healthy and accessible communities, thereby contributing to a good quality of life for local residents.
- 7.2.2 According to CABI, design quality in the East Midlands is generally of a poor standard. A strong emphasis in improving design quality at Regional and National levels has not been reflected in developments 'on the ground' locally. Blaby District is no exception, too many 'off the peg' house types, inappropriate urban design and poor architectural detailing have resulted in developments that do not reflect local character or provide a sense of place.
- 7.2.3 The Landscape and Settlement Character Assessment for the District of Blaby (May 2008) identifies the characteristics of individual settlements that make them distinctive. It is important that new developments take account of this character in developing sympathetic schemes. It is proper to seek to promote or reinforce local distinctiveness particularly where this is supported by clear plan policies or supplementary planning documents on design.
- 7.2.4 The former PPS1 (2005) sets out extensive guidance on the issue of design. It sets out a number of matters which are to be considered to ensure that design is appropriate in its context and takes account of opportunities available for improving the character and quality of an area and the way it functions.
- 7.2.5 The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 7.2.6 BfL12 (September 2012) is the national standard for well designed homes and neighbourhoods, published by CABI at the Design Council, Design for Homes and the Home Builders Federation. It provides guidance and includes a number of questions relating to the creation of good places to live with the aim of stimulating conversation to achieve improved design quality.

- 7.2.7 Developers will be expected to work with local communities, the Local Planning Authority and other key stakeholders to achieve the highest quality design outcomes. The Council considers it important to achieve as many 'greens' as possible and to avoid 'reds', in the context of the BfL12 guidance, and seek to achieve the maximum number of sites with Building for Life Diamond status (the achievement of 12 'greens') in order to raise design quality throughout the District.
- 7.2.8 Design is an area which has links to many other policies in this Core Strategy, including measures to address climate change. This policy needs to be read in conjunction with Policy CS21 – Climate Change to understand the site layout and sustainable design principles which the Council is seeking in order to reduce energy demand and increase efficiency.

Policy CS3 – Sustainable Urban Extension

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

Land west of the M1 (as shown by an asterisk on the Key Diagram) is the preferred location for a mixed-use Sustainable Urban Extension (SUE).

The SUE should be a high quality, sustainable, mixed use development that is well connected and has a functional relationship with the wider area, but allows adequate opportunities to locally access services and facilities. It should contain:

Housing

- In order to meet the housing needs of the District and create a mixed and balanced community, the SUE should provide a range of housing (including a mix of affordable housing tenures). At least 4,250 new homes should be delivered in total. The Council will seek to secure a minimum of 25% of the total number of dwellings as affordable housing (80% Social / Affordable rent and 20% intermediate houses). Where it can be demonstrated that these minimum requirements would make the development of the SUE unviable, a reduced**

percentage of affordable units and / or a revised tenure split will be negotiated. Implementation of the above requirements will take into account the latest evidence on affordable housing needs, through the Strategic Housing Market Assessment or other evidence of need;

- Whilst densities will vary across the SUE, a notional minimum net density of 30 houses per hectare should be achieved.

Employment

- Employment opportunities including, but not exclusive to, those within the District and Local Centres.
- Opportunities for 'live-work' accommodation,

Education

- 2 primary schools (circa 4.5 hectares in total) capable of accommodating some 1,050 pupils
- A secondary school (circa 10 hectares) capable of accommodating some 850 pupils,

District and Local Centres

- A District Centre, where appropriate uses will include:
 - A supermarket (some 2,500 sq m net)*
 - Other retail provision (Use Class A1 – A5)*
 - Office Floorspace (Use Class B1(a)) up to 2,000 sq m
 - Small workspaces (Use Class B1)
 - Health care facilities**
 - Community / Faith facilities***
 - Assembly and leisure uses
 - Residential uses
 - Appropriate car parking provision for the above uses
- Two local centres, where appropriate uses will include:
 - Retail provision (Use Class A1–A5)* (combined retail floorspace 1,250 sq m (gross))
 - Health care facilities**
 - Community / Faith facilities***
 - Residential uses
 - Small workspaces (Use Class B1)
- Other small scale retail facilities to meet localised needs in parts of the development that are not within 400 metres walking distance of a Local or District centre.

Green infrastructure

- Green Infrastructure to be provided in accordance with an agreed Green Infrastructure Framework, including:

- Public open space provision (to at least meet the minimum standards set out in Policy CS15)
- Strategic Green Infrastructure – including a linked network of routes and green spaces extending to the wider Countryside
- New Green Wedges adjacent to the existing settlements of Leicester Forest East and Enderby.
- Provision of new trees and woodlands within the development and proposed new Green Wedges,

Transport and movement

- Wide ranging transport solutions that maximise sustainable travel should be provided in accordance with an agreed transportation strategy (including travel plan).
- New and improved transport infrastructure will be required including:
 - Two new bridges, one each over the M1 and M69 motorways;
 - Mitigation measures on the existing transport network where adverse impacts are identified;
 - A minimum 20 minute frequency bus service from the site into Leicester City Centre;
 - A new bus service to link proposed residential development with local employment sites and retail facilities (Motorways Retail Area);
 - Bus services which penetrate the site and provide bus stops which are less than 400 metres walk from new residents;
 - New walking and cycling links to key retail, leisure, employment and education services and existing facilities including those around junction 21 of the M1, local villages (mainly Enderby, Braunstone Town and Leicester Forest East) and Leicester City Centre;
 - Transport improvements should seek to achieve a modal shift away from private car use;
 - Provision of travel packs for new residents, as part of a wider travel plan.

General Infrastructure

- Other infrastructure required to deliver a sustainable community, should be provided as part of the development. This includes commensurate provision of, or improvements to, key services, facilities and infrastructure (see Policy CS11 and Appendix D).

A Masterplan should be prepared and agreed in advance of, or as part of, a planning application for the SUE. The Masterplan should be prepared for the whole SUE and the adjacent Strategic Employment Site

(SES) in order to achieve a comprehensive approach. It will set out in detail the structure and development concepts of the SUE to include, amongst other things:

- The distribution and location of proposed land uses;**
- Proposed key transport links, within and outside of the proposed development, including those between the SUE and SES;**
- Important environmental features and heritage assets that are to be protected;**
- Areas of green infrastructure and green space (including new Green Wedges); and,**
- Areas of new landscaping.**

The SUE Masterplan will be prepared in consultation with key stakeholders. No planning approval shall be granted for the proposal until the Masterplan has been completed to the satisfaction of the LPA. Subsequent development shall be in accordance with the Masterplan and agreed design codes.

Detailed proposals should respect the integrity of important historic and environmental features (such as floodplains, woodlands, important hedgerows, topography, important habitats and species, the fabric and setting of Scheduled Monuments and existing historic farm buildings). Design solutions must demonstrate that the impact of development on these matters of importance are satisfactorily mitigated.

The development will need to include appropriate measures to mitigate the noise and air quality impacts arising from the development on new and existing residents (primarily, but not exclusively, those impacts caused by proximity to the M1 and M69 motorways).

The development shall be designed so as not to allow sensitive development within areas that are prone to flooding. Measures to address / regulate flows of water courses that are susceptible to flooding (such as Lubbesthorpe Brook) will be required; this should include the provision of Sustainable Urban Drainage Systems where benefits can be demonstrated.

In addition to the services and facilities identified above, the development will be expected to provide renewable sources of energy (including on and off site power generation) to help meet the energy needs of the SUE and to provide opportunities to effectively manage waste. The Council will seek provision of renewable energy provision to an agreed specification. Energy Efficiency levels in buildings should meet the minimum requirements of the extant building regulations.

The delivery of the SUE's services, facilities, infrastructure, land and buildings will primarily be provided by the developer, in partnership with appropriate service providers (through direct delivery by the developer, financial contributions and other funding streams). The timing of

infrastructure provision will be determined through a phasing plan to be agreed with the Local Planning Authority.

***Cumulative retail provision in the District and Local Centres shall be up to circa 4,500 sq m (net)**

**** Cumulative Health care facilities (circa 1,200 sq m)**

***** Cumulative Community / Faith facilities (circa 3,000 sq m)**

- 7.3.1 The provision of a major mixed use development involving large scale new housing and employment land allocations (see also Policy CS4) will make a significant contribution to meeting the housing and employment requirements for the District of Blaby. This approach takes advantage of the area's location next to the Principal Urban Area of Leicester and the major employment opportunities around junction 21 of the M1. In addition, the policy seeks to maximise the potential to secure significant green infrastructure as part of the proposals whilst maintaining the integrity of the cultural environment and its heritage assets.
- 7.3.2 The East Midlands Regional Plan (2009) refers to the need for a "Sustainable Urban Extension to the west of Leicester (as necessary)", in order to deliver the scale of growth that is expected in the District of Blaby up to 2026 and beyond. Whilst it is recognised that it is the Government's intention to abolish Regional Plans as part of the Localism Act, the evidence and rationale underpinning these policies remains. The Council has gathered wide-ranging additional evidence, and independently tested a number of options (mainly thorough the Sustainability Appraisal process) and considers that the delivery of a 'Strategic Growth Area' / SUE adjacent to the PUA is the most appropriate option for meeting growth requirements.
- 7.3.3 The policy seeks to ensure that key services and facilities are delivered within the development to maximise the potential for 'communities' to grow and for transport movements to be minimised. Evidence indicates that on-site provision of key services and facilities enables greater retention of journeys within the development than a more dispersed pattern of smaller developments. Where journeys off site are required to higher order services, facilities and employment, the policy (along with Transport Policy CS10) seeks to exploit opportunities for new residents to have access to more sustainable forms of transport including walking, cycling and public transport.
- 7.3.4 It is important that development of the SUE is not developed in isolation and offers the potential for integration with the existing communities of Leicester Forest East, Enderby and Braunstone Town whilst safeguarding their individual identities. Where possible, facilities and services should be accessible to existing as well as new residents.
- 7.3.5 In accordance with other policies in this Core Strategy, the SUE will be required to be of high quality design. The policy requirement to produce a masterplan to guide development form in advance of the

determination of any planning application will ensure that a comprehensive and integrated approach is taken to the potential development of the site. The SUE provides an opportunity for contemporary thinking in sustainable development, using high quality design which incorporates new technologies in the design and construction of buildings, Sustainable Urban Drainage Systems, maximising renewable and low carbon energy sources, and incorporating effective waste management facilities at the outset.

7.3.6 The Council considers that the strategic approach of providing a SUE is superior to a more dispersed pattern of development, this has been tested through the SA / SEA process. The Council consider that 'Sustainability' objectives can be better met through delivery of a SUE. Three options were considered at the 'Alternative Options' stage of Core Strategy production. Two were considered inferior in terms of their ability to deliver the quantity and quality of development required. The reason why the Lubbesthorpe SUE has been chosen in this location over other alternatives are:

- The area is capable of delivering the quantity of housing required in the Principal Urban Area along with supporting infrastructure;
- The area has flexibility to respond to changing housing requirements that may emerge through locally derived housing evidence;
- The area could provide the quantity of development to secure the necessary infrastructure, that allows an element of 'self containment' and the provision of services and facilities that are the building blocks which allow communities to form including the provision of a school (including a secondary school);
- The site is considered to be deliverable. It is in the control of one landowner who is willing to develop the land, and is being promoted by an established developer consortium;
- The site lies close to the proposed Strategic Employment Site and other important employment areas including Grove Park, Meridian Business Park, Carlton Park and The Warrens Industrial Estate;
- The site lies close to retail (Fosse Park) and Leisure (Meridian) facilities;
- The site has the potential to provide Public Transport solutions that would encourage reduced journeys by car (particularly to Leicester City Centre) – this is partly based on data that indicates that settlements which are closer to the Core of Leicester City have populations with a greater propensity to use public transport;
- It has close proximity to Park and Ride facilities at Meynell's Gorse and Enderby allowing good public transport links into Leicester;
- The site has significant potential to provide Green Infrastructure; and
- Development of the site can be achieved whilst allowing Green Wedges that will help to protect the identity of individual settlements.

Delivery

7.3.7 The SUE will encompass a wide range of land uses involving a number of key partners. A phasing plan for the delivery of housing, employment and infrastructure shall be agreed with the District Council in advance of the commencement of development. The following broadly identifies who will deliver the key land uses.

1) Housing. New housing will be delivered by the developer. The provision of affordable housing will be funded by the developer in partnership with a Registered Provider (RP) (or other qualifying organisation). It is anticipated that the majority of funding and delivery will come through these bodies, notwithstanding this, opportunities for public funding for affordable housing will be explored. The rates of delivery are set out in the housing trajectory, Appendix F.

2) Schools. The developer will be required to provide the required education facilities (new schools). It is anticipated that provision will be required for some 850 secondary (Higher and Upper) school students and some 1,050 primary school pupils. Subject to detailed design requirements, it is likely some 10 hectares will be required for a secondary school and some 2 - 2.5 hectares for each primary school (some 5 hectares in total).

3) Health care facilities. New General Practitioner surgeries will primarily be funded by the developer working in partnership with GPs. Opportunities to explore public funding may be necessary in exceptional circumstances. It is envisaged that appropriate locations for Health Care facilities will be identified and reserved as part of the development of the Masterplan.

4) Sustainable Transport. The provision of walking and cycling routes which will be provided within the development. Key walking and cycling networks will be identified through the SUE Masterplan and provision of facilities made at the developer's expense. Links into the wider networks will be required and contributions to improving these networks made where reasonable and necessary.

5) The new bus network needed to serve the new development will be funded by the developer for a period to be agreed with the Local Transport Authorities. A phased approach to the provision of public transport will be developed through the SUE Masterplan so that the Public Transport is delivered in an effective and proportionate manner. More detailed requirements are set out in Policy CS11.

5) Employment. New employment will mainly be delivered and funded through the developer and partners. The components of employment within the site will be determined through the SUE Masterplan.

6) Retail facilities. New retail facilities will mainly be delivered and funded through the developer and their partners. The broad location

and type of retail facilities within the site will be determined through the SUE Masterplan.

7) Community Facilities. The developer will be required to facilitate new community buildings, services and facilities either through funding or other methods. It is envisaged that the location of such facilities should be identified as part of the development through the Masterplan.

8) Green Infrastructure. Open space and Green Infrastructure will be provided by the developer as an integral part of the new development. The areas of Green Infrastructure (which includes Public Open Space), its phasing and subsequent maintenance will be identified as part of any planning application and SUE Masterplan and shall be agreed with the Local Planning Authority in advance of any development commencing.

Policy CS4 - Strategic Employment Site

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.*

Land east of the Warrens (south of the M69) at Enderby (as shown by an asterisk on the key diagram) is the preferred location for a Strategic Employment Site (SES) in conjunction with the proposed Sustainable Urban Extension (SUE) at Lubbethorpe.

The SES will provide some 21 hectares (net) of employment land. The type of employment land provided will include B1, B2 and B8 uses. The quantity / split of these uses will be based on market demand, the needs of investors, the requirements for local businesses and inward investors.

In order to help meet the employment needs of the District, the SES should provide a range of employment opportunities (which should include office and light industry (B1), General Industry (B2) and storage and distribution uses (B8) – as defined in the Town and Country Planning (Use Classes Order) (1987) as amended). 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.

Development proposals should seek to ensure nearby communities (including the proposed SUE) are able to gain easy access to the SES by a range of transport modes. A new bridge across the M69 will be required in order to encourage movements between the SES and the

proposed SUE north of the M69 (particularly for pedestrians and cyclists). The timing of the delivery of this bridge will be determined through a phasing plan to be agreed as part of any planning approval for the SUE.

A Masterplan and transportation strategy will be prepared for the SUE and SES in advance of the determination of any planning application which sets out in more detail the structure and development of the SES and SUE. The Masterplan and transportation strategy will be prepared in consultation with the Local Planning Authority and key stakeholders. No development shall commence on the land until detailed design coding has been completed to the satisfaction of the LPA. Subsequent development shall be in accordance with the Masterplan, transportation strategy and agreed design codes.

The design and layout of any new scheme must seek to minimise its visual impacts on the nearby Lubbethorpe Scheduled Monument, Enderby Hall, Enderby Conservation Area and Enderby Park. Building heights, scale and massing should seek to minimise the impact on key views from these areas.

7.4.1 The Leicester and Leicestershire Employment Land Study (LLELS) and the Blaby District Employment Land and Premises Study (BELPS) refresh (2011) identify a requirement for additional employment land in the District of Blaby. The LLELS indicates the requirement for a Strategic Employment Site (of some 24 hectares) in the District of Blaby, up to 2026. A site of some 30 hectares (gross) was granted planning permission by the Secretary of State in October 2011 at 'Glenfield Park' adjacent to junction 21a of the M1 (this is considered in Policy CS6). Notwithstanding this, the BELPS (refresh) 2011 indicates that there is still an unmet need for employment land in the District, including the need for a Strategic Employment Site to meet local and wider needs. In addition, the LLELS (refresh 2012) identifies that additional employment land requirements that cannot be met within the City of Leicester could be met in the adjacent Districts, this will require some additional 'cross-boundary' work in order to establish the most suitable locations.

7.4.2 In addition to its function of meeting local and wider needs, the SES is accessible to potential employees from the adjacent Sustainable Urban Extension. Research by Experian has indicated that the population of the SUE may generate sufficient employees to require some additional 6.3 hectares of B2 / B8 employment land and some 4,500 sq m of office space. Whilst it is recognised that origin and destination employment patterns are complex, the SES would have a good functional relationship with the Sustainable Urban Extension and would allow the opportunity for residents to seek employment without the need for lengthy travel. In addition, the site is attractive to the market, and has good links with the strategic transport and communication network and the District. Notwithstanding this, it is important that the

detailed design and siting of the SES does not undermine any of the other environmental, social or economic objectives of the Core Strategy. Any proposal will have to pay particular attention to its impact on the Enderby Conservation area and Enderby Hall (a listed building) and Park and nearby Scheduled Monument. This will be particularly important in the case of 'high bay' employment buildings.

7.4.3 A balanced mix of employment types will be expected. The mix of employment types must reflect the needs of new and existing residents and will be informed by the BELPS and LLELS. The policy seeks to provide a balanced portfolio of employment sites to meet local and wider needs, whilst assessing the impact of office development proposals on existing centres. No size restrictions have been applied to B2 / B8 uses in order to allow the site to respond to market demand in a flexible way.

7.4.4 The location of the SES has been chosen because:

- It contributes deliverable employment land in order to meet the needs of residents of the District of Blaby and the wider economic area;
- It has a good functional relationship with the SUE which will allow the opportunity for new residents to walk or cycle to new employment areas;
- It is close to one of the few areas of deprivation in the District of Blaby and offers employment opportunities to local people;
- It has good access to the trunk road network particularly when the new link road is provided to Leicester Lane thus improving its attractiveness to the market.

7.4.5 A link road from the Warrens Business Park to Leicester Lane Enderby (through the SES) has the potential to result in transportation benefits by removing traffic from congested routes in Enderby. Leicestershire County Council is exploring a range of transportation measures in the Enderby area. The Council will explore the opportunity to provide a link road in conjunction with the development of the SES and will discuss the potential for such a link with the developers and Leicestershire County Council.

Policy CS5 - Housing Distribution

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;*
- 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;*

- viii) *To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations;*
- ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
- 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).*

In order to focus new development in the most appropriate locations, the Council will seek to distribute housing by settlement in accordance with the table below. Provision will be made for at least the housing requirement figure for each settlement as shown below. Detailed locations of proposed developments will be determined through the Local Plan Allocations, Designations and Development Management Development Plan Document.

1. Principal Urban Area:

Settlement	Housing requirements (2006 – 2029)
Glenfield Kirby Muxloe Leicester Forest East Braunstone Town Glen Parva Lubbesthorpe	Combined figure of 5,750 (including 4,250 within a new SUE)

2. Blaby town:

Settlement	Housing requirements (2006 – 2029)
Blaby	420

3. Land adjacent to Earl Shilton (within Blaby District)

Settlement	Housing requirements (2006 – 2029)
Land adjacent to Earl Shilton	105

4. Larger Central villages

Settlement	Housing requirements (2006 – 2029)
Enderby	155
Narborough	210
Whetstone	365
Countesthorpe	520

5. Rural Centre

Settlement	Housing requirements (2006 – 2029)
Stoney Stanton	320

6. Medium Central villages

Settlement	Housing requirements (2006 – 2029)
Littlethorpe	Combined figure of 815
Huncote	
Cosby	
Croft	
Sapcote (including land at The Limes)	

7. Smaller villages

Settlement	Housing requirements (2006 – 2029)
Elmesthorpe	Combined figure of 80
Kilby	
Sharnford	
Thurlaston	

8. Hamlets and very small villages

Settlement	Housing requirements (2006 – 2029)
<p>Aston Flamville</p> <p>Leicester Forest West</p> <p>Potters Marston</p> <p>Wigston Parva</p>	<p>Notwithstanding completions and commitments since the start of the plan period in 2006, no further housing growth is envisaged in the hamlets and very small villages.</p>

7.5.1 The District of Blaby has a number of settlements of differing sizes from small hamlets to large villages and towns. The ‘Housing Distribution’ policy sets out the required level of housing growth considered appropriate within the District up to 2029. The distribution of housing is based on the ability of settlements to accommodate additional growth and has been prepared in the policy context of ‘urban concentration’ as set out in Policy CS1. The detailed location of potential sites will be set out in the ‘Allocations, Designations and Development Management’ Development Plan Document.

7.5.2 In order to give certainty to the quantity of development suitable in each settlement a target figure is provided (to inform the scale and distribution of housing growth) for some settlements.

7.5.3 The Council’s ‘Settlement hierarchy’ report (July 2010) considers the sustainability of each of the settlements within the District of Blaby. The settlement hierarchy ranks the settlements in terms of their ‘sustainability’ using a range of criteria. Settlement rankings are based on:

- The availability of key services and facilities available within each settlement;
- availability of public transport; and,
- access to large scale employment opportunities (by public transport journey times).

7.5.4 It is accepted that the sustainability of places is reliant on a complex series of interrelationships. However, the purpose of this approach was to ensure that these settlements were assessed in a consistent way.

7.5.5 In addition to this ranking mechanism, the housing distribution policy is informed by an assessment of each settlement’s ‘capacity’ for growth (without undermining other planning objectives), in particular the policy has been developed following an assessment of:

- i) physical constraints (such as land that is prone to flooding, has contamination or instability issues or natural / manmade impediments to development);
- ii) policy constraints (such as the impact development would have on designated areas of Green Wedge); and,
- iii) opportunities for growth and whether sites are deliverable (mainly using the Council's Strategic Housing Land Availability Assessment (SHLAA)).

7.5.6 In order to monitor the continuing availability of services and facilities, the Council has produced and continues to update a 'Village Services Fact File' which identifies the range of services and facilities available within each of the settlements and the frequency and destination of public transport.

7.5.7 The table below sets out the position in each settlement / group of settlements in terms of completions and commitments (at 31st March 2012) and the residual requirement for the rest of the plan period.

Settlement	Housing requirement	Total completed & committed	Residual requirement
Glenfield Kirby Muxloe LFE Braunstone Town Glen Parva Lubbethorpe	5,750	1,309	4,441
Blaby	420	254	166
Land adj Earl Shilton	105	106	0
Enderby Narborough Whetstone Countesthorpe	155 210 365 520	154 133 103 495	1 77 262 25
Stoney Stanton	320	303	17
Littlethorpe Huncote Cosby Croft Sapcote	815	556	259
Elmesthorpe Kilby	80	29	51

Sharnford Thurlaston			
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The following summary sets out the key considerations in setting the broad distribution of housing:

Principal Urban Area

7.5.8 The East Midlands Regional Plan (RSS) encourages a policy approach of urban concentration with new development being focussed on the Principal Urban Areas. The RSS requires that at least 5,000 houses are provided in Blaby District in and adjoining the PUA of Leicester between 2006 and 2026 – this includes the settlements of Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town and Glen Parva. It is recognised that there are only very limited opportunities for further growth in Braunstone Town and Glen Parva. Physical constraints such as the Rivers Sence and Soar and Rothley Brook, and policy constraints such as strategically important Green Wedges reduce the potentially suitable sites for growth.

7.5.9 The extension of the plan period to 2029 has resulted in different overall requirements in both the PUA and non-PUA. Nevertheless, the split between the PUA and non PUA remains broadly similar.

7.5.10 The majority of new development in the PUA is proposed to be accommodated within the SUE west of Leicester. Other opportunities for large scale growth adjoining the PUA have been considered and dismissed as less appropriate. The Council's Strategic Housing Land Availability Assessment (SHLAA) and Urban Capacity Study (2006) have identified only very limited opportunities for delivering housing on brownfield land.

Blaby

7.5.11 Blaby has the District's only town centre which will be the focus for future retail growth. The town has a wide range of services and facilities including schools, shops, employment and has a good functional relationship with Leicester (including frequent and direct public transport services). Whilst Blaby is a key settlement within the District and should be a focus for future development, the SHLAA indicates that there are only limited opportunities for large scale growth without compromising the floodplain and Green Wedges to the north, west and south of the settlement. New Growth is expected to be delivered on Greenfield sites, with limited opportunities as part of town centre redevelopments.

Land adjacent to Earl Shilton

7.5.12 Earl Shilton is defined as part of the urban area of the Sub-Regional Centre of Hinckley in the RSS. Sub-Regional Centres are considered to be suitable locations for additional growth. A small area of land adjacent to the urban area of Earl Shilton is located within Blaby District, but will look to Earl Shilton and Hinckley for its facilities and services. This area of land now has planning permission for residential development containing 106 houses.

Larger Central Villages

7.5.13 The four villages of Narborough, Whetstone, Enderby and Countesthorpe are the best served of the villages outside of the PUA and Blaby. They all have a good functional relationship with the City of Leicester including a more frequent bus service into the City Centre than the more distant villages. In addition, they have a range of services and facilities that would help to sustain growing communities. It is accepted that services and facilities may need improving in some circumstances.

Narborough

7.5.14 Narborough has the only passenger railway station in the District providing links to Leicester City Centre and Hinckley in less than 15 minutes. The village is close to some of the key employment sites within the District and has a wide range of retail, health and education facilities. Additional growth at Narborough is constrained by floodplain to the south, existing development to the north and east and an important 'Area of Separation' to the west. The SHLAA has indicated only limited potential for developable housing growth in and adjoining the built up area in the short to medium term. The proposed distribution of 210 houses to Narborough reflects the constraints to development that limit further growth.

Enderby

7.5.15 Enderby has the highest ranking retail centre in the District of Blaby (other than Fosse Park) according to Management Horizons 'UK Shopping Index'. It is home to much of the District's employment opportunities including Grove Park, the Warrens Industrial Estate and Fosse Park / Motorways Retail Areas. Enderby has both primary schools and Brockington College (High school). Whilst Enderby has a wide range of services and facilities, it has more limited scope for future growth as a result of strategically important areas of Green Wedge and strong defensible boundaries. The SHLAA has indicated only limited potential for developable housing growth in and adjoining the built up area in the short to medium term. The proposed distribution of 155 houses to Enderby reflects the constraints to development that limit further growth.

Whetstone

7.5.16 Whetstone has a wide range of employment facilities including Cambridge Road Industrial Estate (and nearby employment sites in Blaby). Whetstone has two primary schools. It also has a wide range of services and facilities, and is close to Blaby Town Centre. However, it has limits on its scope for future growth as a result of strategically important areas of Green Wedge to its east and west and a strong defensible boundary of the former Great Central railway line. Notwithstanding this, the SHLAA has identified significant capacity for developable sites in and adjoining the built up area of Whetstone in the short to medium term. The 365 houses referred to in the policy offers a level of growth that is commensurate with the village's employment offer and available services and facilities. It is considered that this level of growth is deliverable without compromising strategic policy or environmental constraints.

Countesthorpe

7.5.17 Countesthorpe has both primary schools and a secondary school (Countesthorpe Community College) the latter providing a wide range of opportunities to the community. Countesthorpe has a reasonably diverse retail centre and a wide range of other services and facilities, along with a strong functional relationship with the higher order centres of Blaby and Leicester. The SHLAA identifies a significant number of houses that could be developable in the short to medium term. Notwithstanding this, Countesthorpe has no key employment sites and has received a significant level of growth in recent years which does not reflect its scale or its offer of employment facilities. The 520 houses referred to in the policy broadly reflects completions since 2006 and current commitments.

Rural Centres

Stoney Stanton

7.5.18 Stoney Stanton is the largest and best served of the villages in the south of the District of Blaby. It contains a range of retail, medical and education facilities and acts as a higher order centre for other nearby villages (including Sapcote and Sharnford). Notwithstanding this, the settlement has only limited employment opportunities (diminished further in recent years) and public transport. In addition to this, there are policy constraints to the south of the village which seek to prevent the coalescence of Stoney Stanton and Sapcote.

7.5.19 The SHLAA identified significant capacity for 'developable' sites in and adjoining the built up area of Stoney Stanton in the short to medium term. There are opportunities elsewhere in the village to allow limited growth to reinforce its role as a Rural Centre, these have largely been

the subject of planning applications. The 320 houses referred to in the policy broadly reflects the number of completions since 2006 and current commitments.

Medium Central Villages

Littlethorpe

7.5.20 Littlethorpe has only a limited range of services and facilities within the village. Notwithstanding this, it is located close (within walking and cycling distance) to the centre of Narborough which contains a wide range of services and the only passenger train station within the District. The strong functional relationship between Littlethorpe and Narborough entails that new development could allow easy access to services and public transport in the latter. Littlethorpe has some policy and physical limitations including flooding and Green Wedge. The SHLAA indicated significant potential for residential development in the long term.

Huncote

7.5.21 Huncote contains some key services and facilities. Whilst the village has only limited employment opportunities, it has a bus service that allows access to the large employment areas at Junction 21 in less than 20 minutes. There are some policy and physical constraints including an Area of Separation on the eastern side and floodplain to the south-west. The SHLAA indicated potential for significant residential development in the long term. However, whilst the village has good public transport access to key employment areas / higher order services, it has only a basic level of employment, services and facilities.

Cosby

7.5.22 Cosby offers some key services and facilities required to accommodate sustainable communities. The village has limited employment opportunities and an infrequent bus service to higher order centres. There are some policy and physical constraints including Green Wedge, Area of Separation and floodplain. Whilst the SHLAA indicated potential for significant residential development in the long term, the village does not have the level of services and facilities to deliver a significant number of houses. Notwithstanding this, there are development opportunities on brownfield sites in and adjacent to the settlement.

Croft

7.5.23 Croft contains some key services and facilities. There is an infrequent bus service to Leicester City Centre although large employment areas around junction 21 are within 20min travel time by bus. There are

limited employment opportunities in the village mainly associated with the quarry. Croft has significant physical constraints to development, including floodplain and a main gas pipeline. No sites were promoted for development through the SHLAA. Whilst development opportunities are limited, there are significant local concerns regarding the falling school role and closure of the Primary School.

Sapcote (including The Limes)

7.5.24 Sapcote contains only a limited range of key services and facilities. The village has very limited employment opportunities within the settlement and has an infrequent bus service. There are some policy constraints to the north (Area of Separation).

7.5.25 Sapcote has a significant number of planning commitments (including land at The Limes). The SHLAA indicated significant potential for residential development in the long term. However, Sapcote has a limited range of employment opportunities, services and facilities and infrequent public transport.

Smaller villages

7.5.26 The smaller villages of Elmesthorpe, Kilby, Sharnford and Thurlaston have a limited range of employment opportunities, services and facilities. They are also not generally well served by frequent public transport. In order to allow for some small scale housing development, and potentially 'rural exceptions' housing schemes, a modest amount of development has been proposed.

Hamlets and very small villages

7.5.27 The hamlets and very small villages of Aston Flamville, Leicester Forest West, Potters Marston and Wigston Parva have a very poor range of services and facilities. Public transport services are also infrequent or non-existent (with the exception of LFW). These settlements are not considered 'sustainable' locations for new development and no further growth is proposed (above existing completions and commitments).

Policy CS6: Employment

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.*

Blaby District Council will work with partners to ensure that the District has a range of employment opportunities to meet the needs of its residents and wider communities, allowing for growth of existing

businesses and for inward investment, particularly in the 'priority' employment sectors, subject to the criteria below.

In order to deliver sufficient employment land and premises to meet strategic needs the Council will:

- Support the provision of a 21 hectare (net) Strategic Employment Site (SES) at Enderby adjoining the development of a Sustainable Urban Extension (SUE) at Lubbethorpe in accordance with Policy CS4 above. The SES will be appropriate for B1, B2 and B8 uses;
- Support the provision of some 2,000sq m high quality B1 office uses and / or research and development premises associated with the development of a District centre at the Lubbethorpe SUE.
- Seek to ensure that the approved 30 hectare (gross) Strategic Employment Site at Glenfield Park (adjacent to junction 21a of the M1 motorway) secures the highest possible design standards and balances the provision of employment land with the need to achieve high quality environmental standards and social benefits. The Council will seek to secure a low carbon, sustainable development which provides good connectivity with nearby areas through access by walking, cycling and use of high quality public transport. Blaby District Council will work with neighbouring local authorities and other partners in developing detailed proposals to ensure a high quality scheme.
- Seek to enable development of new smaller scale employment uses in other settlements. The scale and type of development will be determined by the needs of the area and the ability to accommodate employment growth in light of physical, policy or other constraints. Opportunities for smaller scale employment proposals in the 'Larger' and 'Medium' central villages and 'Rural Centre' will be considered in developing the Council's 'Allocations, Designations and Development Management' Development Plan Document. Suitability of sites will be informed by their ability to accommodate employment growth:
 - Without significant harm to amenity;
 - Which are commercially attractive to the market;
 - Which are on sites which can be satisfactorily accessed by commercial vehicles (for movement of goods);
 - Which are accessible by sustainable modes of transport (including public transport) for employees.
 - Which are not 'out of scale' with their host community in terms of the quantity of additional employment land and the scale of new buildings.
- Seek to enable the provision of office uses in 'defined Town, Village and District centres'. Planning applications for B1(a) office uses of

2,500 square metres or more outside of centres shall be subject to a sequential test and accompanied by an impact assessment. Further commercial growth in Blaby Town Centre will be encouraged in accordance with the Blaby Town Centre Masterplan.

- **Seek to protect key employment sites (in accordance with the justification below) from non-employment uses (including piecemeal changes to non-employment use), unless it can be demonstrated that such a change of use:**
 - **could be achieved without resulting in an underprovision of employment land at a local and / or district level;**
 - **would result in demonstrable ‘environmental’ benefits to the immediate area;**
 - **would result in loss of land and or premises where an independent assessment has indicated that the site is no longer viable and attractive to the market for employment purposes.**

- **Allow the re-use of agricultural buildings in rural areas for employment purposes, subject to the building:**
 - **Being structurally sound and capable of conversion without the need for substantial rebuilding or alteration;**
 - **Suitable for conversion;**
 - **Capable of being developed (including associated external storage, plant or access) without detriment to the residential or environmental amenity of the locality.**

- **Allow the provision of live-work units on residential proposals, subject to these being capable of implementation without adverse impacts on amenity.**

- **Will promote local labour agreements with developers to enable local people to secure employment and skills development; and**

- **Will support local business in seeking to improve their environmental performance.**

7.6.1 The purpose of this policy is to seek to allow for the appropriate quantity and quality of employment land and premises that will deliver a thriving and diverse economy with high quality employment opportunities.

7.6.2 Blaby District occupies an important location in the context of the local economy and employment offer. Leicester City (and the wider Leicester Principal Urban Area) is the focus of economic growth within the wider economic area. Blaby District encompasses some of the PUA.

- 7.6.3 The administrative area of Blaby District contains the junction of the M1 and M69 motorways (the northern tip of an area known as the Golden Triangle because of its attractiveness to business – particularly that associated with storage and distribution). This area has proved attractive to the market over the last 15 years and is home to two large employment sites, 'Grove Park' and 'Meridian Business Park', as well as the nearby Carlton Park (home to one of Santander Bank's main UK offices), Warrens Industrial Estate, Next plc headquarters and Fosse Park (a major retail site with a large number of employees).
- 7.6.4 Whilst the District of Blaby has a large employment offer, it is a net exporter of labour (BE Group 2011), primarily into the City of Leicester. However, a significant number of employees travel from the City and adjacent Districts into Blaby to work. This reinforces the strong functional relationship that exists between the District of Blaby and the wider economic sub-area. The employment policy has attempted to recognise that employment requirements for Blaby cannot be considered in isolation, Blaby's economic success has an impact on the whole economic sub region.
- 7.6.5 The BELPS (2011) has indicated that, based on previous delivery rates, there is an additional requirement for some 68 hectares of employment land within the District up to 2029. This requirement is based on the Employment Land position as at 1st April 2011. Since this time, outline planning permission has been granted in October 2011 for an employment site of some 30 hectares at Glenfield Park. This is reflected in the policy. In order to meet the residual requirement of 38 hectares, the policy promotes a 21 hectare employment site east of the Warrens at Enderby in association with the proposed SUE. Evidence suggests that these sites are attractive to the market, an important consideration as delivery will be dependent on private investment. According to BELPS the majority of sites with planning permission could be delivered in the short to medium term.
- 7.6.6 Smaller scale opportunities to provide additional employment land and premises exist in the rural areas (mainly through conversion of former agricultural buildings). Opportunities to meet the remaining employment land requirements and the needs of other settlements will be considered through the Allocations, Designations and Development Management Development Plan Document.
- 7.6.7 Both the Leicester and Leicestershire Employment Land Study and Blaby Employment Land and Premises Study recognise that a comprehensive assessment of employment needs is required in the future to look at accommodating strategic needs that cannot be accommodated mainly in Leicester City's administrative area. Whilst these issues cannot be addressed in this Core Strategy alone, it is providing a level of employment land that exceeds that required for its population alone.

7.6.8 The nature of employment land requirements is fluid. Structural change in the economy and changing working patterns (such as home working), have altered the nature of employment land requirements. The BELPS study 2011 has indicated that the likely requirements for land in the District of Blaby is primarily General Industrial (B2) and Storage and Distribution (B8). In addition there is some unmet demand for small scale office accommodation. The policy has attempted to allow for these types of uses without undermining the aspirations for the New Business Quarter in Leicester City.

Protecting Employment Land

7.6.9 In addition to providing sufficient employment land to meet growing requirements, the Council will seek to protect the existing stock of employment land and buildings which are considered to be fit for purpose. Where possible, these will be enhanced. The BELPS indicates sixteen key employment sites within the District. Whilst these are of varying quality and have different occupancy rates, all are considered to make an important contribution to the employment land offer for the District. It is important that these sites are offered protection.

Policy CS7 - Affordable 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;*
 - ii) To optimise the provision of affordable housing to meet local needs; and*
 - v) To improve the design quality of all new developments in the District including the need to design out crime.*
-
- a) The Council will seek to secure a minimum of 25% of the total number of dwellings as affordable housing on all developments of 15 or more dwellings. Where it can be demonstrated that these minimum requirements would make the development of a site unviable, a reduced percentage of affordable units and/or a revised tenure split will be negotiated. Implementation of the above requirements will take into account the latest evidence on affordable housing needs, through the Strategic Housing Market Assessment or other evidence of need.**
 - b) Affordable housing should be provided on site. However provision of affordable housing on an alternative site or by way of commuted sum will be allowed in exceptional circumstances, where it can be robustly justified. Commuted sums will be based on the equivalent cost of on site provision which will be used to**

contribute to other local affordable housing provision in the District.

- c) To ensure mixed and sustainable communities, residential development should integrate affordable and market housing through the dispersal of affordable housing units within residential development (pepper-potting) and use a consistent standard of design quality. The tenure split and mix of house types for all affordable housing will remain flexible and will be assessed on a site-by-site basis, taking into account the latest evidence on affordable housing needs, through the Strategic Housing Market Assessment and other evidence of local need.**
- d) To enable the provision of affordable housing in rural settlements (below 3,000 population) the Council will consider, as allocations or as planning applications, proposals for 100% affordable housing on sites which otherwise would not be released for general market housing (Rural Exceptions Sites) where there is a demonstrable local need. Such housing shall remain 'affordable' to continue to meet local need. The villages of Cosby, Croft, Elmesthorpe, Huncote, Kilby, Littlethorpe, Sapcote, Sharnford, and Thurlaston are suitable locations for rural exceptions schemes. Other settlements will be considered where a demonstrable need exists. Provision may also be made where groups of villages can demonstrate a combined local need.**
- e) On sites where 100% affordable housing is being provided by a Registered Provider consideration will be given to reducing or removing planning obligations.**

7.7.1 The Leicester and Leicestershire Strategic Housing Market Assessment (2008) (SHMA) indicated that the District of Blaby required 289 affordable houses a year for a 7.5 year period. The Leicester & Leicestershire Housing Market Area Managing and Updating of Data Project (November 2010) included an update of the affordable housing requirement indicating that need in the District had increased to 344 affordable houses per year over the next 7.5 years. To meet this need would require 94% of all new housing to be affordable which is not considered to be viable or achievable.

7.7.2 The Council commissioned a joint Affordable Housing Viability Assessment (2009) to establish an achievable and viable target and threshold for affordable housing. The report provided options for policy setting based on viability and since its publication the Council used a single percentage target across the whole District of 25% on sites of 15 or more dwellings. To ensure this approach remained reasonable and viable in the current market conditions the Council commissioned a Viability Study Update (November 2011) which concluded that the policy options remain robust.

- 7.7.3 Where the above minimum requirements cause viability issues on a site, the onus will be on developers to produce an appropriate financial assessment to prove the site is unviable.
- 7.7.4 The Council is mindful of the need to balance the high level of need with the realities of economic viability. The affordable housing threshold and target reflect consideration of:
- The economic viability of providing affordable housing and the need to maintain housing delivery in difficult and changing economic circumstances, taking into account other planning obligations.
 - The need for mixed and sustainable communities, including a mix of housing to meet local needs.
 - The need for affordable housing in rural settlements.
- 7.7.5 The affordable housing target for the District is 1,960 between 2006 and 2029. The target represents a minimum number of affordable houses to be provided and has been derived by assuming that 25% of housing in the SUE will be affordable, and that 80% of the balance outside of the SUE (based on historic completions) will qualify to provide 25% affordable housing. Accordingly the minimum target is lower than the overall affordable housing need in the District.
- 7.7.6 The Council considers that this target will predominantly be delivered through developer contributions on sites for market housing. However it is acknowledged that Council and Registered Provider led schemes, purchase of existing stock and other sources make an important contribution to the provision of affordable housing.
- 7.7.7 The SHMA confirms that there is a significant 'affordability gap' between household incomes and house prices in many of the rural villages. Many villages are not able to meet affordable housing needs as part of larger schemes. In cases where there is a demonstrable need for affordable housing in rural villages, small scale Rural Exceptions Schemes in suitable locations can help to meet affordable needs. The schemes should meet the needs of 'local people' or those with a strong local connection and houses should be well related to the settlement. The scale of development must not be greater than the need identified and must be capable of being retained as an affordable unit (for local occupation) by means of a legal agreement. Where necessary, the Council will consider allocating 'rural exceptions sites' through its Allocations, Designations and Development Management DPD.
- 7.7.8 In order to create sustainable, mixed and inclusive communities affordable housing should not be clustered into large demarcated groups on development sites. Affordable units should be distributed throughout the development individually or in small groups and informed by the same design principles as the rest of the site to ensure that they are built to the same design standards.

7.7.9 The above policy applies in all cases where the result is a net increase of 15 or more dwellings, including changes of use and conversion of existing buildings. Further guidance on the detailed application of this policy will be explained in an Affordable Housing Supplementary Planning Document. Consultation on the Housing Mix and Affordable Housing SPD should take place in 2013.

Policy CS8 - Mix of 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; and*
- ii) *To optimise the provision of affordable housing to meet local needs.*

Residential proposals for developments of 10 or more dwellings should provide an appropriate mix of housing type (house, flat, bungalow etc); tenure (owner-occupied, rented, intermediate) and size (bedroom numbers) to meet the needs of existing and future households in the District, taking into account the latest Strategic Housing Market Assessment and other evidence of local need.

The Council will work with partners (including Registered Providers (RPs), developers and others) to meet any identified needs of specific groups through the delivery of Special Needs Housing, including:

- a) **provision of extra care accommodation to meet identified needs of older persons;**
- b) **provision of supported housing to meet other identified needs;**
- c) **ensuring that an appropriate proportion of new housing is designed to meet wheelchair access standards.**

The Council will encourage all housing to be built to 'Lifetime Homes' standards, where feasible.

7.8.1 Future housing requirements will be informed by the latest Strategic Housing Market Assessment (SHMA). The SHMA uses the Department for Communities and Local Government's trend based population projections to provide the following estimates of household types in the District by 2016:

Married Couple	Cohabiting Couple	Lone Parent	Multiperson households	One person households
48%	14%	4%	4%	29%

Projected Household types in 2016

7.8.2 The SHMA applies the general trend of the above projections to Census household types to estimate future household types requiring market housing in the District, as shown in the table below:

Single person households	Couples	Families with children	Other household types
27%	31%	39%	2%

Percentages of household types requiring market housing 2016

7.8.3 On this basis, the shape of the future stock (including existing stock) to meet this need in the District would be:

Medium and larger family units (Houses or bungalows with 3 or more bedrooms)	Multi person provision, flats, student housing etc	Smaller and medium sized units (Flats, Houses or bungalows with 2 or fewer bedrooms)
66%	4%	29%

Projected optimum shape of future housing stock

7.8.4 The SHMA (2008) indicated that the District of Blaby has a housing market that is different to the optimum housing market shape that would be required to meet need. The District has significantly fewer small terraced or town houses and significantly more detached and semi-detached houses than the East Midlands / National average, as reflected in the table below:

Medium and larger family units	Smaller and medium sized units
95%	5%

Current shape of housing stock (Census 2001)

7.8.5 The implication is that smaller and medium sized housing could better meet demand and help to create more balanced markets in the future, but only if it also meets the aspirations and expectations in terms of value for money of households who are already in family houses. The SHMA indicates that it would be incorrect to assume that most single person households will live in smaller flats or apartments. Providing more smaller units will not by itself address this issue, if households with equity and economic bargaining power choose not to move into types and sizes of housing that might appear more suitable for them, then more larger and family housing will be required. Greater densities of smaller units are also likely to store up problems for the future, by limiting space available for family households to grow and increasing demand for larger family houses.

7.8.6 The above information is taken from the SHMA. Pre-application discussions for market housing will be informed by the SHMA and

other robust evidence of local need. Residential developments must provide a range of appropriate housing to meet identified needs.

7.8.7 The 'Lifetime Homes' standards are a nationally recognised set of criteria that are designed to make new dwellings adaptable enough to accommodate a household's changing lifetime needs and enable them to be lived in and visited by a wide range of people. The Council will encourage all new housing to be designed to lifetime homes standards where feasible.

7.8.8 The Council's Housing Strategy indicates that there is a difference between the mix of housing required for private home ownership and affordable housing. There is an overall need to address the imbalance in the affordable housing stock in the District, of which 66% is made up of category 1 and 2 type flats and bungalows for older people whereas demand highlights the need for smaller 2 and 3 bed family type housing. This will be addressed on a site-by-site basis in accordance with Policy CS7, taking into account the latest evidence of affordable housing needs in the SHMA and other evidence of local need.

7.8.9 The above policy seeks to provide a range of house types and tenures to reflect current and future requirements, modified, where appropriate, for local circumstances.

Policy CS9 - Accommodation for Gypsies and Travellers

Strategic objectives

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

To ensure that Gypsies and Travellers have access to suitable accommodation, the following minimum provision will be made between 2012 and 2029:

	2012 - 2017	2017 - 2022	2022 - 2027	1st April 2027 – 31st March 2029
Permanent Residential Pitches	20	23	26	12
Plots for Travelling Showpeople	1	1	1	1

Provision will be made through a combination of the development management process and the Allocations, Designations and Development Management DPD, taking into account the most up-to-date Gypsy and Traveller Accommodation Needs Assessment. A five year supply of deliverable and developable sites or broad locations for the rest of the plan period will also be identified.

Sites for new and extensions to existing Gypsy and Traveller sites should meet all of the following requirements:

- a) located within reasonable distance to a settlement and has access to a range of services;**
- b) avoid significant adverse impact on landscape, countryside and the built environment including by reason of its scale, prominence or layout. Sensitive landscaping and screening will be required to ameliorate any adverse visual impacts. New development should be in accordance with the 'Designing Gypsy & Traveller Sites, Good Practice Guide';**
- c) capable of being accessed without detriment to highway safety and adequate parking, turning and servicing space is provided;**
- d) of appropriate scale in relation to the settlement to which it relates, and its local services and infrastructure;**
- e) capable of providing satisfactory living conditions for residents without hazards / nuisance caused by (amongst other things) flooding, noise or land contamination;**
- f) capable of implementation without causing unacceptable nuisance to existing neighbours by virtue of noise and other disturbance caused by movement of vehicles to and from the site.**

The above criteria will be used to guide land supply allocations and to provide a basis for decisions on planning applications.

7.9.1 The EMRP identifies pitch requirements for the District to 2012, informed by the Leicestershire, Leicester and Rutland Gypsy and Traveller Needs Assessment (2007) (GTAA). However, beyond 2012 the EMRP requires that GTAAs are updated to provide evidence to inform Local Plans. An ongoing increase of 3% compound growth per year for household formation beyond 2012 should be assumed, with a growth rate of 1.5% for Travelling Showpeople.

7.9.2 The GTAA is currently being 'refreshed' to ensure that the evidence of need remains up-to-date as required by National and Regional policy. The Interim Report for Blaby District Council (September 2012) provides a refreshed assessment of the need for pitches for Gypsies and Travellers, and plots for Travelling Showpeople by applying the

assumed growth rates above to the end of the plan period. The pitch and plot requirements in Policy CS9 reflect the findings of this report.

7.9.3 Since 2006 the Council has provided a considerable number of sites for Gypsy and Travellers as indicated in the table below:

	Permanent Pitches	Transit Caravan Capacity	Plots for Showpeople families	Number of Temporary Pitches (Dec 2011)
Total	49	30	0	0

Gypsy and Traveller Pitch Provision (April 2006 – December 2011)

7.9.4 Proposals for Gypsy and Traveller pitches or plots for Travelling Showpeople will be supported within the District where the proposal meets the criteria in Policy CS9, taking into account other material considerations.

7.9.5 The GTAA recommends that new site provision should cater for the variety of needs and preferences which results from the diversity of the local Gypsy and Traveller population (i.e. a variety of tenure, site size, location and design). It also indicates that a series of small sites seems more likely to meet both needs and preferences than a single large site.

Infrastructure and Developer Contributions

It is important to ensure that appropriate measures are taken to mitigate the impacts of development and ensure that it is adequately supported by the provision of appropriate infrastructure, and does not overburden existing infrastructure. Delivering Infrastructure on time is therefore important in ensuring that local services, facilities and the transport network can cope with added demand arising from development. Infrastructure, services and facilities will be delivered as an integral part of development, through contributions and funding from relevant providers and partners.

Policy CS10 - Transport 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;*
- vi) To maximise sport and recreation opportunities;*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- 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).

In order to limit the impacts of new development on levels of vehicle movements, congestion and on the environment the preferred approach of Blaby District Council is to seek to reduce the need to travel by private car by locating new development so that people can access services and facilities without reliance on 'private motor vehicles'. In addition, the Council will seek to protect and enhance local services and facilities (including retail and employment) to reduce the need to travel.

In order to maximise modal shift, safe, sustainable and accessible transport modes (including walking, cycling and public transport) will be promoted. This will be achieved by providing new routes for pedestrians, cyclists and public transport (as part of new development proposals) and enhancing existing facilities. This will be particularly important in the design and development of the proposed SUE west of Leicester.

Transport design

Priority will be given to pedestrians, cyclists and public transport users through design solutions for proposed developments. Proposed transport solutions should manage the impact of traffic on people's lives by encouraging designs which reduce the impact of road traffic, for example, through greater allocation of street space to more sustainable forms of transport (including walking, cycling and public transport).

Walking, cycling and bridleway networks

Opportunities to work with partners to provide new and improved safe cycling, walking and bridleway routes will be explored. Improved conditions for cyclists, pedestrians and horse-riders generally across the District will be encouraged, including adequate cycle parking and associated facilities.

Links between proposed areas of new development and new and existing key services and facilities (including employment, retail, leisure and education centres) will be provided as part of Masterplans (in the case of the SUE and other strategic scale proposals) and Design and Access Statements in all other cases.

Public transport improvements

In considering development proposals, where appropriate the Council will seek solutions for improving public transport that are likely to be sustainable in the long term; solutions may range from conventional bus services to community transport. Where growth is proposed, developments should seek frequent, accessible (bus stops within 400

meters of new homes) and comprehensive public transport links to Leicester City Centre and other key service / employment centres and facilities (including retail, leisure, health and education facilities). In addition, 'softer' measures such as 'discounted bus ticketing' for residents of new developments will be required where appropriate.

Blaby District Council will work with key partners (including Leicester City and Leicestershire County Councils) to explore whether the provision of further 'Park and Ride' facilities within the District might be appropriate.

A new bus termini and routing strategy is proposed for the Centre of Leicester. This project will be part publicly funded. Opportunities to provide reasonable contributions from developments in and adjoining the Principal Urban Area (including the SUE) and other settlements with a strong functional relationship with Leicester will be explored, and balanced against other infrastructure requirements.

Rail improvements

Within strategic (including national and regional) and financial constraints, Blaby District Council will support the exploration of realistic opportunities for improving rail based movement of goods and people.

Car parking and car use

Residential parking

The Council will be flexible in the implementation of residential parking standards. The number of spaces required will depend on the type of property and whether developments have genuine access to good public transport and or services / facilities. Where developments are remote from public transport and / or a range of services and facilities, more lenient parking standards will be employed.

Parking in 'centres'

In order to encourage people to walk, cycle or use public transport, car parking charges will be applied in Blaby, Narborough and other centres that contain a range of services and facilities that are likely to attract car-borne movements for employment, retail and leisure uses (and where frequent and comprehensive public transport alternatives are available).

Sustainable travel

Major employers and other developments that generate significant traffic (as defined in the '6C's Design Guide (6C's Guide)' will be required to submit Travel Plans with planning applications. All major

developments will require a Transport Statement (on proposals for 50 or more houses) or a Transport Assessment (on development proposals above the thresholds set out in the 6C's Guide including housing developments above 80 units).

The Council will require Travel Plans to be submitted for new developments in accordance with the requirements of the '6C's Guide. Car share facilities, car clubs, and use of low emission motor vehicles in order to reduce congestion and pollution will be encouraged.

Area wide travel plans that seek to provide a comprehensive transport approach where there are multiple users (such as the large employment sites around junction 21) will be encouraged.

Sustainable Urban Extension

In addition to the 'District-wide' transport policies above. Transport improvements will be required in order to provide maximum opportunities for walking, cycling and public transport and to ensure the effective functioning of the proposed SUE west of Leicester.

In order to encourage walking and cycling, new services and facilities should be provided at the heart of good walking and cycling networks that enable access not just for new residents but for existing residents in surrounding areas where appropriate.

New high quality public transport services (with a minimum frequency of 20 minutes) will be required to provide links to Leicester City Centre and to nearby areas of employment, retail (including those around junction 21 of the M1), leisure, health, community and education. Improvements to the A47 corridor will be required based on the findings of robust transport modelling.

Proposals should be mindful of the Leicester City Council Public Transport 'Termini and Routing Strategy'. Where it is demonstrated that proposals are likely to have an impact on the effective operation of public transport in Leicester City centre financial contributions for mitigation measures will be sought.

Transport infrastructure requirements include, but are not restricted to the following:

A new bridge will be required across the M1 to connect the proposed SUE with Meridian Way and Lubbethorpe Way (A563).

A new bridge will be required across the M69 to the proposed Strategic Employment Site at Enderby to connect to Leicester Lane.

A 'public transport' walking and cycling link from the development site to the A47 (along Baines Lane)

Pedestrian and cycle links will be maintained and improved in order to allow journeys between the proposed SUE and key centres / services and facilities including:

- **employment (Grove Park, Meridian Business Park, the Warrens Industrial Estate, Next plc and Carlton Park),**
- **leisure (including at Enderby and Meridian leisure),**
- **retail (the Motorway's Retail Area and Enderby and Leicester City Centre), and;**
- **education**

The above list is not exhaustive and will be further informed by detailed transport evidence.

Justification

7.10.1 The Regional Plan (including the Regional Transport Strategy (RTS)) and the Local Transport Plan (LTP3) currently provide the transport policy framework for the District of Blaby. Whilst the RTS contains capital programmes for future transport schemes, many of these are not now in committed programmes and are unlikely to be delivered during the plan period (including the Sharnford by-pass). Notwithstanding this, the RTS and LTP3 set out a long-term strategy for the District, which form the context for the above policy.

7.10.2 The key objectives of the Regional Transport Strategy are (amongst other things):

- To support sustainable development in the PUAs, Growth Towns and Sub-Regional Centres;
- To promote accessibility and reduce peripherality in rural areas;
- Support regeneration;
- Improve safety and reduce congestion (particularly in the PUAs and major inter-urban corridors);
- Reduce traffic growth; and
- Improve air quality and reduce emissions from transport by reducing the need to travel and promoting modal shift away from the private car.

7.10.3 In relation to the Three Cities area, the Regional Plan seeks to 'reduce use of the car' in and around Leicester and promote a step change increase in the use of public transport and walking and cycling.

7.10.4 The key goals of the Local Transport Plan (LTP3) are to achieve a transport system that:

- supports a prosperous economy and growing population;
- is efficient, resilient and well managed and maintained;
- helps to reduce the carbon footprint;

- addresses inequalities in access to transport;
 - improves safety; and,
 - improves the quality of life of Leicestershire residents.
- 7.10.5 The Core Strategy transport policy and those that relate to new development seek to be consistent with these objectives and goals. The development strategy is based on urban concentration and provision of 'sustainable development' largely to minimise the need to travel and where travel is necessary to reduce journey distances and allow for growth in areas which have a range of public transport alternatives. Reasonable contributions will be sought to improving transport infrastructure (including walking, cycling and public transport) where development would result in a detrimental impact on the transport network.
- 7.10.6 The National Planning Policy Framework is broadly consistent with the RTS and LTP3. It seeks to reduce the need to travel and, where this is not possible, 'rebalance' the transport system in favour of more sustainable modes. The objectives of achieving economic growth and reducing greenhouse gas emissions and congestion are also a key part of the Framework.
- 7.10.7 At the time of drafting the Core Strategy no large transport schemes were committed in publicly funded delivery programmes. Schemes that were formerly identified in LTP / RTS programmes including a proposed Park and Ride at Glenfield and Sharnford by-pass are not now considered capable of being delivered during the plan period. There are no plans to provide passenger services on the National Forest rail line or provide new stations on the Leicester to Birmingham line.
- 7.10.8 At present there is uncertainty regarding the potential to widen the M1 through the District of Blaby and provide a new direct link from the M1 to M69. Options to provide 'hard shoulder running' are being explored by the Highway's Agency. Blaby District will continue to work with partners to agree an effective solution that will address some of the congestion, noise and pollution issues arising from the M1.
- 7.10.9 Blaby District will work with its partners at Leicestershire County Council and other agencies to find solutions to local transport problems, such as those caused by Heavy Goods Vehicle movements in Sharnford and the Southern Parishes.

Sustainable Urban Extension

- 7.10.10 In order to deliver the proposed SUE at Lubbethorpe a number of transport initiatives will be required. These are set out in more detail in Policy 3. Major capital works include new bridges across the M1 and M69 motorways. In addition, off site highway works and support

for public transport, walking and cycling to maximise transport sustainability will be required.

7.10.11 There is a well established network of cycle routes across the District. Improvements have recently been made to the cycle routes towards Leicester City Centre along the A47. Notwithstanding this, there are very few car free cycle routes from the west of Leicester into the City Centre. Discussions with key partners including Leicestershire County and Leicester City Councils will seek to maximise the potential for improved cycle and pedestrian links.

Delivery

7.10.12 Transport infrastructure works associated with the proposed SUE will be carried out at the expense of the developer. The provision of new links across the M1 and M69 linking the new development to Lubbethorpe Way and Leicester Lane, Enderby will be required in accordance with a phasing plan to be agreed in advance of development commencing. The Highways Agency has not indicated any objection to the proposed new link across the M1 but would prefer works to be carried out at the same time as other schemes on the M1/ M69 to avoid unnecessary additional disruption to traffic on the motorway.

7.10.13 The proposed location of the SUE does not currently have any direct public transport links to key services and facilities. The only established public transport routes are along the A47 into the centre of Leicester. Any large scale development would require developer subsidy to encourage the establishment of new routes.

7.10.14 A pedestrian and cycle link is identified in the policy to link the proposed SUE with the Strategic Employment Site. There is currently a bridleway bridge link across the M69 from Lubbethorpe to the proposed SES. This link is suitable for pedestrian and cycle traffic and could accommodate public transport.

Policy CS11 – Infrastructure, Services and Facilities to support growth

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; and*
- 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).*

New developments must be supported by the required physical, social and environmental infrastructure at the appropriate time. The Council will work in partnership with infrastructure providers, grant funders and other delivery agencies to ensure that development provides the necessary infrastructure, services and facilities to meet the needs of the community and mitigates any adverse impacts of development.

The Infrastructure Plan (Appendix D) identifies strategic infrastructure to support the scale and distribution of development proposed in this Core Strategy. The Infrastructure Plan will be subject to annual review and updated through liaison with providers and partners.

7.11.1 Where new development creates a need for new or improved infrastructure, services and facilities, developer contributions will be sought in accordance with the Council's latest Planning Obligations and Developer Contributions SPD and other evidence of need. Contributions from a development will be fairly and reasonably related in scale and kind to the scheme.

7.11.2 The Community Infrastructure Levy Regulations came into effect in April 2010. Joint work across the Leicester and Leicestershire Housing Market Area (HMA) has begun. Blaby District Council is yet to make a formal decision on CIL as a mechanism to fund infrastructure within the HMA and the District.

Policy CS12 – Planning Obligations and Developer Contributions

Strategic objectives

- ii) To optimise the provision of affordable housing to meet local needs;*
- 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;*
- 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;*
- 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; and*
- 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).*

Where requirements for infrastructure, services and facilities arising from growth are identified through robust research and evidence, it is expected that developers will contribute toward their provision (and in some cases maintenance).

Planning obligations and developer contributions will be sought and guided by the Council's latest Planning Obligations and Developer Contributions SPD and other evidence of need. Contributions should be made by providing the infrastructure (on or off-site) or by making financial contributions towards its provision and / or maintenance. Contributions will be phased or pooled to ensure the timely delivery of the necessary infrastructure, services and facilities.

Where appropriate, new development will be required to contribute to funding elements of the Infrastructure Plan either by means of planning obligations entered into at the time of granting planning permission or in due course through a combination of payment of Community Infrastructure Levy and planning obligations for site specific measures.

7.12.1 Blaby District Council will request contributions, whether for the District Council or on behalf of another service provider. The Core Strategy document does not stand alone and should be read in conjunction with the Council's Planning Obligations and Developer Contributions SPD, SCS and policies / strategies for individual issues (such as play and open space or Green Space) and should have regard to the Leicestershire County Council Adopted Statement of Requirements for Developer Contributions in Leicestershire (SRDCL).

7.12.2 The majority of planning obligations will be negotiated between the Local Planning / County Authority and a developer and set out in a legal agreement, although they can be put forward independently by a developer to be considered by the Local Planning Authority as a Unilateral Undertaking.

Policy CS13 - Retailing and other town centre uses

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;*
- 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); and*

- 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.*

Proposals for retail, leisure and other main town centre uses, as defined in the NPPF, will be subject to a sequential test. This requires main town centre uses to be located within town centres, then edge of centre locations and then, only if suitable sequentially preferable sites are not available, in out-of-centre locations.

A hierarchy of retail centres in the District of Blaby (and some centres outside the District boundary, but which have a functional relationship with the District) is set out below.

Blaby District Retail Hierarchy

Type of Retail Centre	Definition	Within Blaby District	Outside Blaby District
City Centre	Leicester City centre is a regional centre serving a wide catchment. The centre of Leicester is a major centre of employment. It is large, highly ranked (in a sub-regional context), and embraces a wide range of activities including retail, office, leisure, higher education and health services. It offers many 'higher order' functions not provided in the smaller centres within the District of Blaby.		Leicester City Centre
Town Centre	Town centres are the second level of centres after city centres. In the case of Blaby Town it is the principal centre in the local authority's area. Blaby Town Centre provides a range of facilities and services for a wider catchment area than just the town in which located (although less-so than Leicester City Centre).	Blaby	Beaumont Leys, Hinckley, Wigston, Market Harborough, Lutterworth
District Centre	District centres in the District of Blaby mostly comprise groups of shops containing at least one supermarket / convenience store, and a range of other retail and non-retail services, such as banks / building societies and restaurants, as well as local public facilities such as a library.	Enderby, Glenfield, Narborough	South Wigston, Oadby, Broughton Astley, Narborough Road (Leicester), Anstey
Rural Centre	In the District of Blaby, Stoney Stanton is the only Rural Centre. There is access to a wide range of services and facilities within the village and regular public transport links to a nearby large employment centre (Hinckley). The role of Rural Centre is strengthened by its provision of higher order services to surrounding villages.	Stoney Stanton	
Local Centre	Local centres in the District of Blaby often include a range of small shops of a local nature, serving a small catchment. Typically, they	Cosby, Glen Parva, Huncote,	Ratby, Groby, Burbage

	include, amongst other facilities, shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities include a hot-food takeaway. In rural areas, large villages may perform the role of a local centre.	Sapcote, Whetstone, Countesthorpe, Leicester Forest East, Kirby Muxloe,	
Out of Centre	The District of Blaby contains the 'Motorways Retail Area' which is located on the edge of the Leicester Principal Urban area.	Fosse Park, Grove Farm Triangle, Asda	St George's Retail Park

(The definitions have been based on PPS4: Planning for Sustainable Economic Growth, 2009)

Blaby Town Centre

Blaby is the District's only town centre and will be the focus for new retail development. Retail (Class A1), as well as Classes A2 to A5, leisure, cultural, tourist, office (B1a) and mixed-use developments will be encouraged within the town centre where they would be in accordance with the Blaby Town Centre Masterplan and sustain or increase its vitality and viability.

Measures will also be encouraged to improve its accessibility, particularly by public transport, and for improvements to the quality, safety, convenience and attractiveness of the environment.

The Motorways Retail Area

Within the Motorways Retail Area (comprising Fosse Park Shopping Park, ASDA and the Grove Farm Triangle Retail Development) managed growth will be facilitated in a form which is complementary to the achievement of the Blaby Town Centre Masterplan.

New development or extensions will be required to demonstrate that:

- (i) There would be no unacceptable impacts on existing centres;
- (ii) There are no sites suitable, available and viable and which are in sequentially preferable locations within or on the edge of existing centres;
- (iii) They are capable of being well integrated with the existing retail facilities; and
- (iv) They incorporate the provision of proportionate sustainability measures, including:
 - Public realm, design and architectural improvements;
 - Improved accessibility to the site by means of public transport, walking and cycling;
 - Greater connectivity and ease of access between disparate parts of the MRA, particularly for pedestrians;
 - Improvements to the local and wider transport network resulting from development;
 - Retail units maintaining the minimum floorspace thresholds identified in the original consent.

- Mitigation of any material impacts on flooding that might occur.

Meridian Leisure

Within Meridian Leisure managed growth will be facilitated in a form which is complementary to the achievement of the Blaby Town Centre Masterplan.

New development or extensions will be required to demonstrate that:

- i) There would be no unacceptable impacts on existing centres;
- ii) There are no sites suitable, available and viable and which are in sequentially preferable locations within or on the edge of existing centres;
- iii) They are capable of being well integrated with the existing leisure facilities;
- iv) They incorporate the provision of proportionate sustainability measures including:
 - Public realm, design and architectural improvements;
 - Improved accessibility to the site by means of public transport, walking and cycling; and
 - Improvements to the local and wider transport network resulting from development.

Other centres

Blaby District has a number of centres which have an important role in providing shops, services, and employment opportunities for their local communities. Further retail development within these centres will be supported providing that it is appropriate to the role, scale and character of the centre.

Impact Assessments

New retail and leisure developments should not have an unacceptable adverse impact on the vitality and viability of any other existing centre.

All applications for new retail and leisure developments in excess of 929m² (10,000ft²) gross and not within an existing town, district, rural, or local centre will be required to provide impact assessments.

Assessments will be required to demonstrate:

- The impact of the proposal on the vitality and viability of any centre, including local consumer choice and trade in the centres; and
- The impact of the proposal on existing, committed and planned public and private investment in any centre.

District – wide community facilities

This Council will seek to protect important local community facilities, such as pubs and community halls, from being lost through redevelopment. Where a proposal for the redevelopment of a local community facility is submitted, the Council will expect supporting evidence to justify its loss.

Retail developments within the proposed SUE

New retail facilities of an appropriate scale and type to meet the needs of new and existing residents will be encouraged; and will be required to be consistent in terms of location and design with an agreed Masterplan.

7.13.1 The Council has developed a retail hierarchy in line with advice contained in the former PPS4: Planning for Sustainable Economic Growth and the National Planning Policy Framework (NPPF). This identifies all the centres in the District and how they relate to each other, as well as those centres outside the District but which have a functional relationship with areas within Blaby District.

7.13.2 The Blaby Retail Study (2008) identified the floorspace requirement in the District for the period 2008-2026. However, this was based on data prior to the economic recession. The Blaby Retail Study Update (July 2012) provides forecasts for the period 2012 to 2029 to accord with the Core Strategy plan period. The forecasts are based on the latest 2010 based ONS sub-national population projections and revised estimates of residents' retail expenditure.

7.13.3 The table below provides a summary of retail floorspace requirements for the District of Blaby:

Blaby District Retail Floorspace Requirements 2012-2029 (Sq.Metres Net)

Year	Comparison Goods	Convenience Goods
2012	-2,588	- 959* to -2,205**
2013	-2,432	- 869* to -1,998**
2014	-2,065	- 780* to -1,793**
2019	529	- 157* to - 361**
2024	3,708	755* to 1,738**
2029	6,972	1,598* to 3,675**

Notes: Floorspace requirements based on existing retention rates

* "Top Four" foodstore

** "Discounter" foodstore

Blaby Town Centre

- 7.13.4 The Blaby Town Centre Masterplan (December 2008) has identified that Blaby Town Centre is underperforming and is at risk of losing its place in the retail hierarchy and being detrimentally affected in terms of its vitality and viability if further investment is not secured.
- 7.13.5 Opportunities for new development, public realm improvements, transport and car parking strategy, and events management are all highlighted as important measures to secure the future of the town centre.
- 7.13.6 The District of Blaby retail study examines the roles and performance of all key retail centres in the District. It indicates that Blaby is a “popular and well supported town” at present, but is under-represented in some sectors and that provision of more units would allow this imbalance to be redressed.
- 7.13.7 The retail study also highlights the economic success of Fosse Park as a major ‘fashion-led’ out of town retail facility. The retail study indicates that Fosse Park does not naturally compete with any of the retail centres within the District of Blaby, but does compete with the central area of Leicester and is a major retail draw for residents of the District.
- 7.13.8 The emphasis on improving Blaby Town Centre and making it the main focus for retail development reflects one of the ambitions contained within the ‘Community Plan for Blaby District 2011-2014’ as *‘Blaby town centre will provide a greater retail experience for shoppers’*.
- 7.13.9 A Masterplan has been prepared to deliver improvements for Blaby Town Centre. The Masterplan examines: the potential for improving the retail offer within the existing centre; enhancing its attractiveness by wide ranging environmental improvements; looking at potential development sites; redevelopment opportunities; and by making the existing centre less ‘car dominated’ and a more attractive shopping environment for pedestrians. The Masterplan includes a ‘making it happen’ section which sets out how the potential improvements in Blaby town centre could be achieved. The Masterplan involved discussions with key stakeholders including landowners in order to ensure that they are aware and where possible support the proposals.
- 7.13.10 Blaby District Council’s capital programme includes monies that seek to continue a programme of implementing environmental improvements in the town centre. It is envisaged that improving the physical appearance of Blaby town centre will attract the further inward investment required to secure Blaby’s retail future and to strengthen its position in the retail hierarchy.

The Motorways Retail Area (including Fosse Park, ASDA and Grove Farm Triangle)

- 7.13.11 The Blaby District retail study indicates that there is some retailer demand for new premises at Fosse Park. However, it states that this is not significant and could mostly be met by availability brought about by 'churn' of existing premises.
- 7.13.12 The East Midlands Regional Plan states that "Local Planning Authorities (LPAs) should....prevent the development or expansion of additional regional scale out-of town retail and leisure floorspace". The NPPF reinforces the 'town centre first focus' by encouraging LPAs to adopt a sequential approach to the location of new retail facilities only allowing out-of-centre developments where there are no alternatives in town centres or on the edge of town centres.
- 7.13.13 Given the Central and Regional Government retail policy (which seeks a focus on existing centres), and the potential impact on the City Centre of Leicester and other centres, it is proposed to manage the growth of Fosse Park so as not to undermine the principles underlying the original planning permission which sought to deter 'high street' style development.
- 7.13.14 Retailing is a dynamic sector and it is important to allow for flexibility to meet demand. The Council recognises the importance and success of the Motorways Retail Area and its ability to meet the needs of certain types of retailers, ie, in terms of floorspace requirements etc. In accordance with this, should opportunities arise to improve the facilities and environment within the Motorways Retail Area, the Council will explore these and seek improvements to the area in line with criteria set out in the policy.

Other retail centres

- 7.13.15 The Blaby District retail study considered vitality and viability indicators for a number of District and Local centres. The study indicated that the centres were mostly well used and met a local need. Whilst some centres had empty units and some signs of erosion of vitality and viability, on the whole the centres were not seen as under threat. The retail study indicated that: Enderby would benefit from environmental improvements; Glenfield would benefit by linking the core centre (The Square) and the Co-op superstore; Whetstone has some vacant units and would benefit from some redevelopment of vacant sites within its core retail area.
- 7.13.16 Narborough, Countesthorpe, Huncote, Stoney Stanton and Kirby Muxloe were considered to be functioning well.

Sustainable Urban Extension

7.13.17 The Blaby District retail study indicated that there was potential to provide additional retail floorspace for convenience goods (in the region of 2,000 to 3,000m² net) within the Sustainable Urban Extension to the west of Leicester. Development of new large scale retail facilities (superstores above 2,500 sq m) will not be encouraged as part of the Masterplan. A new District Centre based around the new street network would provide opportunities to serve the new local community and attract some passing trade in order to assist the viability of new shops.

Other matters

7.13.18 Primary and secondary frontages will be identified in the Allocations, Designations and Development Management DPD.

7.13.19 In terms of impact, the Council has set its threshold, over which an impact assessment is required, at 929m² and this will be applied across the District, including within the Motorways Retail Area (MRA). This threshold is in accordance with the original planning consent for the MRA in terms of the minimum unit size allowed. Setting the threshold in line with this will ensure that any new proposed development in this area will be assessed in terms of its impact. This threshold will also apply to retail developments around the rest of the District, which is considered reasonable because 929m² is a substantial unit size in the context of the established retail position.

7.13.20 The Council is seeking to resist the loss of community facilities and local services as a number of these have been lost through redevelopment in recent years, including a number of pubs and a post office etc. This is particularly worrying in the more rural communities where there are a limited number of local facilities. Consequently, where a proposal comes forward which will result in the loss of such a facility, the Council will require evidence to justify this loss. This is consistent with the National Planning Policy Framework (NPPF) which states that planning policies should, *“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”*.

Policy CS14 - Green Infrastructure (GI)

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;*

- 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 bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners;*
- 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.*
- ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
- 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).*

Blaby District Council and its partners will seek to protect existing, and provide new, 'networks of multi-functional green spaces'. This network will comprise public and privately owned land. Green Infrastructure can include formal open spaces for sport and recreation, green areas that can be used for informal recreation, areas that are valuable for their bio-diversity (flora and fauna and network links), areas that are of cultural importance (heritage assets and their settings), areas that maintain natural and ecological processes (such as floodplains) and other areas that contribute to the health and quality of life of communities.

The Council will seek to improve and enhance the Green Infrastructure network throughout the District using opportunities identified in available evidence including, but not limited to, exploring with partners improved access to:

- **the River Soar and River Sence corridors and Grand Union Canal.**
- **the Rothley Brook corridor.**
- **the network of Green Wedges that adjoin the urban areas.**

In accordance with the Blaby Town Centre Masterplan opportunities will be explored with partners to improve Bouskell Park (Blaby) as a recreational resource.

Opportunities to incorporate key landscape features such as woodlands, ponds, rivers and streams and the local topography should be used to create high quality design incorporating a wide range of high quality, functional and useful open spaces and links.

It is important that the subsequent maintenance of GI is considered at the earliest opportunity and that the bodies and resources responsible for its long term management and maintenance liabilities are identified.

Croft Hill, Fosse Meadows, Aston Firs / Burbage Common (adjacent to Hinckley and Bosworth administrative area), Fosse Way and disused railway lines (particularly around Countesthorpe) will be retained as important recreation resources and valuable wildlife habitats.

In line with emerging national policy, this Council will explore the use of the emerging Local Green Space designation in identifying, for special protection, green areas of particular importance to local communities, and apply this where appropriate through the Allocations, Designations and Development Management DPD.

Sustainable Urban Extension

The growth proposed as part of a Sustainable Urban Extension west of Leicester provides an opportunity to plan for a green infrastructure network, serving the needs of new and existing communities by providing green links (for people and wildlife) from the urban area to the wider countryside.

- 7.14.1 Green Infrastructure is “a network of multi-functional green-spaces that contribute to the high quality natural and built environment”. GI encompasses a wide variety of ‘green’ space areas including Green Wedges, formal sports pitches and play areas, footpaths, bridleways and cycle routes that link green-spaces, and open countryside (amongst others).
- 7.14.2 There is a wide range of evidence to inform the quantitative and qualitative requirements for GI, including a Landscape Character Assessment and ‘a (PPG17) Open Space, Sport and Recreation facilities assessment and audit’. The GI potential of Green Wedges has been considered as part of the ‘Stepping Stones’ initiative whilst the recreation potential of Green Wedges has been considered as part of the Strategic Green Wedge review.
- 7.14.3 In addition, the 6Cs Growth Point (Leicester, Derby, Nottingham, Leicestershire, Derbyshire and Nottinghamshire) Green Infrastructure Strategy (2010) looks at ways to protect, enhance and extend the Green Infrastructure network at a sub-regional scale.
- 7.14.4 Green Infrastructure is central to the delivery of Sustainable Communities. New developments (particularly the proposed SUE) should incorporate GI in the early stages of development to ensure that opportunities to maximise ‘Green linkages’ are not lost. It is important that any new SUE achieves a series of links from the urban area to the Countryside, as well as a network of linked open spaces within the development.
- 7.14.5 The floodplains of the Soar and Sence valleys provide a structured network for access and recreation. The networks of footpaths and cycleways (including those on the many disused railway lines that

cross the District and the Grand Union Canal) offer good opportunities to provide linked areas of Green Infrastructure. In addition, GI can encourage improvements to the bio-diversity of the District by providing new habitats, and protecting important existing habitats and species.

- 7.14.6 The provision of new Green Infrastructure will primarily be delivered as part of new developments (including the proposed SUE) at the expense of the developer.
- 7.14.7 The Council will explore funding opportunities for improvements to the Soar and Sence corridors in accordance with the 'Soar and Sence Green Wedge Strategy' prepared by 'Stepping Stones'.
- 7.14.8 The emerging Green Space Strategy being prepared by the District Council will set out a vision and action plan for improving green space in the District of Blaby.
- 7.14.9 Several other funding sources are available to support GI, these include (but are not limited to): Parish Councils; Stepping Stones grants programme; Leicestershire County Council Shire Grants; some aggregate companies operate their own small scale grant schemes; Forestry Commission; Woodland Trust; Countryside stewardship, and Heritage Lottery – Landscape Partnerships.

Policy CS15 below has been replaced by Updated Policy CS15 – Open Space, Sport and Recreation of the Blaby District Local Plan (Delivery) Development Plan Document (2019).

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; and*
- iv) To maximise sport and recreation opportunities.*

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 distance (metres) or time (minutes):

- **Parks and Recreation Grounds** - 0.8 ha (800 m)
- **Outdoor Sports Space** - 1.0 ha (480 m)
- **Children & Young people's Space** - 0.30 ha (Junior 450m/
Youth 800m)
- **Informal Open Space** - 0.5 ha (480m)
- **Natural Greenspace** - 1.0 ha (960m)
- **Allotments** - 0.3 ha (480m)
- **Sports Halls** - 1 x 4-court hall per 13,984
persons (10 minutes drive)
- **Swimming Pools** - 1 x 4- lane (25 metres) per
20,720 persons (10 minutes
drive)
- **Small halls/community venues** - 1 per 2,500 persons (10
minutes drive)

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

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

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

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

7.15.2 The Council commissioned an assessment of open space, sport and recreation facilities in the District (A PPG17 Study for Blaby District Council, June 2009). The information gained was used to set the locally derived standards, contained in Policy CS15 above, to ensure

that existing and future communities have access to sufficient open space, sport and recreation. The standards represent the minimum level of provision required and will be used to assess whether existing provision is adequate to meet the future needs of new development.

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

- The type and scale of the proposed development;
- The location of proposed development;
- Any specific local circumstances;
- Any environmental considerations;
- The PPG 17 Study and audit data;
- The BDC guidance table for onsite Public Open Space; and,
- Other relevant Council strategies and policies

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

7.15.5 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.

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

Policy CS16 - Green Wedges

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;*

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

Green Wedges are important strategic areas. They will be designated in order to:

- **Prevent the merging of settlements;**
- **Guide development form;**
- **Provide a green lung into the urban areas; and**
- **Provide a recreation resource.**

Green Wedges will be maintained in the following general locations:

- (a) **Between Blaby and Glen Parva (Sence Valley);**
- (b) **Between Whetstone, Blaby and Countesthorpe;**
- (c) **Between Whetstone, Enderby, Glen Parva, Braunstone, Blaby, Littlethorpe, Narborough and Cosby (Soar Valley South);**
- (d) **Between Glenfield, Kirby Muxloe, Kirby Fields and towards Ratby, Groby and Leicester;**
- (e) **Between Glenfield towards Beaumont Leys, Anstey and Groby; and**
- (f) **From Elmesthorpe towards Barwell and Earl Shilton.**

The need to retain Green Wedges will be balanced against the need to provide new development (including housing) in the most sustainable locations. The detailed boundaries of the existing Green Wedges will be formally reviewed through the Allocations, Designations and Development Management DPD.

In addition, opportunities to create new Green Wedges will be explored particularly in areas around the proposed Sustainable Urban Extension to the west of Leicester.

Along with its partners the Council will encourage the active management of land that promotes environmental improvements,

recreational facilities (other than built development) and improved access within Green Wedges.

Uses that are appropriately located in Green Wedges include: agriculture (including allotments and horticulture – not garden centres); outdoor recreation (where associated buildings are small in scale); forestry; footpaths, bridleways and cycleways; and, burial grounds.

In circumstances where the development would not be harmful to the functions of Green Wedges, the following uses will be allowed: wind turbines (and other renewable energy facilities that are not within buildings); park and ride schemes; transport infrastructure (including new roads); and mineral extraction.

Land use or development in Green Wedges should:

- a) retain the open and undeveloped character of the Green Wedge;**
- b) retain and create green networks between the countryside and open spaces within the urban areas; and**
- c) retain and enhance public access to the Green Wedge, especially for recreation.**

7.16.1 Green Wedge is an important, long standing policy tool in Leicestershire that in some instances crosses Local Planning Authority (LPA) boundaries, so it is important that the policy approach taken to Green Wedges, where possible, is compatible with that of other LPAs in Leicestershire.

7.16.2 The purposes of Green Wedges are set out in the East Midlands Regional Plan. They are not a landscape designation, but seek to influence the form and direction of urban development. The primary functions are to prevent coalescence of distinct settlements and provide potential as an important recreation resource in areas that are often mainly 'built up'.

7.16.3 To consider a Green Wedge to be functioning effectively, it needs to be fulfilling one or more of the functions set out in the policy.

7.16.4 Currently, around 10% of the District is subject to the Green Wedge designation. In order to meet the development requirements of the District, the Council recognises that the boundaries of existing Green Wedges need to be reviewed. The Council has undertaken some initial work in reviewing Green Wedges through its Strategic Green Wedge Review. This examined how effectively the Green Wedges are functioning against the purposes as set out in this policy, and consequently identified areas where there might be scope for boundary review (and those areas where there is unlikely to be). The Council will seek to work with the other Leicestershire LPAs in reviewing the boundaries of Green Wedges.

7.16.5 The detailed boundaries of Green Wedges will be formally reviewed through the Allocations, Designations and Development Management DPD.

Delivery

7.16.6 Improved access and recreation opportunities within Green Wedges are addressed by the Stepping Stones Project. This is a partnership of public sector bodies that seek to improve access for all, enhance the environment, improve people's awareness and encourage community participation around Leicester. The Stepping Stones project has a number of 'management strategies' and provides capital funding for projects. There is currently a scheme to improve access and biodiversity along a stretch of the Grand Union Canal which cuts through the Green Wedge. British Waterways are awaiting the right funding programme to help take this forward.

Policy CS17 - Areas of Separation

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 biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners;*

Areas of Separation are areas of open land designated specifically to maintain the character and identity of individual settlements through preventing their coalescence.

The detailed boundaries of the Areas of Separation will be formally reviewed through the Allocations, Designations and Development Management DPD. They will be in the following general locations:

- a) **between Narborough and Huncote**
- b) **between Stoney Stanton and Sapcote**
- c) **between Whetstone and Cosby**

Development will only be allowed in Areas of Separation where it would not result in the reduction in the separation between the built-up areas of these settlements.

The need to retain Areas of Separation will be balanced against the need to provide new development (including housing) in the most sustainable locations.

In addition, opportunities to designate new Areas of Separation will be explored in association with development growth (including housing and employment) over the plan period.

7.17.1 It is important to note that Areas of Separation are not landscape designations. However, they perform a very important function in ensuring that coalescence between settlements is prevented, and in doing so, they enable distinct communities to retain their identities.

7.17.2 Areas of Separation function at a very localised scale, generally tending to provide a narrow gap between just two settlements. This characteristic clearly differentiates Areas of Separation from other designations which tend to operate over larger areas and can be multifunctional in nature.

7.17.3 Currently, about 0.9% of the District is subject to the Area of Separation policy. The boundaries of the Areas of Separation will be reviewed through the Allocations, Designations and Development Management DPD to ensure that they are still functioning effectively. If this is not considered to be the case in any location, the boundaries can be amended accordingly.

Policy CS18 - 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; and*
- 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;*

Land will be designated as Countryside where it is outside the limits to built development and outside designated Green Wedges and Areas of Separation.

Within areas designated as Countryside, planning permission will not be granted for built development, or other development which would have a significantly adverse effect on the appearance or character of the landscape.

Planning permission will, however, be granted for limited small scale employment and leisure development (including dwellings essential for these needs) subject to consideration of its impacts.

The need to retain Countryside will be balanced against the need to provide new development (including housing) in the most sustainable locations. The detailed boundaries of Countryside will be determined through the Allocations, Designations and Development Management DPD.

7.18.1 Countryside is an important designation encompassing those areas of the District which are outside the limits to built development and are not subject to any other designations, such as Green Wedge.

7.18.2 The National Planning Policy Framework (NPPF) recognises the intrinsic character and beauty of the countryside.

7.18.3 This policy also conforms to the National Planning Policy Framework with regard to supporting rural diversification and countryside based enterprises which contribute to rural economies, and promote enjoyment of the Countryside.

7.18.4 This policy is considered important in the context of the East Midlands Regional Plan as the protection of the natural environment is given a high priority, particularly in Policy 26, with a reference to the fact that there should be *“an increase in the quantity of environmental assets generally”*.

7.18.5 In order to meet the development requirements of the District, the Council recognises that the boundaries of the Countryside policy needs to be subject to review. The detailed boundaries of Countryside will be formally reviewed through the Allocations, Designations and Development Management DPD.

7.18.6 In determining the effects that a proposed development may have on Countryside, the Council will refer to its evidence base, particularly the Blaby District Landscape and Settlement Character Assessment (May 2008).

Policy CS19 - Bio-diversity and geo-diversity

Strategic objectives

- v) *To improve the design quality of all new developments in the District including the need to design out crime; and*
- 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.*

The District of Blaby has a number of sites of ecological and geological importance of national, regional and local level significance, which the Council will seek to safeguard and enhance.

Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on a SSSI (either individually or in combination with other developments), planning permission will not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception will only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the network of SSSIs. Conditions and / or planning obligations will be used to mitigate the harmful aspects of the development and where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest.

Other sites within the District (including Regionally Important Geological Sites, Local Nature Reserves, Local Wildlife Sites and UK and local (Leicester, Leicestershire and Rutland) Bio-diversity Action Plan sites etc), will be protected and enhanced (where appropriate). The Council will seek to resist proposed development on, or affecting such sites, where the development could be alternatively located in less biodiverse / geologically sensitive areas. Where there are no alternative sites available, the designated sites should be retained with appropriate buffering and mitigation measures put in place to avoid / reduce any adverse impacts resulting from the proposal. Where this is not possible, compensatory measures should be sought, including provision of replacement habitats.

The Council will work closely with national and local wildlife organisations, local communities and landowners in order to ensure the creation and designation of new wildlife sites and the identification, restoration, protection and enhancement of existing sites and new priority habitats, where appropriate opportunities arise. The Council will explore the potential for new 'Local Wildlife Sites' in association with major development.

The Council will seek to maintain / extend networks of natural habitats to link sites of biodiversity importance by avoiding or repairing the fragmentation and isolation of natural habitats. These networks should be protected from development. Where development in these areas cannot be avoided, the networks of natural habitats should be strengthened by or integrated within the development. The Council recognises that networks cross Local Authority boundaries, so will work with partners to ensure their maintenance and enhancement.

In terms of species protection, the Council will protect those species which do not receive statutory protection under a range of legislative provisions, but have been identified as requiring conservation action as

a species of principal importance for the conservation of biodiversity nationally. Any development proposals should ensure that these species and their habitats are protected from the adverse effects of development through the use of appropriate mitigation measures.

This Council recognises that previously developed land can be of significant biodiversity or geological interest. Where this is the case, the Council will aim to retain this interest and have it incorporated into any development of the site and / or adopt appropriate mitigation measures.

When considering development proposals of an appropriate type and scale, the Council will seek to ensure that opportunities to build in biodiversity or geological features are included as part of the design.

Sustainable Urban Extension

Opportunities to improve biodiversity will be explored as part of the SUE west of Leicester. Potential to improve the bio-diversity of Green corridors (particularly those adjacent to the Lubbethorpe Brook and other water courses) and linkages to the open countryside to the west should be explored. The existing hedgerows and fox coverts on the site will provide further opportunities to provide green linkages. Several ponds and water features of existing or potential wildlife value and visual merit exist that need to be retained.

7.19.1 The District has a number of important areas of bio-diversity (many of which were identified through the Council's phase 1 habitat survey) and geo-diversity. The important areas of bio-diversity are often within SSSIs, Local Nature Reserves, Local Wildlife Sites and UK Bio-diversity Action Plan sites. The District also has a number of important geo-diversity sites, particularly, Local Geological Sites (formerly known as Regionally Important Geological Sites (RIGS)). Notwithstanding these important sites, the East Midlands Regional Plan indicates that the East Midlands has a comparative shortfall of important bio- and geo-diverse sites.

7.19.2 The National Planning Policy Framework (NPPF) emphasises the importance of bio-diversity and geo-diversity through seeking to minimise any adverse impacts of development on these areas, as well as encouraging LPAs to be, *"planning positively for the creation, protection, enhancement and management of networks of biodiversity ..."*

7.19.3 The Rivers Sence and Soar provide important corridors for the District's biodiversity and it is important that all these areas (and the green linkages between them) be protected from inappropriate development. Management plans that incorporate bio-diversity have been prepared as part of the Stepping Stones Project for the Soar and Sence Green Wedge corridors.

7.19.4 It will be a key role of the SUE Masterplan to ensure that all existing important areas of bio-diversity are protected and opportunities to create new areas of bio-diversity are explored. Delivery mechanisms and subsequent management will be a key part of the Masterplan.

Policy CS20 - Historic Environment and Culture

Strategic objectives

- v) *To improve the design quality of all new developments in the District including the need to design out crime; and*
- 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.*

Blaby District has a number of important buildings, sites and areas of historic value including Scheduled Monuments (SMs), Listed Buildings, Conservation Areas, archaeological remains and other heritage assets. These (including heritage assets most at risk through neglect, decay or other threats) will be preserved, protected and where possible enhanced.

The Council takes a positive approach to the conservation of heritage assets and the wider historic environment through:

- a) **Considering proposals for development on, in, or adjacent to historic sites, areas and buildings against the need to ensure the protection and enhancement of the heritage asset and its setting. Proposed development should avoid harm to the significance of historic sites, buildings or areas, including their setting.**
- b) **Expecting new development to make a positive contribution to the character and distinctiveness of the local area.**
- c) **Ensuring that development in Conservation Areas is consistent with the identified special character of those areas, as well as working, where appropriate, to identify other areas of special architectural merit or historic interest in designating additional Conservation Areas;**
- d) **Securing the viable and sustainable future of heritage assets through uses that are consistent with the heritage asset and its conservation; and**
- e) **Promoting heritage assets in the District as tourism opportunities where appropriate.**

Sustainable Urban Extension

The proposed SUE west of Leicester may affect two SMs. The masterplanning and subsequent development of the SUE must manage the impacts on these assets and, where appropriate, identify opportunities for their enhancement, including appropriate management.

7.20.1 The East Midlands Regional Plan indicates that ‘the historic environment should be understood, conserved and enhanced’ in order to ‘contribute to the Region’s quality of life’. The above policy aims to meet this objective by protecting (and where possible enhancing) archaeological sites, historic buildings, conservation areas, historic parks and other cultural assets.

7.20.2 The National Planning Policy Framework (NPPF) emphasises the importance of Local Plans setting out a positive strategy for the conservation and enjoyment of the historic environment and its heritage assets, and places a heavy emphasis on the conservation of heritage assets in a manner appropriate to their significance.

7.20.3 Blaby District contains a number of important archaeological sites (including 14 Scheduled Monuments). In addition there are numerous areas of known archaeological interest and the potential for other unexplored areas to contain important archaeological artefacts.

7.20.4 The District of Blaby has nine conservation areas and some 200 listed buildings. Development proposals that affect listed buildings or fall within Conservation areas need to be of very high design quality taking into consideration the principles of good design set out in Policy CS2.

Climate Change and Flooding

Climate Change is one of the greatest long-term challenges facing human development. The Climate Change Act (2008) introduced a statutory target for reducing greenhouse gas emissions by at least 80% below 1990 levels by 2050, with an interim target of 34% by 2020.

Blaby District Council is committed to tackling climate change by shaping development in ways that reduce greenhouse gas emissions (mitigate) and minimise vulnerability and provide resilience (adapt) to its effects.

Policy CS21 - Climate Change

Strategic objectives

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;*
- viii) *To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations;*
 - ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
 - 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 and public transport).*

Development which mitigates and adapts to Climate Change will be supported. The Council will contribute to achieving national targets to reduce greenhouse gas emissions by:

- a) focussing new development in the most sustainable locations, in accordance with Policy CS1 and Policy CS5.**
- b) seeking site layout and sustainable design principles which reduce energy demand and increase efficiency. This includes:**
 - (i) providing for safe and attractive walking and cycling opportunities, including secure cycle parking and, where appropriate, showers and changing facilities.**
 - (ii) utilising landform, building orientation, massing and landscaping to reduce the likely energy consumption.**
 - (iii) supporting the Government's zero carbon buildings policy and encouraging residential development to achieve Code for Sustainable Homes level 3. This will be increased progressively over the plan period, where feasible, to support the Government's longer term aspirations for sustainable design.**
 - (iv) encouraging the use of sustainable materials and construction methods.**
- c) encouraging the use of renewable, low carbon and decentralised energy at the commercial, community and domestic scale. Renewable and low carbon energy generation will be supported within the District where the proposal:**
 - (i) ensures that the siting and scale of development avoids harm to the significance of designated heritage assets and nationally important archaeological remains or their setting.**

- (ii) ensures that the impact of the development on local landscape character and historic landscape character is minimised.
- (iii) ensures that the proposal does not result in significant detriment to residential amenity for new or existing residents.
- (iv) includes measures to mitigate any adverse impacts on the built and natural environment resulting from the construction, operation and decommissioning of any development.
- (v) does not create an overbearing cumulative noise or visual impact, when considered in conjunction with similar developments and permitted proposals in the area.

The Council will ensure that all development minimises vulnerability and provides resilience to climate change and flooding by:

- a) supporting innovations which have a positive impact upon climate change adaptation on all development where feasible. (This could include, but is not limited to; appropriate shading and planting; green roofs; Sustainable Drainage Systems (SuDS); rain water harvesting and storage and; grey water recycling). Opportunities for people, biodiversity, flood storage and carbon management provided by multi-functional green spaces and green infrastructure networks will also be encouraged.
- b) managing flood risk in accordance with Policy CS22.

7.21.1 To achieve targets for reducing greenhouse gas emissions and drive the transition towards a low carbon economy, the Government has introduced a number of initiatives (e.g. Zero Carbon Buildings, Feed in Tariffs, Renewable Heat Incentive, Renewables Obligation). The above policy seeks to support and integrate with such initiatives to achieve the most sustainable outcomes for the District.

7.21.2 Changes to Building Regulations and the target for all new homes and non-domestic buildings to be zero carbon by 2016 and 2019 respectively, will push the boundaries of current energy efficiency and encourage greater use of renewable and low carbon energy. The Council will encourage development to meet these progressively more demanding standards and does not intend to impose authority-wide targets that go beyond national requirements. However, consideration may be given to setting site specific requirements through the Allocations, Designations and Development Management DPD, where feasible and viable.

7.21.3 The Planning for Climate Change Study (2008) and Low Carbon Energy and Heat Mapping for Local Planning Areas across the East Midlands (March 2011) identified and mapped low carbon and renewable energy opportunities in the District and reached similar conclusions. The latter suggested that Blaby District had the highest operational renewable and low carbon energy capacity in Leicestershire (January 2011), the overwhelming majority of which came from landfill gas. However, much of this potential has been realised and the results indicate that going forward the renewable energy resource potential in the District is limited compared to other Authorities in Leicestershire. Commercial scale wind power, followed by Solar Photovoltaics (PV) represent the greatest resource potential for electricity generation, with the overwhelming majority of renewable heat opportunities provided by heat pumps. The mapping exercise identifies limited areas across the District with technical potential for commercial scale wind. However, the wind resource is less than most other authorities within Leicestershire and there has been no development interest for commercial scale wind power to date. Accordingly, the Council has not sought to identify broad areas for commercial scale renewable energy development, all renewable and low carbon energy proposals will be assessed against Policy CS21 and any other material considerations.

7.21.4 The Council recognises that preparing for the effects of climate change (adaptation) by minimising vulnerability and providing resilience is also important. Some degree of climate change is already inevitable, and is likely to have a range of impacts, including increased temperatures in the summer and increased risk of flooding or droughts. The Council will encourage development to plan for these impacts recognising the role of Green Infrastructure in bringing together important considerations of biodiversity, heat, water, healthy living and transport needs to create environments in which people want to live and work in the future. Good site selection is also important, particularly in relation to flooding and water resources.

Policy CS22 – Flood Risk Management

Strategic objectives

- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- ix) To minimise the risk of flooding (and other hazards) to property, infrastructure and people.*

The Council will ensure all development minimises vulnerability and provides resilience to flooding, taking into account climate change. This will be achieved by:

- a) directing development to locations at the lowest risk of flooding within the District, giving priority to land in flood zone 1. Where**

development is proposed in flood risk areas, mitigation measures must be in place to reduce the effects of flood water.

- b) using Sustainable Drainage Systems (SuDS) to ensure that flood risk is not increased on-site or elsewhere and to protect the quality of the receiving water course. Where possible, the Council will encourage development to reduce the overall flood risk through the design and layout of schemes which enhance natural forms of drainage. (This could include, but is not limited to; floodplain creation; surface water storage and; removing culverts and barriers to flow).**
 - c) managing surface water run-off to minimise the net increase in the amount of surface water discharged into the public sewer system.**
 - d) closely consulting the Environment Agency in the management of flood risk to ensure that any risk of flooding is appropriately mitigated and the natural environment is protected in all new development.**
- 7.22.1 Flood Risk Appraisal - The Joint Strategic Flood Risk Assessment (2007) indicates that flood risk in the District is mainly from rivers, in particular, the River Sence, Soar and Rothley Brook and other major watercourses. Surface water flooding could also present a risk to development in the District. At present, a Surface Water Management Plan for the Leicester Principal Urban Area is being prepared and may also provide some useful guidance for the area, including the proposed Sustainable Urban Extension.
- 7.22.2 Some communities in the District have been particularly affected by flooding. Properties in Braunstone Town flooded in August 2005 and July 2007 from Lubbesthorpe Brook. The Environment Agency indicated that around 50 properties are at risk of a 1 in 100 year flood event in the vicinity of Watergate Lane. The Council will continue to work closely with the Environment Agency and communities to develop a possible Flood Alleviation Scheme for Lubbesthorpe Brook.
- 7.22.3 Managing Flood Risk - National Planning Policy suggests that where possible, development should be directed to areas at the lowest risk of flooding. The outputs of the Joint Strategic Flood Risk Assessment and any other robust evidence of flood risk should be used to direct development to areas of low flood risk (flood zone 1). Where this is not possible the Sequential Test and, where necessary, the Exception Test will be applied.
- 7.22.4 New development should incorporate the principles of Sustainable Drainage Systems (SuDS) which aim to control surface water runoff as

close to its origin as possible and mimic the natural processes of undeveloped land. SuDS provide multiple flood risk, water quality and biodiversity benefits that can be widely applied to appropriately designed development.

7.22.5 Reducing Flood Risk - Good maintenance of the existing watercourses is important to the reduction of flood risk. Site specific opportunities to reduce overall flood risk through the layout and design of new development will form part of the development control process. The Council will, in principle, support measures proposed by the Environment Agency, and others to reduce flood risk, including increasing the quality / quantity of the floodplain, defending areas at risk of flooding and restoring culverted watercourses back to open channels. This will help to reduce flood risk to counteract the increased threat of flooding through climate change, and provide environmental benefits.

7.22.6 Water Resources – The levels of growth proposed will inevitably increase demand for water. Discussions with Severn Trent Water Ltd regarding the level of growth and its distribution has indicated that with regard to water supply, water resources will be made available for general growth in the area in accordance with the Severn Trent Water Resource Management Plan. Local reinforcements and mains extensions are likely to be needed on the majority of sites as is often the case, however, the extent can only be assessed on a site by site basis by hydraulic analysis.

7.22.7 The Water Resources Management Plan suggests that the water available for use is sufficient to meet future demand plus target headroom to 2035. In the short term, a fall in water available for use is projected but the leakage and demand management strategy will mean that a supply and demand surplus will be maintained. The East Midlands Supply / Demand strategy indicates that this will be achieved in this area through a number of measures, the most significant of which involves planned improvements to the Derwent Valley Aqueduct between 2010 and 2015.

7.22.8 Waste Water Capability – discussions with Severn Trent Water indicates that there is sufficient Waste Water Treatment Works capacity to accommodate the level and distribution of development proposed. Severn Trent have identified some areas where improvements to the capacity of sewers and sewage pumping stations may be required, however, the extent can only be assessed on a site by site basis informed by hydraulic modelling.

Policy CS23 - Waste

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;*
- 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 bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners; and*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations.*

The Council will work with its partners, including Leicestershire County Council as the Waste Disposal Authority, in order to research and develop coordinated services and appropriate infrastructure for waste collection, treatment, transfer and disposal.

The Council will seek to encourage waste minimisation.

New developments should seek to:

- Encourage a hierarchy of waste management in the following priority order; waste prevention, re-use, recycle/compost, recovery, and disposal as a last resort;**
- Ensure that their design and services are flexible enough to allow new technological developments to be accommodated;**
- Ensure that waste collection is considered in their design to maximise recycling opportunities;**
- Secure waste management facilities that are close to new areas of development (particularly in relation to the SUE);**
- Ensure that new sensitive receptors (particularly residential) are not located near to or do not place additional burdens on existing licenced waste management facilities;**
- Promote the use of Site Waste Management Plans; and**
- Educate residents in waste-related matters and encourage engagement with waste prevention and reuse initiatives.**

7.23.1 The “Leicestershire Municipal Waste Management Strategy” (May 2006) incorporates key high level actions that seek to provide an effective municipal waste management strategy. The policy sets out a hierarchy of dealing with waste which prioritises waste management in the following order: Minimising waste; re-cycling; recovery and finally disposal.

- 7.23.2 The 'Leicestershire and Leicester Waste Development Framework – Core Strategy and Development Control Policies up to 2021' (October 2009) is part of the Waste Development Framework for Leicestershire and Leicester. The spatial vision in this document sets out the need to provide a range of waste facilities *'that minimise environmental impact, provide community benefit and help improve quality of life by encouraging waste reduction; increasing the reuse and recycling of waste, and; less reliance on landfill by increased energy recovery'*. One of the objectives of this document was to support the delivery of the 'Leicestershire Waste Management Strategy'.
- 7.23.3 Site Waste Management Plans are a requirement for construction projects in England costing over £300,000 under the Waste Management Plans Regulations 2008.
- 7.23.4 The East Midlands Regional Plan reiterates the importance of the hierarchical approach to waste management as set out in Planning Policy Statement 10, the National Waste Strategy and the European Union Framework Directive on Waste. The hierarchy in the Regional Plan reflects that set out in the policy above, and is as follows: waste reduction, re-use, recycling and composting; energy recovery and as a last resort, disposal.

Policy CS24 - Presumption in favour of sustainable development

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;*
- ii) 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;*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- 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.*
- 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).*

When considering development proposals Blaby District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

In addition, Blaby District Council will seek to involve local Communities in shaping development proposals when they are forthcoming.

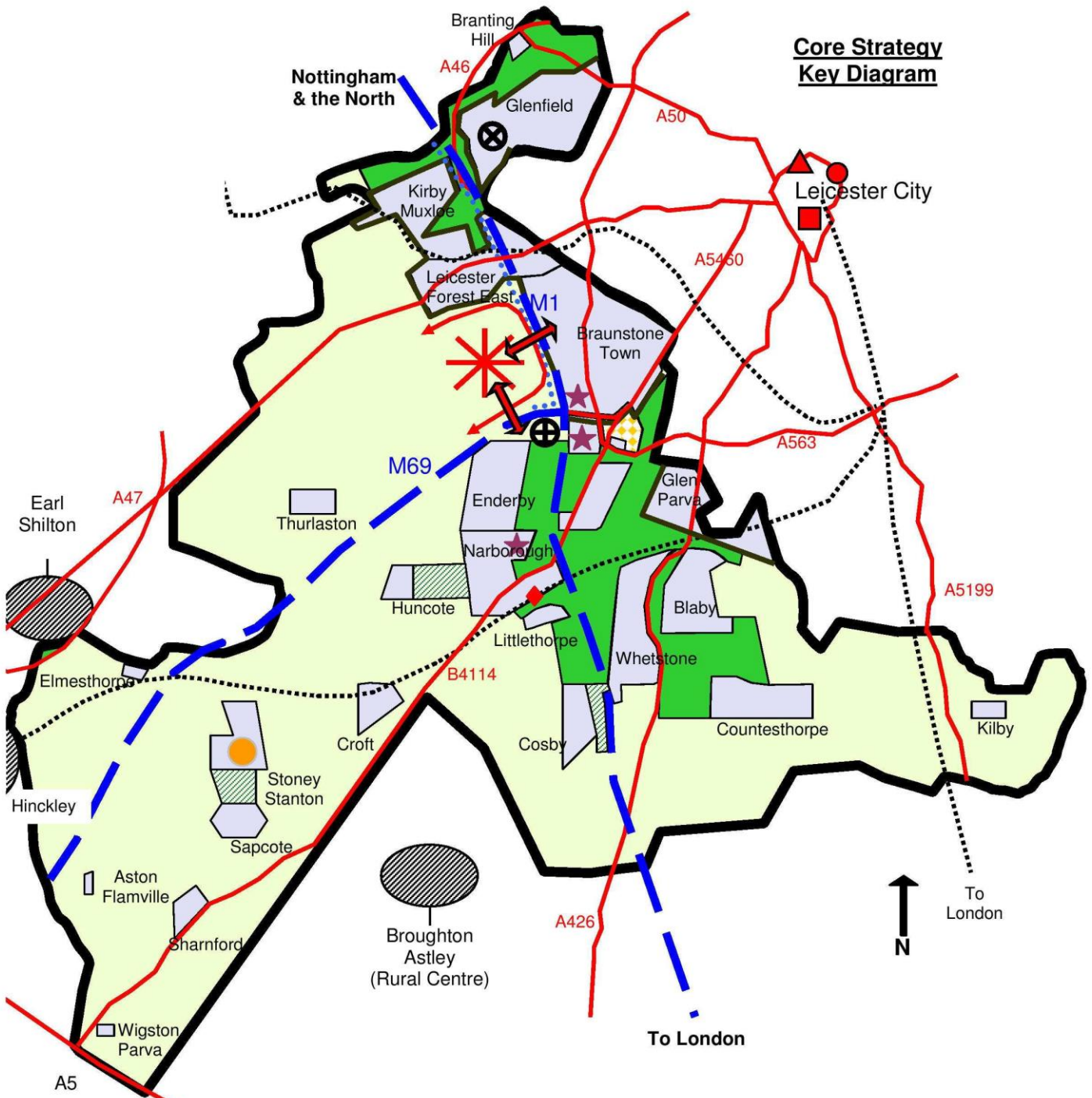
Planning applications that accord with the policies in this Local Plan Core Strategy (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- Specific policies in that Framework indicate that development should be restricted.**

Key Diagram

**Core Strategy
Key Diagram**



- | | | | |
|--|--|--|---|
| | High level Leisure opportunities | | Motorways Retail Area |
| | High level retail centre | | Potential M1 Improvement (J21 – 30)
J21 M1 / M69 Improvement |
| | High level office centre | | Motorway |
| | Town/Village | | Railway Line |
| | Rural Centre (Stoney Stanton) | | Narborough Train Station |
| | High Quality Employment Areas | | Potential site for New Green Wedge |
| | Countryside | | Areas of Separation |
| | Proposed SUE | | SES with planning permission |
| | Proposed SES | | New bridges over motorways |
| | Existing Green Wedges | | |
| | Leicestershire and Leicester Urban Area
/ Principal Urban Area of Leicester | | |

Appendix A

Blaby District Local Plan (1999) policies to be superseded on adoption of the Core Strategy

Core Strategy Policy	Saved Blaby District Local Plan Policy superseded
Policy CS1 – Strategy for locating new development	No policies identified
Policy CS2 - Design of New Development	No policies identified
Policy CS3 - Sustainable Urban Extension	No policies identified
Policy CS4 - Strategic Employment Site	No policies identified
Policy CS5 – Housing distribution	No policies identified
Policy CS6 - Employment	No policies identified
Policy CS7 – Affordable housing	R4, R5
Policy CS8 – Mix of housing	No policies identified
Policy CS9 – Accommodation for Gypsies and Travellers	R7 (non-saved policy)
Policy CS10 – Transport infrastructure	T4
Policy CS11 – Infrastructure, services and facilities to support growth	IM1
Policy CS12 – Planning obligations and developer contributions	IM1

Policy CS13 – Retailing and other town centre uses	No policies identified
Policy CS14 – Green Infrastructure (GI)	No policies identified
Policy CS15 – Open space, sport and recreation	R13, R14
Policy CS16 – Green Wedges	No policies identified
Policy CS17 – Areas of Separation	No policies identified
Policy CS18 - Countryside	No policies identified
Policy CS19 – Bio-diversity and geo-diversity	CE19
Policy CS20 – Cultural environment	CE6, CE9, CE10, CE11
Policy CS21 – Climate Change	No policies identified
Policy CS22 – Flood risk management	No policies identified
Policy CS23 – Waste	No policies identified
Policy CS24 – Presumption in favour of sustainable development	No policies identified

Appendix B

Glossary

Glossary of Terms

Affordable Housing Viability Assessment (AHVA)

An assessment of the implications of affordable housing on the viability of development schemes. The AHVA broadly indicates the amount of affordable housing that could be provided without undermining viability.

Annual Monitoring Report (AMR)

A report that reviews the actual plan progress compared to the targets and milestones for Local Plan preparation set out in the Local Development Scheme. The AMR will also review the impact of policies contained in the Local Plan.

Blaby Local Strategic Partnership (BLSP)

A community partnership consisting of a number of forums with representatives from the public, private, voluntary and community sectors – tasked with preparing the Sustainable Community Strategy – amongst other things. The LSP is called 'Blaby Together'.

Brownfield (Previously Developed Land)

There are various definitions of previously-developed land in use. For the purposes of this Core Strategy previously developed land is that which is or was occupied by a permanent structure as defined in the National Planning Policy Framework.

Commission for Architecture and the Built Environment (CABE)

CABE was the Government's advisor on architecture, urban design and public space. It provided expert, technical advice for those interested in better buildings and spaces. CABE merged with the Design Council in April 2011.

Core Strategy (CS)

A key component of the Local Plan that sets out the vision, spatial strategy and objectives and Core policies for the District. The CS is a key document and all other parts of the Local Plan and Supplementary Planning Documents should be in general conformity with the Core Strategy.

Development Plan Document (DPD)

A Local Development Document that carries Development Plan status and is subject to procedures of community involvement, consultation and independent examination. This document will contain policies against which planning applications will be considered.

Examination

An examination of a Local Plan document held in public by an Inspector from the Planning Inspectorate. The examination gives an opportunity for interested parties to put forward their views.

Housing Market Area

A geographical area based on areas of broadly similar housing based characteristics. Blaby falls within the Housing Market Area of Leicester and Leicestershire.

Intermediate Housing

Housing that is neither Market Housing or Social rented, but is available at a rent / cost falling between the two. Intermediate housing could comprise shared ownership accommodation for example.

Key Diagram

This illustrates, on a diagrammatic map, the broad areas of growth, transport links and other broad designations and proposals contained in the Core Strategy.

Leicestershire and Leicester Urban Area

See Principal Urban Area.

Local Development Document (LDD)

A document that sets out the development plan policies and supporting guidance for the area. There are three types of Local Development Documents: Development Plan Documents (including the Local Plan Core Strategy and other parts of the Local Plan), Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Framework (LDF)

The Local Development Framework sets out, in the form of a 'portfolio', the Local Development Documents which collectively deliver the spatial planning strategy for the area. Local Development Frameworks are largely being replaced by 'Local Plans'.

Local Development Scheme (LDS)

The Local Development Scheme is a document which sets out the Local Planning Authority's programme for the production of Development Plan Documents.

Local Plan (LP)

The Local Plan sets out the spatial planning strategy for the area. It can be a single document or, in the case of Blaby District a 2 part document comprising - a 'Core Strategy' and an 'Allocations, Designations and Development Management Policies Development Plan Document'

Local Planning Authority (LPA)

The Local Planning Authority, in this case Blaby District Council, undertakes the town planning function at the local level (except minerals and waste planning which is undertaken by Leicestershire County Council).

National Planning Policy Framework (NPPF)

This Framework sets out the Government's key economic, social and environmental objectives and the planning policies to deliver them. It was issued by Government in its final form in March 2012. It replaced the national Planning Policy Statements, Planning Policy Guidance notes and some circulars.

Planning Inspectorate (PINS)

The Planning Inspectorate is an agency of the Department of Communities and Local Government whose role it is to independently consider Planning and Environmental matters. It is responsible for the examination of the Local Plan.

Planning Policy Statements (PPS)

Statements of Government planning policy which guided the content of the Local Development Framework. The Planning Policy Statements have largely been replaced by the National Planning Policy Framework, these are listed in Annex 3 of the NPPF.

Principal Urban Area (PUA)

The Leicester and Leicestershire Urban Area is defined in the Regional Plan. It comprises the built-up areas of Leicester Forest East, Glen Parva, Braunstone

Town, Kirby Muxloe and Glenfield within the District of Blaby. See also 'Leicestershire and Leicester Urban Area'.

Policies Map

This will illustrate, on an Ordnance Survey Base Map, designations and proposals contained in the 'Local Plan Allocations, Designations and Development Management Development Plan Document'.

Regional Spatial Strategy / Regional Plan (RSS)

A statutory document providing a spatial framework which will guide the social, economic and environmental future of the region. The East Midlands Regional Plan (EMRP) was issued in March 2009. All Development Plan Documents must be in general conformity with the EMRP. The Localism Act gives the Secretary of State the power to abolish Regional Spatial Strategies.

Rural Centres

Villages in rural areas which, because of their size and range of services, are considered appropriate to accommodate limited additional growth.

Statement of Community Involvement (SCI)

A statement enabling communities to know how and when they can be involved in the preparation of Local Development Documents. The document also covers how communities can become involved in the determination of planning applications. The Blaby District SCI was adopted by Blaby District Council on 4 July 2006.

Strategic Environmental Assessment (SEA)

A process for assessing environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of securing sustainable development.

Strategic Housing Land Availability Assessment (SHLAA)

An assessment of housing supply potential within the District of Blaby. The SHLAA is updated on an annual basis.

Strategic Housing Market Assessment (SHMA)

An assessment of housing need and demand based on a Housing Market Area. The SHMA often defines the type of housing (including size, tenure and affordability) that are required to meet local needs.

Sustainability Appraisal (SA)

Sustainability Appraisal involves an assessment of the social, economic and environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objectives of sustainable development in mind. The SA incorporates the requirements of the SEA.

Supplementary Planning Document (SPD)

A Local Development Document that does not carry Development Plan status but elaborates on the policies and proposals in Development Plan Documents.

Sustainable Community Strategy (SCS)

Document produced by Blaby Together (The Local Strategic Partnership) to enhance the life of residents and businesses within the District by a series of priorities towards environmental, economic and social issues. The SCS for Blaby District is the 'Blaby Community Plan'.

Urban Capacity Study (UCS)

A study which assesses the potential amount of future residential development that could be achieved on previously developed land.

Appendix C

List of studies / evidence base reports

Housing and accommodation

- Leicester and Leicestershire Housing Requirements Project Final Report (September 2011) (study commissioned jointly between all Authorities within the Leicester and Leicestershire Housing Market Area);
- Leicester and Leicestershire Strategic Housing Market Assessment (2008);
- Leicester and Leicestershire Strategic Housing Market Assessment – managing and updating of data (2010);
- Strategic Housing Land Availability Assessment (March 2011) (prepared to a template agreed between all Leicestershire Authorities);
- Blaby District Urban Capacity Study (May 2006);
- Gypsy and Travellers Accommodation Assessment (April 2007) (study commissioned jointly between all Authorities within the Leicester and Leicestershire Housing Market Area);
- Affordable Housing Viability Assessment (July 2009) (study commissioned jointly between BDC, Leicester City Council, Oadby and Wigston BC, North West Leicestershire DC and Harborough DC);
- Blaby District Council Affordable Housing Viability Assessment (Refresh) (November 2011);
- Parish Council Housing Needs Questionnaire (and responses) (September 2010);
- Blaby District Council Housing Requirements Workshop Report (Autumn 2011);
- Gypsy and Travellers Accommodation Assessment – Interim Report (September 2012);
- Viability and Deliverability of the Proposed New Lubbesthorpe Sustainable Urban Extension (September 2012).

Economy and Employment

- Blaby Employment Land and Premises Study (March 2006);
- Blaby Employment Land and Premises Study (Refresh) (November 2011);

- Leicester and Leicestershire Housing Market Area Employment Land Study (October 2008) (study commissioned jointly between all Authorities within the Leicester and Leicestershire Housing Market Area);
- Leicester and Leicestershire Economic Assessment (2011);
- Leicester and Leicestershire HMA Employment Land Study (October 2012).

Environment

- Strategic Flood Risk Assessment (November 2007) (study commissioned jointly between BDC, Hinckley and Bosworth BC and Oadby and Wigston BC);
- Blaby Landscape and Settlement Character Assessment (May 2008);
- Planning for Climate Change (Renewable Energy Study) (May 2008) (study commissioned jointly between all Authorities within the Leicester and Leicestershire Housing Market Area – except Charnwood BC and Leicester City);
- Phase 1 Vegetation and Habitat Survey (December 2008) (study commissioned jointly between BDC and Harborough DC);
- Strategic Green Wedge review (July 2009);
- Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas across the East Midlands: Final Report (March 2011).
- Blaby Core Strategy Air Quality Review (August 2012)

Retail and village services

- Village Services Fact File (July 2010);
- Blaby Retail Study (December 2008);
- Blaby Town Centre Masterplan (December 2008)
- Blaby Settlement Hierarchy Report (July 2010)
- Planning Policy Guidance Note 17 Study – Play and Open spaces (June 2009)
- Blaby Retail Study Update (July 2012)

Highways and Transportation

- Assessment of Highways and Transportation Implications (June 2009);
- Transportation Assessment of Development Dispersal using ODYSSEUS (December 2011)
- PTOLEMY: Impact of Housing Growth on the Leicester Principal Urban Area (April 2010)
- Blaby District Core Strategy: Leicester and Leicestershire Integrated Transport Model (May 2012)

Other

- Leicester and Leicestershire HMA Growth Infrastructure Assessment (April 2009)
- Economic Viability Assessment (January 2012)

Appendix D
Infrastructure Plan

Infrastructure Plan

The 'Spatial Strategy' and policies outlined in the Core Strategy set out how the District will develop up to 2029 to ensure the overall vision and objectives of the Core Strategy are achieved. A key component of achieving the vision and objectives is the delivery of necessary physical, social and green infrastructure to ensure that sustainable communities are allowed to form and can be sustained.

The policies of the Core Strategy refer to the need to deliver services, facilities and infrastructure to support growth (Policy CS11) and in addition it refers to the ways in which contributions will be sought from developers to deliver this (Policy CS12). The plan below identifies the major infrastructure required to deliver the strategy, who will provide it, where and when. This will be achieved through a variety of measures, primarily through developer contributions. The Council is also considering introducing a Community Infrastructure Levy.

The Council has an adopted Supplementary Planning Document (SPD) relating to 'Planning Obligations and Developer Contributions'. This document, along with the Leicester & Leicestershire Growth Infrastructure Plan and discussions with key infrastructure providers has helped to inform the plan below.

Lubbesthorpe SUE (Strategic Growth Area)

The District Council has worked with Leicestershire County Council and Leicester City Council's Transportation Departments and the Highways Agency to develop the most appropriate response to transport issues arising from the proposed growth. This is particularly important in the case of the Strategic Growth Areas (SUE and SES) which require significant transport infrastructure to mitigate impacts arising from the development.

A series of transport improvements to support the Sustainable Urban Extension and Strategic Employment Site are detailed in the schedule. In summary, the improvements 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;
- Improved bus service;
- New pedestrian and cycle linkages.

This list is not exhaustive and will be further developed as transport evidence emerges. However, it represents the 'key' physical transport infrastructure that will be required in order to deliver growth. It is anticipated that the majority of these works will be funded through developer contributions. Other sources of funding will be explored as will opportunities for 'prudential borrowing'.

In addition to the 'hard infrastructure' provision associated with development, the policies seek to encourage softer measures such as 'Smarter Choices' which seek to reduce demand on the network by private cars in favour of more sustainable transport types.

The Highways Agency is a key partner in identifying transport issues. Initial transport modelling has indicated that direct impacts on the trunk road network arising directly from additional development in Blaby District are modest. However, it is important that this is monitored closely given the congestion and air quality issues that are prevalent on the network (junction 21 of the M1 in particular).

A package of education and health care facilities has been agreed in conjunction with the Local Education Authority (LEA) and Primary Care Trust (PCT) to support the planned growth in the SUE. Whilst the level of health and education provision has been broadly agreed, the delivery mechanisms are subject to the changing patterns (with the abolition of PCTs in terms of co-ordinating health care provision and greater encouragement to 'Academies' in delivering education). The Council will continue to work with the appropriate partners.

The Lubbethorpe SUE will require provision of a new GP practice / Health Centre. The financial contributions towards health care facilities are based on anticipated levels of growth, existing capacity and the PCT's standard space financial contribution formula for meeting unmet capacity.

Two new primary schools and a secondary school are required to meet the anticipated growth in primary and secondary school pupils. The schools will form the focus of the three distinct communities. The LEA expects to see developer contributions covering the full cost of providing the required education facilities in the Sustainable Urban Extension, in line with the adopted Supplementary Planning Document (SPD) relating to 'Planning Obligations and Developer Contributions'.

The planned provision of infrastructure as part of the SUE and SES developments will be determined through a more detailed phasing programme to be agreed in advance of the development commencing. The detailed phasing of development is difficult to predict with certainty at this stage, and depends on factors affecting the rate of delivery of housing, employment and associated infrastructure. However, the schedule identifies some of the anticipated milestones for delivery of key transport and other infrastructure.

Outside the SUE/SES

It is anticipated that the majority of growth that will occur in the District during the plan period will be in the SUE, and that the main infrastructure requirements are likely to be here. However, there are other areas of the District where growth will need to be supported by appropriate levels of infrastructure. Unless there is a demonstrable surplus of capacity, the Council will seek provision of, or financial contributions towards, necessary

infrastructure. In most cases contributions towards the following infrastructure will be sought:

- Education
- Health care (primary care)
- Play and open space provision and maintenance / Green Infrastructure
- Transport
- Police / emergency services
- Civic waste
- Affordable housing (see Policy CS7)
- Green Travel Packs
- Libraries

This list is not exhaustive but outlines the key areas of infrastructure sought. The table below indicates in more detail where additional infrastructure is necessary. Some contributions (such as Police and Libraries) are not mentioned specifically for each settlement.

The Infrastructure Plan is based on a snapshot in time and will continue to be monitored over the plan period. The capacity of some forms of infrastructure will change over time (particularly schools and health care facilities). In addition, the contributions required will be updated by the respective infrastructure bodies.

In many cases, it is likely that transport improvements will be required in order to accommodate proposed levels of growth. However, the cost and phasing of requirements is based on individual site specific circumstances and cannot be identified in this schedule (this will be a matter for the Site Allocations, Designations and Development Management DPD).

The summary table below identifies, as far as possible, infrastructure needs and costs, phasing, funding sources and responsibilities for delivery. The delivery of infrastructure will primarily be through developer contributions. Public funding may be available in limited circumstances but these are only indicated where they are in committed schemes.

An integrated approach has been taken through work with developers and key public, private, voluntary and community sectors.

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Possible funding sources
Sustainable Urban Extension / Strategic Employment Site (Policy CS3 & CS4)						
Essential	New bridges over M1 and M69*	£10.75m		Bridge over M1 (available for use upon occupation of 300 houses). Bridge over M69 (delivery timescale to be identified through an agreed phasing plan)	Developer working with Highways Agency	Developer
Essential	Other off site highway works* including: <ul style="list-style-type: none"> Improved junction of A47 / Beggars Lane; Improvements (both for general traffic and public transport) to A47 corridor; Exclusive public transport link to A47; Linkages to Leicester City Centre and other key centres by walking and cycling 	£10.m	No funding committed	Exclusive public transport link to A47 (available for use before occupation of first dwelling), Other contributions in accordance with agreed phasing plan.	Developer	Developer
Essential	Establish local bus linkages to Junction 21/Enderby area*	£2m	No funding committed	In accordance with agreed phasing plan.	Developer	Developer

Essential	2 Primary Schools 1) 420 pupils (2ha) & 2) 630 pupils (2.5 ha) *	£12.2m	No funding committed	Primary school one to be delivered upon occupation of 300th house.	Developer (potential for Academy to be explored)	Developer (potential for Academy contribution to be explored)
Essential	Secondary School – 850 pupils (Approx 10ha)*	£17.5m	No funding committed	In accordance with agreed phasing plan.	Developer (potential for Academy to be explored)	Developer (potential for Academy contribution to be explored)
Essential	SUE Health care facilities* Comprising of new 1,000 – 1,200 sq m GP practice	£2.4m	No funding committed	New surgery required after completion of 750 houses. In accordance with agreed phasing plan.	Developer, / Health Practices	Developer & Health care practice
Essential	Police*. To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	£3m* (potential to incorporate a police facility within the Community Facility)	No funding committed	In accordance with agreed phasing plan.	Leicestershire Constabulary, Developer	Leicestershire Constabulary, Developer
Essential	Green Infrastructure / Play and Open Space* at least in line with minimum standards referred to in Policies CS14 and CS15.	£10m	No funding committed	In accordance with agreed phasing plan.	Developer	Developer,
Essential	Community Centre* (Potential for multiple use)	£2m	No funding committed	In accordance with agreed phasing plan.	Developer	Developer

Essential	Civic waste disposal*	£120,000	No funding committed	In accordance with agreed phasing plan.	Developer / Leicestershire County Council (LCC)	Developer
Essential	Library *	£250,000 (potential to incorporate a library within the Community Facility)	No funding committed	TBC	Developer / LCC	Developer
Essential	Electricity sub-station	£2m*	No funding committed	In accordance with agreed phasing plan.	Developer / Electricity provider	Developer / Electricity provider
Housing distribution (Policy CS5) – Larger Central Villages						
Blaby						
Essential	Health (extensions to existing premises)	Based on NHS standards which assess likely patient numbers & floorspace required c.£480 per dwelling where no capacity exists	No funding committed	TBC	Developer / PCT	Developer
Essential	Education (extensions to existing schools). Only limited available capacity in primary schools.	Based on LCC education standards which assess likely student numbers & floorspace	No funding committed	TBC	Leicestershire County Council	Developer, Leicestershire County Council

		required c.£6,555 per dwelling where no capacity exists				
Countesthorpe						
Essential	Health (extensions to existing premises)	Based on NHS standards which assess likely patient numbers & floorspace required c.£480 per dwelling where no capacity exists	No funding committed	TBC	Developer/PCT	Developer
Essential	Education(extensions to existing schools)	Based on LCC education standards which assess likely student numbers & floorspace required c.£6,555 per dwelling where no capacity exists.	No funding committed	TBC	Leicestershire County Council	Developer, Leicestershire County Council
Narborough						
Essential	Health (extensions to existing premises)	Based on NHS standards which assess	No funding committed	TBC	Developer/PCT	Developer

		likely patient numbers & floorspace required c.£480 per dwelling where no capacity exists				
Essential	Education(extensions to existing schools)	Based on LCC education standards which assess likely student numbers & floorspace required c.£6,555 per dwelling where no capacity exists.	No funding committed	TBC	Developer / Leicestershire County Council	Developer, Leicestershire County Council
Whetstone						
Essential	Health (extensions to existing premises)	Based on NHS standards which assess likely patient numbers & floorspace required c.£480 per dwelling where no capacity exists	No funding committed	TBC	Developer/PCT	Developer
Essential	Education(extensions to existing schools)	Based on LCC education standards which	No funding committed	TBC	Developer / Leicestershire County Council	Developer, Leicestershire County Council

		assess likely student numbers & floorspace required c.£6,555 per dwelling where no capacity exists				
Transport Infrastructure (Policy CS10)						
Essential	Travel packs for all residential developments	£50 per dwelling.	N/A	N/A	Leicestershire County Council	Developer
Services and Facilities to support growth (Policy CS11)						
Essential	Health	Based on individual circumstances (c.£480 per dwelling where no capacity exists)	N/A	Dependent upon housing delivery rates	see above	see above
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	Education	Based on individual circumstances (c.£6,555 per dwelling where	N/A	Dependent upon housing delivery rates	see above	see above

		no capacity exists)				
Essential	Police*. To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	Based on individual circumstances (c.£606* per dwelling where no capacity)	N/A	Cost and phasing of requirements is based on individual site specific circumstances	Police	Developer
Flooding and Risk Management (Policy CS22)						
Essential	Flood alleviation scheme for Lubbethorpe Brook SUDS	£700,000	Funding committed by EA. Potential for land to be made available to EA to carry out balancing works.	TBC	Environment Agency	Developer may provide land
Waste (Policy CS23)						
Essential	Recycling and Household Waste Sites	£0.25m	No funding committed	TBC	Leicestershire County Council	Developer, Leicestershire County Council

*Subject to ongoing negotiation. Information in the above table as at October 2012.

Appendix E

Monitoring Report

Monitoring Framework

It is important that the effectiveness of the Blaby Local Plan (including the Core Strategy) is capable of being monitored to establish if the policies contained within it are achieving the objectives.

An Annual Monitoring Report should monitor the performance and effects of Local Plan policies, covering the period from 1 April to 31 March.

Having identified the policies to be monitored, it is then necessary to identify indicators which will allow the policies to be monitored appropriately. The aim of the indicators is to provide specific markers against which the impacts of the policies can be measured.

The following table contains Core Policies, where appropriate, the objectives to which they relate, indicators and appropriate targets. It must be noted that indicators may be subject to change.

Policy	CS Objective(s)	Indicator	Target	Baseline Data
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, ie, by 31 March 2011	By 31 March 2011: a) 1130 houses in the District b) 622 houses in the PUA c) 508 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA over 10 years of the plan, ie, by 31 March 2016	By 31 March 2016: a) 3382 houses in the District b) 1564 houses in the PUA c) 1818 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA over 15 years of the plan, ie, by 31 March 2021	By 31 March 2021: a) 5729 houses in the District b) 3318 houses in the PUA c) 2411 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA over 20 years of the plan, ie, by 31 March 2026	By 31 March 2026: a) 7750 houses in the District b) 4973 houses in the PUA c) 2777 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA by end of plan period, ie, by 31 March 2029	By 31 March 2029: a) 8740 houses in the District b) 5750 houses in the PUA c) 2990 houses in the non-PUA	n/a
		Employment land to be provided across the District over the plan period	68ha of employment land to be provided across the District by 2029	n/a

		Employment land to be provided within or adjoining the PUA over the plan period.	At least 57ha of the employment land will be provided within or adjoining the PUA.	n/a
Policy CS3 - Sustainable Urban Extension	i, ii, iii, iv, v, viii, x, xi, xii	Number of new houses completed in the SUE in 5 year tranches	Number of new houses completed in the SUE by: a) 31 March 2016 – 400 houses b) 31 March 2021 – 1,945 houses c) 31 March 2026 – 3,520 houses d) 31 March 2029 – 4,250 houses	n/a
		Number of new affordable houses completed in the SUE in 5 year tranches	Number of new affordable houses completed in the SUE by: a) 31 March 2016 – 100 affordable houses b) 31 March 2021 – 486 affordable houses c) 31 March 2026 – 880 affordable houses d) 31 March 2029 – 1,062 affordable houses	n/a
		Amount of office floorspace delivered in the District Centre of the SUE at Lubbesthorpe.	2000m ² of office floorspace provided between 2014 and 2029	n/a
		Amount of additional permitted	New retail facilities to be	n/a

		and completed retail development in the SUE. Delivery of infrastructure to support the SUE.	provided as part of the SUE (2000 – 3000 m ² retail floorspace for convenience goods) SUE infrastructure will be delivered in accordance with the Infrastructure Plan (Appendix D).	n/a
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	n/a
Policy CS5 – Housing distribution	i, ii, iii, x, xi	Number of houses built in each of the settlements identified in the Housing Distribution policy	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.	n/a
Policy CS6 - Employment	xi	Amount of floorspace developed for employment. Loss of key employment sites	Provision of 68 Hectares (gross) of employment land between 2013 and 2029. No loss of key employment sites (subject to the criteria set out in the policy)	n/a n/a

		Amount of employment land provided in the Glenfield Strategic Employment Site.	30 hectares of employment land provided between 2014 and 2029	n/a
Policy CS7 - Affordable housing	i, ii, v	Number of new affordable houses completed in the District in 5 year tranches	Number of new affordable houses in the District by: a) 31 March 2016 – 696 affordable houses b) 31 March 2021 – 1,242 affordable houses c) 31 March 2026 – 1,726 affordable houses d) 31 March 2029 – 1,960 affordable houses	n/a
Policy CS8 - Mix of housing	i, ii	Percentage of schemes of 10 or more dwellings that are achieving an appropriate mix of housing.	100% of schemes are achieving an appropriate mix of housing.	n/a
Policy CS9 - Accommodation for Gypsies and Travellers	i, vi	Number of Gypsy and Traveller pitches provided in the District in 5 year tranches	Number of Gypsy and Traveller pitches provided: a) between 2012 and 2017 – 20 pitches b) between 2017 and 2022 – 23 c) between 2022 and 2027 – 26 pitches d) between 2027 and 2029 – 12 pitches	n/a

		Number of Travelling Showpeople plots provided over the plan period.	4 Travelling Showpeople plots to be provided over the plan period	n/a
Policy CS10 - Transport Infrastructure	iii, vii, xi	Amount of new residential development in SUE and large villages to have access to a 20 minute frequency public transport.	100% of houses in the SUE and large villages to be within 400 metres of a (minimum 20 minute frequency) Local Bus service.	n/a
		% of houses in other areas to have access to an hourly bus service linking to higher order centres	95% of new houses to be within 800 metres of a (minimum hourly) Local Bus service.	n/a
		New developments above 200 units that provide new cycle and footpaths which link in with existing networks.	100% of new developments of 200 or more houses to provide dedicated cycle and pedestrian routes & to link in with networks abutting the site.	n/a
		Number of Air Quality Management Areas (AQMA).	No additional AQMAs designated.	n/a
Policy CS11 – Infrastructure, services and facilities to support growth And	ii, iii, iv, xi	Percentage of developments permitted where necessary infrastructure secured.	100% of all new developments will secure necessary infrastructure.	n/a
		Delivery of infrastructure	Infrastructure will be delivered in accordance with the Infrastructure Plan	n/a

Policy CS12 – Planning obligations and developer contributions				
Policy CS13 - Retailing and other town centre uses	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>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>n/a</p> <p>n/a</p> <p>n/a</p>
Policy CS14 - Green Infrastructure (GI)	iii, iv, v, vi, ix, xi	The delivery of GI projects identified in the Policy.	To deliver the GI projects identified in Policy 14 by 2029 in accordance with Blaby District Council's Green Space Strategy.	n/a

Policy CS15 - Play and Open Spaces	iii, iv,	Development granted on existing areas of sport and recreation space. Creation of new formal and informal recreation space.	No net reduction in amount of formal and informal open space per head of population 100% of new housing developments to provide play and open space facilities to meet the requirements set out in Policy CS15, or make a commensurate financial contribution.	<table border="1"> <thead> <tr> <th>Typology</th> <th>Ha / 1,000 population</th> </tr> </thead> <tbody> <tr> <td>Allotments</td> <td>0.16</td> </tr> <tr> <td>Children and young people</td> <td>0.05</td> </tr> <tr> <td>Churchyards and cemeteries</td> <td>0.19</td> </tr> <tr> <td>Informal open space</td> <td>1.31</td> </tr> <tr> <td>Natural green space</td> <td>2.24</td> </tr> <tr> <td>Outdoor sport</td> <td>1.52</td> </tr> <tr> <td>Outdoor sport (limited access)</td> <td>1.92</td> </tr> <tr> <td>Parks and recreation grounds</td> <td>0.41</td> </tr> <tr> <td>Playing fields</td> <td>0.015</td> </tr> <tr> <td>Playing fields (limited access)</td> <td>0.014</td> </tr> <tr> <td>TOTAL:</td> <td>7.829</td> </tr> </tbody> </table> <p>Source: PPG17 study (June 2009)</p> <p>n/a</p>	Typology	Ha / 1,000 population	Allotments	0.16	Children and young people	0.05	Churchyards and cemeteries	0.19	Informal open space	1.31	Natural green space	2.24	Outdoor sport	1.52	Outdoor sport (limited access)	1.92	Parks and recreation grounds	0.41	Playing fields	0.015	Playing fields (limited access)	0.014	TOTAL:	7.829
Typology	Ha / 1,000 population																											
Allotments	0.16																											
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Playing fields (limited access)	0.014																											
TOTAL:	7.829																											
Policy CS16 - Green Wedges	iv, vi, ix, xi	Loss and creation of Green Wedges and type of planning permissions granted in these areas.	No permissions of inappropriate uses in Green Wedges resulting in the Green Wedge functions being undermined.	n/a																								

		Provision of new Green Wedges	To create a new Green Wedge as part of the SUE.	n/a
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.	n/a
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.	n/a
Policy CS19 - Bio-diversity and geo-diversity	v, vi	Creation of new Local Wildlife Sites The number of planning decisions which have a harmful effect on Sites of Special Scientific Interest (SSSIs) or Regionally Important Geological Sites	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 effect on SSSIs or RIGS	There are 67 designated Local Wildlife Sites in the District (as of November 2012) Source: Leicestershire County Council, Ecology Team (November 2012)
Policy CS20 – Historic Environment and Culture	v, vii,	Number of designated heritage assets at risk in the District	No net increase in the number of designated heritage assets at risk in the District	There are currently 2 designated heritage assets at risk in Blaby District (2 Scheduled Monuments near Wigston Parva)

				Source: English Heritage survey of designated heritage assets at risk (2012)
Policy CS21 – Climate Change	vi, viii, ix, xi	Percentage of housing achieving the energy efficiency code level requirements from the Code for Sustainable Homes	100% of all new houses to meet the phased code level requirements of the CSH.	n/a
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).	n/a
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.	From April 2011 to March 2012, Blaby District Council recycled and composted 48% (17,233 tonnes) of all waste collected. Source: Blaby District Council Neighbourhood Services Group (2012)
Appendix F – Housing Trajectory	i	Monitor the 5 year housing supply	The Council will maintain a 5 year housing supply over the plan period (2006 – 2029)	n/a

Appendix F

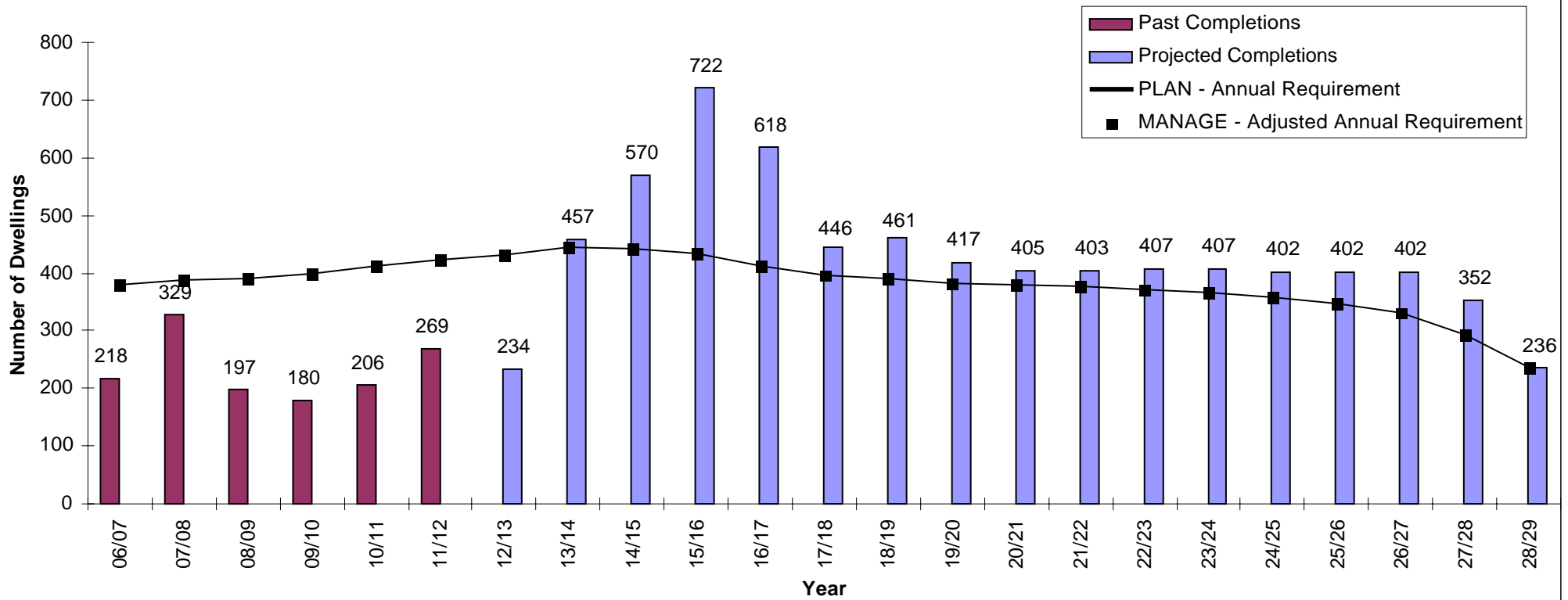
Blaby District Core Strategy Housing Trajectory (2006 – 2029)

Appendix F – Blaby District Core Strategy Housing Trajectory (2006 – 2029)

	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																			1399	
	Large site commitments (sites of 10 or more dwellings)							185	401	416	373	276	58	58	14	2	0	5	5	0	0	0	0	0	0	1793	
	Small site commitments (sites of less than 10 dwellings)							49	56	54	49	42	0	0	0	0	0	0	0	0	0	0	0	0	0	250	
	Strategic Growth Area (adjoining the PUA)							0	0	100	300	300	300	315	315	315	315	315	315	315	315	315	265	150	4250		
	Additional dwellings remaining to be planned							0	0	0	0	0	88	88	88	88	88	87	87	87	87	87	87	87	86	1048	
	Total projected Provision							234	457	570	722	618	446	461	417	405	403	407	407	407	402	402	402	352	236	7341	
	Cumulative provision	218	547	744	924	1130	1399	1633	2090	2660	3382	4000	4446	4907	5324	5729	6132	6539	6946	7348	7750	8152	8504	8740			
	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			
	MONITOR - No. of dwellings above or below cumulative requirement	-162	-213	-396	-596	-770	-881	-1027	-950	-760	-418	-180	-114	-33	4	29	52	79	106	128	150	172	144	0			
MANAGE - Annual requirement taking into account of past completions and projections	380	387	390	400	411	423	432	444	443	434	412	395	390	383	380	376	373	367	359	348	330	294	236				
P U A	Past Completions	165	266	85	55	51	26																			648	
	Large site commitments (sites of 10 or more dwellings)							36	129	143	133	117	8	8	0	2	0	0	0	0	0	0	0	0	0	576	
	Small site commitments (sites of less than 10 dwellings)							18	22	21	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	85	
	Strategic Growth Area (adjoining the PUA)									100	300	300	300	315	315	315	315	315	315	315	315	315	265	150	4250		
	Additional dwellings remaining to be planned (PUA)												16	16	16	16	16	16	16	16	16	16	16	15		191	
	Total projected Provision							54	151	264	447	427	324	339	331	333	331	331	331	331	331	331	281	165		5102	
	Cumulative provision	165	431	516	571	622	648	702	853	1117	1564	1991	2315	2654	2985	3318	3649	3980	4311	4642	4973	5304	5585	5750			
	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			
	MONITOR - No. of dwellings above or below cumulative requirement	-85	-69	-234	-429	-628	-852	-1048	-1147	-1133	-936	-759	-685	-596	-515	-432	-351	-270	-189	-108	-27	54	85	0			
MANAGE - Annual requirement taking into account of past completions and projections	250	254	253	262	273	285	300	316	326	331	322	313	312	310	307	304	300	295	288	277	259	223	165				
N O N - P U A	Past Completions	53	63	112	125	155	243																			751	
	Large site commitments (sites of 10 or more dwellings)							149	272	273	240	159	50	50	14	0	0	5	5	0	0	0	0	0	0	1217	
	Small site commitments (sites of less than 10 dwellings)							31	34	33	35	32	0	0	0	0	0	0	0	0	0	0	0	0	0	165	
	Additional dwellings remaining to be planned (non-PUA)												72	72	72	72	72	71	71	71	71	71	71	71	71	857	
	Total projected Provision							180	306	306	275	191	122	122	86	72	72	76	76	71	71	71	71	71	71	2239	
	Cumulative provision	53	116	228	353	508	751	931	1237	1543	1818	2009	2131	2253	2339	2411	2483	2559	2635	2706	2777	2848	2919	2990			
	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	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			
	MONITOR - No. of dwellings above or below cumulative requirement	-77	-144	-162	-167	-142	-29	21	197	373	518	579	571	563	519	461	403	349	295	236	177	118	59	0			
	MANAGE - Annual requirement taking into account of past completions and projections	130	134	137	138	139	138	132	129	117	103	90	82	78	74	72	72	72	72	71	71	71	71	71	71		

The housing trajectory does not contain a windfall allowance.

District-wide Housing Trajectory Chart to 2029 (as at 31st March 2012)



Appendix G

Alignment of the Core Strategy and the “Blaby Together” Community Plan (Sustainable Community Strategy) (2011)

Alignment of the Core Strategy and the Blaby District Sustainable Community Strategy (2011)

The table below shows the Priorities of the Blaby District SCS which have a spatial relevance and the policies of the Core Strategy with which they are aligned.

Blaby District Community Plan		Core Strategy Policy
<u>Priority: Vibrant Places – Sustaining and Improving the Environment</u>		
Ambition:	There will be less nuisance and fewer community safety issues relating to traffic.	Policy CS2 – Design of new development Policy CS10 – Transport infrastructure
Ambition:	There will be greater opportunities for people to travel by public transport and means other than the car.	Policy CS1 – Strategy for locating new development Policy CS3 – Sustainable Urban Extension Policy CS4 – Strategic Employment Site Policy CS5 – Housing distribution Policy CS10 – Transport infrastructure Policy CS11 – Infrastructure, services and facilities to support growth Policy CS13 – Retailing and other town centre uses Policy CS14 – Green Infrastructure (GI)
Ambition:	Blaby Town Centre will provide a greater retail experience for shoppers.	Policy CS2 – Design of new development Policy CS13 – Retailing and other town centre uses Policy CS24 – Presumption in favour of sustainable development
Ambition:	Use of current infrastructure (roads, community facilities, public realm) will be maximised and improved where economically viable	Policy CS1 – Strategy for locating new development Policy CS3 – Sustainable Urban Extension Policy CS5 – Housing distribution Policy CS6 – Employment Policy CS10 – Transport infrastructure Policy CS13 – Retailing and other town centre uses Policy CS14 – Green Infrastructure (GI) Policy CS15 – Open space, sport and recreation Policy CS23 - Waste
Ambition:	New infrastructure (roads, community facilities etc) will be included as appropriate to support any proposed growth through development.	Policy CS3 – Sustainable Urban Extension Policy CS4 – Strategic Employment Site Policy CS10 – Transport infrastructure Policy CS11 – Infrastructure, services and facilities to support growth Policy CS12 – Planning obligations and developer contributions Policy CS14 – Green Infrastructure (GI) Policy CS15 – Open space, sport and recreation

		Policy CS23 – Waste
Ambition:	The housing needs of communities will be met, including ensuring affordable housing for all age groups across the District.	Policy CS1 – Strategy for locating new development Policy CS3 – Sustainable Urban Extension Policy CS5 – Housing distribution Policy CS7 – Affordable housing Policy CS8 – Mix of housing Policy CS9 – Accommodation for Gypsies and Travellers Policy CS24 – Presumption in favour of sustainable development
Ambition:	Development of the right quality and quantity (housing and employment sites) to take place in the right places, informed by local communities and their representatives.	Policy CS1 – Strategy for locating new development Policy CS2 – Design of new development Policy CS3 – Sustainable Urban Extension Policy CS4 – Strategic Employment Site Policy CS5 – Housing distribution Policy CS6 – Employment Policy CS7 – Affordable Housing Policy CS8 – Mix of housing Policy CS9 – Gypsies and Travellers Policy CS13 – Retailing and other town centre uses Policy CS24 – Presumption in favour of sustainable development
Ambition:	Communities make appropriate adaptations to climate change and take steps to reduce its impact.	Policy CS21 – Climate Change Policy CS22 – Flood risk management
<u>Priority: Access to Quality Provision for Children and Young People</u>		
Ambition:	There will be better and more facilities and activities for Children and Young People.	Policy CS11 – Infrastructure, services and facilities to support growth Policy CS14 – Green Infrastructure (GI) Policy CS15 – Open spaces, sport and recreation Policy CS20 – Cultural Environment Policy CS24 – Presumption in favour of sustainable development
<u>Priority: Health and Well Being for All</u>		
Ambition:	There will be greater opportunities for people to improve their chances of employment.	Policy CS4 – Strategic Employment Site Policy CS6 – Employment Policy CS24 – Presumption in favour of sustainable development
Ambition:	Crime levels including Anti-Social Behaviour will fall, people will feel safer and have a greater public confidence in all community safety services.	Policy CS2 – Design of new development

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

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