

**Appendix B – Other Policies within the Regional Plan on which it is recommended that Blaby District Council does not need to comment.**

Policy 5 (Regional Priorities for Development in Rural Areas) considers the Regional priorities for Rural areas. In order to maintain the distinctive character and vitality of rural communities, the policy seeks to encourage housing and employment opportunities and a range of services in rural towns. In other rural settlements affordable housing is encouraged and the provision and retention of other services. Support is given to rural enterprise and provision of public transport and other forms of transport and communication infrastructure.

Policies 6 – 12 (Development in the sub-areas) address key development principles for the Eastern, Southern, Northern and Peak sub-areas.

Policy 18 (Regional Priorities for managing the release of land for housing) considers that LDFs should manage the release of housing across both Local Planning Authority areas and the wider HMA area.

Policy 19 (Regional priority areas for Regeneration) encourages Regeneration activity in the areas of greatest need including the PUAs and sub-regional centres and also rural areas that are 'lagging' economically.

Policy 22 (Regional priorities for Casino development) aims to ensure that a full assessment of the social, economic and environmental impacts are established. Blaby District Council did not submit a bid to Central Government to become one of the preferred locations for a new Casino.

Policy 23 (Regional priorities for rural diversification) broadly follows Central Government Guidance in that it allows rural diversification subject to it being 'sustainable' and 'environmentally sound'.

Policy 24 (Regional priorities for Tourism) encourages Local Authorities and other 'partners' to identify areas for potential tourism growth. This may include new, or improvement to existing facilities. New facilities should be accessible to non-car modes.

Policy 25 (Regional priorities for Information and Communications Technology) aims to encourage continued growth of the use of ICT including business and public / voluntary sectors. Development of broadband infrastructure is also encouraged.

Policy 26 (Protecting and enhancing the Region's Natural and Cultural Heritage) seeks to protect manage and enhance the Region's natural and cultural heritage. The policy aims to give a strategic level of protection to important sites designated for their natural heritage such as Sites of Special Scientific Interest (SSSI), Areas of Outstanding Natural Beauty, National Nature Reserves and

National Parks. Of these designations the District of Blaby only contains SSSIs. The policy encourages minimising unavoidable damage or compensating losses where they occur. The policy also encourages a net increase in the quality and active management of natural and historic assets.

\*Policy 27 (Regional priorities for Environmental and Green Infrastructure) aims to encourage Local Authorities and other partners to deliver, protect and enhance 'Environmental Infrastructure' (water, air, energy, minerals and soil) and 'Green infrastructure' (networks of multi-functional Green space). The policy encourages LPAs to consider the implications (based on evidence) for environmental and green infrastructure when determining locations for new development. The policy encourages increased open spaces and areas for recreation.

\*Policy 30 (Regional priorities for Woodlands) seeks to protect and enhance landscape character in the East Midlands. It encourages LPAs to carry out Landscape Character Assessments (LCAs) in order to inform Landscape designations and to develop policies that ensure that new developments respect the intrinsic landscape character.

\*Policy 31 (Regional priorities for the Historic Environment) seeks to encourage conservation, enhancement and increased understanding of the historic environment. Historic assets include buildings, townscape, landscape and historic areas. The policy aims to ensure that change is sensitive to the historic environment.

\*Policy 32 (Regional priorities for Water Management) encourages LPAs, Water Authorities and developers to work together in order to take water related issues into account in the early stages of the development process and to ensure that sustainable provision of water supply is possible. The policy encourages greater water efficiency and use of Sustainable Urban Drainage Systems (SUDS).

\*Policy 33 (Regional priorities for Strategic River Corridors) promotes joint working to fully exploit opportunities offered by strategic river corridors (Including the River Soar). Potential opportunities include enhancing wildlife, townscape, landscape, recreation, education and also potential to manage flood risk.

\*Policy 34 (Priorities for the Management of the Lincolnshire Coast) addresses Priorities for the Management of the Lincolnshire coast.

\*Policy 35 (A Regional approach to Managing Flood Risk) advises that Flood Risk Assessments should be carried out in order to inform Local Development Frameworks. LDFs should include policies that: prevent inappropriate development in the floodplain; deliver a programme of flood management schemes that maximise biodiversity / townscape enhancement; and, require SUDS in all new developments where appropriate.

The policy seeks to prevent development that would be at an unacceptable risk of flooding or would create risk elsewhere (by inhibiting capacity / infiltration ability of floodplains or inhibiting flows of floodwater). The policy considers that development may be acceptable if appropriate mitigation measures are introduced.

*\*Draft policies 27 to 35 broadly reflect the approach taken to environmental policies in the Council's Draft CS. Whilst they are important strategic policies they broadly conform with the approach and objectives of this Council and therefore do not require representations.*

Policy 38 (Regional Priorities for Energy Reduction and Efficiency) promotes joint working between LPAs and energy generators to promote a reduction in energy use and energy need through location of development, site layout and building design.

Policy 43 (Regional Approach to Traffic Growth Reduction) seeks to reduce traffic growth to 'at least zero' by 2026. The policy suggests that this should be achieved by: the use of parking levies and road user charging (see comments on draft policy 45); reducing the need to travel; restricting unnecessary car usage; and, promoting walking, cycling and public transport.

Policy 44 (Regional Approach to Behavioural Change) promotes joint working between public sector bodies to encourage behavioural change in relation to transport. The policy encourages: LDFs and LTPs to promote Travel Plans for new and existing developments to reduce movements and safeguard transport infrastructure; development of quality public transport partnerships; travel awareness and educational programmes; pilot projects in tele-working and personalised travel plans; and, the provision of safe routes for pedestrians, cyclists (including secure cycling facilities).

Policy 47 (Regional Approach to Improving Public Transport Accessibility) encourages a partnership between Local Authorities and service operators to improve public transport accessibility. The partnership is encouraged to: inform transport investment decisions; inform strategic decisions as part of the LDF process; and, promote and market the use of public transport generally. The policy is accompanied by a diagram of the Regional Public transport network. Whilst this shows linkages between settlements, it does not show links around or within key cities, towns or villages.

Policies 51 and 52 (Regional Trunk Road / Major Highway Priorities) set out the Regional Priorities for improving the 'trunk road' and 'major highway' network. Appendix 6 gives a list of 'Regional Transport Investment Priorities'. Whilst some of these are rail schemes, the majority are highway improvements. Examples of schemes that are within or affect the District of Blaby include the M1

improvements (Junction 21 – 30), A47 Earl Shilton by-pass and a Sharnford by-pass. No rail schemes within the District are mentioned.

Policy 53 (Implementation of the Regional Freight Strategy) emphasises reducing the environmental impact of all freight. In order to achieve this the policy encourages a number of measures including: improving the efficiency of road freight transport; encouraging a modal shift of freight movements from road to rail, inland waterways / coastal navigation and pipelines, and from air to rail; and, ensuring land-use planning is integrated with environmental and economic strategies.

Policy 54 (Regional Priorities for Air Transport) primarily concentrates on providing for the operational expansion of Nottingham East Midlands Airport subject to assessment of the full range of impacts. The policy seeks to encourage journeys to the airport by public transport and other more transport modes more sustainable than the private car. The policy also seeks to encourage provision of a fixed rail service to NEMA and the onward transportation of freight arriving at NEMA by rail.

Three Cities Policy SRS 2 (Sub-Regional Priorities for Green Belt Review). The justification for this policy indicates that the scale of development proposed in the RSS would necessitate some loss of existing Green Belt land. The policy states that within the Nottingham PUA 'there will need to be a review of the inner boundaries of the Green Belt'. There is no Green Belt within the District of Blaby, either current or proposed.

Three Cities SRS Policy 6 (Green Infrastructure and the National Forest) encourages provision of new and enhanced green infrastructure as part of new major development proposals. Particular emphasis is given to key strategic areas including: the National Forest; a proposed Charnwood Regional Park; a proposed Trent River Park; and, Community Forest proposals and 'greenways' around Leicester.