

Blaby Local Plan – Regulation 19 Proposed Submission DRAFT

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Chapter 1 - Introduction

What is a Local Plan

- 1.1 The Local Plan is a statutory document which sets a vision and framework for development within an area. The new local plan will set out a blueprint for how the District will grow and change over the next 15 years and beyond. The plan will cover the period from 2025 to 2042 and address housing, the economy, infrastructure, conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. The New Local Plan when adopted will replace the current Local Plan (the Core Strategy and Delivery DPD).
- 1.2 The Local Plan is the primary consideration when assessing planning applications and every council is legally required to review their Local Plan at least every five years and need to plan at least 15 years ahead.

Context – National Policy

- 1.3 This document has been prepared in line with national planning policy. The National Planning Policy Framework (NPPF) (2024) states that the planning system should be ‘plan led’ and local plans should provide a positive vision and framework for future development to address housing, economic, social and environmental priorities.
- 1.4 The Government requires all local planning authorities to provide a long-term Local Plan to meet our needs for the future. Without a Local Plan, development will still take place, but the Council will be less able to control development so that it aligns with local needs and priorities.

The Duty to Cooperate

- 1.5 The Duty to Cooperate introduced under the Localism Act 2011 placed a legal obligation on local planning authorities to engage constructively, actively and on an ongoing basis with neighbouring local authorities, the county council, key stakeholders and other statutory bodies on a range of strategic policy and cross boundary matters. These include housing, transport, infrastructure, employment, and environmental considerations.
- 1.6 The Government has abolished the legal Duty to Cooperate¹ ‘to help drive local plans to adoption as quickly as possible and progress towards our objective of universal local plan coverage’². Despite this, the Council has continued to engage constructively, actively and on an ongoing basis with relevant bodies throughout the preparation of the Plan to comply with the test of soundness³. A Statement of Compliance is published alongside the local plan to demonstrate this ongoing work.

¹ Through [Paragraph 2\(1\)\(a\) of Schedule 1 to The Levelling-up and Regeneration Act 2023 \(Commencement No. 11 and Saving and Transitional Provisions\) Regulations 2026](#)

² [Reforming Local Plan-Making Written Ministerial Statement \(27 November 2025\)](#)

³ Paragraph 36, National Planning Policy Framework (December 2024)

Sub-regional Planning

- 1.7 The creation of sustainable and attractive places to live, work and relax is a shared endeavour by all partners in Leicester and Leicestershire. To achieve this key objective, the local authority partners have a history of working collaboratively to achieve the best outcomes for communities in delivering development and infrastructure, whilst also maintaining the distinctive identity and character of individual places in the City and across the County.
- 1.8 The Strategic Growth Plan, approved in 2018, was prepared by the ten partner organisations – the City Council, the County Council, the seven Boroughs and Districts, and the Leicester & Leicestershire Enterprise Partnership – to provide a plan which will shape the future of Leicester and Leicestershire in the period to 2050. It is a ‘non-statutory’ plan but it provides an agreed framework to use when preparing individual Local Plans
- 1.9 Local Plans prepared by the City, District and Borough Councils are the statutory tool for delivering the Strategic Growth Plan’s overarching vision, as well as providing the local steer for the delivery of infrastructure and reflecting local distinctiveness and circumstances. Local Plans may include policy provision to enable later phases of the Strategic Growth Plan beyond the plan period. As the Blaby District Local Plan is updated and replaced, the relevant policies and proposals will reflect the Strategic Growth Plan together with the evidence base.
- 1.10 The authorities continue to take a collaborative approach to the delivery of the Strategic Growth Plan’s vision and objectives, incorporating cross-boundary growth and infrastructure matters, including through Statements of Common Ground and/or Memorandums of Understanding as appropriate.
- 1.11 The Strategic Growth Plan focuses on four key matters: delivering new housing, supporting the economy, identifying essential infrastructure, and protecting the environment and built heritage. It considers the scale of growth in terms of housing and employment land based on the evidence set out in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA) 2017. It recognises that significant new development cannot be accommodated within Leicester and Leicestershire without significant investment in infrastructure and services. The Strategic Growth Plan proposes:
 - Focusing growth in areas close to existing employment clusters and opportunities and new infrastructure proposals;
 - Focusing growth on major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas;

- Five key growth areas are identified. Those relevant to Blaby District are: Leicester: Our Central City, the A46 Priority Growth Corridor and the A5 Improvement Corridor; and
 - Delivery of the strategic growth areas will be as 21st century garden towns, villages and suburbs. New housing and employment will be planned together with new and improved roads, public transport, schools, health services, local shops and open space.
- 1.12 The Blaby District Local Plan enables the visions of the Strategic Growth Plan through its strategic sites and long-term vision to deliver growth and infrastructure.

Blaby Corporate Plan

- 1.13 The Blaby Corporate Plan (2024 – 2028) published by the Council, sets out a vision to ensure that Blaby District is a great place to live, work and visit. The plan outlines several strategic themes that will guide the council in achieving its vision and aims. Enhancing and maintaining the natural and built environment is one of the strategic themes within the Corporate Plan. The Local Plan has been drafted to align with the visions of the Corporate Plan.

Neighbourhood Plans

- 1.14 Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies. Neighbourhood Plans (once adopted) form a part of the overall statutory development plan and sit alongside the Local Plan. There are currently five adopted neighbourhood plans in Blaby District which include:
- Blaby Neighbourhood Plan 2018
 - Leicester Forest East Neighbourhood Plan 2022
 - Cosby Neighbourhood Plan 2023
 - Glenfield Neighbourhood Plan 2023
 - Fosse Villages Neighbourhood Plan 2024
- 1.15 Following adoption of the new Local Plan or because of updated evidence it may be necessary to review the Neighbourhood Plans. The Council will support proposals for Neighbourhood Plans that broadly conform with the strategic policies in the new Local Plan. This could include identifying local housing sites, heritage assets, community facilities and Local Green Spaces. In particular, the Council considers that the designation of Local

Green Spaces is devolved to Neighbourhood Planning groups because Local Green Spaces are locally driven designations. This allows for community involvement and ownership in identifying suitable spaces for designation as Local Green Space.

Consultation

- 1.16 There are different stages of consultation undertaken as part of the local plan preparation, under the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012. In line with the regulations, the Council has sought views about what the plan ought to contain (Regulation 18). In this respect, the Council has been engaging with key stakeholders and service providers on an ongoing basis since 2019. We have also undertaken Call for Sites exercises and public consultations in 2019 (Issues and Options) and 2021 (Options Document). The next stage is to publish the final draft of the plan (Regulation 19) and ask for representations to be made on the soundness and legal compliance (Regulation 20) before the plan is submitted (Regulation 22) to the Planning Inspectorate for examination by an independent examiner.

Status of the Regulation 19 Local Plan

- 1.17 The Council is currently at the Regulation 19 stage, where it is undertaking its final consultation ahead of submitting the Local Plan to the Planning Inspectorate.
- 1.18 Subject to Council approval, details of the consultation period will be confirmed.

Evidence

- 1.19 Paragraph 32 of the National Planning Policy Framework states that the preparation and review of all policies should be underpinned by relevant and up to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals. Preparation of the new Local Plan has been supported by a wide range of evidence, which has been published alongside the Regulation 19 draft.

Sustainability Appraisal

- 1.20 A sustainability appraisal has been undertaken as part of the preparation of the new local plan. Sustainability appraisal is a systematic process that must be carried out during the preparation of local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

- 1.21 This process is an opportunity to consider ways by which the plan can contribute to improvements in environmental, social and economic conditions, as well as a means of identifying and mitigating any potential adverse effects that the plan might otherwise have. By doing so, it can help make sure that the proposals in the plan are appropriate given the reasonable alternatives. It can be used to test the evidence underpinning the plan and help to demonstrate how the tests of soundness have been met.

Chapter 2 – Spatial Portrait, Vision and Objectives

- 2.1 This chapter sets out details of the baseline position of the District through the Spatial Portrait, the long-term Vision and Objectives for the Local Plan.

Spatial Portrait

- 2.2 This Local Plan has been informed by a detailed understanding of key characteristics which make Blaby District unique. It is helpful to reflect on the character of the Blaby and what may need to change in the future to make the district more sustainable as we plan to meet future development needs.
- 2.3 Blaby is a mainly urban district, in south Leicestershire covering an area of approximately 50 square miles (129km²). The district borders and is heavily influenced by the City of Leicester to the north and to a lesser extent Hinckley to the west. Away from the settlements making up the Principal Urban Area (PUA) of Leicester the village of Blaby, which has a population of around 9,000 people is the largest settlement. Other large villages include Enderby, Narborough, Whetstone and Countesthorpe. These are well related to the PUA, forming an arc of built development to the southwest of the City. Their proximity, scale and relationship to Leicester makes these the most sustainable villages in the District.
- 2.4 Beyond the PUA and larger villages there are a number of medium and smaller villages. These villages have seen recent growth and have varying levels of services and facilities able to meet the needs of local communities.
- 2.5 Currently within Blaby District there are 27 primary schools; 3 secondary schools with a new secondary school planned for Lubbethorpe; 12 GP practices; 13 libraries and a mobile library and 30 community centres as well as leisure centres at Huncote and Enderby. These facilities are located in the PUA settlements and the villages. However, some schools and health facilities in the District are operating close to, or above, their optimum capacity and further facilities are needed to meet continued growth.
- 2.6 Between the last two censuses (held in 2011 and 2021), the population of Blaby District increased by 9.6%, from just over 93,900 in 2011 to around 102,900 in 2021. The most recent population estimate for Blaby District is 105,278⁴.
- 2.7 The forecast population in 2042 for Blaby District is around 120,350⁵. Between 2011 and 2021 the population increased by a greater percentage than the overall population of the East Midlands (7.7%), and England (up 6.6% since the 2011 Census). There are around 5.6 people per football pitch-sized piece of land, compared with 5.1 in 2011.

⁴ [Estimates of the population for England and Wales - Office for National Statistics](#)

⁵ [Population projections for local authorities: Table 2 - Office for National Statistics](#)

- 2.8 The most recent Census data indicates that the population of the District is becoming older and more diverse. In 2024 20.6 % of the population was 65 or over. This will increase to 23% by 2042⁶ and the median age of residents in the District will increase from 42 to 43.5 years. Significantly the number of residents aged 85 or over is forecast to increase from 2.8% of all residents in 2024 to 3.9% in 2042. This has implications for the types of housing, facilities and support services that will be needed in the future. In terms of diversity there were notable changes to the proportion of the population reported as Asian, Asian British or Asian Welsh which increased from 6.1% to 8.3% between 2011 and 2021. The proportion of residents identifying as White fell from 91.0% to 86.2% over the same period.⁷
- 2.9 The last two decades have seen significant housing growth across the District with over 7,000 new homes built. Over this period successive spatial development plans have directed growth towards the edge of Leicester. However, sites around the City are increasingly constrained and New Lubbesthorpe has been slow to deliver. This has meant that since 2006 around 59% of all new homes have been delivered in the villages rather than around the PUA as planned for.
- 2.10 Generally, the quality of design of new housing built over the past two decades has reflected the standards of the day. However, the design quality of new developments needs careful thought and issues such as flood risk, biodiversity, accessibility and climate change will need to be appropriately addressed to deliver homes fit for the future. Equally, easy access to jobs, services and facilities by a choice of means of travel including public transport and active travel will be vital together with measures to manage the demand for travelling will be vital, even in rural areas.
- 2.11 Houses prices in Blaby are relatively unaffordable compared to average earnings. The median house price in 2023 was 7.8 times median earnings for the same period in the District. This figure has increased from 6.6 times earnings in 2013 to 7.7 times earnings in 2018. However, house prices are comparatively more affordable in Blaby than some other parts of Leicestershire including Harborough, Melton and Oadby and Wigston (10.1, 8.3 and 8.2 times earnings respectively)⁸. House prices in Leicester City are 6.6 times earnings. The average house price in Blaby in September 2024 was £293,000, with detached properties costing on average £400,000, semi-detached properties £258,000 and terraced properties £221,000. Flats and maisonette cost on average £140,000. The average private monthly rent in October 2024 was £886 having increased from £805 in October 2023⁹. Across the East Midlands, the average monthly rent was £848, up from £777

⁶ [All versions of Local authority ageing statistics, population projections for older people time-series dataset - Office for National Statistics](#)

⁷ [How life has changed in Blaby: Census 2021](#)

⁸ [Housing affordability in England and Wales - Office for National Statistics](#)

⁹ [Housing prices in Blaby](#)

a year earlier. The provisional average price paid by first-time buyers in Blaby in September 2024 was £250,000. This was slightly higher than the revised September 2023 average of £245,000¹⁰.

- 2.12 Average (mean) annual incomes in Blaby are the lowest in Leicestershire. In 2021-22 data published in 2024 indicates that the mean income for the District's residents was £33,400. This is notably lower than the Leicestershire average (£36,500) and significantly lower than Harborough, (£44,200).¹¹
- 2.13 Looking at broader measures of happiness and deprivation Blaby performs relatively well compared to many parts of England. Blaby is ranked 164 of 317 local authority areas (number 1 being the most deprived and 317 the least) in the Indices of Multiple Deprivation.¹² In respect of wellbeing data produced by the office of National Statistics (ONS), this indicates that residents of Blaby District are some of the happiest in Leicestershire. In 2023 Blaby was scored as being the 4th best performing area in respect of wellbeing in England¹³.
- 2.14 The District benefits from its central location and good access to the strategic road network and to a lesser extent its good rail and air connections. However, in much of the District's road network is under significant pressure and operating at or close to capacity and further growth will need to be supported by road capacity enhancements and improvements to active travel infrastructure.
- 2.15 Around 61% of the District's population is aged between 16-64 years and so classed as of working age. This is slightly lower than the regional average. Nonetheless, the proportion of working age population who are economically active is relatively high, 86.3 compared to 79.1 across the East Midlands¹⁴. In terms of occupations, nearly half of all people living in Blaby are managers, directors and senior officials; work in professional occupations or associate professional occupations whilst a further quarter of residents work in administrative & secretarial occupations or the skilled trades. This is higher than the East Midlands average and points to a relatively highly skilled workforce compared to the East Midlands average. This is reflected in average salaries for men and women in the District. The average male gross weekly salary (full-time) is £728.90, similar to the regional average of £736.90. However, the average female full-time salary is £739.20 in Blaby. This is significantly higher than the regional average gross weekly salary for women of £613.20. It is worth noting, however, that previous data for 2023,

¹⁰ [Housing prices in Blaby](#)

¹¹ [Income and tax by borough and district or unitary authority - GOV.UK](#)

¹² [IMD2019](#)

¹³ [Personal well-being in the UK - Office for National Statistics](#)

¹⁴ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics](#)

indicates female salaries are higher than the regional average though not to the extent recorded in the 2024 data¹⁵.

- 2.16 In terms of qualifications a notably lower proportion of residents hold higher levels qualifications (HND (Higher National Diploma), Degree and Higher Degree level qualifications or equivalent (35.4%). This is lower than the regional and national figures which are 40.2% and 47.3% of the population respectively.¹⁶
- 2.17 Blaby town centre is the principal centre in the local authority area and serves as a primary retail and leisure destination. The area encompasses 93 retail, leisure and service units overall, providing for approximately 11,000 sqm of commercial floorspace. Further District and Rural Centres are located in Enderby, Glenfield, Narborough and Stoney Stanton. Fosse Park also plays an important part in meeting retail and leisure needs of the District and wider region¹⁷. There has been notable growth and diversification of Fosse Park's retail and leisure offer and it is likely the site will need to continue to adapt to changes in shopping and leisure habits.
- 2.18 Local Heritage is an important part of the unique character of the District with 12 Conservation Areas, 185 listed buildings, of which 3 are Grade I and 8 are Grade II* and 16 Scheduled Monuments. There are no Historic Parks and Gardens.
- 2.19 There are several major watercourses located in the District and these pose a flood risk to many communities. The main rivers associated with flooding are the River Soar, which poses a flood risk to some rural settlements and areas along the banks as it flows through Croft and Littlethorpe, the River Sence as it flows past Blaby, the Rothley Brook as it flows through Glenfield, Cosby Brook, and the Thurlaston Brook and the Whetstone Brook, which pose a flood risk to more remote rural settlements. Surface water risk largely follows the topography of watercourses, but there are also additional flow paths and areas of ponding, for example where water is impounded at road or rail embankments. Flooding events are expected to increase in the future as a result of climate change.
- 2.20 In respect of air quality, prevailing trends in the District are improving with the revocation of four established AQMAs and overall air pollutant concentrations decreasing. The main pollutants of concern in the District are associated with road traffic, in particular Nitrogen Dioxide (NO₂) and fine particulate matter (PM) at locations close to busy, congested roads where people may live or work. Currently, there are two designated AQMAs (Mill Hill, Enderby and Lubbesthorpe Road, Braunstone Town).
- 2.21 The District has no national landscape designations such as National Landscapes. The Blaby Landscape and Settlement Character Assessment

¹⁵ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics](#)

¹⁶ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics](#)

¹⁷ Blaby Retail, Town Centre, and Leisure Study, Nexus December 2024

notes that the landscape within the district is broadly similar, consisting of gently undulating farmland intersected by transport routes and by the floodplains of the Rivers Sence, Soar and Rothley Brook.

- 2.22 There are no internationally designated sites of conservation importance within Blaby District. There are six SSSIs (two have geological importance) and three Local Nature Reserves. There are around 615 Local Wildlife Sites (notified, candidate and potential) within the District. However, like most areas Blaby has seen a decline in in our most ecologically important habitats and many of the species that rely on these. At a county level approximately 7% of the land in is designated for nature conservation¹⁸. Without positive action it is likely there would be further declines in nature in future years.

Spatial Vision

- 2.23 The Vision for the Local Plan is:

‘Our vision is to ensure that Blaby District is ‘a great place to live, work and visit’

By 2042 Blaby will be well on its way to being a Carbon Neutral District. Carbon emissions will have been significantly reduced, and we will be nearing the goal of net zero by 2050. Natural flood management, sustainable design and construction and energy and resource efficiency will help make our communities more resilient and adaptable to more frequent and extreme weather events relating to climate change.

Our green and blue infrastructure will be bigger, better and more joined up with core areas protected for wildlife with new stepping stones and corridors created to connect existing key habitat sites. New strategic green and blue infrastructure will help restore and extend existing habitats, provide greater opportunities for residents to interact with nature and contribute to mitigating for climate change, improving quality of life, health and well-being of our residents and creating a vibrant economy.

Existing and new communities will be sustainable thriving neighbourhoods well connected to local services, shops, green spaces, jobs and education. Residents will have genuine transport choice for shorter trips using active travel modes such as walking, cycling, and wheeling. For longer trips demand responsive and traditional public transport services will provide opportunities to reduce reliance on private vehicles. Improved electric vehicle infrastructure will be rolled out to support the decarbonisation of private and commercial vehicles and deliver improvements to air quality along our busiest road corridors.

The District will continue to be a desirable place to live where residents enjoy long and healthy lives. Local communities will feel a sense of place and pride anchored by the District’s high-quality built environment and distinctive heritage.

¹⁸ Leicestershire, Leicester and Rutland Local Nature Recovery Strategy (draft version) December 2024.

Blaby's diverse businesses, ranging from micro and small companies up to major national corporations, continue to provide jobs for local residents, contribute to a strong local economy and support future skills development and diversity including in creating the green jobs necessary to support our transition to net zero. The District continues to be home to the sub regional shopping and leisure destination of Fosse Park and Everards Meadow and several major employers.

The District will have a strong and thriving leisure and tourism offer with well-maintained and accessible attractions welcoming overnight and day visitors. Good design will be essential in creating places where people want to live, be more active and be part of the local community, and will also include incorporating open space and nature, reducing crime, and responding to local character.

Challenging targets for new market and affordable homes and employment land to meet local needs will be built but balanced against the impact on the natural and built environment. Existing settlements will contribute to meeting the diverse local housing and business needs whilst retaining their separate identity and character. New communities will deliver significant new housing and jobs growth. In all locations growth will be supported by new infrastructure delivered to ensure that new and existing communities are vibrant places where residents can access key services in their local area.

Strategic Objectives

2.24 The Strategic Objectives for the Local Plan are:

Housing

1. To provide new homes and businesses of high-quality design and co-located with a compact mix of uses accessible by Active Travel and public transport.
2. To meet the overall housing need within the District and the wider Housing Market Area and deliver a range of housing types, size and tenures to address the needs of different groups.

Environment and Climate Change

3. To reduce carbon dioxide emissions and encourage renewable energy generation.
4. To increase the District's resilience and ability to adapt to a changing climate and the associated risks of flooding, drought, overheating and other extreme weather events.
5. To make efficient use of land, water, minerals, soil, waste, energy and other resources including maximising the reuse of previously developed land or contaminated land.
6. To protect and enhance the District's valued natural assets and green and blue infrastructure corridors and deliver net gain in biodiversity.

7. To sustain and enhance the local landscape character and distinctiveness of Blaby's towns and villages.
8. To respect and enhance the District's historic environment including designated and non-designated heritage assets and their settings.

Economy, Retail and Leisure

9. To provide a mix of land and premises for employment uses to meet the needs of the District and wider Functional Economic Market Area and support jobs growth and the diversification of the local economy.
10. To support the District's rural economy and the retention and improvement of existing and local services and facilities to meet the needs of local communities.
11. To promote and develop tourism and leisure opportunities across the District.
12. To support the continued vitality and viability of Blaby town centre and the other District and Local Centres in their roles as vibrant centres of services and facilities for local and surrounding communities and support Fosse Park as an out-of-town centre.

Infrastructure

13. To help facilitate the delivery of strategic infrastructure to support the long-term housing and economic growth of the District and wider South Leicestershire area as articulated in the Strategic Growth Plan.
14. To support the provision of new transport infrastructure and services, reduce the need to travel by car, the distance travelled, and increase the use of active travel and public transport to access jobs, key services and facilities
15. To work with partners to ensure the timely provision of infrastructure needed to support existing and new communities.

Health and Wellbeing

16. To protect new and existing communities from the harmful effects of pollution, including air, noise, contaminated land and light, and improve air quality within the District's designated 'Air Quality Management Areas'.
17. To promote good design which supports the creation of resilient, active, safe, healthy and inclusive communities where people want to live, work and visit.

Strategic Policies

- 2.25 National policy requires that Local Plans must contain strategic policies which set out the overall strategy for the pattern, scale and design of development, whilst making sufficient provision for homes and supporting infrastructure. Strategic policies must also conserve and enhance the natural, built and historic environment and addressing climate change.
- 2.26 The Local Plan contains both strategic and non- strategic policies. Strategic policies are clearly identified. All other policies are non-strategic.

Chapter 3 - Spatial Strategy

Role of places

- 3.1 The National Planning Policy Framework expects Local Plans to set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for housing, employment, retail, leisure and other commercial development, infrastructure and community facilities. Plans are also expected to conserve and enhance the natural, built and historic environment, and include measures to address climate change mitigation and adaptation.
- 3.2 When deciding where new development for new homes and other uses are located national policy is clear that local plans should promote the effective use of land in meeting development needs whilst at the same time safeguarding and improving the environment and ensuring safe and healthy living conditions. This includes setting out a clear strategy for accommodating objectively assessed needs in a way that makes as much use as possible of previously developed or 'brownfield' land and avoiding homes being built at low densities.
- 3.3 The scale and location of development is therefore a key part of the Local Plan. It is important to ensure that there is enough development to meet the needs of a growing population and to support the economy and to direct that development to the most sustainable locations whether that is existing settlements or new communities.
- 3.4 This Chapter sets out the scale of development requirements for housing and employment as well as the locational strategy for the District. It includes a settlement hierarchy which forms the basis of the locational strategy and sets out the amount of housing growth directed to each tier of the hierarchy, a strategy for employment growth, details of the strategic sites that will contribute to delivering the housing and employment, and highlights the areas where development will not be supported.
- 3.5 As well as areas for growth, the Local Plan also identifies areas to protect and enhance. The Local Plan includes several strategic greenfield designations – Green Wedges, Areas of Separation and Countryside – as areas where built development is generally restricted. Each has a different role and purpose. Green Wedge is designated to prevent the merging of settlements, guide development form, provide a green lung into urban areas and provide a recreation resource. Areas of Separation operate at a local level and maintain the character and identity of settlements by preventing their coalescence. Countryside policy encompasses other areas of the District outside the settlement boundaries and sets out to protect its open and rural character and deliver a sustainable pattern of development. The Local Plan continues to include these long-standing cross boundary designations and alongside other local plan policies to inform development across the District.

- 3.6 The local and natural environment are important considerations. The strategy also seeks to protect valuable environmental assets including the economic and other benefits of best and most versatile agricultural land.

Location and Growth Strategy

Policy S1: Location and Growth Strategy (Strategic)

1. Direct development to the most sustainable locations that will contribute to addressing climate change, environmental objectives and achieving healthy communities.
2. For the period 2025 to 2042, the Plan requirements include a minimum of:
 - A. 11,195 new homes (around 658.5 homes per annum),
 - B. 39 hectares of local employment land (152,000 square metres of floorspace) for offices (E(g)), industrial (B2) and small warehousing (B8 units of less than 9,000sqm floorspace), and
 - C. 30 hectares of land (105,100 square metres of floorspace) for road based strategic warehousing (B8 units over 9,000sqm floorspace);
3. Development within the District of Blaby, including housing and employment, will take place within the Principal Urban Area settlements, strategic sites and in line with the Settlement Hierarchy. The Settlement Hierarchy is defined as:

Tier	Settlements included
Principal Urban Area	Braunstone Town, Glenfield, Glen Parva, Kirby Muxloe, Leicester Forest East, Lubbethorpe
Larger Villages	Blaby, Countesthorpe, Enderby, Narborough, Whetstone
Medium Villages	Stoney Stanton, Cosby, Croft, Huncote, Littlethorpe, Sapcote
Smaller Villages	Elmesthorpe, Kilby, Sharnford, Thurlaston
Hamlets	Aston Flamville, Leicester Forest West, Potters Marston, Wigston Parva
Strategic Sites	Whetstone Pastures, West of Stoney Stanton

4. Within the settlement boundary, as set out on the Policies Map, windfall development proposals will be supported where they are consistent with other policies of the Local Plan.
5. Outside the settlement boundary, land is designated as either Green Wedge, Area of Separation or Countryside. Green Wedge is a strategic tool to influence the form and direction of urban development. Areas of Separation are more locally specific tools to prevent the merging of settlements. Within the Countryside development is limited to uses that do not have significant adverse effects on the character and appearance of the Countryside.

Supporting text

- 3.7 This Policy sets out key priorities for the plan in terms of the scale of growth being planned for and the priority locations for growth. The purpose of this policy is to direct development to the most sustainable locations, to guide the pattern and scale of growth in Blaby District and protect settlement character and to ensure that the identified level of growth is delivered.
- 3.8 The levels of growth take account of national policy, including the standard methodology for calculating local housing need, and evidence produced jointly by the Leicester and Leicestershire local authorities and at the Blaby District level. Key evidence documents include the Leicester and Leicester Housing and Economic Needs Assessment 2022, the Updated Housing Needs Distribution Paper 2025, Leicester and Leicestershire Strategic B8 Study 2025 and Blaby Employment Land and Premises Study 2025. Statements of Common Ground have also been prepared on strategic matters related to housing and employment.
- 3.9 In terms of where the growth is directed to, the locational strategy was developed taking account of national policy, the Leicester and Leicestershire Strategic Growth Plan, Blaby District Growth Plan, the Local Plan Vision and Strategic Objectives, Sustainability Appraisal and evidence including the documents listed above.
- 3.10 To inform the locational strategy, we also looked at the role of the settlements across the District through the Settlement Audit and Hierarchy Report (2023). It includes an audit of local services. The Report is used to identify a settlement hierarchy. Settlements are grouped according to the level of local services, access to public transport and access to employment opportunities. The standalone Strategic Sites are added to the hierarchy to recognise their importance to the Plan's locational strategy and to recognise that longer term these will form settlements to be included at an appropriate place in the hierarchy.
- 3.11 Most new development will be focussed on the Principal Urban Area (PUA) of Leicester and our most sustainable villages, especially during the early to middle part of the plan period. However, as we move towards the end of the Plan Period and beyond, in line with the vision and objectives outlined in the Blaby and Leicester and Leicestershire Strategic Growth Plans, and the aspirations of our local communities, there will be greater emphasis on delivering growth in new communities. The creation of these communities will allow us to continue to drive housing and economic growth to the south of Leicester whilst protecting our existing communities from excessive growth and coalescence. These new communities will be made possible through partnership working with infrastructure providers and delivery partners.

Strategy for Housing

Policy S2: Strategy for Housing (Strategic)

1. The Local Plan will support the delivery of new homes to meet development needs in the most sustainable locations. The largest portion of housing growth is directed to locations within and adjoining the Principal Urban Area where around 6,188 new homes will be provided within the Plan period.
2. Outside the Principal Urban Area growth is directed to:
 - A. Two strategic standalone mixed-use sustainable and walkable communities including supporting infrastructure and a wide range of local services at Land West of Stoney Stanton and Whetstone Pastures. These will continue to develop beyond the Plan period. Within the Plan period around 1,765 homes will be provided on these standalone strategic sites.
 - B. Locations within and adjoining the Blaby Town and the other Larger Villages where growth will support the extension of these sustainable locations. Within the Plan period around 2,917 new homes will be provided on strategic and non-strategic sites.
 - C. Locations within and adjoining the Medium Villages where small levels of growth will be provided to support vitality, retain local services and provide affordable housing. Within the Plan period around 1,487 new homes will be provided on non-strategic sites.
 - D. Locations within and adjoining the Smaller Villages where limited levels of growth will be provided to support village vitality and provide affordable housing. Within the Plan period around 116 new homes will be provided on non-strategic sites.

Supporting text

- 3.12 The purpose of this policy is to direct development for new homes to the most sustainable locations in the Blaby District and to ensure that the identified level of growth is delivered in sustainable locations.
- 3.13 Overall, the Plan is seeking to plan for the housing requirement of 11,195 homes. Taking account of existing commitments (homes already built or under construction and sites with planning permission on small and large sites) and allowing for 480 windfalls in the Plan period, the plan is allocating land for around 7,310 new homes to ensure delivery of the housing requirement. The total number of homes planned exceeds the housing requirement because it includes a buffer, as required by National Policy, of around 15% to account for the non-delivery of sites due to unforeseen circumstances. Further details are set out in Table 1, and a Housing Trajectory is included at Appendix 1.

Table 1: Housing Position Statement 2025

Description	Homes
Requirement 2025-2042	11,195
Existing Commitments	5,163
Windfalls	480
Allocations including buffer	7,310
Total New Homes	12,953

- 3.14 The Strategy for locating new homes is to ensure that growth takes place in the most sustainable settlements in line with the settlement hierarchy and recognising that large strategic sites can provide sustainable locations for growth.
- 3.15 Taking account of commitments and planned allocations, the largest proportion of growth, almost half, is directed to the Principal Urban Area (PUA) settlements including Braunstone Town, Glenfield, Glen Parva, Kirby Muxloe Leicester Forest East and Lubbethorpe. These settlements are identified as the most sustainable settlements having higher levels of local services, employment opportunities and access to public transport. They also have a strong functional relationship with Leicester City Centre and wider offer in terms of retail, leisure, health services and employment opportunities. Leicester, the 'Central City', is a main element of the Strategic Growth Plan and the PUA settlements are closest to Leicester in terms of meeting unmet housing needs arising from Leicester.
- 3.16 Strategic Sites and the Larger Villages are also key elements of the Plan's locational strategy. The Larger Villages will take 23% of the total growth and the Strategic Sites will take 14% of the growth during the Plan period but continue to develop longer term. Focusing growth at major strategic locations is a key element of the Strategic Growth Plan. Strategic Sites offer an opportunity to create mixed-use sustainable and walkable communities where climate change, biodiversity and health and well-being benefits are prioritised. The Strategic Sites at Whetstone Pastures and Land West of Stoney Stanton will include supporting infrastructure and a wide range of shops and local services. Over time the Strategic Sites will form settlements that will be inserted into the Settlement Hierarchy at the appropriate level. It is likely that over time they will move up the hierarchy levels. Several smaller Strategic Sites of around 500 to 800 homes are allocated on sites close to PUA or Larger Villages and will form sustainable extensions to these settlements by including local services and infrastructure for the day to day needs of residents.
- 3.17 Blaby Town and the Larger Villages of Enderby, Countesthorpe, Narborough and Whetstone offer a good range of local services (including primary and secondary schools, shops and doctor's surgery), employment opportunities, the potential to walk and cycle to such services and for public transport to more distant locations. The settlements also benefit from their location and close relationship with the PUA and Leicester.
- 3.18 At the lower end of the Settlement Hierarchy, lower levels of growth are planned for the Medium (12%) and Smaller Villages (1%) to recognise the lower levels of access to local services, employment opportunities and regular public transport services. However, at the same time, such settlements would benefit from some growth to maintain vitality, to keep essential services open (such as schools) and to provide affordable housing.

- 3.19 The Hamlets of Aston Flamville, Leicester Forest West, Potters Marston and Wigston Parva have no or limited local services and facilities. No housing growth is planned in these Parishes. However, longer term growth is identified for strategic B8 warehousing on land at Junction 2 of the M69.
- 3.20 It is recognised that windfall sites will continue to contribute to the District's housing growth. Usually these will be located within the existing settlements and the Council will be supportive of such growth where it is consistent with the policies of the Local Plan.
- 3.21 Taking account of the above, Table 2 sets out the housing position for individual settlements in the District.

Table 2 Housing Position Statement by Settlement 2025

Settlement Hierarchy	Settlement	Commitments	New Local Plan Allocations (2025 - 2042)	Settlement Total 2025 – 2042)	Hierarchy Total
	Braunstone Town	-1	0	-1	
	Glenfield	43	170	213	
	Glen Parva	230	0	230	
	Kirby Muxloe	885	510	1,395	
	Leicester Forest East	98	395	493	
	Lubbesthorpe	3,033	825	3,858	
Principal Urban Area	Total				6,188 (47.77%)
	Blaby	15	778	793	
	Countesthorpe	174	565	739	
	Enderby	25	0	25	
	Narborough	4	560	564	
	Whetstone	36	760	796	
Larger Villages	Total				2,917 (22.52%)
	Cosby	207	180	387	
	Croft	100	0	100	
	Huncote	1	345	346	
	Littlethorpe	179	150	329	
	Sapcote	103	175	278	
	Stoney Stanton	10	37	47	
Medium Villages	Total				1,487 (11.47%)
	Elmesthorpe	12	10	22	
	Kilby	-1	25	24	
	Sharnford	5	19	24	
	Thurlaston	1	45	46	

Settlement Hierarchy	Settlement	Commitments	New Local Plan Allocations (2025 - 2042)	Settlement Total 2025 – 2042)	Hierarchy Total
Small Villages	Total				116 (0.90%)
	Land West of Stoney Stanton		965		
	Whetstone Pastures		800		
Standalone Strategic Sites	Total				1,765 (13.63%)
Windfalls					480 (3.71%)
Total					12,953

3.22 The NPPF indicates the Local Plan should set out a housing requirement for designated neighbourhood areas reflecting the overall strategy for the pattern and scale of development and any relevant allocations. The ‘Settlement Total 2025 to 2042’ column in Table 2 above therefore contains the housing requirement for current and future neighbourhood areas between 2025 and 2042.

Strategy for a Prosperous Economy

Policy S3: Strategy for a Prosperous Economy (Strategic)

1. The Local Plan will support the delivery of a strong and prosperous local economy in line with the Council’s Economic Development Framework. Sufficient employment land and premises will be provided to meet development needs over the plan period 2025-2042 by:
 - A. Retaining and enhancing Key Employment Sites and where appropriate existing employment sites and premises;
 - B. In addition to the delivery of existing commitments, making provision for around 53.5 hectares of employment land (169,800 square metres of floorspace) at appropriate locations across the District to provide a flexible supply of future sites to cater for local industrial and warehousing needs. 39 hectares (124,700 square metres of floorspace) is expected to be delivered during the Plan period;
 - C. In addition to the delivery of existing commitments, identifying around 116 hectares of land for the longer term sub-regional needs for road based strategic B8 warehousing employment land. Development of this land requires strategic transport infrastructure that is not anticipated to take place during the Plan period;
 - D. Supporting the provision of offices at appropriate locations in the District and through the redevelopment and refurbishment of existing premises;

- E. Supporting employment provision and encouraging rural diversification where appropriate within the rural areas of the District;
- F. Promoting local labour agreements with developers to enable local people to secure employment and skills development;
- G. Supporting local businesses to participate in the green economy; and
- H. Supporting local businesses to improve their environmental performance and achieve net zero.

2. Proposals for new employment development (E(g), B2 and B8 uses) will be directed to employment land allocations, Key Employment Sites and other suitable locations within the settlement boundaries. Proposals for employment related town centre uses (E(c)) located outside of the defined town centres will need to demonstrate that they accord with the sequential test set out in national planning policy.

Supporting text

- 3.23 The purpose of this policy is to ensure that there are sufficient land and premises for commercial and business to thrive and grow. It also seeks to support business growth in terms of providing jobs and skills development for local people and to contribute to climate change and environmental objectives.
- 3.24 This approach aligns to national policy aims to create the conditions in which businesses can invest, expand and adapt. Significant weight is placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 3.25 A suite of economic evidence has informed the Plan's strategy for a prosperous economy. This includes:
 - Leicester and Leicestershire Housing and Economic Needs Assessment (Iceni, 2022) – Sub-regional study to assess the scale of future local scale economic growth and the quantity of land and floorspace required for E(g) and B class employment uses (excluding strategic scale B8 units of over 9,000 sqm in size). It concludes that The Assessment identifies a local employment need for 11.4 hectares of land for offices and 34.7 hectares for industrial and local scale distribution uses between 2021 and 2041.
 - Leicester and Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment (Iceni Projects 2025) - Sub-regional level study addressing strategic B8 warehousing (units over 9,000 sqm) needs and to inform an apportionment of such needs across the sub-region up to 2046. Beyond, existing commitments it concludes that there are no additional needs for road served strategic B8 to be met through the Local Plan although rail served needs could be met in the District through a DCO process.
 - Blaby Employment Land and Premises Study (BE Group 2025) – District level evidence to inform the approach to employment policies within the Local Plan. The Study reviews the overall quantity of local employment land need for Blaby District to 2041, assesses local

market conditions and provides an up-to-date assessment of employment commitments and existing employment sites and premises. The Study concludes that there is a need for 21.62 hectares of employment land to meet local employment needs for B2/B8 premises and there is no additional requirement for offices. It recommends that the Local Plan incorporates a positive policy approach to support future office development through the refurbishment of existing premises and the inclusion of office components in industrial / warehouse schemes. The Study also recommends that 23 existing employment areas are designated in the Local Plan to be protected as Key Employment Sites and that a supportive policy approach is adopted towards rural diversification.

- 3.26 Aside from the evidence, the Policy also reflects the Council's adopted Economic Development Framework. This includes the following priority themes with associated Priority Action Plans:
- Supporting local businesses and innovation;
 - Shaping our work and skills agenda;
 - Growing and supporting the Green Economy;
 - Building pride in place; and
 - Identifying investable propositions.
- 3.27 In terms of providing land for business growth, the strategy is to continue to protect the existing portfolio of sites and premises at Key Employment Sites and to make provision for two types of growth:
- Local employment – land and floorspace required for E(g) and B class employment uses (excluding strategic scale B8 units of over 9,000 sqm in size); and
 - Strategic warehousing and distribution - strategic B8 needs (units over 9,000 sqm).
- 3.28 Overall, the Plan is seeking to plan for the local employment land requirement of 39 hectares (152,000 square metres of floorspace). This is based on the Leicester and Leicestershire Housing and Economic Needs Assessment 2022 and rebased to the plan period, 2025-2042.
- 3.29 Taking account of existing commitments (employment sites already built or under construction and sites with planning permission) the plan is allocating 39 hectares of land for offices, local industrial and warehousing (about 124,700 square metres floorspace). Further details are set out in Tables 3A and 3B.

Table 3A: Employment Land Position Statement 2025 (Hectares)

Description of Employment Land Needs (Hectares)	Local Offices, R&D, Industrial and Warehousing	Strategic Storage and Distribution
Employment land requirement 2025 to 2042	39	30

Description of Employment Land Needs (Hectares)	Local Offices, R&D, Industrial and Warehousing	Strategic Storage and Distribution
Completions and commitments 2025	14.5	38.8
Allocations 2025 to 2042	39.0	0
Total Employment Land	53.5	38.8

Table 3B: Employment Land Position Statement 2025 (Floorspace)

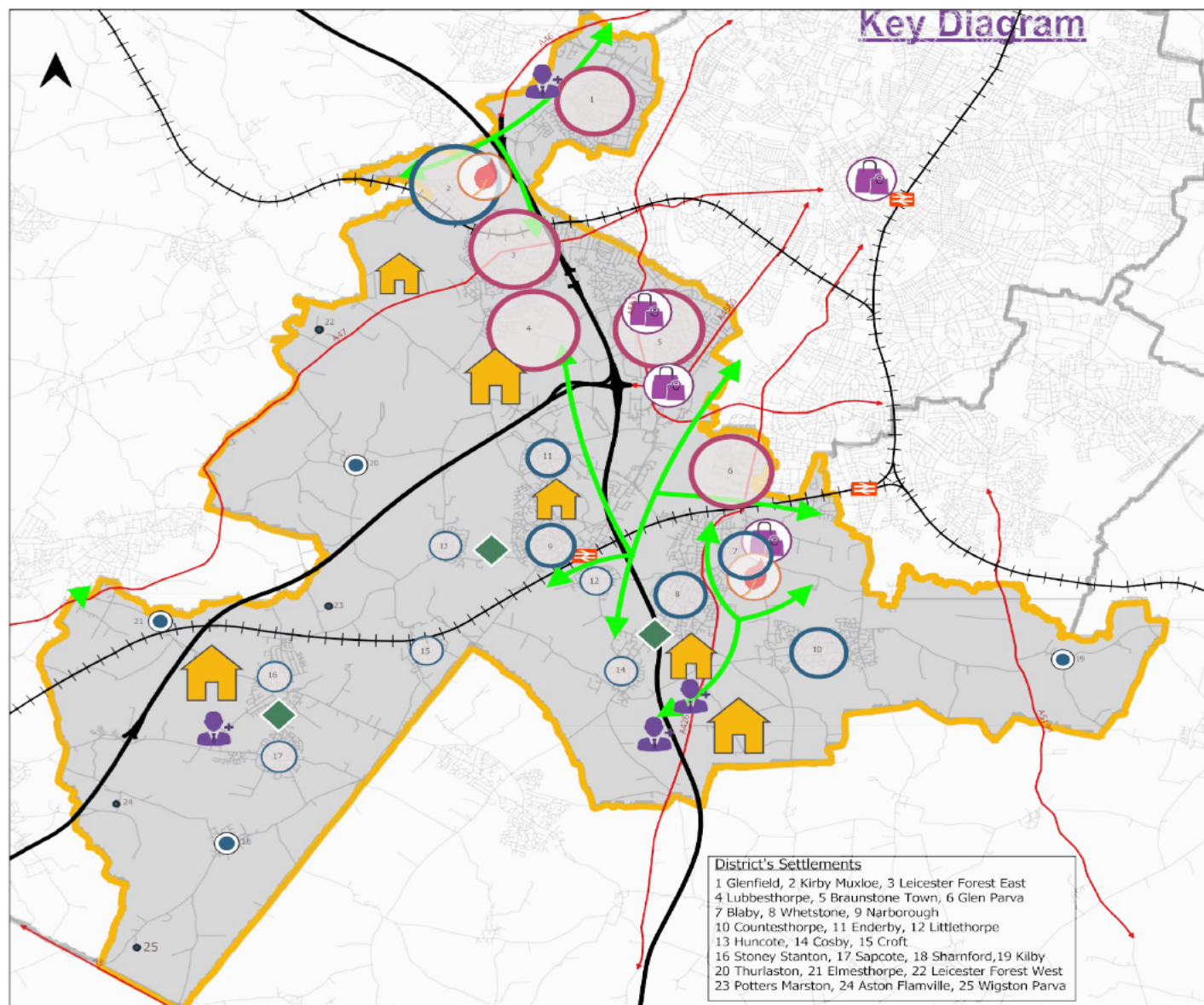
Description of Employment Land Needs (Square Metres)	Local Offices, R&D, Industrial and Warehousing	Strategic Storage and Distribution
Employment land requirement 2025 to 2042	52,000	105,100
Completions and commitments	45,172	123,425
Allocations 2025 to 2042	124,680	0
Total Floorspace	169,852	123,425

3.30 The Council's approach to supporting the economy is to provide for a higher amount of employment land for local office, industrial and warehousing than the latest Blaby District evidence outlines. This is to ensure sufficient flexibility to respond to unforeseen demands and to provide for a range and choice of sites in terms of typology, location, mix and phasing. It also seeks balance housing needs with the scale of local need set out in the Housing and Employment Needs Assessment and includes provision at strategic sites to contribute to making mixed-use balanced communities to increase the potential for journeys to be made by active travel modes.

3.31 In terms of strategic B8 warehousing and distribution, the requirement for 30 hectares (105,100 square metres of floorspace) is met by existing commitments. No additional land or floorspace is allocated in the Plan period for such growth. However, it is recognised that there is a need for enabling development to support strategic transport infrastructure at Junction 2 of the M69 and a possible new junction for the M1. Land has been identified at the standalone Strategic Sites at Land West of Stoney Stanton and Whetstone Pastures for strategic B8 warehousing and distribution for this purpose. The development of these sites will be subject to the provision of the new junction infrastructure.

Key Diagram

3.32 The Key Diagram below illustrates the strategic priorities and strategy approach. It provides a broad illustration of what the Strategy Document Update is seeking to achieve and identifies key areas of housing and employment growth, as well as areas of environmental significance.

**Legend**

- Principal Urban Area (PUA)
- PUA Shared Boundary
- Larger villages
- Medium Villages
- Smaller Villages
- Hamlets
- strategic sites
- Employment Allocations
- Heritage & Tourism
- Retail & Cultural Attractions
- Railway Stations
- Rail
- Green Wedge
- Area of Separation
- District Boundary

Roads

- Motorway
- A roads

New Places

Site Allocations for Housing

Policy S4: Site Allocations for Housing (Strategic)

1. In addition to the delivery of existing completions and commitments and an allowance for windfalls, land for a minimum of 4,416 new homes will be allocated on the following Strategic Sites within the Plan period:

Policy Reference	Site Name and Settlement	Gross Area (Hectares)	Dwellings 2025-2042	Dwellings Beyond 2042
S9	Land North of A47 Hinckley Road, Kirby Muxloe	37.4	510	140
S10	Land West of Beggars Lane, Lubbethorpe	45.3	825	0
S7	Land West of Stoney Stanton	289.0	965	4200
S8	Whetstone Pastures	379.8	800	3700
S11	Land at Carlton Park, Enderby / Narborough	57.0	560	0
S12	Land South of Whetstone	58.2	756	0

2. In addition to the delivery of existing completions and commitments and an allowance for windfalls, land for a minimum of 2,894 new homes will be allocated on the following Non-strategic Sites:

Policy Reference	Site Name	Settlement	Gross Area (Hectares)	Dwellings 2025-42
H1A	Land Rear of County Hall	Glenfield	7.4	170
H1B	Kingstand Farm and Golf Course, Hinckley Road	Leicester Forest East	22.7	395
H1C	Land off Lutterworth Road	Blaby	2.0	53
H1D	Land at Keepers Farm, Lutterworth Road	Blaby	22.1	350
H1E	Land East of Lutterworth Road	Blaby	28.0	375
H1F	Land South of Maurice Drive and Gillam Butts	Countesthorpe	13.0	290
H1G	Land West of Peatling Road	Countesthorpe	13.1	275
H1H	Land West of Broughton Road	Cosby	19.9	180
H1I	Land South of Narborough Road	Huncote	13.0	154
H1J	Land at Springfield Farm, Forest Road	Huncote	10.6	191
H1K	Land South of Warwick Road	Littlethorpe	10.4	150
H1L	Land South of Hinckley Road	Sapcote	10.6	175

Policy Reference	Site Name	Settlement	Gross Area (Hectares)	Dwellings 2025-42
H1M	Land West of Huncote Road	Stoney Stanton	1.5	37
H1N	Land at Church Farm, Station Road	Elmesthorpe	0.9	10
H1O	Land at Steeple Chase Farm, Main Street	Kilby	1.3	25
H1P	Land West of Coventry Road	Sharnford	0.9	19
H1Q	Land at Hill View Nurseries	Thurlaston	0.6	15
H1R	Land East of Croft Road	Thurlaston	1.3	30

3. Proposals on allocated sites must accord with the relevant site specific and other policies of the Local Plan.

Supporting text

- 3.33 The supporting text to Policy S2 Strategy for Housing gives details of the evidence that has helped to inform the Plan's approach to the proposed allocation of sites for housing and mixed-uses.
- 3.34 The sites included as allocations for housing and mixed-use development seek to provide sustainable locations for growth that accord with the locational strategy. The sites have been selected through a process which is set out in the Site Selection Methodology Report 2026 which includes individual site assessments.

Strategic and Local Site Allocations for Employment Uses

Policy S5: Site Allocations for Local and Strategic Employment Uses (Strategic)

1. In addition to the delivery of existing completions and commitments, a minimum of 39 hectares of employment land for local industrial and warehousing (Business Uses (Offices and Light Industry (E(g)(i) to (iii), General Industry (B2) and non-strategic (units of less than 9000sqm) Storage and Distribution (B8)) will be allocated on the following sites:

Reference	Site Name	Settlement	Area (Ha) 2025-2042	Area (Ha) Beyond 2042	Floorspace (square metres) 2025-2042	Floorspace (square metres) Beyond 2042
E1A	Land north of Glenfield	Glenfield	20	0	64,000	0
S7	Land West of Stoney Stanton	-	8	7	25,600	22,400
S8	Whetstone Pastures	-	8	7	25,600	22,400

S12	Land South of Whetstone	Whetstone	3	0	9,480	0
Total			39	14	124,680	44,800

2. In addition to the delivery of existing commitments, employment land for strategic road based strategic (units of more than 9000sqm) Storage and Distribution (B8) will be safeguarded on the following sites to contribute towards sub-regional needs beyond the plan period:

Reference	Site Name	Settlement	Area (Hectares) 2025-2042	Area (Hectares) Beyond 2042	Floorspace (square metres) 2025-2042	Floorspace (square metres) Beyond 2042
S7	Land West of Stoney Stanton	-	0	36	0	140,000
S8	Whetstone Pastures	-	0	80	0	280,000
Total			0	116	0	420,000

3. Proposals on sites allocated for local or strategic employment uses must accord with other policies of the Local Plan.

Supporting text

- 3.35 The supporting text to Policy S3 Strategy for a Prosperous Economy gives details of the employment evidence that has helped to inform the Plan's approach to the proposed allocation of sites for employment uses.
- 3.36 The sites included as allocations for employment and mixed-use development seek to provide sustainable locations for growth that accord with the locational strategy. The sites have been selected through a process which is set out in the Site Selection Methodology Report and the Site Assessments.

Strategic Sites

Comprehensive Development and Masterplanning of Strategic Sites

Policy S6: Comprehensive Development and Masterplanning of Strategic Sites (Strategic)

- A. Strategic sites over 500 dwellings and / or over 25 hectares of employment land will be required to prepare a Strategic Masterplan to be submitted with an outline planning application covering the whole of the allocated site area. Exceptionally, developments under 500 dwellings will be considered significant if there are site-specific complexities and sensitivities that require a masterplan-led approach. In some circumstances a Strategic Masterplan may also be required to consider the cumulative effects of more than one site to support a co-ordinated and integrated approach to place-making and design.

- B. The Strategic Masterplan will be prepared for the whole of the allocated site area to achieve a comprehensive approach to development. Piecemeal development not in accordance with the Strategic Masterplan will not be supported.
- C. Strategic Masterplans and planning applications for Strategic Sites will be required to adhere to the following principles:
- i. Define a place vision setting out how the proposed development will relate to and connect to the existing built area and surrounding development and explain how connections to and between new and existing facilities will be delivered;
 - ii. Deliver a vision and validate-led Mobilisation and Active Travel Strategy which creates integrated, accessible and sustainable transport systems with walking, wheeling and cycling and public transport, designed to be the most attractive forms of transport to increase non-car travel and modal shift within the development and to effectively link to schools, employment, retail, leisure and health destinations;
 - iii. Provide a clear structure and hierarchy of pedestrian friendly streets and well-connected footpaths and cycleways integrated with the wider built and natural environment and communities;
 - iv. Plan for integrated and mixed-use communities that have compact and well-connected neighbourhoods where everyday needs, including safe access to key local facilities such as schools, local employment, retail and community and leisure facilities can be met within a short walk or cycle supporting the local economy and promoting health, well-being and active lifestyles;
 - v. Ensure the provision of, and access to, community services and facilities that are delivered in a phased and timely way to meet development needs including early years, primary and secondary education provision (as required), healthcare facilities and community facilities such as parks, open space, sports pitches, and community buildings such as a community centre or village hall;
 - vi. Positively engage with and integrate proposals with adjacent rural and urban communities and positively contribute to their character and the way the area functions, including addressing cumulative and cross boundary planning and infrastructure matters;
 - vii. Create a place where buildings, spaces and streets positively reflect and respond to the local landscape, townscape and historic character;
 - viii. Create an accessible, high quality multi-functional green and blue infrastructure network that reflects any locally identified opportunities outlined in the Leicestershire Local Nature Recovery Strategy and the Blaby Green and Blue Infrastructure Strategy and provide for a minimum of 10% tree canopy across all the strategic sites;
 - ix. Ensure the effective use of sustainable urban drainage and sustainable water management based on Natural Flood Management principles to address flood risk locally and multifunctional benefits of improvements to water quality, biodiversity, and amenity;

- x. Ensure a hierarchy of linked, high quality and attractive public spaces and public realm that are safe, attractive and supports social interaction for all age groups; and
 - xi. Design to last with a clear stewardship, management, maintenance and place making and community building strategy.
- D. The specific characteristics of each site will determine how these requirements will be met. Further on-site requirements will be determined through the application of other relevant policies in this Local Plan including the site-specific policies for each Strategic Site and for other significant development.
- E. Strategic Masterplans must be informed by technical and design evidence base documents covering the whole of the allocated site area including the following:
- i. Site specific vision and place-making principles;
 - ii. Illustrative Masterplan Layout setting out details of the quantum, scale, type, mix and distribution of land uses, housing, local services, community, and leisure facilities and key transport infrastructure;
 - iii. Green and Blue Infrastructure Framework identifying the scale, distribution, type and design of green spaces, biodiversity net gain, new landscaping, strategic drainage and on and off-site linkages;
 - iv. Sustainable Transport Strategy and Movement Framework setting out the key access points, strategic highways, street hierarchy, public transport routes and stops, and footways and cycleways (on and off site) as deemed necessary through the Transport Assessment and by working with the Local Highways Authority and, if applicable, National Highways (or successor organisations);
 - v. Urban Design Framework and design principles identifying how the site makes effective use of land, responds to local character and context and layout principles (including heights and densities);
 - vi. Sustainability and Energy Framework identifying site-wide and building scale opportunities for low and zero carbon;
 - vii. Infrastructure Delivery, Phasing and Management Strategy;
 - viii. Proposals for the site stewardship of the site including the involvement of new residents and businesses in the long-term management and maintenance of the of the emerging new community including its green spaces, community assets and infrastructure.
- F. The Strategic Masterplan will be prepared in consultation with the Council and key stakeholders including the local community.
- G. The Council will require a Strategic Masterplan to be submitted when a planning application is made for the whole of the allocated site area. The Council will confirm the scope and contents of individual Strategic Masterplans with applicants in pre-application discussions. Where applications have already been submitted to the Council a Strategic Masterplan will be agreed with the Council prior to or as part of the grant of planning permission. No planning approval will be granted for the proposal until the Strategic Masterplan has been completed to the satisfaction of the Local Planning Authority. Subsequent development will

be in accordance with the Strategic Masterplan and where appropriate, agreed design codes. Adherence to the Strategic Masterplan will be secured through planning conditions and/ or legal agreement.

Supporting text

- 3.37 National policy indicates that large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).
- 3.38 The development of large-scale new communities which are well located for employment and services and have the potential to be well served by sustainable transport will be the most sustainable option for growth alongside small to medium scale development close to existing settlements. The Strategic Site allocations are set out in Policies S7 to S12.
- 3.39 The delivery of growth on strategic sites will need to be underpinned by the preparation a Mobilisation and Active Travel Strategy. Further guidance on the scope of the strategy, the partners that will need to be engaged in preparing the strategy together with how the Council will monitor the effectiveness of any measures set out in the strategy to reduce transport trips and encourage mode shift are set out in Policy INF4. There is also significant guidance set out in the County Council's Enabling Travel Choice Strategy.
- 3.40 The strategic sites reflect the Strategic Growth Plan's objectives to focus growth at major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas.
- 3.41 The Strategic Site allocations will meet the requirements set out in the above policy to ensure that good placemaking principles are embedded into large sustainable extensions and new settlements. This is in addition to the site specific allocation policies that follow.
- 3.42 Strategic scale residential led developments will be delivered in phases over a number of years. The viability of a scheme is likely to change over the lifetime of the development, in terms of the costs associated with developing the site and sales values. This may impact on the ability of the site to deliver the infrastructure required to support the development. The Council will require review mechanisms to address any economic uncertainties over the lifetime of the development. These provisions will form part of a Section 106 agreement and the trigger for a review of viability will be agreed between the Council and the applicant.
- 3.43 It is expected that promoters of allocated strategic sites will sign up to a Planning Performance Agreement (PPA) with the Council.
- 3.44 Policy S6 sets out the strategic design and masterplanning expectations of the Council for the Strategic Sites and other significant development. The

policy applies to a wide range of developments of different size, scale and complexity. The policy will be applied in its entirety to the Strategic Sites but for other significant development a tailored and case-by-case approach will be required to identify a proportionate level of masterplan and design detail to secure design quality dependant on site specific issues and the level of detail submitted with any planning application.

- 3.45 Strategic Masterplans are an effective tool in securing comprehensive and timely delivery and securing design quality and positive place outcomes. Masterplans support comprehensive, integrated, well-planned and sustainable places in terms of the natural, built and historic environment. An effective masterplanning process helps to support a multi-disciplinary, integrated, inclusive and collaborative approach to securing quality design and delivery. It also assists with resolving and co-ordinating planning issues at an early stage in the process speeding up decision-making and driving forward delivery through a shared vision. This both de-risks and provides certainty.
- 3.46 We encourage the production of Strategic Masterplans on a staged basis, initially evaluating and agreeing baseline technical, character and design analysis and assessments, then agreeing a shared vision and set of place-making objectives, exploring and testing a series of options with stakeholder input and then the agreement of a preferred option and masterplan.
- 3.47 For large sites that are developed over a long period, strategic masterplans may require review and be flexible to adapt to changing circumstances. A Strategic Masterplan is not a blueprint but a framework within which further planning and design instruction can emerge over time.

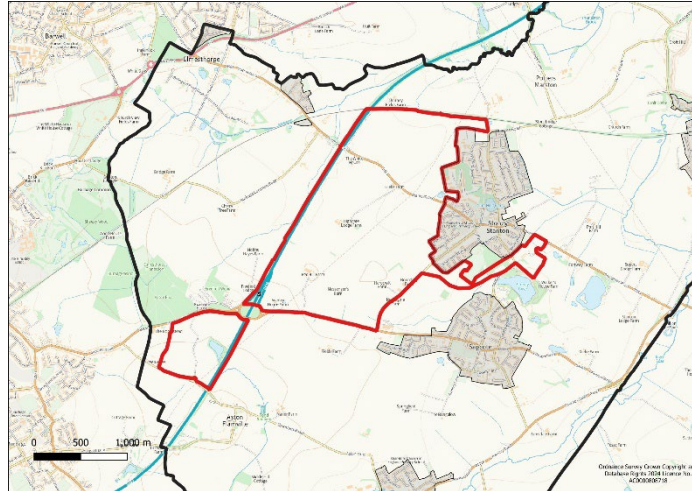
Land West of Stoney Stanton Strategic Site

Our 30 year vision for Land West of Stoney Stanton is to build a new mixed use community which will be self sustaining, active and healthy, well designed, well connected and accessible for employment, business and skills.

Land within the strategic site allocation at Land West of Stoney Stanton will be developed to create a new community of approximately 5,100 homes and around 51 hectares of employment land (of which around 36 hectares will be strategic warehousing). The Site will be delivered in a phased manner and the development will be supported in the longer-term by the delivery of south facing slip roads at the existing motorway junction as well as new primary schools, secondary school, local centres, health care and other community facilities.

The new community will respect and complement the existing villages Stoney Stanton, Sapcote and Elmesthorpe. The comprehensive development will be designed around three neighbourhoods that will meet the day-to-day needs of residents. There will be a focus on active travel and connectivity to the nearby settlements of Stoney Stanton, Sapcote, Elmesthorpe and further afield to Hinckley.

- 3.48 Within the Plan period we expect the delivery of at least 965 homes, 8ha of local employment land, a two-form entry primary school and local centre.



Policy S7: Strategic Site – Land West of Stoney Stanton (Strategic)

1. Land to the West of Stoney Stanton as outlined on the Policies Map is allocated for a mixed-use strategic scale development of around 5165 homes, 15 hectares of local employment land, 36 hectares of strategic B8 employment land and supporting local services, community facilities, open space and transport infrastructure. The built-up area of the development shall be within the settlement boundary as shown on the policies map. The development will respect and complement the existing villages Stoney Stanton, Sapcote and Elmhurst. The comprehensive development will be designed around three neighbourhoods that will meet the day-to-day needs of residents. The site will start in the 2030s and continue to develop into the 2050s. Overall, it will comprise of the following elements:

Housing

2. Around 5165 homes in total, of which a minimum of 965 homes will be delivered during the plan period. The land south of Broughton Road is tied to the link road between Stanton Lane and Broughton Road. No development will take place on this part of the site until the planning application for the entire site is approved and construction of the link road between Stanton Lane and Broughton Road is commenced.
3. A minimum of 25% affordable housing (in line with Policy H2 Affordable Housing). Where it can be demonstrated that the requirements would make the development of the strategic site unviable a reduced requirement or tenure split may be considered.
4. An appropriate mix of sizes, types and tenures taking account of the latest evidence on local housing needs (in line with Policy H3 Housing Mix).
5. A minimum of 5% designed specifically to meet the needs of older people and people with specialist housing needs.

6. A mix of density, with higher density homes in locations close to District and Local Centres. An average density of 35 to 40 dwellings per hectare is required on the net developable area of the site.
7. A minimum of 70 serviced plots for self-build and custom build homes on two parcels of one hectare each one of which to be delivered in the plan period;
8. A minimum of ten gypsy and traveller pitches in line with the requirements of Policy H6 Accommodation for Gypsies and Travellers and Travelling Show Persons.

Employment

9. A minimum of 15 hectares of land (48,000 square metres) for local employment opportunities in line with a mixed-use site. The local employment land will accommodate Business Uses (Offices and Light Industry (E(g)(i) to (iii)), General Industry (B2) and non-strategic (units of less than 9000sqm) Storage and Distribution (B8). At least 8 hectares (25,600 square metres) to be delivered during the plan period on land within the site to the north of Hinckley Road (B4669).
10. Around 36 hectares of land (140,000 square metres) for strategic (units of more than 9000sqm) Storage and Distribution (B8) and General Industry (B2) on land to the southwest of J2 of the M69 is safeguarded. The development of this part of the site will be subject to the provision of new slip roads onto junction 2 of the M69 and is likely to be delivered beyond the Plan period.
11. Opportunities for other small scale employment will be supported in line with Policy S3 Strategy for a Prosperous Economy Employment and Policy 13 Strategy for Retail and Leisure and Network of Centres.

Retail, Local Services and Leisure

12. A District Centre and two Local Centres will support the three neighbourhoods and form an integral part of the development providing shopping, education, healthcare, leisure and community facilities. One Local Centre will be provided towards the end of the plan period. Small workspaces will also be supported.
13. The following local services will be provided at the District Centre and/or Local Centres on the site:

- A. As a minimum one supermarket (around 1,400 square metres) and other local convenience and retail stores, food and drink outlets.
- B. Provision of 1 x 2 form entry primary school to support the delivery of housing within the Plan period and provision of two further primary schools (1x 2 form entry and 1 x 3 form entry) after the plan period, the timing, need and school sizes to be agreed with the Local Authority;
- C. Delivery of a 10 form entry secondary school and post 16 provision for 300 places on a site of 11.7 hectares, timing and location of delivery to be agreed with the Local Authority;
- D. Provision of early years education places and contributions to special needs education places to meet the needs of the development;

- E. The delivery of new healthcare facilities including GP surgery, the timing and location of which to be agreed with the NHS Integrated Care Board (ICB) or any successor organisation;
- F. Community facilities (such as community halls, venues and public houses) to support a growing community's need for meeting places and cultural activity.

Open Space, Sport and Recreation

- 14. Multi-functional Green Infrastructure features are retained and enhanced to inform the design of distinctive new neighbourhoods, to retain the identity of the existing villages of Stoney Stanton and Sappcote, to provide open space and to provide active travel routes through the site and linking to nearby settlements.
 - 15. A Green and Blue Infrastructure Strategy will show how at least 50% of the site (around 170 hectares) will provide for green infrastructure, open space, sports pitches and associated built facilities. This will include:
 - A. A minimum of 37 hectares of multi-functional accessible greenspace (including 12.4 hectares for public parks and recreation space, 12.4 hectares for natural green space, 12.4 hectares for amenity green space) in line with Policy ENV2 Green and Blue Infrastructure and Policy HW2 Open Space Sport and Recreation. A single accessible greenspace of at least 20 hectares must be provided as part of this provision;
 - B. A minimum of 1.7 hectares for children's and youth play and 3.7 hectares for allotments in line with the standards set out in Policy HW2 Open Space, Sport and Recreation;
 - C. A minimum sports pitch provision of 20 natural grass pitches and one 3G pitch in line with requirements set out in Playing Pitch Strategy and Policy HW2; and
 - D. Private front and rear gardens and communal garden areas.
 - 16. The development will include a new multi-functional Green Infrastructure feature forming a central design element for the site and contribute to providing a buffer between the proposal and Stoney Stanton and Sappcote. The boundaries of the feature will be defined through the Masterplan and protected in perpetuity through a legal agreement. (This is not in addition to the standards in clause 15 but can contribute to providing these).
 - 17. Measures to facilitate the improvement of the Memorial Playing Fields Recreation Ground at Stoney Stanton to provide a Community Park.
 - 18. The existing Area of Separation will be retained between Stoney Stanton and Sappcote and a new Area of Separation is defined between Stoney Stanton and the proposed development. The multi-functional Green Infrastructure feature and Memorial Playing Fields Recreation Ground will be within the Areas of Separation.
 - 19. Consideration should be given to the inclusion of a site for a cemetery / burial land.
- #### Transport Infrastructure
- 20. A Mobilisation and Active Travel Strategy conforming to the Council's Local Plan Transport Strategy will be prepared and submitted with a planning application.

This will be approved by the Local Planning Authority, in consultation with the Local Highway Authority and National Highways. This will be validated and implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with the Local Highway Authority and National Highways. The Strategy will set out a clear 'place vision' and 'transport vision' for the site outlining a coherent and comprehensive approach to ensuring significant levels of modal shift from private car to active travel and public transport. It will include delivery of high quality pedestrian and cycle routes both within the site and to Sapcote, Stoney Stanton and Hinckley.

21. New and improved transport infrastructure requirements will include:

- A. Walking and cycling improvements to link towards nearby villages, Hinckley and key trip attractors to the north of the District on the edge of Leicester. This will include connections to routes identified in Corridor 4 of the Blaby Local Cycling and Walking Improvement Plan.
- B. Public transport improvements (bus) to link the site to Hinckley, key trip attractors to the north of the District on the edge of Leicester and Leicester.
- C. Provision of a mobility hub to support active travel and modal shift. The timing of delivery and location of the hub is to be agreed with the District Council and the Local Highway Authority.
- D. Strategic and local road network improvements to be confirmed through transport modelling:
 - i. Multiple site accesses for vehicles, pedestrians, cyclists / wheelers and public transport will serve the site from B4669 Hinckley Road, Stanton Lane, B581 Station Road and B581 Broughton Road. Additional accesses will serve active travel routes;
 - ii. Link road between Stanton Lane and Broughton Road to provide a routing solution to prevent HGV traffic travelling through Sapcote and Stoney Stanton;
 - iii. Provision of new south facing slip roads to enable all movements in a north and south direction onto and off from junction 2 of the M69;
 - iv. Capacity and junction improvements.
- E. Consider the opportunity for a new rail station between Hinckley and Narborough. Land will be safeguarded within the site boundary for a rail station. The site must be able to be well connected to the development and surrounding areas by walking cycling and public transport.

Transport Monitoring

- 22. As this strategic site will be built out over several decades the Local Planning Authority will expect a review of the Place and Transport Vision set out in the Transport Assessment to ensure that these remain relevant in light of evolving technology and policy requirements and action taken to ensure transport movement onsite remains vision-led.
- 23. An agreed Monitoring and Management Strategy will be secured by either condition or legal agreement.

Environment

24. The development will be required to deliver a drainage and water management strategy in line with Policy CC2 Flood Risk to address:

- A. Flood risk within and upstream/downstream of the site to the north of the Hinckley Road (B4669) and south of Broughton Road associated with surface water flows and higher susceptibility to groundwater flooding. Mitigation will be required to provide a sustainable drainage system capable of holding storage volumes greater than the minimum requirements and based on natural flood management principles.
- B. Flood risk within and downstream of the site to the southwest of junction 2 of the M69 associated with the Soar Brook and surface water flows. Mitigation will be required to provide a sustainable drainage system based on natural flood management principles.

25. The need for the site to be developed sensitively to recognise the Burbage Wood and Aston Firs Site of Special Scientific Interest (SSSI) to the north of the land to the southwest of Junction 2 of the M69. Elsewhere key landscape and ecological features will be retained with an appropriate buffer and brought into positive management (including areas of species-rich grassland and verges and habitat features such as hedges, wetland, ponds and mature and veteran trees) for habitat connectivity. Buffer zones will be required for protected species. Local Wildlife Sites must be retained and protected.

26. The landscape and settlement character of the area will be reflected through built development being sensitively sited, designed and scaled to relate to:

- A. The open and expansive views across the agricultural landscape and rural character particularly in views containing Burbage Woods to the north;
- B. The existing settlement patterns and to retain the individual identity of Stoney Stanton, Sapcote and Elme Thorpe.
- C. To retain trees and vegetation essential to the character of the area and new planting using native species will be positioned and designed to integrate into the new development within the local landscape and to create continuous corridors of natural habitat. Particular attention is required in terms of mitigating the impact of strategic B8 warehousing on the residential properties along Aston Lane and within the Area of Separation along the route of the link road between Stanton Lane and Broughton Road.

27. The potential for archaeological remains in the vicinity of the site and the impact on the rural setting of nearby listed buildings and Aston Flamville Conservation Area will be required to be investigated and mitigated.

28. Noise Assessment and Air Quality Surveys will be required to consider noise and air quality issues affecting the site relating to the motorway, railway and nearby industrial processes.

29. A contaminated land desktop study report will be required to consider any sources of contamination both on and offsite, particularly given the site's agricultural nature, historic industrial land uses and historic landfill in proximity. The report must quantify the risk(s) to all relevant receptors, allowing for identification of any site intrusive investigation and remedial works required.

30. The need for development to be designed in line with relevant guidelines relating to the High Voltage Electricity Transmission Lines crossing the site and the Calor Gas Hazard Zone affect the northern part of the site.
31. Measures to prevent sterilisation of the mineral resources within the site and within 500m of the site.

Site Stewardship

32. The developer will need to work to with the Council and other appropriate stakeholders to identify a stewardship approach to give future residents a voice and influence over the provision and management of new community facilities and open space.

Supporting text

- 3.49 Land West of Stoney Stanton is one of two strategic scale new communities identified in the Local Plan to accommodate housing and employment growth.
- 3.50 The comprehensively planned standalone settlement includes three key elements:
 - A. Land to the West of Stoney Stanton including land to the north of Hinckley Road (B4669), south of the railway and east of the M69 motorway. This part of the site is approximately 280 hectares. The development will be a comprehensively planned set of three neighbourhoods including a mix of 5000 homes to reflect the needs of the community, 15 hectares of local employment uses to provide jobs, local infrastructure to support day to day needs such as schools, health services, open space, green infrastructure, community facilities. The compact nature of the development will facilitate the use of active travel modes and provide public transport for longer journeys. It will reflect the fact that it is close to existing settlements at Stoney Stanton, Sapcote and Elme Thorpe. The infrastructure provided will seek to support improvements to local services and infrastructure that will also support the residents of these existing settlements. The site promoter will continue to work with local residents to understand the local context of the area and reflect on what is required to improve local services.
 - B. Land south of Broughton Road to be developed for 165 homes. This part of the site is approximately 9 hectares. The site is detached from the village of Stoney Stanton but is included due to the land including the proposed link road for the comprehensively planned standalone settlement. No homes will be developed on this part of the site until the link road between Stanton Lane and Broughton Road is approved and construction of the road is commenced. As part of the wider proposal it will be required to contribute in a proportionate way to supporting infrastructure.
 - C. Land to the southwest of junction 2 of the M69 to be developed for strategic distribution and storage (B8) and supporting infrastructure. It is recognised that strategic B8 is often developed with some elements of general industry (B2) uses. This part of the site is approximately 44

hectares in total. Some land will be required for the northbound off slip and there are also areas of flood risk, a pond and high voltage electricity transmission lines on the site. Taking account of these factors there is around 36 hectares of developable land for strategic Storage and Distribution (B8 units over 9,000sqm) employment uses. The development of this part of the site will be subject to the approval and commencement of new slip roads onto junction 2 of the M69 and is likely to be delivered beyond the Plan period.

- 3.51 The key components, site layout and design of the development will primarily be guided by Policy S6 Comprehensive Development and Masterplanning of Strategic Sites, Policy S7 Land West of Stoney Stanton and Policy S15: Design and Place-Making. Site wide design codes will be required to be agreed as part of the planning application.
- 3.52 To ensure a comprehensively planned development, a Strategic Masterplan will be prepared and submitted as part of an outline planning application for the entire site including the three elements listed above. Piecemeal development not in accordance with the Strategic Masterplan will not be supported. Policy S6 sets out the key principles for the strategic sites and details of what the Strategic Masterplan will need to include to meet the requirements of the LPA.
- 3.53 Policy S7 (this policy) gives details of site-specific requirements for the development of the strategic site which will also need to be included in the Strategic Masterplan. The Strategic Masterplan and policies of the Local Plan will continue to inform future detailed (or reserved matters) planning applications of specific parcels of land as and when they are submitted for consideration.
- 3.54 Given the complexity of delivery, and the time it will take to bring forward a site of this scale, the Council expects the development of most of the site to take place after 2042 (i.e. the end of the Plan period). However, development will commence in the Plan period and a minimum of 800 dwellings, around 8ha of employment land, a local centre and a new primary school will be delivered. Details for the completed site are set out below.
- 3.55 A District centre and two Local centres will provide for a supermarket, local convenience stores, community, health and education to meet day to day needs for shopping, community activities and local services. The policy indicates a minimum level of provision but to provide flexibility does not state where specific facilities and services are to be located.
- 3.56 The proposals will be required to make provision for early years, primary and secondary and post 16 education. Current estimates show a need for 1470 primary school places arising from the development. This equates to 2 x 420 (2 form entry) and 1 x 630 (3 form entry) primary schools. Similarly, a secondary school is required to accommodate 1500 secondary places and 300 places for students post 16 plus on a site of 11.7 hectares. This will accommodate growth from the proposal, nearby proposals at Stoney

Stanton, Sapcote and Sharnford as well as proposals in Hinckley and Bosworth Borough. Given the size of the site and potential changes to forecasts, the Local Authority will seek a mechanism for review of education provision during the lifetime of the Plan. Financial contributions will also be required for early years and special educational needs.

- 3.57 The standalone settlement part of the site will include 50% greenspace in line with the standards set out in Policy ENV2 Green and Blue Infrastructure. This will include a multi-functional green infrastructure feature contributing to providing a buffer between the new development and the existing settlements of Stoney Stanton and Sapcote as well as meeting the requirements for open space, sports and recreation set out in Policy HW2 Open Space, Sport and Recreation. The proposals will support opportunities for improvements to the Memorial Playing Fields Recreation Ground at Stoney Stanton to create a Community Park. This reflects Priority Project 5: Stoney Stanton Park (SWV1) of the Green and Blue Infrastructure Study where there is an opportunity to create a destination park by rejuvenating and joining the existing natural green space site and Stoney Stanton War Memorial Playing fields between Stoney Stanton and Sapcote.
- 3.58 Sustainable transport and modal shift are a prerequisite for delivering a new sustainable settlement. All reasonable measures to reduce car-based travel will be fully explored to minimise trip rates and secure high levels of trip internalisation with the development. The strategy for reducing car-based travel will be considered through a Mobilisation and Active Travel Strategy to be submitted as part of any application. This will be consistent with the Council's Local Plan Transport Strategy and clearly set out the new and existing facilities (social and economic) that residents are likely to want to access and demonstrate how enhancements to transport connectivity (i.e. walking, cycling, passenger transport and car) can best provide for future sustainable travel needs.
- 3.59 The Blaby Local Cycling and Walking Improvement Plan identifies priority walking and cycling schemes for the Stoney Stanton and Sapcote Area.
- 3.60 The Joint Transport Study identifies mitigation to support growth and includes:
- Redesign of the bus network serving the Earl Shilton and Stoney Stanton area;
 - Increase frequency of Birmingham - Leicester / Stansted rail services;
 - Possible opportunities for a new rail station on the Birmingham to Peterborough Line between Hinckley and Narborough stations;
 - Mobility Hubs in Rural Areas and Large Developments: - Whetstone Pastures - Earl Shilton - Stoney Stanton;
 - Localised measures to reduce delay at A47/Station Road;
 - M69 Junction 2 south-facing slip roads.

- 3.61 Detailed transport modelling will be required to identify sustainable transport and road network improvements to support the proposals and the relevant mitigation measures.
- 3.62 Land is safeguarded for future opportunity on the northern part of the site adjoining the Birmingham to Peterborough railway while consideration is given to providing a new station between Hinckley and Narborough stations.
- 3.63 Where changes to Hinckley Road (B4669) are required to access any part of the development these will be designed and constructed so as not to harm the SSSI or any of its interest features to the north.
- 3.64 High Voltage Electrical Transmission Lines cross the site. National Grid has published design guidelines for development near high voltage overhead lines. The site also lies partly within the hazard consultation zone for Calor Gas so will need to be discussed with the Health and Safety Executive in line with Policy HW5 Hazardous Sites and Installations.
- 3.65 The standalone settlement part of the site is affected is within Flood Zone 1. There are potential issues of groundwater emergence to the east of Hinckley Road around Boundary Farm and several surface water flow routes crossing the site. The southeast corner of the land to the southwest of Junction 2 is affected by fluvial flood risk associated with the Soar Brook. There are also areas affected by surface water flood risk.
- 3.66 For the standalone settlement, the Lead Local Flood Risk Authority have indicated that mitigation related to the groundwater and surface water flood risk is required to provide a sustainable drainage system that exceeds minimum storage volumes and is based on natural flood management principles. For the land southwest of junction 2, there will be no built development in flood zones 2 and 3 and the design and layout of the development will need to reflect the surface water flows affecting the site. There are also drainage ditches and a pond on the site. As a result site-specific flood risk assessment, drainage and water management strategy and sustainable drainage system based on natural flood management principles will be required to address areas of fluvial flood risk and surface water flows within the site.
- 3.67 There are no nationally or internationally designated semi-natural habitats in the site. However, Burbage Wood and Aston Firs lie to the northeast of the land to the southwest of Junction 2. It is large area of ancient woodland and is designated as a SSSI and due consideration is to be given to ensuring there is no impact on the SSSI. This part of the site is part of both a Network Enhancement Zone 2 and a Network Expansion Zone, extending from these areas of ancient woodland. Overall, the site includes several Local Wildlife Sites (LWS) sites, species rich grassland, ponds, hedgerows and hedgerow trees as well as field trees and copses. As far as possible these environmental assets will be retained and brought into positive management as part of the wider development. Appropriate buffers will be provided to

protect these assets. Consideration should be given to connecting these areas through the provision of open space, natural green space and play space including new planting to create a multi-functional green infrastructure network.

- 3.68 The current land use is intensively farmed with predominantly large arable fields with a strong network of hedgerows that are well-maintained and cut low, although partially fragmented in areas. There is sparse but occasional tree cover in the form of mature hedgerow trees in the field boundaries and along transport corridors. The parcel contains a large field pond to the east which is bounded by denser hedgerow and tree cover. Existing development is limited to sparse scattered farmsteads and a high voltage overhead line.
- 3.69 The overall sensitivity of the landscape for the standalone settlement part of the site is Low-Moderate for residential development and Moderate for employment development. The overall sensitivity of the landscape for the land southwest of Junction 2 to employment development is classified as Low-Moderate. Factors which increase sensitivity include the openness and expansive views across the agricultural landscape and rural character, particularly in views containing Burbage Woods to the north. Factors which decrease sensitivity include the gently undulating landform, dominant agricultural land use and relatively limited natural features. The overt human influence (in the form of pylons, the M69 and surrounding residential and employment development) also indicate lower sensitivity to development.
- 3.70 There are parts of the site that are particularly sensitive in landscape and settlement character terms where development must be sensitively sited, designed and scaled. This includes the area around Burbage Woods, in the vicinity of the existing settlements of Stoney Stanton, Sapcote and Elvesthorpe, the Area of Separation and Local Green Space between Sapcote and Stoney Stanton and the residential properties along Aston Lane.
- 3.71 The standalone settlement part of the site has no designated assets on site or nearby. The land to the southwest of junction 2 of the M69 is northwest of the Aston Flamville Conservation Area which contains listed buildings. The land forms part of the rural setting of the listed buildings and Conservation Area. There are also archaeological features nearby.
- 3.72 Parts of the site are within or nearby to the Mineral Safeguarding Area for Sand and Gravel. Care needs to be taken to prevent the sterilisation of the mineral due to amenity issues. The policies of the Leicestershire Minerals and Waste Plan will need to be considered, and a Minerals Assessment carried out.
- 3.73 Given the size of the site and the desire to create a community the developer will need to work to with the Council and other appropriate stakeholders to identify a stewardship approach to give future residents a voice and influence over the provision and management of new community facilities and open space. This will help secure a healthy and thriving new community and

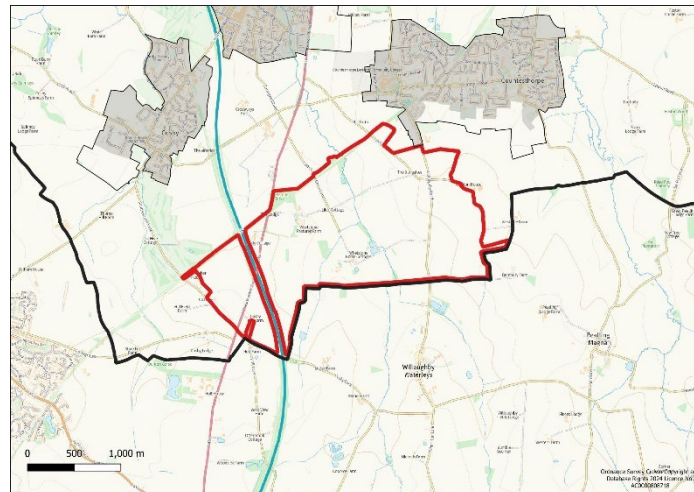
provide certainty that any new facilities are run for the benefit of residents. The Council will work positively and proactively with the developer to ensure governance considerations are integrated into the planning and delivery processes from the earliest stages. The ambitions and intended outcomes for stewardship and the roles and responsibilities for each asset on the site or area will inform the approach to stewardship.

Whetstone Pastures Strategic Site

Our 30 year vision for Whetstone Pastures is to build a new garden community which will be self-sustaining, active and healthy, well designed, well connected and accessible for employment, business and skills.

Land within the strategic site allocation at Whetstone Pastures will be developed to settlement of approximately 4,500 homes and around 95ha of employment land provision (of which around 80ha will be comprised of Strategic B8 provision). The Site will be delivered in a phased manner, supported in the longer term by the delivery of a new motorway junction, new education provision including secondary school, local centres and other community facilities.

Within the Plan period we expect the delivery of at least 800 homes, 8ha of local employment land provision, a two-form entry primary school and local centre. The settlement will be developed using garden community principles, and a focus on active travel and connectivity to the nearby settlements of Countesthorpe and Whetstone.



Policy S8: Strategic Site – Whetstone Pastures (Strategic)

1. Land at Whetstone Pastures as outlined on the Policies Map is allocated for a mixed-use strategic scale development of around 4,500 homes, around 15 hectares of local provision employment land, around 80 hectares of strategic employment land provision and supporting local services and infrastructure. The development will respect local character and be designed according to 'Garden Village' principles. The development will be a new sustainable settlement and will comprise of the following elements:

Housing

2. Around 4,500 homes in total, of which a minimum of 800 homes will be delivered during the plan period.
3. A minimum of 25% affordable housing (in line with Policy H2 Affordable Housing). Where it can be demonstrated that the requirements of Policy H2 would make the development of the strategic site unviable a reduced requirement or alternative tenure split may be considered.
4. An appropriate mix of sizes, types, sizes and tenures taking account of the latest evidence on local housing needs (in line with Policy H3 Housing Mix and Density).
5. A minimum of 5% of all homes designed specifically to meet the needs of older and disabled people.
6. A mix of density with higher density homes in locations close to District and Local centres. An average density of 35-40 dwellings per hectare is required on the net developable area of the site.
7. Land within the site to accommodate 10 gypsy and traveller pitches in accordance with the requirements of Policy H6 Accommodation for Gypsies and Travellers and Travelling Show Persons, and
8. A minimum of 70 serviced plots (2ha) for self-build and custom build homes of which 1ha will be provided within the plan period in accordance with Policy H5 (self and Custom Build Homes).

Employment

9. Land to accommodate around 80ha (around 280,000 sqm gross internal area (GIA)) of strategic employment land comprised of strategic B8 units of over 9,000 sqm or strategic B2 uses on land located to the east and west of the M1 Motorway to be safeguarded from occupation until the completion of a new motorway junction.
10. A minimum of 15 hectares of land for local employment opportunities in line with a mixed-use site. The employment land will accommodate industrial (B2), commercial (E(g)) and warehousing (B8 units of less than 9,000 sqm) uses. At least 8 hectares of local employment land will be delivered within the Plan Period.
11. Opportunities for other small-scale employment will be supported in line with Policy S3 Strategy for a Prosperous Economy Employment and Policy 13 Strategy for Retail and Leisure and Network of Centres).

Retail, Local Services and Leisure

12. One District and two Local Centres (with a Local Centre to be provided towards the end of the plan period) will form an integral part of the development. These will provide a range of co-located community, education and commercial (including retail) uses to ensure active and continual use of public areas with the following facilities distributed within these:

- A. A small supermarket with a sales area of around 15,000 sq ft (1,400sqm) and other convenience and retail stores, as well as appropriate food and drink outlets¹⁹ and public house to be distributed across the centres.
- B. Provision of 1 x 2 form entry primary school to support the delivery of housing within the Plan period and provision of two further primary schools (1x 2 form entry and 1 x 3 form entry) after the plan period, the timing, need and school sizes to be agreed with the Local Authority.
- C. Delivery of a 5FE secondary school to include post 16 provision for 150 pupils on a site of 6.8 hectares, after 2042 with flexibility to increase provision further, the timing and location of delivery to be agreed with the Local Authority.
- D. Provision of early years education places and contributions to special needs education places to meet the needs of the development
- E. The delivery of new healthcare facilities including GP Surgery, the timing and location of which to be agreed with the NHS Integrated Care Board (ICB) or any successor organisation.
- F. The provision of community facilities to include community centre(s) and hall(s), as well as consideration of the provision of land for the delivery of new places of worship, burial grounds and/or other cultural spaces.

Open Space, Sport and Recreation

- 13. A Green and Blue Infrastructure Strategy will show how at least 50% of the site will comprise green infrastructure post development. This can include private garden land.
- 14. Around 139 hectares of public open space provision to be distributed throughout the site, of which there will be around 11ha of sports pitches and outdoor sports provision and associated built facilities, 9 ha of children's play and park provision, 2ha for the provision of a village green and 2.5ha for the provision of a community farm. The remaining circa 115ha will comprise natural green space/informal open space as well as land for water management, habitat creation and strategic planting.
- 15. The scheme will include extensive green and blue infrastructure, including a significant amenity corridor, which will be publicly accessible along the alignment of the Whetstone Brook running centrally through the Site and along the alignment of the National Transmission System (gas pipeline) to the north of the Site, with other minor linear green and blue infrastructure corridors weaved into the development to mitigate landscape and visual impacts including to nearby settlements. Proposed Green and Blue Infrastructure will have regard to the opportunities outlined in the Blaby Green and Blue Infrastructure Study (including Project 3: Glen Parva, Whetstone and Countesthorpe Green Routes) and link to, and connect, existing areas of importance or potential importance for nature as identified in the Local Nature Recovery Strategy.

¹⁹ Reflecting guidance in the NPPF (para 97) which states Local planning authorities should refuse applications for hot food takeaways and fast-food outlets: - within walking distance of schools and other places where children and young people congregate.

16. Landscape buffers between incompatible land uses with appropriate mitigation will be included within the development to protect the amenity of new and existing residents and future commercial occupiers.

Transport Infrastructure

17. A Mobilisation and Active Travel Strategy conforming to the Council's Local Plan Transport Strategy will be prepared and submitted with a planning application. This will be approved by the Local Planning Authority, in consultation with the Local Highway Authority and National Highways. This will be validated and implemented until full completion of the development unless otherwise agreed by the Local Planning Authority, in consultation with the Local Highway Authority and National Highways. The Strategy will set out a clear 'place vision' and 'transport vision' for the site outlining a coherent and comprehensive approach to ensuring significant levels of trip containment. It should also clearly set out how modal shift from private car to active travel and public transport will be achieved and will facilitate access to on and off-site services and facilities.
18. Land to be protected from built development within the site for the provision of a new Junction onto the M1 Motorway (Junction 20a), together with local capacity and safety enhancements to the A426 and Willoughby Road to accommodate the new junction. Further land to the east of the junction to be laid out so as not to prejudice the delivery of a future growth corridor needed to facilitate long term growth to the south and east of Leicester.
19. The provision for a network of 'rural' lanes and new cycleways and footpaths to provide permeability between different land uses and parts of the Site and the existing communities of Whetstone and Countesthorpe to ensure facilities in these communities are accessible via active travel routes during the early phases of site build out;
20. The phased delivery of new services and infrastructure, including transport/mobility hub(s) to increase non-car travel and modal shift, the timing of which is to be agreed with the Local Highways Authority, and
21. Details of coherent and comprehensive approach to ensuring significant levels of modal shift from private car to be provided in an agreed site transport assessment to be submitted with a planning application. This will conform with the Council's Local Plan Transport Strategy.

Transport Monitoring

22. As this strategic site will be built out over several decades the Local Planning Authority will expect a review of the Place and Transport Vision set out in the Transport Assessment to ensure that these remain relevant in light of evolving technology and policy requirements and action taken to ensure transport movement onsite remains vision-led.
23. An agreed Monitoring and Management Strategy will be secured by either condition or legal agreement.

Environment

24. Make provision for a drainage and water management strategy for the site to ensure the development does not increase flood risk on site or downstream including in relation to the Whetstone Brook, together with the provision of a

sustainable drainage system incorporating natural flood management principles in accordance with flood risk and drainage policies set out elsewhere in this plan.

25. Consider the re-meandering of Whetstone Brook to a more natural state.
26. Key ecology features will be retained where practicable and regard had to the Local Nature Recovery Strategy which identifies areas that Could Become of Particular Importance for Biodiversity within the site to inform the design of the settlement. Key ecological features including priority habitats and notified or potential Local Wildlife Sites and mature trees to be retained where practicable and suitable for retention. Ecological features will be retained with appropriate buffers and brought into positive management where practicable. A Habitat Management and Monitoring Plan (HMMP) will be submitted alongside the planning application.
27. The scheme will include strong landscaped edges along the Site's periphery to provide a soft settlement edge to the south, west and east to ensure landscape effects are minimised and the character of nearby settlements including Whetstone, Countesthorpe and Willoughby Waterleys are protected. The planning application will be supported by a Landscape and Environment Management Plan (LEMP) and a Green Blue Infrastructure Plan which reflects the proposals identified in the Council's Green Blue Infrastructure Study.
28. Heritage and archaeological assessments will be prepared and submitted with a planning application. The listed building (Whetstone Pastures Residential Care Home list entry No. 1386063) is to be retained as part of the development.

Master Planning and Site Phasing

29. A Strategic Masterplan will be prepared for the whole site to achieve a comprehensive approach to development. Piecemeal development not in accordance with the Strategic Masterplan will not be supported.
30. The phasing and location of development will be set out as part of the Strategic Masterplan.

Site Stewardship

31. Reflecting the 'Garden Village' status of the Site we will expect the Developer to partner with the Council and other appropriate stakeholders to give future residents a voice and opportunity to participate in the management of new facilities and open space. This will help secure a healthy and thriving new community and provide certainty that any new facilities are operated for the benefit of residents. The Council will work positively and proactively with the developer to ensure governance structures are integrated into the planning and delivery processes from the earliest stages. The ambitions and intended outcomes for stewardship and the roles and responsibilities for each asset on the site or area will inform the approach to stewardship. The planning application should be accompanied by a Site Stewardship Strategy.

Supporting text

- 3.74 The Council, through discussions with local communities and other partners has set out an intention to explore the delivery of a number of free-standing new communities. The delivery of new settlements will be led by the

developer and will require significant coordination and time. However new communities, such as that currently being delivered at New Lubbethorpe can enable growth to be more strategically planned, supported by new infrastructure, and be matched by new employment opportunities²⁰. Importantly, planning for new strategic growth will also enable the Council to ensure that we can, protect our existing settlements from excessive or inappropriate development. These free-standing new communities are a critical element of the Plan's overall approach to sustainable development and delivery of the required number of houses.

- 3.75 Whetstone Pastures is a location Blaby District Council considers could help meet the District's long-term growth requirements. It will comprise a new 'Garden Community with resident health and wellbeing at its heart. Creating a healthy, strong and connected community through the design of its infrastructure, streetscape, built environment, open spaces, community farming and net zero commitments'.
- 3.76 Whetstone Pastures will be planned to have regard to the principles of the Garden City movement. These principles are summarised by the Town and Country Planning Association as:
- Land value capture for the benefit of the community in accordance with the requirements of regulation 122.²¹
 - Strong vision, leadership and community engagement.
 - Community ownership of land and long-term stewardship of assets.
 - Mixed-tenure homes and housing types that are genuinely affordable.
 - A wide range of local jobs within easy commuting distance of homes.
 - Well designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
 - Development that enhances the natural environment.
 - Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
 - Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.
- 3.77 Work is ongoing by the Council and Site promoter to help inform the delivery of the Whetstone Pastures Garden Village and to finalise detailed design matters. This ongoing work will be led by the Council's Strategic Development and Planning Policy Teams and will build on the Council's expertise developed from bringing forward growth on the New Lubbethorpe site.

²⁰ [Blaby Growth Plan](#), BDC

²¹ Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended)

- 3.78 Following adoption of the Local Plan the Council will seek to work collaboratively with developers and other partners to bring forward a Whetstone Pastures Masterplan. This Plan will set out in detail:
- A Strategic Masterplan which will form the basis for future planning applications. This will set out the broad location of the components of the new community to support comprehensive development and ensure the creation of a sustainable, distinctive and legible new settlement;
 - A detailed phasing plan for the site, linked to key infrastructure delivery and associated mechanisms to secure delivery;
 - Agreed design principles;
 - A Sustainable Transport Strategy and Movement Framework to reduce trip rates and ensure the creation of a sustainable and walkable community;
 - The proposed approach to collaborative working and community engagement; and
 - The proposed approach to managing site legacy issues such as stewardship and water management.
- 3.79 The Developer will lead the preparation of the Strategic Masterplan, the Council will work closely with the developer and will seek to agree the final Masterplan. Its purpose will be to add detail to the strategic policy outlined in the Local Plan and provide further design and implementation guidance on more detailed matters to be considered through future planning applications. Given the scale of this site the Developer will be expected to submit the strategic masterplan to design review to ensure that a high-quality scheme can be achieved.
- 3.80 Given the complexity of delivery, and the time it will take to bring forward a site of this scale, the Council expects the development of most of the Site to take place after 2042 (i.e. the end of the Plan period). However, development will commence in the Plan period and a minimum of 800 dwellings, around 8ha of employment land, a new local centre and a new (2FE) primary school will be delivered on the northern part of the proposed Site on land to the east of the A426.
- 3.81 It is expected that a minimum of 280,000 sqm of Strategic B8 floorspace could be delivered on 80ha of land around the M1. The provision of employment land to accommodate strategic scale logistics buildings will have an essential role in the delivery of infrastructure including new strategic transport infrastructure. This benefit arises from the fact that land transactions for large parcels of land enable the release of substantial financial contributions to be made towards the comprehensive delivery of the infrastructure requirements. The Council will not support the delivery of strategic commercial development that will be operational before the completion of a new motorway junction but will work with partners to coordinate the phasing of infrastructure and commercial development.

- 3.82 The provision of small-scale employment uses, including within district or local centres will contribute to the identified local employment land requirements specified in the policy.
- 3.83 The Council will work proactively with the developer and other stakeholders to ensure that delivery of the site and associated infrastructure, including that to be part or fully funded by development is expedited, and where possible a greater level of growth is achieved in the plan period. Where delivery on site is expedited and a greater number of homes or employment development can be justified within the plan period beyond that set out in the policy, the Council will require that infrastructure is similarly bought forward at a faster rate at agreed trigger points to be set out in the Masterplan.
- 3.84 Most of the strategic infrastructure and local facilities including a District centre and local centre, health care provision, the majority of education provision and community facilities is likely to be delivered outside of the Plan period (2042). The Council and developer will continue to work with local infrastructure and service providers to agree the timing of infrastructure delivery and will set this out clearly in the agreed phasing plan balancing the need to provide facilities early to minimise unsustainable travel and access to services with site viability and deliverability issues.
- 3.85 As part of the 30 year vision it is proposed that this site contributes to the future delivery of a new motorway Junction for South Leicestershire by safeguarding land for this junction and an eastward road corridor to facilitate future growth within and around the site. These proposals remain broadly consistent with the Leicester and Leicestershire Strategic Growth Plan which seeks to strengthen access to the Strategic Road Network south of Leicestershire.
- 3.86 The Council are working with Homes England, National Highways and Leicestershire County Council to develop proposals and explore delivery of a new South Leicestershire Junction and associated road corridors however given the lead times for the delivery of such infrastructure this may not be delivered within Plan period or required to mitigate the scale of growth proposed by 2042. A new junction will be required to support longer-term strategic growth of the South Leicestershire area. In particular it is considered that a new motorway junction will be required to enable and support the delivery of strategic warehousing on the Whetstone Pastures Site as well as longer term large-scale housing delivery in the wider sub area.
- 3.87 Paragraphs 19 and 29 of [DfT Circular 01/2022](#)²² sets out that new connections and capacity enhancements to the SRN which are necessary to deliver strategic growth should be identified as part of the plan-making process. Paragraph 65 of Planning for the future: A guide to working with National Highways on planning matters says that “*where all reasonable*

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options to deliver modal shift, promote active travel and public transport use, and locate development in areas of high accessibility have been exhausted, we will work with plan-making authorities in identifying funding mechanisms for planned works to the SRN”²³.

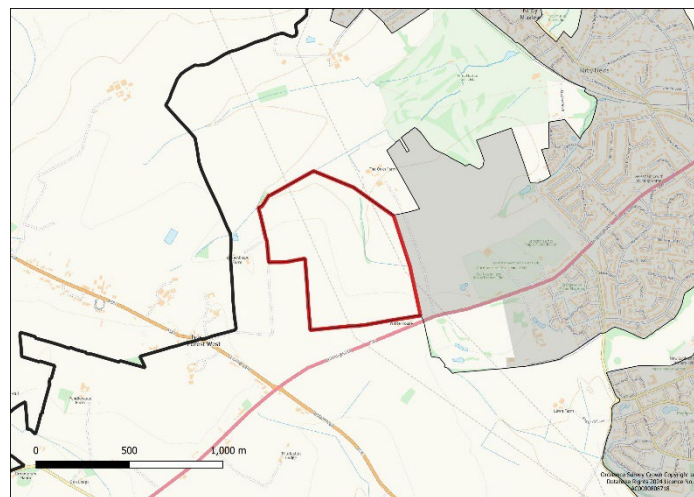
- 3.88 Sustainable transport and modal shift are a critical prerequisite for delivering a new sustainable settlement as well as justifying the provision of new strategic highways infrastructure. All reasonable measures to reduce car-based travel will be fully explored to minimise trip rates and secure high levels of trip internalisation with the development and more generally across the District. The strategy for reducing car-based travel will be considered through a Sustainable Transport Strategy and Movement Framework to be submitted as part of any application. This will be consistent with the Council's Local Plan Transport Strategy and clearly set out the new and existing facilities (social and economic) that residents are likely to want to access and demonstrate how enhancements to transport connectivity (i.e. walking, cycling and wheeling, passenger transport and car) can best provide for future sustainable travel needs.
- 3.89 A development of the scale proposed creates a requirement for 1365 primary age school places, (equivalent to 6 and a half Form Entry). As the Local Authority do not build new schools with an half form entry, the policy makes provision for 7 Forms of Entry (FE) but a provision will be inserted into a future legal agreement so that this can be reviewed depending on pupil yield and the nature of housing development proposed within the scheme allowing provision to be reduced down where pupils yields fall.
- 3.90 In addition to securing key infrastructure, the Council's ambition is to create a new community which maximises opportunities for environmental enhancements. Flood risk will be a key consideration and all built development comprising of housing or commercial uses will be located outside of the floodplain of Whetstone Brook which will serve as a water storage area. The avoidance of built development in the floodplain will provide a large centrally located amenity area accessible to new communities and will form a strong design feature of the development.
- 3.91 Development will be expected to support the delivery of opportunities identified in the Blaby Green and Blue Infrastructure Study (including Priority Project 3: Glen Parva, Whetstone and Countesthorpe Green Routes). This project seeks to establish a vibrant, biodiverse green active travel corridors connecting communities and nature and develop a traffic-free, green route that prioritises safe, active travel for walkers, cyclists, and other users, while doubling as a vital wildlife corridor connecting the site up to National Cycle Network (NCN) Route 6 near Blaby.
- 3.92 Key heritage assets will also be retained and integrated into the wider design of the site to protect local landscape. Visual character and new development

²³ [Planning for the future - A guide to working with National Highways on planning matters](#)

will be designed to ensure incompatible uses include appropriate buffers or other mitigation to protect the long-term amenity of future residents and commercial operators.

- 3.93 The Council is keen to ensure that the local community has an active role in the stewardship of new facilities and open space proposed the Whetstone Pastures Site. This includes, community spaces, such as ‘village halls’, a community farm, public open space and sports provision. The governance structures and the funding mechanisms to facilitate the long-term management of facilities will be defined through the planning application for the site but the Council will expect the developer to demonstrate collaboration with local communities and relevant stakeholders in developing its proposals.
- 3.94 In the longer term there may be potential for further strategic growth in the vicinity of Whetstone Pastures including in land to the south and southwest of the proposed allocation in Harborough District. The Council will work with Harborough District Council and other key stakeholders to ensure that any proposals in Blaby do not prejudice, and where appropriate facilitate further cross boundary development where this can contribute to boosting the sustainability of the proposal site and support the case for the delivery of strategic infrastructure.

Land to the North of the A47 Hinckley Road, Kirby Muxloe



Policy S9: Land to the North of the A47 Hinckley Road, Kirby Muxloe - Strategic Development Site [Hastings Fields Phase 2] (Strategic)

Land to the north of the A47 and west of Hastings Fields as outlined on the Policies Map is allocated for a strategic scale development of around 650 homes, including a minimum 35 self-build plots, Local Centre and new community facilities to include a

community hall and public open space. This site will be delivered comprehensively with the adjoining committed Hastings Fields (Phase 1) site.

The Council will require the below listed site specifics in accordance with other Local Plan policies:

1. An appropriate mix of sizes, types and tenures of homes taking account of the latest evidence on local housing needs (in line with other policies in the Plan).
2. The provision of a local centre on site to include a convenience store (Circa 400sqm GIA), other local shops and consideration of other E class uses such as day nurseries, public house or gym.
3. The provision of a new community centre to meet the needs of surrounding residential development.
4. The provision of a mobility hub, the detail of which to be agreed with the Local Authority
5. Developer contributions will be made to increase the capacity of the proposed school on the adjoining Hastings Fields site (increasing its capacity to 2FE) as well as contributions towards a new 2FE primary school at Land West of Beggars Lane, Lubbethorpe and secondary provision at New Lubbethorpe.
6. The submission of Transport Assessment to include a Sustainable Transport Strategy and Movement Framework to be submitted with a planning application. This will be expected to conform with the Council's Local Plan Transport Strategy and set out a clear 'place vision and transport vision'²⁴ for the site which outlines a coherent and comprehensive approach to ensuring significant levels of modal shift from private car and deliver high quality pedestrian and cycle routes both within the site, particularly connecting the proposed school on Hastings Fields Phase 1 and community facilities being sought on this site.
7. Developer contributions towards enhanced cycle routes and connectivity in the wider area including developments to the east and south as well as cycleways on Hinckley Road and where appropriate financial contributions to proposed cycle corridor improvements within and around New Lubbethorpe and Beggars Lane.
8. The main access to the site via the proposed access serving the adjoining Hastings Fields site.
9. Developer Contributions towards the Local Highways Authority proposed scheme of improvement works at Desford Crossroads, or any other local junctions requiring capacity or safety enhancements as a result of development.
10. Retention of Oaks Farm Stream and Woodland Candidate Local Wildlife Site and the notified Ash tree at the southern extent of this site as well as Leicester Forest East (Hedgerows 1 and 2) and the Species Rich Hedgerow that forms

²⁴ See Glossary or the Enabling Travel Choice Strategy published by Leicestershire County Council for definition.

- the sites northern boundary with an appropriate buffer and proposals for positive management post development.
11. No built development within the surface water flowpath located within the site and provision of an appropriate sustainable drainage system based on natural flood management principles;
 12. Public Open Space to include a minimum of 5.1ha of Natural Green Space, 1.6ha of informal open space, and 0.4ha of new allotment provision on site as well as the provision of a new park and play equipment for children and young people to meet the requirements set out in Policy HW2.
 13. Financial contributions towards existing sports park provision in the vicinity of the site.
 14. Sympathetic design of the northern part of the site around the Grade II listed Oaks Farmhouse to minimise any harm to the setting of this building.
 15. The provision of a significant landscape buffer to the north and west of the site.

Supporting text

- 3.95 The site lies to the west of the committed site at Hastings Fields. However, despite being well related to the Principal Urban Area (PUA) there is a lack of key local services and facilities locally.
- 3.96 This site, will together with the existing committed sites at Hastings Fields and Kingstand Farm, and a further proposed allocation at the Kingstand Golf Course will form a new urban extension to the Principal Urban Area (PUA) and will include significant new services and facilities to meet the needs of new and existing communities. In addition, having regard to the location of this site on the A47 (a key corridor into the City) and adjoining the PUA there are significant opportunities to improve access to local facilities both on site and off site, including through the delivery of significantly enhanced active travel provision locally to improve access to the New Lubbethorpe development which has further facilities such as a secondary school, health centre, further primary school provision and retail facilities. The Council will expect the site developer to work with partners, including neighbouring developers to ensure the sustainability of this site can be optimised.
- 3.97 The Council will expect the submission of a Sustainable Transport Strategy and Movement Framework as part of any planning application to identify reasonable measures to reduce car-based travel and fully explore opportunities to minimise trip rates and secure high levels of trip internalisation within the development. This strategy will be consistent with the Council's Local Plan Transport Strategy and clearly set out the new and existing facilities (social and economic) that residents are likely to want to access and demonstrate how enhancements to transport connectivity (i.e. walking, wheeling, cycling, passenger transport and car) can best provide for future sustainable travel needs.
- 3.98 As part of any new development scheme the Council will require the provision of a new local centre to include a convenience store/small

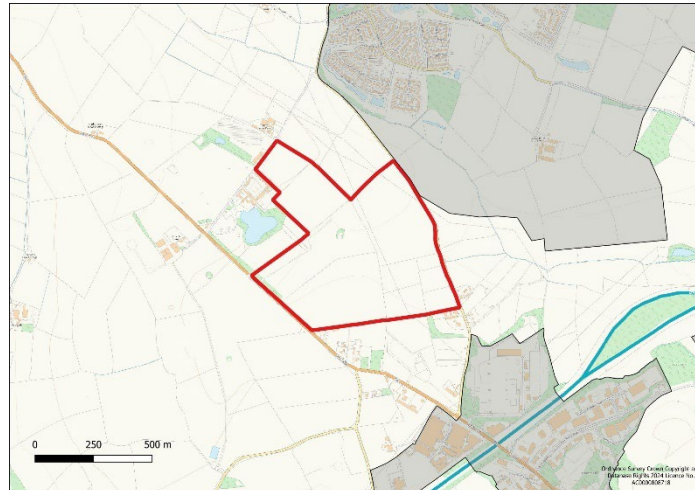
supermarket and consider the provision of other related uses such as a site for a small day nursery, public house or other shops and eateries. These outlets are to be accessible to the adjoining committed scheme at Hastings Fields as well as proposed developments to the south by walking, cycling and wheeling routes.

- 3.99 To offer local travel choice the Council is also keen to connect into the services and facilities provided elsewhere in the PUA including the committed New Lubbethorpe Site and proposed Land West of Lubbethorpe Site. A shared walking and cycling route along Hinckley Road is already proposed as part of the adjoining Phase 1 site and this allocation site will look to further enhance local connectivity including via the Kingstand Farm (H1B) Sites and Beggars Lane (S10) sites.
- 3.100 In order to encourage bus penetration into the site the developer will design the scheme to include a small highway loop serving the local centre and mobility hub. A convoluted road layout which delays existing bus services unnecessarily (and therefore reduces the likelihood of getting bus services to serve the site) is to be avoided.
- 3.101 In addition to a new local centre the Council will also seek contributions to increase the size of the proposed new primary school on Hastings Fields as well as contributions to a new primary school at Land west of Beggars Lane, Lubbethorpe and towards secondary school provision on the nearby Lubbethorpe Site. We will also expect the delivery of a new community building, which together with the primary school will form the focus for the delivery of early years spaces, the provision of which will be supported via developer contributions. The Council will also seek new on-site open space provision in line with requirements set out in Policy HW2 of this plan reflecting the deficit in Allotments, Amenity Green Space, Children's and Youth's Play and Accessible Natural Green Space locally. The Council will also seek contributions to off-site sports provision.
- 3.102 Site access will be via the committed Hastings Field site, where a new four arm roundabout on the A47 is proposed. The Council will expect a high level of permeability between the proposed allocation site and Hastings Fields (phase 1 site) across all travel modes. In particular, new development will connect into proposed new cycle routes along the A47 and Beggars Lane, Lubbethorpe and onwards to Meridian Leisure Park and the City Centre.
- 3.103 Given the proximity of this site to Desford Crossroads we would also expect new development to make a fair and proportionate contribution to the remodelling of Desford Crossroads which is due to take place from 2028 onwards. The actual contribution is likely to depend on the final number of homes delivered, the demonstrable impact of those homes and the timing of any contribution.
- 3.104 There are a number of environmental constraints that impact the site. This includes a number of Notified, Candidate and Potential Local Wildlife Sites.

These will be retained and brought into positive management as part of the wider development and appropriate buffers provided to protect these. Where practicable consideration will be given to joining up these areas via the provision of new open space. Provision of on-site open space will be in accordance with Policy ENV2 and Policy HW2. The Green and Blue Infrastructure Study includes a standard for accessible green infrastructure and the Open Space Assessment sets out standards for different types of open space. The policy seeks to meet these standards, but it is recognised that some of these standards overlap.

- 3.105 Given the scale of this site the Council will expect any planning application to be supported by a Habitat Management and Monitoring Plan (HMMP).
- 3.106 Land to the west and north of the site has a rural nature and in order to help mitigate the scheme consideration will be given to the provision of strategic planting on these boundaries in order that the site does not present an eroded settlement edge. The Council will also expect that key landscape elements such as hedgerows, ponds and mature trees are retained on site wherever practicable to help reduce the impact of development on local landscape character.
- 3.107 Oaks Farm to the northeast of the site includes a Grade II Listed Building (list entry number 1074713). Consideration will be given to minimising the harm to the setting of this heritage asset through careful site layout and design.
- 3.108 Although there are no significant areas of elevated flood risk on this site there is a small watercourse within the site which is also identified as a surface water flow path. The culverting of this watercourse will not be acceptable and appropriate buffers will be provided to allow access to the watercourse and protect the riparian trees which flank it). Where water is to be discharged into this watercourses or other ditches on site the Council will expect water to be discharged via an appropriate sustainable drainage scheme based on natural flood management principles. The Council will also expect that surface water is positively managed on site including during the construction phase of development in order to prevent a deterioration in water quality arising from the mobilisation of silt and other contaminants. This and other construction phase impacts will need to be considered through the submission of a CEMP (Construction and Environment Management Plan) during the application process.

Land West of Beggars Lane, Lubbethorpe



Policy S10: Land West of Beggars Lane, Lubbethorpe - Strategic Development Site (Strategic)

1. Land West of Lubbethorpe as outlined on the Policies Map is allocated for around 825 homes. The site forms a sustainable urban extension to the Principal Urban Area settlement of New Lubbethorpe. The Council will require the below listed site specifics and accordance with other Local Plan policies:
 - A. The submission of a Strategic Masterplan and associated delivery and a phasing plan and market absorption report considering the likely timing and extent of delivery having regard to the site's relationship with the adjoining New Lubbethorpe Site;
 - B. The provision of a new 2FE Primary School the detail of which to be agreed with the Local Authority as well as contributions towards secondary provision at New Lubbethorpe;
 - C. The provision of a new local centre to include a convenience store (circa 400sqm GIA) and other retail shops and small-scale commercial units (Class E uses) and community centre (Class F2) together with older people's accommodation
 - D. The provision of a mobility hub located close to the primary school and local centre with accessible and high-quality active travel routes between all three services/facilities;
 - E. The prioritisation of sustainable travel to encourage a modal shift away from the private car. Details to be provided in a Transport Assessment to include a Sustainable Transport Strategy and Movement Framework. This will be expected to conform with the Council's Local Plan Transport Strategy;
 - F. The provision of Active Travel routes connecting into Beggars Lane, and the wider New Lubbethorpe development, and contributions towards improvements to the Beggars Lane (Corridor 3) proposals outlined in the Blaby LCWIP;

- G. Appropriate design of routes and contributions towards the delivery of bus services to serve the site;
- H. Consideration of the downgrading of the southern part of Beggars Lane to a walking and cycling route;
- I. The primary access to the site will be via Desford Road (B582) and Dee Road in the vicinity of Parcels R13 and R19 of the committed New Lubbesthorpe Scheme with pedestrian connections to Narborough Wood Park and Beggars Lane;
- J. Contributions to local junction or road corridors requiring capacity or safety enhancements as a result of the development, the detail and timing of which to be agreed with the Local Highway Authority;
- K. Trees, hedgerows and ponds to be retained on and adjoining the site (including Beggars Lane Hedgerow 3 pLWS) with appropriate buffers where practicable and retained ecology features bought into positive management;
- L. The provision of a 30-year Landscape Ecology Management Plan (LEMP) and a Biodiversity Enhancement Management Plan (BEMP); to be submitted to and approved by the Council as part of the application;
- M. Consideration within the design of the scheme of the potential surface water flow path which dissects the site west to east from Desford Road to Beggars Lane and provision of an appropriate sustainable drainage system based on natural flood management principles;
- N. The preparation of a Heritage Desk Based Assessment, and pre-determination trial trench evaluation reflecting the high archaeological potential of this site; and
- O. The provision of new sports pitches and other green infrastructure to meet the needs of new residents and the requirements set out in Policy HW2.
- P. The preparation of a noise impact assessment, including that generated by nearby noise generating uses including the nearby battery storage facility.

Supporting text

- 3.109 The site lies to the west of the committed New Lubbesthorpe site and will form a sustainable urban extension to the Principal Urban Area (PUA). Further growth in this area will help to sustain services already being provided as part of the New Lubbesthorpe site including public transport services and will help provide new services and facilities including a new school to meet local education needs, as well as further retail and community facilities including the provision of a new mobility hub.
- 3.110 There is already significant growth proposed in the PUA in Blaby over the next plan period and as such the Council will expect any proposals for the site to be bought forward in a way which does not undermine delivery of new homes on the New Lubbesthorpe which will be nearing completion towards the end of the Plan period. To this end any proposals for development on this

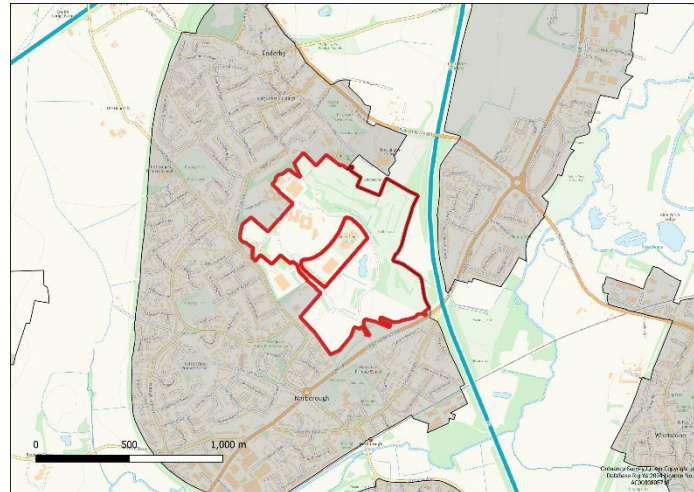
site will be supported by a market absorption report and a market delivery strategy setting out how the site will complement rather than compete with the adjoining site.

- 3.111 The Council will expect the submission of a Sustainable Transport Strategy and Movement Framework as part of any planning application to identify reasonable measures to reduce car-based travel and fully explore opportunities to minimise trip rates and secure high levels of trip internalisation with the development and the wider Lubbethorpe development. This strategy will be consistent with the Council's Local Plan Transport Strategy and clearly set out the new and existing facilities (social and economic) that residents are likely to want to access and demonstrate how enhancements to transport connectivity (i.e. walking, cycling, passenger transport and car) can best provide for future sustainable travel needs within the new Lubbethorpe area.
- 3.112 Notwithstanding the above, it is considered that this site benefits from existing and committed active travel infrastructure including that being delivered by the New Lubbethorpe development, or as part of the Hastings Fields development in Kirby Muxloe. The Council is keen to strengthen local walking and cycling provision further and will expect this development to provide high quality active travel links to surrounding sites as well as internally connecting the Mobility Hub, Primary School and Local Centre. The Council will also expect any development to contribute to the corridor improvements to Corridor 3 (Beggars Lane) route as set out in the Blaby Local Cycling and Walking Infrastructure Plan (LCWIP).
- 3.113 Primary access to the site will be via Beggars Lane and through the New Lubbethorpe development. Part of Beggars Lane will be downgraded to facilitate active travel enhancements.
- 3.114 Provision of on-site open space will be in accordance with Policy ENV2 and Policy HW2. The Green and Blue Infrastructure Study includes a standard for accessible green infrastructure and the Open Space Assessment sets out standards for different types of open space. The policy seeks to meet these standards, but it is recognised that some of these standards overlap.
- 3.115 All losses of trees, hedgerows and ponds on site will be minimised and where retained ecological elements protected through the creation of appropriate buffers and long-term management. The provision of a 30-year Landscape Ecology Management Plan (LEMP) and a Biodiversity Enhancement Management Plan (BEMP) will be submitted to the Council as part of any planning application.
- 3.116 It is noted from flood mapping that there is a surface water flow path which dissects the site west to east. Consideration will be given to creating a new green/blue infrastructure corridor along this flow path. As a minimum the scheme will need to demonstrate through the submission of a robust Flood Risk Assessment (FRA) and drainage strategy that no new homes or other

built development will be at increased flood risk for the life of the scheme. The Council will expect any Flood Risk Assessment to assess the risk to the site of this culvert blocking as part of any site-specific flood risk assessment and where required measures will be outlined to mitigate such risks.

- 3.117 A Desk Based (Heritage) Assessment supported by on site archaeological assessment will be required ahead of submission of any planning application reflecting the archaeological potential of the site.

Land at Carlton Park, Narborough



Policy S11: Land at Carlton Park, Narborough - Strategic Development Site (Strategic)

Land to the South and East of Carlton Park, Narborough as shown on the Policies Map is allocated for a mixed-use urban neighbourhood of around 560 dwellings, small-scale employment development and supporting local services and infrastructure set within a green and blue infrastructure network. The development will comprise the following elements:

1. Housing

- A. A minimum of 25% affordable housing (in line with Policy H2 Affordable Housing). Where it can be demonstrated that the requirements of Policy H2 would make the development of the strategic site unviable a reduced requirement or alternative tenure split may be considered.
- B. An appropriate mix of sizes, types, and tenures taking account of the latest evidence on local housing needs (in line with Policy H3 Housing Mix).
- C. A mix of density to reflect the site's context and to integrate with existing neighbouring uses. An overall site average of between 30 – 38 dwellings per hectare, dependent on character areas, is required on the net developable area of the site.

2. Employment

- D. Provision for new small-scale local employment opportunities and redevelopment of existing employment premises subject to compatibility

with neighbouring uses and in accordance with Policy E2 - Key Employment Sites and other Existing Employment Areas.

3. Services and Facilities

- E. Provision of a Local Centre to include a convenience store around 450 sqm GIA and a community centre.
- F. Provision of financial contributions towards the provision of early years, primary, secondary and special education places to meet the identified need for additional school places.
- G. Provision of financial contributions towards improving capacity in primary healthcare facilities to meet the identified need.
- H. Provision of financial contributions towards community services and facilities in accordance with Policy INF2.
- I. Provision of on-site outdoor sports facilities (2 natural grass pitches) and financial contributions towards existing off-site outdoor sports facilities in accordance with the Council's Playing Pitch Strategy and Policy HW2.

4. Transport Requirements

- J. The prioritisation of sustainable travel to encourage a modal shift away from the private car. A Mobilisation and Active Travel Strategy conforming to the Council's Local Plan Transport Strategy will be prepared and submitted with a planning application. This will be approved by the Local Planning Authority, in consultation with the Local Highway Authority. The strategy will set out a clear 'place vision' and 'transport vision' for the site outlining a coherent and comprehensive approach to ensuring significant levels of trip containment. It should also clearly set out how modal shift from private car to active travel and public transport will be achieved and will facilitate access on and off-site services and facilities.
- K. Provide well-connected walking, cycling and internal road layouts which allow for good accessibility within the development and into adjoining areas;
- L. Enhance walking, cycling and public transport services with Narborough station, Enderby St Johns Park and Ride site, and local services and facilities in the wider area, including Everards Meadow and Fosse Park.
- M. Contributions to Local Cycling and Walking Corridor improvements:
 - Local Cycling and Walking Corridor 4 – B582
 - Local Cycling and Walking Corridor 6 - Enderby/ Narborough/ Littlethorpe/ Blaby
 - Local Cycling and Walking Corridor 7 - Narborough to Everards Meadows
 - Local Cycling and Walking Corridor 8 – Narborough to Sharnford
- N. Site access and transport requirements to be determined – M1 corridor, local junctions impact/ Provide vehicular access via the existing access points on the B4114 and Forest Road;
- O. Maintain and enhance Public Rights of Way within the site and connecting to the wider area;

5. Environment

- P. A multi-functional green and blue infrastructure network of public open space, natural green space and play space in accordance with Policies ENV2 and HW2 to include a minimum of 1.4ha of Parks and Recreation Grounds, 4.2 ha of Accessible Natural Greenspace, 1.4ha of Amenity Greenspace, 0.42 of Allotments, 0.1ha of Children's Playspace and 0.1ha of Youth Playspace.
- Q. Support opportunities to create continuous natural and semi natural corridors along the River Soar and River Sence corridors including through planning obligations where appropriate
- R. Key ecology features will be retained where practicable including priority habitats, the Candidate Local Wildlife Site and mature trees where these are suitable for retention. Ecological features will be retained with appropriate buffers and brought into positive management and maintained in the future. A Habitat Management and Monitoring Plan (HMMP) will be submitted alongside the planning application.
- S. The preference will be to retain trees that were a feature of the former Carlton Hayes Hospital site, subject to appropriate management and mitigation planting.
- T. Detailed proposals will respond to the existing landscape character, topography and long distance views. The planning application will be supported by a Landscape and Environment Management Plan (LEMP).
- U. Detailed proposals will respect the setting of designated and non-designated heritage assets, including the Enderby and Narborough Conservation Areas, the Church of St John Alderby and Enderby Mill Scheduled Monuments, and the following Grade II Listed Buildings: the Former Carlton Hayes Chapel, the Workshop George Street Enderby, 4 and 6 Broad Street, and the Barn and Pigsty southeast of Copt Oak Farmhouse. The planning application will be supported by Heritage and Archaeological Assessments.
- V. Make provision for the drainage and waste management strategy for the site to address surface water flood risk within the site with a sustainable drainage system based on Natural Flood Management principles. Any SuDS will ensure appropriate treatment of surface water to reflect the sites proximity and hydraulic connectivity to Narborough Bogs SSSI. Any water discharged from the site will pass through a minimum of three treatment trains prior to discharge unless downstream of the SSSI in accordance with Policy CC2.
- W. A noise impact assessment will be required to address impacts and mitigation from M1 and B4114 traffic. This may include landscaping, buffers and/ or a requirement for a building overheating and ventilation assessment. These are detailed matters which are to be confirmed at the planning application stage.
- X. A contaminated land desktop study report will be required to consider any sources of contamination both on and off site, quantifying the risk(s) to all relevant receptors. Identification of any appropriate site intrusive

investigation and mitigation works will be required, particularly regarding the historic landfill site to the north east of the site.

Supporting Text

- 3.118 Land at Carlton Park is allocated for a new mixed-use urban neighbourhood set within a green and blue infrastructure network adjoining Enderby and Narborough.
- 3.119 The development will include a mix of homes to reflect the needs of the community, small-scale employment uses to provide jobs, provision for local services and facilities, and measures to support sustainable transport and improve the existing road network.
- 3.120 The development will reflect the fact that it is close to the existing settlements of Enderby and Narborough and will seek to integrate with these settlements in terms of walking and cycling access and green infrastructure / open space. The infrastructure provided will seek to support improvements to local services.
- 3.121 The key components, its layout and design of the development will primarily be guided by Policy S6: Comprehensive Development and Masterplanning of Strategic Sites, Policy S11: Land at Carlton Park and Policy S15: Design and Place-Making.
- 3.122 To ensure a comprehensively planned development, a Strategic Masterplan will be prepared and agreed before an outline planning application is considered by the Local Planning Authority. Piecemeal development not in accordance with the Strategic Masterplan will not be supported. Policy S6 sets out the key principles for the strategic sites and details of what the Strategic Masterplan will need to include to meet the requirements of the LPA.
- 3.123 Policy S11 (this policy) gives details of site-specific requirements for the development of the site which will also need to be included in the Strategic Masterplan. The Strategic Masterplan and policies of the Local Plan will continue to inform future detailed (or reserved matters) planning applications of specific parcels of land as and when they are submitted for consideration.
- 3.124 A local centre, including a convenience store and a community centre should be provided as part of the development to meet day to day shopping needs and provide a focus for a variety of community activities.
- 3.125 Carlton Park is an established business park located within this site which includes company headquarters (Santander, The Watches of Switzerland Group) as well as other businesses. This development provides the opportunity to provide additional small-scale employment development as well as to redevelop elements of the existing business park, where appropriate in the context of the existing and new neighbouring uses, and in accordance with Policy E2 – Key Employment Sites and Other Existing Employment Areas.

- 3.126 The site includes 560 dwellings and so financial contributions towards education provision will be required. This includes early years, primary, secondary and special education places in accordance with Policy INF1. Consideration will need to be given to how to accommodate at Brockington College the secondary school places (11-16 and Post 16 places) arising from this development and the other Local Plan allocations in Elmesthorpe, Huncote, Littlethorpe and Thurlaston and committed sites²⁵.
- 3.127 Financial contributions will also be required to improve capacity in existing primary care facilities, including GP surgeries, to meet the needs arising from this development.
- 3.128 Financial contributions towards other community facilities and services will also be required in accordance with Policy INF1 depending on the need this could include libraries, buildings for sports and leisure, and cemeteries. The need arising from this development will be assessed as part of the determination of a planning application.
- 3.129 Provision of on-site open space will be in accordance with Policy ENV2 and Policy HW2. The Green and Blue Infrastructure Study includes a standard for accessible green infrastructure and the Open Space Assessment sets out standards for different types of open space. The Policy seeks to meet these standards, but it is recognised that some of these standards overlap.
- 3.130 This site lies in close proximity, and within the catchment of Priority Project 1 identified in the Council's Green and Blue Infrastructure Study. This scheme (Narborough to Aylestone Wetland) would establish a connected, wildlife-rich wetland habitat along the River Soar and River Sence corridors; stretching from Narborough Bog Nature Reserve in the east towards Aylestone Meadows Local Nature Reserve in Leicester. It would comprise of the restoration of wet grassland, grazing marsh, reedbeds and riparian habitat will support populations of amphibians, birds and aquatic species. Where appropriate the Council will seek to ensure that on site SuDS supports aspirations to improve water quality, enhance biodiversity and improve connectivity throughout the corridor. The Council will work with partners to deliver focused improvements including floodplain restoration and river corridor recovery, in line with proposals in the LNRS including through the collection of planning obligations.
- 3.131 Provision of on-site outdoor sports provision (2 natural grass pitches) and financial contributions towards existing off-site outdoor sports facilities in accordance with the Council's Playing Pitch Strategy and Policy HW2.
- 3.132 The site has several existing environmental assets including priority habitats, a Candidate Local Wildlife Site, protected trees, tree belts and ponds. As far

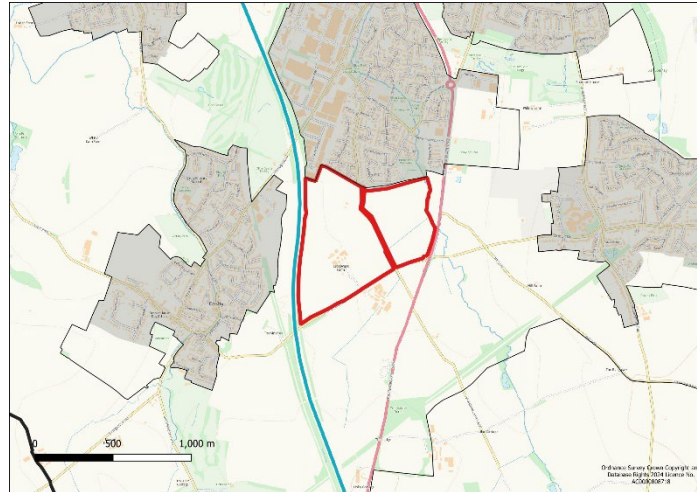
²⁵ Local Plan allocations: Policy H1N - Land at Church Farm Station Road, Elmesthorpe; Policy H1I - Land South of Narborough Road, Huncote; Policy H1J - Springfield Farm, Forest Road, Huncote; Policy H1K - Land South of Warwick Road, Littlethorpe; Policy H1Q - Hill View Nurseries, Thurlaston; and Policy H1R - Land off Croft Road, Thurlaston. Committed site: Croft Lodge Farm, Croft.

as possible, these assets will be retained and brought into positive management as part of the wider development and appropriate buffers provided to protect these assets. Mitigation planting may be required. Consideration will be given to connecting these areas through the provision of new public open space, natural green space and play space including new planting to create a multi-functional green and blue infrastructure network. Given the scale of this site the Council will expect any planning application to be supported by a Habitat Management and Monitoring Plan (HMMP).

- 3.133 The Council will expect the preparation and submission of a Mobilisation and Active Travel Strategy as part of any planning application to identify reasonable measures to reduce car-based travel and fully explore opportunities to minimise trip rates and secure high levels of trip internalisation with the development. This strategy will be consistent with the Council's Local Plan Transport Strategy and clearly set out the new and existing facilities (social and economic) that residents are likely to want to access and demonstrate how enhancements to transport connectivity (i.e. walking, cycling, passenger transport and car) can best provide for future sustainable travel needs.
- 3.134 The site is crossed or bordered by three Public Rights of Way (PRoWs). These PRoWs provide important connections between existing settlements (including Enderby and Narborough) and into the adjoining countryside. The PRoWs will be maintained and enhanced, and if necessary rerouted.
- 3.135 Parts of the site are affected by surface water flood risk. The design and layout of the development will need to reflect the surface water flows affecting the site. Furthermore, the site is within the Narborough Bogs Site of Special Scientific Interest Impact Zone. The SSSI which contains one of the largest natural reedbeds in Leicestershire together with areas of wet woodland and meadow. The SSSI is sensitive to changes in water quality and water levels. As a result, a site-specific flood risk assessment, drainage and water management strategy and sustainable drainage system based on natural flood management principles will be required to address surface water flows within the site.
- 3.136 A historic landfill site is located partly in the northeastern corner of the site and partly beyond the site boundary. In addition around 25% of this site is identified as previously developed land. Contaminated land reports will be required to consider any risk(s) and identify appropriate mitigation measures arising from the landfill site and other areas of potential contamination, both on and off site.
- 3.137 The site also adjoins the M1 motorway and the B4114 and may be affected by noise. Further investigation will be required to ensure that there are no unacceptable impacts and suitable mitigation measures are proposed in line with Policy HW3.

- 3.138 As the site lies within a mineral safeguarding area, a Minerals Assessment will be required in accordance with Policy M1 of the Leicestershire Minerals and Waste Local Plan in line with Policy ENV6.

Land South of Whetstone



Policy S12: Land South of Whetstone - Strategic Development Site (Strategic)

1. Land to the South of Whetstone as outlined on the Policies Map is allocated for a mixed-use strategic scale development of around 760 homes, 3 hectares of employment land and supporting local services and infrastructure. The comprehensive development will comprise the following elements:

Housing

2. An appropriate mix of sizes, types and tenures to meet the needs of different groups taking account of the latest evidence on local housing needs.
3. A minimum of 35 self-build and custom build homes on a single parcel of one hectare.

Employment

4. A minimum of 3 hectares of land for local employment opportunities in line with a mixed-use site. The employment land will accommodate business (E(g), industrial (B2) and/or warehousing (B8) uses on units of less than 9,000 sqm.

Retail, Local Services and Leisure

5. A Local Centre to include as a minimum:
 - A. One local convenience store and community facilities.
 - B. Safeguard 2 hectares of land for potential use as a two-form entry primary school and early years facilities.
6. Contributions for secondary school places, post 16 places and special educational needs and for health services.

Green Infrastructure

7. A Green and Blue infrastructure Plan which reflects the findings of the Council's Blue Green Infrastructure Study setting out how at least 50% of the site will provide for green infrastructure, open space, sports pitches and associated built facilities. This will include:
 - A. A minimum of 5 hectares of multi-functional accessible natural greenspace including public parks and recreation space, amenity greenspace and natural greenspace in line with Policy ENV2 Green and Blue Infrastructure and Policy HW2 Open Space, Sport and Recreation;
 - B. Space for children's and youth play and allotments in line with the standards set out in Policy HW2 Open Space, Sport and Recreation;
 - C. A minimum sports pitch provision of 3 natural grass pitches and financial contributions towards other outdoor sports pitch provision in line with requirements set out in Policy HW2 Open Space, Sport and Recreation; and
 - D. Private front and rear gardens and communal garden areas.

Transport Infrastructure

8. Transport solutions that prioritise sustainable travel and achieve a modal shift away from the private car will be required. Details to be provided in an agreed Mobilisation and Active Travel Strategy that conforms with the Council's Local Plan Transport to be submitted with a planning application.
9. New and improved transport infrastructure will be confirmed by transport modelling and include:
 - A. Walking and cycling improvements to Whetstone and Blaby including connections to routes identified in Corridor 5 of the Blaby Local Cycling and Walking Improvement Plan and Corridors 12 and 15 of the South Leicestershire Area Local Cycling and Walking Improvement Plan and Priority Project 3 set out in the Blaby Green and Blue Infrastructure Study
 - B. Public transport infrastructure improvements to enhance routes close to the site at Dog and Gun Lane currently serving bus route number 84/85;
 - C. Provision of a mobility hub in a location to be agreed with the District Council and Local Highway Authority;
 - D. Local road network improvements, including:
 - i. Site access via Countesthorpe Road and Springwell Lane;
 - ii. Improvements to A426 Lutterworth Road at junctions of Countesthorpe Road and Cosby Road.

Environment

10. The development will be required to deliver a drainage and water management strategy to address areas of fluvial flood risk associated with the Whetstone Brook and surface water flows within the site. A sustainable drainage system based on natural flood management principles in accordance with Policy CC2 Flood Risk is required. No built development outside of Flood Zone 1.
11. The site to be designed sensitively to recognise the Whetstone Brook and other Local Wildlife Sites, woodland, grassland and on-site trees. Key landscape and

ecological features will be retained and brought into positive management (including hedgerows along Springwell Lane and Lutterworth Road). The Whetstone Brook Local Wildlife Site requires a buffer. Habitat Management and Monitoring Plan (HMMP) and CEMP will be required with the planning application to ensure retained and new habitat is managed appropriately and ensure adverse construction phase impacts are managed.

12. Built development will be sensitively sited, designed and scaled to reflect the existing settlement patterns at Whetstone. Trees and vegetation essential to the character of the area will be retained wherever possible. New planting using native species will be positioned and designed to integrate into the new development within the landscape.
13. The potential for archaeological remains in the vicinity of the site will be required to be investigated and mitigated.
14. Noise Assessment and Air Quality Surveys will be required to consider noise and air quality issues and mitigation measures relating to the M1 motorway and nearby industrial processes.
15. A contaminated land desktop study report will be required to consider any sources of contamination both on and offsite, particularly given the site's agricultural nature and historic industrial land uses near to the site. The report must quantify the risk(s) to all relevant receptors, allowing for identification of any site intrusive investigation and remedial works required.

Supporting text

- 3.139 The site is currently agricultural land. It is located to the south of Whetstone and adjoins residential uses to the north of the site.
- 3.140 Land South of Whetstone is a significant extension to Whetstone identified in the Local Plan to accommodate housing and employment growth. The development will be a comprehensively planned development including a mix of homes to reflect the needs of the community, employment uses to provide jobs, supporting local infrastructure such as schools, open space, green infrastructure, community facilities and sustainable transport.
- 3.141 The development will reflect the fact that it is close to existing settlement of Whetstone and seek to integrate with the existing settlement in terms of walking and cycling access and green infrastructure / open space. The infrastructure provided will seek to support improvements to local services.
- 3.142 The key components, its layout and design of the development will primarily be guided by Policy S6: Comprehensive Development and Masterplanning of Strategic Sites and Other Significant Development, Policy S12: Land South of Whetstone and Policy S15: Design and Place-Making.
- 3.143 To ensure a comprehensively planned development, a Strategic Masterplan will be prepared and agreed before an outline planning application is considered by the Local Planning Authority. Piecemeal development not in accordance with the Strategic Masterplan will not be supported. Policy S6 sets out the key principles for the strategic sites and details of what the

Strategic Masterplan will need to include to meet the requirements of the LPA.

- 3.144 Policy S12 (this policy) gives details of site-specific requirements for the development of the strategic site which will also need to be included in the Strategic Masterplan. The Strategic Masterplan and policies of the Local Plan will continue to inform future detailed (or reserved matters) planning applications of specific parcels of land as and when they are submitted for consideration.
- 3.145 A local centre including a convenience store and community facilities will be provided as part of the development to meet day to day shopping needs and provide a focus for community activities.
- 3.146 The site includes around 760 dwellings and so will require education provision. Discussions with County Education have indicated a need for a primary school and early years provision. At this stage, there is need for a one form entry primary school but a school of this size is not supported by the Local Authority who recommend that a site of 2 hectares is safeguarded for a primary school that will accommodate for cumulative growth. Financial contributions will be required for secondary, post 16 and special education needs.
- 3.147 Financial contributions towards other community facilities and services will also be required in accordance with Policy INF1 depending on the need this could include waste management buildings for sports and leisure, library and health services.
- 3.148 Provision of on-site open space will be in accordance with Policy ENV2 and Policy HW2. The Green and Blue Infrastructure Study includes a standard for multi-functional accessible green space, and the Open Space Assessment sets out standards for different types of open space. The Policy seeks to meet these standards, but it is recognised that some of these standards overlap.
- 3.149 The eastern boundary of the site is formed by the Whetstone Brook and this is the source of flood risk on the site. Built development will be restricted to areas identified as Flood Zone 1. Surface Water flood risk is also an issue on this site. The design and layout of the development will need to reflect the surface water flows affecting the site and the development will need to provide drainage and flood risk mitigation. Taking account of a site-specific flood risk assessment, drainage and water management strategy and sustainable drainage system based on natural flood management principles will be required to address areas of fluvial flood risk associated with the Whetstone Brook and surface water flows within the site.
- 3.150 The site has several existing environmental assets within the site including an Area that is identified as could be of Particular Importance for Biodiversity (ACIB) associated with Whetstone Brook and several Local Wildlife Sites. As far as possible, these assets will be retained and brought into positive

management as part of the wider development and appropriate buffers provided to protect these assets. Mitigation planting may be required. Consideration will be given to connecting these areas through the provision of new public open space, natural green space and play space including new planting to create a multi-functional green and blue infrastructure network. Given the scale of this site the Council will expect any planning application to be supported by a Habitat Management and Monitoring Plan (HMMP).

- 3.151 A historic landfill site is also located within 250m of the site to the north. The site also adjoins the M1 motorway and may be affected by noise. Further investigation will be required to ensure that there are no unacceptable impacts and suitable mitigation measures are proposed in line with Policy HW3.
- 3.152 A Sustainable Transport Strategy and Movement Framework will be submitted with as part of any planning application to identify reasonable measures to reduce car-based travel and fully explore opportunities to minimise trip rates and secure high levels of trip internalisation with the development. This strategy will be consistent with the Council's Local Plan Transport Strategy and clearly set out the new and existing facilities (social and economic) that residents are likely to want to access and demonstrate how enhancements to transport connectivity (i.e. walking, cycling, passenger transport and car) can best provide for future sustainable travel needs.
- 3.153 Walking and cycling infrastructure will take account of the priorities set out in the Blaby and South Leicestershire Local Cycling and Walking Infrastructure Plans, together with Priority Project 3 set out in the Blaby Green and Blue Infrastructure Study (Glen Parva, Whetstone and Countesthorpe Green Routes) which provides opportunity to create a new multifunctional green corridor connecting the site up to National Cycle Network (NCN) Route 6 near Blaby.
- 3.154 Main site access to be via Countesthorpe Road with secondary access from Springwell Lane. Local road network improvements to be confirmed by transport modelling and take account of highway safety issues on the A426 Lutterworth Road at the staggered junctions of Countesthorpe Road and Cosby Road.

Strategy for Retail and Leisure and Network of Centres

Policy S13: Strategy for Retail and Leisure and Network of Centres (Strategic)

Retail and Leisure Strategy

- 1. The District Council takes a positive strategy to planning for retail, town centre and leisure uses through the following approaches:
 - A. Protecting the existing network of defined centres by encouraging new and replacement floorspace for convenience and comparison retail, leisure and other town centre uses;

- B. Providing new retail floorspace at planned District and Local Centres supporting Strategic Sites;
- C. Assessing new proposals for retail, town centre and leisure uses through the development management process using sequential test and impact assessments as appropriate.

Network of Centres

2. The following hierarchy will be used to guide investment and planning applications for retail, town centre and leisure activity:

Tier	Description	Defined Centres
1	Blaby Town Centre	Blaby Town
2	District Centres	Enderby, Glenfield, Narborough
3	Local Centres	Cosby, Countesthorpe, Huncote, Kirby Muxloe, Leicester Forest East, Sapcote, Stoney Stanton, Whetstone and Lubbethorpe

3. The boundaries of the Tier 1 to 3 centres are defined on the Policies Map. The defined centres will be the focus for convenience and comparison retail, town centre and leisure uses. Proposals will be appropriate in scale and nature to the size and function of the centre and its place in the hierarchy. Within Tiers 2 and 3 of the hierarchy new provision will strengthen the role of District and Local Centres in providing mainly convenience retail and local services to meet local needs.

Strategic Sites

4. New District and Local Centres will be delivered at the Strategic Sites, including Land West of Stoney Stanton and Whetstone Pastures, in line with Policies S7 to S12. Such provision will include shops, services and facilities and be appropriate in scale and location to the areas they serve and consolidate and enhance the existing network/ hierarchy of defined centres and not harm their vitality and viability. Once established the new centres will be included as part of the network of centres.

Supporting text

- 3.155 National policy requires local plans to define a network and hierarchy of centres and where development proposals are made for main town centre uses outside of town centres and which are not in accordance with an up-to-date Local Plan a sequential test should be applied with town centres coming first, then edge of centre sites, and only if suitable sites are not available (or are not expected to become available) in these locations should out of centre sites be considered.
- 3.156 The NPPF also states that proposals for town centre uses outside town centres should provide an impact assessment over a certain size threshold. The default threshold for such assessments to apply is 2,500m² of gross floorspace but local thresholds can be set.

- 3.157 The Retail, Town Centres and Leisure Study 2025 (the Study) reviewed the hierarchy of centres and concluded that the hierarchy is made up of 3 tiers and includes:

Centre	Role and purpose
Blaby Town Centre	Blaby town is the principal and largest centre in the District. Includes largest amount of commercial floorspace including larger convenience floorspace meeting the day to day service and shopping needs, including main food, for local residents.
District Centres	Enderby, Glenfield and Narborough include a variety of smaller scale commercial operators often including at least one supermarket and non-retail services meeting the day to day retail and service needs of local community.
Local Centres	Smaller centres provide day to day facilities for local village catchments including a small supermarket and post office and/or non-retail services (such as hairdressers, business services)

- 3.158 Neighbourhood Parades, small parades of shops of neighbourhood significance, are also identified as being important for day to day needs. Neighbourhood Parades are not regarded as centres.
- 3.159 Outside of existing centres, new local or district centres will also be delivered at the heart of the new communities of the Strategic Sites at Land West of Stoney Stanton and Whetstone Pastures. These centres will be limited in their scale and be local in character to ensure that they serve the new communities being formed but without capturing footfall from the defined town and district centres. Policies S7 – S12 set out the details of what will be delivered at each Strategic Site.
- 3.160 Fosse Park, ASDA and Grove Park Triangle (collectively known as the Motorways Retail Area), Meridian Leisure and Everards Meadow are identified as out-of-town centres and offer retail and leisure activities. These retail and leisure facilities are important assets serving District residents and a wider catchment in terms of main food and national multiple comparison goods shopping. It is important to sustain the viability and vitality of these assets. Where no sequentially preferable sites are available, retail, town centre and leisure proposals, in line with the roles of the existing out-of-town centres, will be supported where development can be integrated with existing facilities.
- 3.161 The Retail, Town Centre and Leisure Study 2025 identifies the amount of need (sometimes referred to as the quantitative need) for new convenience (food stores) and comparison (non-food) retail, cafes / bars and leisure

floorspace for the District for the next 10 years and the Plan period. The floorspace needs are set out in Table 4:

Table 4: Retail, Food and Beverage and Licensed Premises Floorspace Needs

Use	Need to 2034 (floorspace square metres)	Need to 2041 (floorspace square metres)
Retail Convenience (Food Stores)	3,500 – 3,800	4,500 – 4,800
Retail Comparison (Clothing, Homeware, Electrical Goods etc)	5,800 – 10,000	10,900 - 18,800
Food and Beverage (Restaurants and Cafes)	700	1,900
Licensed Premises (Pubs and Bars)	-600	-100

- 3.162 No significant provision requirements for bingo halls, cinemas, ten pin bowling or casinos were identified by the Study. Blaby has sufficient large format leisure provision at Meridian Leisure and nearby in Leicester and Hinckley and so no land allocations are recommended for such leisure uses.
- 3.163 In terms of meeting retail needs, taking account of existing commitments, there is an outstanding need for convenience (food retail) in the District and in Blaby town centre. However, given the existing offer in terms of larger format stores in the District and nearby, the Study indicates that this level of need is most likely to be of interest to discount operators to bring forward new stores.
- 3.164 In terms of comparison (non-food retail), the goods offer at Blaby Town centre is mainly focused on meeting day to day needs with smaller national multiples and specialist independent traders. Fosse Park with its national multiple retailers is the main destination in the District and further afield for comparison shopping. Leicester city centre and smaller scale centres outside the District, such as Hinckley and Oadby, are also easily accessible by Blaby residents. The national multiple offer at Fosse Park and the localised offers at other nearby centres together function well in meeting residents' needs. The Study indicates that providing for large areas of additional comparison retail floorspace is unlikely to be commercially viable or a realistic proposition given the uncertain commercial market conditions.
- 3.165 Given the recommendation not to allocate additional comparison floorspace and in accordance with the 'town centre' first principle it is important to continue to protect defined centres within Blaby and neighbouring authority areas. Rather than allocate sites the Study suggests a positive strategy directing retail floorspace to existing defined centres and Strategic Sites. The sequential test, and where appropriate the impact assessment, will be applied to planning applications.

Strategy for Gypsy, Travellers and Travelling Show Persons

Policy S14: Strategy for Gypsies and Travellers and Travelling Show Persons (Strategic)

1. To ensure that Gypsies and Travellers have access to suitable accommodation, the following minimum provision will be made between 2025 and 2042:

	2025- 2030	2030- 2035	2035- 2040	2040- 2042	2025- 2042
Permanent Residential Pitches	37	17	19	8	85
Plots for Travelling Show People	2	1	2	1	6

2. For the first five years, provision will be made through a combination of expanding capacity on existing sites, extending existing sites, re-use of existing sites primarily through the development management process and considering the most up-to-date Blaby District Gypsy and Traveller Accommodation Needs Assessment.
3. The Council will support extra capacity on existing permitted sites and the re-use of existing vacant sites with recent permissions for Gypsy and Traveller Accommodation.
4. For the years 6 to 10 and 11 years onwards, broad locations are identified to accommodate Gypsy and Traveller and Travelling Show Persons. Sites for new and extensions to existing Gypsy and Traveller and Travelling Show Persons sites will be located, in order of preference, at the following locations:
 - A. Within the defined Settlement Boundaries, as set out on the Policies Map, of the Principal Urban Area of Leicester, the Larger Villages and the Medium Villages;
 - B. Immediately adjoining defined Settlement Boundaries of the Principal Urban Area of Leicester, the Larger Villages and the Medium Villages;
 - C. Within approximately three miles of the Settlement Boundary for the Principal Urban Area of Leicester, the Larger Villages or within approximately two miles of the Settlement Boundary for the Medium Villages.
5. Accommodation for Gypsies and Travellers and Travelling Show People will not be supported in areas defined as Green Wedge or Areas of Separation.
6. Proposals for Gypsy and Traveller and Travelling Show Persons accommodation will be supported where it is demonstrated that the site will be:
 - A. Located within reasonable distance to a settlement and has access to a range of services;
 - B. Of an appropriate scale in relation to the settlement to which it relates, and its local services and infrastructure;
 - C. Avoids 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. The design of new development will be in accordance with best practice;

- D. Capable of being accessed without detriment to highway safety and adequate parking, turning and servicing space is provided;
- E. Located within areas where air quality, noise pollution or land contamination do not adversely affect the health or living conditions of the residents;
- F. Located in areas not significantly adversely affected by physical constraints such as flood risk;
- G. Avoids significant adverse affects to protected areas, including wildlife and geology designations and scheduled ancient monuments; and
- H. 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
- I. Of a scale that causes overdevelopment in terms of the proposal or by extension to an existing site
- J. Compliant with other policies of the Local Plan

7. The Council will continue to work with the Leicester and Leicestershire local authorities to establish the most appropriate and deliverable locations for additional transit provision.

Supporting text

- 3.166 National policy requires a local planning authority to identify the scale of need for gypsies and travellers and travelling show people and set out how it plans to meet this need for accommodation in the Local Plan.
- 3.167 In line with national policy at the time (Planning Policy for Travellers, 2015), a Gypsy and Traveller Accommodation Assessment (GTAA 2022) assessed Gypsy and Traveller and Travelling Show People, including households:
 - Who travel for work (and were considered to meet the definition of Gypsy and Traveller for the purposes of planning as set out in the PPTS 2015)
 - Who did not travel for work but are culturally gypsies (but were not considered to meet the definition within the PPTS 2015)
 - 'Undetermined households' - These are households (on a known gypsy and traveller site) where an interview was not completed (either due to refusal to be interviewed or households that were not present during the fieldwork period).
- 3.168 The Local Plan addresses the total need for Gypsies and Travellers and Travelling Show Persons for all the categories listed above in line with national policy.
- 3.169 The GTAA identifies a total need of 6 plots for Travelling Show People, including two within the first five years. The planning consent at the existing Travelling Show Persons site allows for the accommodation of sufficient additional plots. No further provision for Travelling Show People is made.
- 3.170 In terms of permanent residential pitches for Gypsies and Travellers, the GTAA indicates a total need of 93 permanent pitches, including 41 pitches in

the first five years. The GTAA considers the time periods from 2022 to 2041. The requirement has been rebased to match the plan period and to take account of new provision since 2022. Overall, the total requirement is recalculated to 85 pitches. In terms of the first five years requirement of 37 pitches, the current supply is 27 pitches. This means there is an outstanding need of 10 additional pitches for the first five years. It is noted that at the time of writing there are several planning applications for a total 25 pitches being considered by the Council. Also, 20 pitches are proposed on the standalone strategic sites.

3.171 To meet the outstanding need for permanent pitches for the first five years and the rest of the Plan period, several approaches have been pursued to provide additional provision to accommodate the outstanding need, including:

- Increasing capacity on existing sites within existing boundaries. Opportunities will be pursued through regularisation and determination of planning applications.
- Supporting the extension of existing sites to increase capacity.
- Supporting the re-use of vacant sites that were previously used for gypsy and traveller accommodation.
- Undertaking Call for Sites and contact with relevant landowners. No sites have been promoted to the Council through the Call for Sites.
- Making provision on Strategic Sites. The two standalone strategic sites will be required to make provision for up to 10 pitches for Gypsies and Travellers on site.
- Contacting public sector landowners to identify opportunities. No confirmed suitable sites have been identified.
- Contacting neighbouring local planning authorities to ask whether they can make additional provision for gypsies and travellers to meet unmet needs in Blaby District.

3.172 Historically, there have been windfall developments for Gypsy and Traveller accommodation in the District and it is reasonable that this will continue. Therefore, for the first five years, provision will primarily be made through applications being considered through development management process. Longer term for years 6 onwards, a broad locations and criteria approach will be used.

3.173 The Broad Locations for Gypsy and Traveller and Travelling Show Persons accommodation are derived by considering:

- The proximity of sustainable settlements in line with the settlement hierarchy set out in Policy S1 Location and Growth Strategy.
- Access to health services and schools.
- Restricting development within Green Wedges and Areas of Separation. Gypsy and Traveller accommodation as it is likely to be contrary to Policy S16 and Policy S17.

- 3.174 The Broad Locations therefore include the existing urban areas of settlements and areas designated as Countryside that are within approximately 3 miles or 2 miles of specific settlements. It does not include Green Wedges or Areas of Separation. In terms of location, an order of preference is set out in the policy. The policy also includes criteria to ensure the amenity of the Gypsy and Traveller community and the settlement community and to protect the environment.
- 3.175 In terms of transit provision, the GTAA identifies a need for public transit pitch provision of 36 caravan spaces (or managed equivalent) spread over 2-3 sites in Leicestershire. It suggests that an initial review should be completed of potential sites that are deliverable in the short-term, and that new provision should be prioritised where needs are greatest, in the northwest of the County and the City, and that further provision should reflect the location of unauthorised encampments, the strategic transport network, and overall geography of the county. It indicates that consideration should be given as to whether new sites and/or managed approaches to dealing with unauthorised encampments, such as tolerated stopping or Negotiated Stopping Agreements, offer the best option to accommodating transit needs.
- 3.176 The Multi Agency Traveller Unit have confirmed that a tolerated stopping approach is currently being used. However, the preference is for specific sites to be identified for transit needs.

Design and Place-making

Policy S15: Design and Place-making (Strategic)

1. New development will be expected to be designed in a way that enhances the surrounding physical environment, embraces sustainability and enables healthy lifestyles. Well-designed places are critical to ensuring new development serves our residents' immediate and future needs.

Design Principles

2. Proposals will be supported where they embody the following design principles:

Visual attractiveness and local context

3. The architectural design and landscaping of each development will be visually attractive and be appropriate to its context having regard to massing, scale, footprint, design vernacular and other patterns of development established in the vicinity. Larger schemes will include a variety of designs across the site that combine and relate well together. All development is expected to enhance the existing public realm or street scene.
4. The design of new development will have a positive relationship with and provide opportunities to enhance the natural and historic environment. This means taking account of important landscape and other natural features, townscape and historic views and vistas. It also means proactively designing

improvements to and integrating with existing green and blue infrastructure and actively promoting biodiversity. It is expected that all designs will integrate tree planting both within the street scene and wider development. Planting is to be appropriate to its setting.

Street design, movement and legibility

5. Streets and street scenes are to be visioned from inception alongside a proposal's architecture as part of the overall design concept. Streets are to be tied to and frame a proposal's buildings and civic spaces. All streets will acknowledge and integrate well with a development's wider context and enhance connectivity to existing communities, local facilities and services. Developments will be navigable, with a clear hierarchy of streets which alongside nodes, such as important civic spaces, views or glimpses, will help to generate a narrative of place. Primacy will be given to pedestrians, cyclists and other forms of active travel, and streets will be designed in a way that increase connectivity between and access to local services and public transport infrastructure. Developments will have due regard to the requirements of the Local Transport Plan 4 (or any successor document).

Community safety

6. New development will be designed so that it is safe and inclusive for all, to minimise opportunities for crime, harassment and anti-social behaviour, providing good natural surveillance and appropriate demarcations between public and private spaces.

Diversity and community

7. New development will be designed to possess a sense of place and encourage and accommodate social interaction and civic engagement.

Ease of use

8. New development will be accessible to all user groups taking into account the different mobility needs of people (including, but not limited to, older people and disabled people) so that barriers to access can be overcome.

Resilience

9. Good design will be resilient. New development will be designed with the ability to adapt to changing social, environmental, technological and economic conditions where reasonably foreseeable.

Supporting biodiversity

10. New development will take opportunities to enhance local biodiversity. In designing new development schemes developers are expected to have regard to the Local Nature Recovery Strategy and any areas identified as of importance for biodiversity. On all sites developers will give strong consideration to the use

of no and low cost measures to minimise harm to local species and support local fauna including through the use of:

- A. Bird safe glass;
- B. Hedgehog highways;
- C. Swift and bat boxes; and
- D. Swales and permanently wet attenuation basins.

Healthy Lifestyles

11. New development will address social sustainability issues, by supporting healthy lifestyles. Public spaces and local destinations including public open space and other services and facilities will be well connected by streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people, including our most vulnerable people, from getting out and about.

Neighbouring Uses and Amenity

12. New development will be appropriate for its location and consider nearby uses. It will not have an undue adverse effect on the health and living conditions on existing or future nearby occupiers. Existing businesses and occupiers will not have unreasonable restrictions placed on them as a result of new development permitted after they were established.
13. Where new development is proposed in proximity to existing uses that may give rise to noise, disturbance or other amenity impacts (including privacy, light, noise vibration, emissions, hours of working and vehicle activity) the applicant will be required to demonstrate that any significant adverse effect can be appropriately mitigated and reduced to a minimum to ensure the living conditions of the new occupants are acceptable. The applicant will need to implement the mitigation before completion of the development and before the first occupancy or any operational change of use arises.

Sustainability and Resource Use

14. New development will be designed to facilitate the efficient use of resources and support the reuse and recycling of waste throughout the lifecycle of all developments from design, construction, use and after use.
15. Maximising sustainability will be achieved through:
- A. Considerate and appropriate materials use;
 - B. Capitalising on orientation, topography, location of water bodies and vegetation to achieve passive cooling and heating; and
 - C. The implementation of sustainable construction methods.
16. New development will provide adequate space for the storage of waste and where appropriate the treatment or collection of waste in accordance with the Council's waste collection guidelines.

Assessing Proposals

17. All proposals for new development will be assessed against Building for Healthy Lives²⁶ or any successor document, the Council's Design Supplementary Plan and any future Council Design Guide and/ or Codes.

Supporting Text

- 3.177 Designing high quality environments is essential for creating vibrant, safe, healthy and accessible communities, and thereby contributing to a good quality of life for local residents.
- 3.178 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.
- 3.179 The NPPF, National Design Guide, Building for a Healthy Life 2020 and Healthy Streets can be material considerations in decision making and provide clear guidance for applicants. Our policy tries to build on this and offer a sense of how this guidance is to be applied within the District.
- 3.180 Developers will be expected to work with local communities, the Local Planning Authority and other key stakeholders to achieve the highest quality design outcomes.
- 3.181 Applicants are encouraged to work collaboratively and engage in pre-application discussions. The Council's design principles can be used to guide these discussions. Design and access statements and other forms of supporting evidence will illustrate how the stages of the design process have been followed and in what manner the design principles have been addressed. Front loading of and early application of design principals on site can help to in the delivery of high-quality site assessments and scheme visions.
- 3.182 Occasionally where sites are large scale or especially sensitive the Council will take specific development proposals to a formal panel for design review. Where the Council intends to do this, we will liaise with developers prior to submission and will expect developers to positively engage in the process.
- 3.183 The implementation of this policy will be assisted, when appropriate, by further local studies and design guidance, including urban characterisation and landscape characterisation studies, design briefs, design codes and Supplementary Planning Documents. This local evidence will be used to inform and guide planning decisions

²⁶ [BFL-2020-Brochure.pdf](#)

Green Wedges

Policy S16: Green Wedges (Strategic)

1. Green Wedges are important strategic areas. They are 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.
2. Green Wedges will be maintained in the following locations:
 - A. Between Blaby and Glen Parva (Sence Valley);
 - B. Between Whetstone, Whetstone Pastures, Blaby and Countesthorpe;
 - C. Between Whetstone, Enderby, New Lubbesthorpe, 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.
3. The detailed boundaries of the Green Wedges are shown on the Policies Maps.
4. The need to retain Green Wedges will be balanced against the need to provide new development (including housing) in the most sustainable locations. 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.
5. Uses that are appropriately located in Green Wedges include: agriculture (including allotments and horticulture – but not garden centres); outdoor recreation (where associated buildings are small in scale); forestry; footpaths, bridleways and cycleways; and burial grounds.
6. In circumstances where the development would not be harmful to the functions of the Green Wedge, the following uses will be allowed: renewable and low carbon energy developments (that are also in compliance with Policy CC4: Renewable and Low Carbon Energy); park and ride schemes; transport infrastructure (including new roads); and mineral extraction.
7. 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.

Supporting text

- 3.184 Green Wedges are 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.
- 3.185 Green Wedges 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'.
- 3.186 The Green Wedge and Areas of Separation Review 2025 examined how effectively the Green Wedges are functioning against the purposes set out in the policy. Amendments to Green Wedge boundaries, including the reduction of areas and the creation of new ones, were identified through this study to respond to the new development allocated through the plan and development that had taken place since the previous review.

*Areas of Separation***Policy S17: Areas of Separation (Strategic)**

1. Areas of Separation are areas of open land designated specifically to maintain the character and identity of individual settlements through preventing their coalescence.
2. The detailed boundaries of the Areas of Separation are shown on the local plan policies maps in the following locations:
 - A. between Narborough and Huncote
 - B. between Stoney Stanton, Sapcote and Land West of Stoney Stanton
 - C. between Lubbethorpe, Leicester Forest East, and Thorpe Astley
 - D. between Whetstone and Cosby
 - E. between Whetstone Pastures and Countesthorpe
3. 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.
4. The need to retain Areas of Separation will be balanced against the need to provide new development (including housing) in the most sustainable locations.

Supporting text

- 3.187 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.

- 3.188 Areas of Separation function at a very localised scale, providing a specific gap between settlements. This characteristic clearly differentiates Areas of Separation from other designations which tend to operate over larger areas and can be multifunctional and strategic in nature.
- 3.189 When assessing the potential for development in Areas of Separation, consideration will be given to the physical as well as perceptual separation between built up areas.
- 3.190 The Green Wedge and Areas of Separation Review 2026 examined how effectively the areas are functioning against the purposes set out in the policy. Extensions to designation boundaries were identified through this study to respond to the new development allocated through the Plan.

Countryside

Policy S18: Countryside (Strategic)

1. Designated Countryside is largely open and rural, and is recognised for its intrinsic character and beauty. Development which adversely impacts on the open and rural character of the countryside will not be permitted unless there are substantial public benefits to outweigh the harm. The Countryside designation is shown on the Policies Map.
2. To help ensure appropriate development in the countryside, the following types of development are supported subject to compliance with the related policies elsewhere within this plan:
 - A. Agriculture, forestry, or equine related activities, and the diversification of agricultural businesses;
 - B. Outdoor sport and leisure facilities where a countryside location is needed and justified;
 - C. Sustainable tourism facilities appropriate for their rural location and in accordance with Policy R5 Sustainable Tourism, Leisure and Visitor Development
 - D. Change of use and sympathetic extensions of existing buildings.
 - E. Renewable energy in accordance with Policy CC4 Renewable and Low Carbon Energy;
 - F. The provision of 'Rural Exception' affordable housing to meet local housing needs in accordance with Policy H2 Affordable Housing;
 - G. Essential dwellings for rural workers where there is a clear functional need to live on or near the place of work;
 - H. Small scale employment and development relating to a rural business and in accordance with Policy E3 Employment Development on Unallocated Sites.
 - I. Replacement dwellings of a similar size and scale to the existing building.
3. The need to retain Countryside will be balanced against the need to provide new development (including housing) in the most sustainable locations.

Supporting Text

- 3.191 Countryside is an important designation encompassing those areas of the District which are outside the settlement boundaries and are not subject to any other designations such as Green Wedges and Areas of Separation. Managing development in areas of Countryside is fundamental to delivering the pattern of development set out in our development strategy and therefore delivering sustainable development.
- 3.192 The National Planning Policy Framework (NPPF) recognises the intrinsic character and beauty of the countryside and the local plan has an important role to play by guiding development to protect these characteristics.
- 3.193 In addition to protecting the Countryside's intrinsic character and beauty, this policy recognises the need to support rural diversification and countryside based enterprises which contribute to rural economies and promote enjoyment of the Countryside. It is also acknowledged that some developments such as larger scale renewable energy developments will need to be sited in the Countryside.
- 3.194 Decisions in respect of impact on landscape character and appearance will be informed by the Blaby Landscape and Settlement Character Assessment (2020), National Character Areas, Landscape and Visual Assessment of SHELAA sites report (2025) and any subsequent pieces of evidence.

Chapter 4 - Climate Change and Flooding

Planning for Climate Change

- 4.1. Climate change is a cross-cutting theme of the Local Plan, with most chapters contributing to mitigating and adapting to climate change.
- 4.2. The widespread and significant impacts of climate change place a responsibility on us all to minimise carbon emissions. This is an essential consideration of all development. As well as taking actions to reduce emissions, it is also important to maximise natural processes that can remove carbon from the atmosphere, for example through tree planting and protecting soils.
- 4.3. Even with concerted action now, current levels of greenhouse gases in the atmosphere will lead to changes in the climate including more extreme weather events and heightened flood risk. The Local Plan will have a significant role to play in directing growth to sustainable locations; ensuring the delivery of green infrastructure; helping to reduce the need to travel; mitigating the impacts of higher temperatures or increased intensity rainfall events and flood risk, and maintaining biodiversity.
- 4.4. Some of the necessary actions for tackling climate change, such as improving energy efficiency, supporting the continued roll out of renewable energy generation and increasing the provision of green infrastructure, could have direct benefits for residents by reducing energy bills and providing a higher quality environment.

Policy CC1: Planning for Climate Change

1. 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 S1 (Location and Growth Strategy)
 - B. Seeking site layout and sustainable design principles which reduce energy demand and increase efficiency. This includes:
 - i. Promoting active travel and public transport in accordance with Policies INF5 (Active and Healthy Travel) and INF6 (Public Transport).
 - ii. Supporting new growth with new or enhanced services and facilities likely to be required by new residents and businesses in a location well related to growth.
 - iii. Providing facilities such as mobility hubs, secure cycle parking, showers and changing rooms where appropriate to aid with more sustainable methods of travel.
 - iv. Utilising landform, building orientation, efficient materials, massing and landscaping to reduce the likely energy consumption. This can help enable for example, passive solar design and improve natural ventilation.
 - v. Incorporate or be designed to enable the installation of renewable and low carbon technology in the future, for example air source heat pumps and solar panels (see also Policy CC4 (Renewable and Low Carbon Energy)).

- C. Supporting the re-use of existing buildings and materials to reduce waste and maximise the use of embodied carbon. Where new buildings are proposed, Modern Methods of Construction to cut both embodied carbon and carbon emissions are encouraged.
2. The Council will ensure that all development minimises vulnerability and provides resilience to climate change and flooding by:
- A. Requiring Sustainable Drainage Systems (SuDS) to be an integral part of the overall design, to efficiently drain and manage surface water in a more natural and environmentally beneficial way.
 - B. Supporting multi-functional green and blue infrastructure within developments, to reduce urban heat island, manage flooding and improve species resilience to climate change. These will link to existing networks of surrounding green and blue infrastructure where appropriate.
 - C. Encouraging environmentally beneficial features such as green roofs, green walls and facilities for re-use and recycling of rainwater.
 - D. Requiring new dwellings to adhere to the Building Regulations water efficiency standard of 110 litres per person per day in accordance with Policy CC3 (Water Quality, Supply and Wastewater)

Supporting text

- 4.5. The planning system is tasked with supporting the transition to a low carbon future in a changing climate. The effects of climate change include overheating, shifts in seasonal weather, impacts on biodiversity and landscapes, and more extreme weather events such as droughts, flash floods, and strong winds.
- 4.6. The Climate Change Act 2008 establishes a legally binding target to reduce the UK's greenhouse gas emissions by at least 80% in 2050 from 1990 levels. This policy aims to help meet these objectives by ensuring development is located, designed and constructed to make a significant contribution to mitigating climate change and is adaptable to its effects.
- 4.7. The specific energy efficiency and carbon emission requirements for new buildings are set through Building Regulations. The Future Homes and Buildings Standards amend these regulations and come into force March 2027. These will ensure that new homes and non-domestic buildings are built with low carbon heating and high levels of energy efficiency, so that buildings constructed to these standards will not require retrofitting to become zero carbon in use as the electricity grid decarbonises.
- 4.8. This policy is to be read in conjunction with Policy CC4 (Renewable and Low Carbon Energy) and S15 (Design and Place-making) Policy INF5 (Active and Healthy Travel) and Policy INF6 (Public Transport).

Flood Risk Management

Policy CC2: Flood Risk

- 1. When considering development proposals, the Council will follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. The development of sites with a higher risk of flooding will only

be considered where it is essential to facilitate the regeneration of a site or where the development provides wider sustainability benefits to the community that outweigh flood risk.

2. Development in areas that are identified as being at increased risk of flooding must:

- A. Be resilient to flooding through design and layout;
- B. Incorporate appropriate mitigation measures, such as on-site flood defence works and/or a contribution towards or a commitment to undertake and/or maintain off-site measures;
- C. Ensure that opportunities to reduce the causes and impacts of flooding to the site and the surrounding area are taken, as far as possible, in order to improve the existing situation, taking into account climate change, and at a minimum not increase flood risk to the site or the surrounding area; and
- D. Not affect the integrity or continuity of existing flood defences;
- E. Take account of all forms of flooding including, but not limited to groundwater, surface water and reservoir flooding;
- F. Demonstrate the application of a sequential approach to the site design and layout to ensure highest vulnerability land uses are located within areas of the site at lowest risk of flooding;
- G. Provide a safe access and egress route for future users of the development;
- H. Take account of the guidance and recommendations set out in the Strategic Flood Risk Assessment.

- 3. Suitable measures to deal with surface water will be required on all sites in order to minimise the likelihood of new development increasing flood risk locally. Any developments that could lead to changes in surface water flows or increase flood risk will be managed through the incorporation of Sustainable Drainage Systems (SuDS), which mimic natural drainage patterns. Surface water runoff will be restricted to at least the QBar greenfield rate minus 20% to ensure development reduces flood risk overall, or for smaller development sites, at a rate that mitigates blockage risk.
- 4. Where feasible and financially viable to do so, developers will restore culverted watercourses within regeneration or development sites to a natural state (i.e. break the channel out of culvert, remove redundant structures, replace/ improve existing structures to a restored watercourse profile) in order to reduce flood risk and provide local amenity and/or ecological benefits. Where new culverts are proposed as part of new developments these will be the minimum extent and number required to meet the needs of that development.
- 5. Proposals for flood management or other infrastructure offering improvements that lower the risk of flooding will be supported, subject to the proposal having no other significant adverse effects on local amenity and/or flood risk elsewhere. Where new flood related infrastructure is proposed opportunities for delivering environmental improvements including biodiversity net gain and blue and green infrastructure delivery will be fully considered by those delivering the project.
- 6. Where development is proposed close to or adjoining a Main River an 8m easement will be required to be kept from the top of the bank. This is necessary to ensure that an appropriate buffer is provided to enable access for maintenance and during a flood

event, and to make space for water as well as protect and enhance wildlife habitat adjacent to watercourses.

Supporting text

- 4.9. There are many causes of flooding including river (fluvial) flooding, surface water run-off (pluvial) flooding together with flooding from sewers and drains, culverted watercourses, groundwater, as well as through breaching / overtopping of flood defences and from artificial sources such as canals and reservoirs.
- 4.10. The effect of flooding on proposed developments, and the impact new development may have on flood risk within existing communities, is an important issue in deciding whether to grant planning permission for new development. The Council's level 1 and level 2 Strategic Flood Risk Assessment (SFRA) identifies the Flood Zones for Blaby and provides the necessary evidence to support the application of the sequential and exceptions test approach when allocating sites through the Local Plan and in considering planning applications.
- 4.11. The risk of flooding has informed the locational strategy for the District, which proposes to locate development predominantly in areas with a low risk of flooding and avoid further greenfield development within the functional floodplain or other areas at increased flood risk.
- 4.12. Planning applications for development proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development located in Fluvial Flood Zones 2 and 3 will be accompanied by a site specific Flood Risk Assessment (FRA). This will identify and assess the risks of flooding from all sources to and from the development and demonstrate how flood risk will be managed and where possible reduced by the careful design and layout of development proposals. For major developments in Flood Zone 1, the FRA will identify opportunities to reduce the probability and consequences of flooding. The Council will also expect flood risk assessments to be prepared where there is clear evidence that proposals could be affected by surface water flooding or could increase flood risk elsewhere.
- 4.13. Planning proposals with a higher risk of flooding will need to pass both the sequential and exceptions test. Proposals will only be considered where development is necessary to deliver wider sustainability objectives, for example, the essential regeneration of a previously developed site, or to support the maintenance or improvement of flood management infrastructure to communities affected by high levels of flood.
- 4.14. New development should minimise the risk of flooding to people, property and the environment. Development can help to mitigate and manage flood risk through the incorporation of SuDS. These systems may include surface water storage areas, flow-limiting devices, infiltration areas or soakaways.
- 4.15. In many locations watercourses have been heavily modified, including through culverting. Culverts are artificial water channels and are generally constructed to enable development above watercourses or manage flood flows where a natural channel is inadequate. However, culverts can themselves restrict flood flows and contribute to flood risk. For example, by

causing ponding of water near the culvert entrance or by increasing flood risk downstream due to shortened response times and reduced flood retention in artificial channels, compared with natural watercourse floodplains. Culverts can also require more intensive management such as the clearing of trash screens and debris removal which if not undertaken in a timely manner can exacerbate flood risk. Therefore, where appropriate to do so the Council will encourage developers to de-culvert or 'daylight' watercourses wherever practicable. Proposals to de-culvert will be underpinned with modelling to demonstrate that by doing so there will be no increased flood risk to surrounding land holdings or local communities. Works in or near an Ordinary Watercourse may require a Land Drainage Consent which would need to be issued by Leicestershire County Council. The County Council also has policies related to ordinary watercourses which are to be considered by developers seeking to deliver schemes that could affect an Ordinary Water Course.

- 4.16. The Council will seek to support proposals for flood risk management schemes brought forward during the life of the Plan which reduce flood risk for local communities and contribute towards other strategic objectives set out within the Local Plan. The District Council will work with the Environment Agency, appropriate Lead Local Flood Authorities (LLFAs) and other stakeholders to identify funding opportunities and develop flood risk management schemes and infrastructure wherever possible.
- 4.17. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:
 - on or within 8 metres of a main river
 - on or within 8 metres of a flood defence structure or culverted main river
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission
- 4.18. For further guidance please visit the Environment Agency website. It should not be assumed that a permit will automatically be forthcoming once planning permission has been granted, and it is advised that developers consult the Environment Agency at the earliest opportunity.

Water Quality, Supply and Wastewater

Policy CC3: Water Quality, Supply and Wastewater

1. The Council will work with Leicestershire County Council, Water Companies, Developers, and other Authorities and relevant stakeholders to ensure that Blaby District's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner by:
 - A. Ensuring that adequate water supply, sewerage and drainage infrastructure needed to service new development is delivered in tandem with identified growth;

- B. Supporting activities by the Water Companies to reduce demand for water and in turn suppress sewerage and discharge effluent volumes by ensuring that water consumption is no more than 110 litres per person per day (including external water use) as estimated using the Water Calculator methodology or the fittings approach) set in Part G2 of the Building Regulations²⁷ and seeking the provision of rainwater butts on new residential properties where appropriate;
 - C. Working with the Lead Local Flood Authority (LLFA) to ensure new developments incorporate sustainable drainage schemes that reduce the demand for potable water supplies and mimic natural drainage, wherever practicable. In bringing forward SuDS, as a means of managing surface water run-off, developers will be expected to design schemes to improve river water quality and reduce pressure on local drainage infrastructure and deliver biodiversity gain on sites;
 - D. Ensuring that development sites that have potential to adversely affect water quality at hydraulically connected water dependent wildlife sites including Narborough Bog SSSI make provision for enhanced SuDS provision (for example through the inclusion of additional SuDS treatment trains) and where appropriate are supported by a proportionate Construction and Environment Management Plan (CEMP) and/or Sustainable Drainage Statement. The Council will expect flood risk to be positively managed at all stages of the development including during the construction phase.
2. Surface water from new development will be managed using SuDS; discharge to watercourse; or connection to surface water mains sewer. Only when these options are not technically feasible and in consultation with Water Companies and the LLFA, will surface water discharges to a combined sewer be permitted.
 3. Foul flows generated by new development will connect to the mains sewer. Only where a connection to the mains sewer is not technically feasible (given the nature and scale of proposals and the distance from the nearest sewer) will discharges to package treatment works, septic tanks or cess pits be permitted. Developments that utilise non-mains drainage will only be permitted where proposals do not give rise to unacceptable environmental impacts.

Supporting text

- 4.19. The Council has cooperated with other Councils in South Leicestershire to commission a Water Cycle Study (WCS). This has highlighted future infrastructure needs required to meet future housing and commercial developments proposed through the Local Plans being prepared in Blaby, Harborough, Hinckley and Bosworth and Oadby and Wigston. Early engagement with the water and sewerage company (For Blaby District this is Severn Trent Water) will help facilitate the timely delivery of new infrastructure, but in some instances the Council will need to phase development to allow new infrastructure to be delivered. The trajectory submitted as part of the Local Plan submission takes into account the need to time the delivery of some sites to provide opportunity for developers and the water company to work together to meet increased demand for water

²⁷ [The Building Regulations 2010. Approved Document G](#) Appendix A and Table 2.2

supply and water treatment capacity. However, the Council will continue to monitor this issue throughout the life of the Plan.

- 4.20. According to the UK Government, water quality in our rivers has generally improved in recent years²⁸. However, it is widely accepted by Government, OFWAT (the Water Services Regulation Authority) and water companies that further actions to improve water quality and improve the monitoring of water quality are needed²⁹.
- 4.21. Meeting tighter water quality targets will be challenging in the face of supply and demand uncertainties associated with climate change and housing and employment growth over the plan period. Planning Authorities have a key role to play in supporting the Environment Agency, Water Companies and local communities to meet stricter water quality targets.
- 4.22. Future housing and employment growth, coupled with anticipated reductions in water output and availability as a result of climate change has led Severn Trent Water to conclude in its current and emerging Water Resources Management Plan (WRMP) that without demand management there would be insufficient water available to meet future needs. By 2041 Severn Trent Water forecasts a likely future water supply/demand deficit of 244Ml/d. This will increase to 540Ml/d by 2050-2051. Indeed, it is noted that Severn Trent is now classed as operating in a 'water-stressed' area, which means there is a risk of customer demand for water exceeding supply³⁰.
- 4.23. The Government intends to limit water consumption to 110 litres per head per day (l/h/d) by 2050. Severn Trent expects its own metering and water efficiency activities to reduce average customer use to around 118 litres per head per day (l/h/d) by 2050. It therefore needs to work with partners to reach the Government ambition of 110 l/h/d. The Council can support the Water Company by seeking to reduce water usage in new properties through requiring new developments meet the Optional Requirement in Part G2 of the Building Regulations. This reduces the maximum allowed usage of water in new dwellings from 125l/h/d to 110 l/h/d. Compliance with this policy can be achieved by following the requirements set out in Part G2 of the Building Regulations³¹. A condition will be applied to all housing permissions which will deliver new or replacement homes mandating that these meet the optional water efficiency standard. Implementation of the standard is then through the Building Control regime. It will be the responsibility of the developer undertaking the work to inform the Building Control Body that the optional water efficiency standard applies.
- 4.24. Leicestershire County Council are the 'Lead Local Flood Authority' or LLFA in Leicestershire. One of the statutory duties for the LLFA is to advise the District Council on the adequacy of proposals to manage surface water on major development sites. Where appropriate the Council will also work with Leicester City Council LLFA where proposals have drainage implications in the City boundary.

²⁸ [State of the water environment: long-term trends in river quality in England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/state-of-the-water-environment-long-term-trends-in-river-quality-in-england)

²⁹ [Government increases its ambition on water quality after decades of inaction - Committees - UK Parliament](https://www.parliament.uk/business/committees/committees-a-z/commons-select/water-and-rivers-committee/news-and-events/government-increases-its-ambition-on-water-quality-after-decades-of-inaction)

³⁰ [STdWRMP24-Non-Technical-Summary.pdf \(severntrent.com\)](https://www.severntrent.com/STdWRMP24-Non-Technical-Summary.pdf)

³¹ [The Building Regulations 2010. Approved Document G](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/438811/The_Building_Regulations_2010_Approved_Document_G.pdf)

- 4.25. Many recent large-scale developments within Blaby incorporate Sustainable Drainage Systems or SuDS. Often these systems consist of a piped drainage system which discharges to a large retention basin, which allows a controlled volume of water to discharge to a local watercourse over a set period of time. Whilst such ‘engineered’ systems are useful in reducing flood risk and reducing pressure on the local sewerage network, they often do little to reduce the need for potable water demand; improve water quality and tackle diffuse pollution; contribute towards groundwater recharge or significantly improve biodiversity and amenity. In order to better address the challenges of climate change and deliver improved developments that enhance local biodiversity and amenity the Council will support the delivery of SuDS which seek to manage runoff at source and incorporate Natural Flood Management (NFM) techniques. NFM works with natural processes to protect, restore and emulate the natural functions of catchments, floodplains and watercourses. They aim to manage the sources and pathways of flood waters whilst providing wider benefits to people, wildlife and the environment. Examples include land management such as removing impermeable surfacing to maximise infiltration, planting trees to increase evapo-transpiration, or making green space where flood waters are most likely to flow or collect.
- 4.26. Narborough Bog is a Site of Special Scientific Interest (SSSI) and Local Nature Reserve. It is comprised of upland fens, upland neutral grassland and wet woodland and includes Leicestershire’s only area of peat bog. It is identified as being in unfavourable condition partly due to changes in hydraulic conditions. Eutrophication, changes to land drainage and diffuse pollution all have the potential to affect site integrity. In bringing forward development which is hydrologically connected with Narborough Bog, or indeed any other designated water dependent wildlife sites in Blaby, the Council will work with Natural England, the LLFA and other partners to ensure that SuDS provide sufficient water treatment to protect site integrity. Where appropriate the Council will expect developers to provide a proportionate Construction Environment Management Plan (CEMP) and sustainable drainage strategy to be submitted as part of any application outlining the measures taken to protect wildlife sites from adverse effects resulting from development including during the construction phase.
- 4.27. In many rural parts of the District, it is not always possible for new or existing development to connect to the mains sewer network. However, a proliferation of private foul water treatment plants will increase diffuse pollution and lead to a deterioration in water quality in our surface and groundwaters. As a result, the Council will seek to ensure that all small-scale developments which can connect to the mains sewer network do so unless a technical reason preventing connection exists. Where there is no technical reason to prevent connection any new single or replacement dwelling whose curtilage is within 30m of the mains sewer network must connect to this. For larger developments connection to the mains sewer will be required on the basis of 30m per property. Developments of 5 dwellings will connect to the sewer if the closest part of the site boundary is less than 150m from the mains sewer network. For 10 properties connection is required if less than 300m from the mains sewer and so on.

- 4.28. In many rural locations the costs of connecting to the foul sewer network can be prohibitive, especially for small, isolated developments located some distance from the nearest mains sewer. Where it can be demonstrated to the satisfaction of the Council and the Environment Agency that connection to the foul sewer is not technically feasible or financially viable the Council will pursue drainage options in the following order:
- Discharge to Package Treatment Plant (PTP)
 - Discharge to Septic Tank
 - Discharge to Cess Pit.
- 4.29. Discharge to cess pit will only be allowed in exceptional circumstances where it can be demonstrated that other non mains drainage solutions are inappropriate or could lead to significant environmental effects. This is because cess pits require ongoing emptying by tanker and where it does not happen in a timely manner the likelihood of a pollution incident can be high.

Renewable energy and low energy sources

Policy CC4: Renewable and Low Carbon Energy

1. Renewable and low carbon energy development including community-led initiatives will be supported across the District, where proposals are in accordance with the criteria set out in this policy. In determining planning applications for such projects positive weight will be given to the achievement of wider social, environmental and economic benefits.
2. Planning permission will be granted for renewable or low carbon energy developments, provided that they:
 - A. Do not cause demonstratable harm to the residential living environment of existing homes; and
 - B. Do not cause undue harm the historic environment; and
 - C. Can demonstrate no significant adverse effect on the natural environment, including statutory and non-statutory designated sites, priority habitats and species, and soils of high environmental value, such as peatlands and wetlands; and
 - D. Do not have an unacceptable visual impact which would be harmful to the character of the area; and
 - E. Will not have a detrimental impact on highway safety.
3. Full consideration will be given to the re-powering and life-extension of existing renewable sites as appropriate. Where renewable energy installations become non-operational for longer than 12 months, the Council will require the facility to be removed and the site fully restored to its original condition within 24 months of that use ceasing.
4. The following additional criteria will also apply for the following types of development:

Wind Turbines

A. Wind turbines will be permitted in areas of the District identified as potentially suitable for this type of development (as shown on the Policies Map) where, in addition to satisfying requirements above, it can be clearly demonstrated that:

- i. Following consultation, the planning impacts identified by any local community that would be affected have been appropriately addressed in line with national policy;
- ii. The proposal would not cause significant harm, both individually and cumulatively with other developments, to the quality and enjoyment of the landscape and related views; and
- iii. There would be no unacceptable impact on amenity or safety in terms of noise, shadow flicker, vibration, topple distance, air traffic safety, radar and telecommunications or visual dominance;

Solar Farms and Battery Energy Storage Systems (BESS)

B. Solar Farms and Battery Energy Storage System developments will be permitted in areas of the District identified as potentially suitable for these types of development (as shown on the Policies Map) where it can be clearly demonstrated that:

- i. In the case of solar, would not have an adverse impact on neighbouring uses or aircraft safety through glint and glare.
- ii. In the case of BESS schemes, proposals have regard to Leicestershire Fire and Rescue service's Advice for BESS developers to minimise fire risk³²
- iii. Effective use of land has been explored by prioritising development on previously developed and non-agricultural land where appropriate;
- iv. Where a proposal involves agricultural land it has been demonstrated that:
 - a) The land has been shown to be poorer quality land in preference to higher quality agricultural land; and
 - b) The proposal allows for continued agricultural use where applicable and/or encourages biodiversity improvements around solar arrays;
- v. Measures are in place for the decommissioning and restoration of the site when the installation becomes non-operational.

Supporting Text

4.30. The NPPF requires the planning system to support the transition to a low carbon future in a changing climate, encourage the use of renewable and low carbon energy and associated infrastructure in line with the Climate Change Act 2008 (as amended). Blaby District Council is committed to tackling the effects of climate change through its Climate Change Action Plan 2020-2030 which also sets out the aspiration for the District to become carbon neutral by 2050 or earlier.

³² [Battery Energy Storage Systems | Leicestershire Fire and Rescue Service](#)

- 4.31. Renewable and low carbon energy can also include, but is not limited to, district heating, biomass, hydroelectricity and ground/air source heat. Electric Vehicle charging points are also supported under this policy, however the specific requirement for these is addressed under Building Regulations and Policy INF9: Parking and Highway Design Standards.
- 4.32. When assessing the impacts of renewable and low carbon energy developments, consideration will also be given to any associated infrastructure, including, for example, compound fencing, lighting, access tracks and utility structures.
- 4.33. The Landscape Sensitivity Study for Renewable Energy 2025 identified areas in the District more suitable for larger scale renewable energy developments (as shown on the Policies Map). Proposals outside of these areas will be expected to be accompanied by robust justification to demonstrate there would be an acceptable impact on landscape character, as well as adhering to the criteria in this policy. Reference will be made to the aforementioned study and the criteria used when assessing impacts.
- 4.34. The Leicester and Leicestershire Local Area Energy Plan (LAEP)³³ sets out ways for local areas to meet energy needs as well as contributing towards the national Net Zero target. It identifies how different types of renewable energy development can achieve these objectives and where required investment could be made. This document does not form part of the local plan, however may be useful as a reference in helping reach shared climate objectives.

³³ [Leicester and Leicestershire LAEP](#)

Chapter 5 – Conserving and Enhancing the Natural and Historic Environment

- 5.1 The natural environment is a valuable resource contributing to our enjoyment of places and appreciation of the world we live in, Landscapes help define the large-scale character of areas within the district and the settlements in which they sit. Green and Blue Infrastructure can embrace a range of spaces and assets that provide environmental and wider benefits. Biodiversity and geodiversity add richness and interest to our environment, while trees and hedgerows provide wildlife habitats and positively contribute to the character and appearance of areas. Conserving and enhancing the natural environment improves our quality of life, including supporting the mitigation of and adaption to climate change
- 5.2 Blaby District has a rich and varied historic environment (summarised in the Heritage and Culture Policy below) which contribute to our knowledge and understanding of the past. It adds wider social, cultural, economic and environmental benefits. Careful management of the historic environment is necessary to ensure its importance is recognised, enjoyed by all and that it can continue to contribute to the success and growth of the District.

Biodiversity and Geodiversity

Policy ENV1: Biodiversity and Geodiversity (Strategic)

1. Development should avoid adverse impact on existing biodiversity and geodiversity features in line with the mitigation hierarchy. Where adverse impacts are unavoidable, they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort to ensure there is no net-loss, or that a net gain can be provided for priority habitat and priority species.

Sites of Special Scientific Interest (SSSI)

2. 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 Designated Sites

3. Other designated sites within the District (including Regionally Important Geological Sites, Local Nature Reserves and Local Wildlife Sites), 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 will 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 will be sought, including provision of replacement habitats.

Other Sites of Biodiversity Value

4. Non designated sites or areas of importance to biodiversity such as priority habitats, riparian zones, other wildlife corridors and steeping stone sites and sites or areas identified in the Local Nature Recovery Strategy (LNRS)³⁴ will be protected and bought into positive management as part of development proposals wherever possible.

Biodiversity and Geodiversity Improvements

5. All developments will seek to maximise opportunities to protect and enhance biodiversity and geodiversity where appropriate. This can include but is not limited to:
 - A. Incorporating native habitats, or habitat opportunities, within or around the site and/or as part of building design,
 - B. Providing for the creation of new habitats where appropriate and ensuring their long-term management; and
 - C. Ensuring that where possible new biodiversity features or habitats connect to existing ecological and green and blue infrastructure networks and complement surrounding habitats.
6. Development which will adversely affect irreplaceable habitats, including ancient woodland and ancient or veteran trees will be refused unless the need for, and benefits of, the development in that location clearly outweigh the loss.

Supporting Text

- 5.3 All applications for development that may affect biodiversity and geology interests will be accompanied by sufficient information, including an ecological report where appropriate, to allow potential impacts and possible mitigation measures to be assessed fully. This may require providing Landscape and Ecological Management Plans (LEMPs) and Construction Environment Management Plans (CEMPs) where necessary.
- 5.4 Where there is reason to suspect the presence of protected species, a survey carried out which makes provision for the species' needs in accordance with the relevant protecting legislation is to be carried out by a qualified individual.
- 5.5 Potential to improve Biodiversity and Geodiversity, including retention and enhancement of features of ecological importance such as green corridors and ponds, will be considered at an early stage of a development proposal and incorporated into the overall design.

³⁴ [Local Nature Recovery Strategy: Local Habitat Map](#)

- 5.6 In addition to the requirements of this policy, where applicable developments will be required to deliver Biodiversity Net Gain as set out in national legislation³⁵. Further details are available through the Government's Guidance pages³⁶.
- 5.7 In bringing forward new development regard to the Local Nature Recovery Strategy will be made in order that biodiversity proposals on development sites can contribute towards the recovery of nature both within the District and across the wider County of Leicestershire.

Green and Blue Infrastructure

Policy ENV2: Green and Blue Infrastructure (Strategic)

1. The integrity, multi-functionality, quality and connectivity of the existing strategic Green and Blue Infrastructure (GBI) network will be protected, enhanced and managed. Opportunities will be taken to connect with and improve the quantity, quality and accessibility of the existing network. GBI must be planned, delivered and managed for nature recovery and to create healthy and sustainable communities.
2. The following elements form the strategic Green and Blue Infrastructure Network for the District:
 - A. Open space network defined by the Open Space Audit 2019 (or updates to the audit);
 - B. Strategic Open Space Sites, including Fosse Meadows, as defined by the Parks and Open Spaces Strategy;
 - C. Public Rights of Way;
 - D. National Cycle Route;
 - E. Grand Union Canal;
 - F. River Soar, its tributaries including Lubbethorpe Brook, Rothley Brook, Thurlaston Brook, and River Sence;
 - G. Sites of Special Scientific Interest, Local Nature Reserves and Local Wildlife Sites;
 - H. Important habitats including hedgerows and grasslands, as identified in the Local Nature Recovery Strategy; and
 - I. Green Wedges, Areas of Separation and Local Green Spaces.
3. Development proposals causing loss or harm to the strategic GBI network will not be supported unless the need for and benefits of the development demonstrably outweigh any adverse impacts. Where adverse impacts on GBI are unavoidable, development will only be supported if suitable mitigation measures for the network are provided.
4. Development proposals will ensure existing and new GBI is considered and integrated into the scheme design from the outset taking account of the Green and Blue Infrastructure Study Priority Projects 1, 3 and 5, the Developer Checklist and the Local Nature Recovery Strategy. The design and layout of new GBI will:

³⁵ The Town and Country Planning Act 1990 (inserted by the Environment Act 2021)

³⁶ [Gov.uk Guidance Biodiversity Net Gain](https://www.gov.uk/guidance/biodiversity-net-gain)

- A. Incorporate a range of types and sizes of green and blue spaces, linear and environmental features that are appropriate to the development and the wider green and blue infrastructure network to maximise the delivery of multi-functionality and connectivity;
 - B. Deliver biodiversity net gain and support ecosystem services;
 - C. Respond to landscape, townscape and historic character;
 - D. Support climate change adaptation and resilience including through use of appropriate habitats and species; and
 - E. Encourage healthy and active lifestyle behaviours such as walking and cycling for everyday journeys.
5. Development will contribute in proportion to its scale towards establishing, enhancing and managing GBI by contributing to the development of the strategic GBI network within Blaby, in line with the standards and Priority Projects set out in the Blaby Green and Blue Infrastructure Study (2025) and the Leicestershire Local Nature Recovery Strategy. The following Green and Blue Infrastructure Standards from the Natural England Green Infrastructure Framework are required as a minimum:
- A. Green Infrastructure Strategy Standard - All major residential, employment and commercial development will have a Green and Blue Infrastructure Plan which sets out how GBI will be delivered and how the GBI will be managed, maintained and monitored for at least 30 years.
 - B. Accessible Greenspace Standard - All major residential development will provide new accessible greenspace equivalent to 3 hectares per 1000 of the expected population. This equates to the Parks and Recreation Grounds, Natural Greenspace and Amenity Greenspace typologies set out in Policy HW2.
 - C. Urban Greening Factor Standard - All major development meets Urban Greening Factors of at least 0.3 for commercial development and 0.4 for residential development in existing urban areas. All major development outside of existing urban areas meets Urban Greening Factors of 0.5 for residential greenfield development).

Supporting text

- 5.8 The concept of green and blue infrastructure (GBI) is firmly embedded in national policy. Local planning authorities are required to set out a strategic approach in their Local Plans, planning positively to create, protect, enhance and manage networks of biodiversity and green infrastructure.
- 5.9 Policy ENV2 takes account of the principles and standards set out in the Natural England Green Infrastructure Framework (NEGIF) (2023) and Building with Nature (BwN). These highlight the important role of GI in delivering multiple benefits across health and well-being, climate, water, biodiversity and economic agendas.
- 5.10 The wider benefits of GBI are set out in the Council's Green and Blue Infrastructure Strategy (2025). Existing green and blue assets including open green spaces, street trees and woodland, other natural habitats, recreational routes, Green Wedges, allotments, rivers, brooks, and the Grand Union Canal are key assets of the District's network. 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 GBI. In addition, GBI can encourage improvements to the biodiversity of the District by providing new habitats and protecting important existing habitats and species.

- 5.11 However, the concept of GBI looks beyond existing designations, seeking opportunities to enhance the physical and functional connectivity of GBI assets, and to extend the benefits for the community and make them more accessible to people and wildlife. The GBI Study includes opportunity projects and these are to be considered when developing a proposal. Appendix 8 includes a map of the opportunity areas and projects. The Local Plan is seeking to support opportunities for three of the Priority Projects:
- Priority Project 1: Narborough to Aylestone Wetland (LV1) - Opportunity to create a continuous natural and semi-natural corridor along the River Soar and part of the River Sence between Aylestone Meadows Local Nature Reserve
 - Priority Project 3: Glen Parva, Whetstone and Countesthorpe Green Routes (LV3) - Opportunity to utilise the route if existing dismantled rail corridors to create wildlife-friendly traffic-free active travel routes between a number of settlements in Blaby District and beyond.
 - Priority Project 5: Stoney Stanton Park (SWV1) - opportunity to create a destination park by rejuvenating and joining the existing natural green space site and Stoney Stanton War Memorial Playing fields between Stoney Stanton and Sapcote.
- 5.12 In urban areas the network is influenced by the existing urban form and function, and GBI links through and within urban areas are an integral part of creating healthy and sustainable communities. The introduction of GBI in urban areas has multiple economic, health and environmental benefits.
- 5.13 The Council has a central role in the provision, delivery and planning of GBI through its role as local planning authority and in some cases as direct provider of significant areas of open spaces. It will also work in partnership with key public and private bodies, local communities and the voluntary sector to protect and enhance the GBI network and ensure a strategic approach is taken.
- 5.14 There is a wide range of evidence to inform the quantitative and qualitative requirements for GBI, including a Landscape Character Assessment, a Green Wedge Review, an Open Space Assessment, a Parks and Open Spaces Strategy, a Climate Change Strategy, and an Active Travel Strategy.
- 5.15 The Green and Blue Infrastructure Study (2025) sets out a vision, standards, strategic projects and action plans for improving green space in the District. This includes potential delivery mechanisms, partners, funding sources, and guidance. GBI proposals are to be evidenced-based, referring to baseline

evidence in the GBI Study and the Local Nature Recovery Strategy as well as detailed analysis of any existing GBI network on site. GBI will also be designed based on an assessment of local needs and take account of the views of key stakeholders.

- 5.16 Policy ENV2 sets out the standards that major development will be required to adhere to. Further details are set out in the NEGIF. It is recommended that development proposals also consider the additional standards set out in the NEGIF and BwN. Proposals will include an evidence-based GBI Plan or incorporate GBI into a masterplan showing evidence of how the policy requirements have been met. Depending on the scale of development, this information is to be submitted as a separate document or be incorporated into a Design and Access Statement. Applicants will also submit details of how maintenance of GBI is to be funded in the long-term and multi-functional benefits retained for a minimum of 30 years. A Landscape and Ecology Management Plan is required to ensure the benefits of GBI are delivered in the long-term. Developers bring forward major development schemes are encouraged to obtain a Building with Nature accreditation, to improve the quality of development across the District. The standard (introduced in Chapter 1 of the GBI Study) includes 12 standards which will ensure new development raises the bar for GBI within the District.
- 5.17 GBI requirements are integrated into policies for site allocations, providing site-specific requirements recognising the features of the site and surroundings. GBI is to be a key consideration early in the design process and be well-integrated into development proposals at pre-application stage. The GBI Study includes a Developer Checklist with a concise set of questions to act as a guide for developers to ensure that GBI is considered from the start of the design process. The questions are set out below and further details are available in the GBI Study:
- Has the landscape led the production of the masterplan?
 - How has the masterplan considered water and drainage?
 - How will the masterplan relate to wider ecological networks?
 - How will the masterplan relate to wider active travel routes?
 - Does the development meet the GBI standards?
 - How does the masterplan use GBI to meet wider needs?
 - How will the site be maintained in the long-term?
- 5.18 Protection must be given to existing trees and hedgerows, in line with existing policy including the Hedgerow Regulations 1997, Sections 9 – 17 of the Forestry Act 1967 and Sections 1 and 9 of the Wildlife and Countryside Act 1981. An accurate assessment will be undertaken by a competent arboriculturist where proposed development might affect trees. Applicants will be encouraged to increase tree cover in line with the guidance set out in Chapter 5 of the GBI Study, using a mix of native species to that are resilient to pests, diseases and climate change and support biodiversity. Policy ENV3: Trees and Hedgerows below expands on protection.

- 5.19 The Leicestershire Local Nature Recovery Strategy identifies the best locations to create, enhance and restore nature and provide wider environmental benefits in Blaby, helping to shape the Nature Recovery Network and meet the government's wider commitments and targets. There is an expectation that developers will have regard to the Local Nature Recovery Strategy as well as the GBI Study in detail to ensure that spatial nature recovery priorities are fully met in forthcoming development.

Trees and Hedgerows

Policy ENV3: Trees and Hedgerows

Protecting Existing Trees and Hedgerows

1. Where development is proposed that could affect trees, woodland and/or hedgerows which are important in terms of their amenity, ecological, landscape or historic value, developers will be expected to demonstrate that:
 - A. The layout and form of development have been informed by an appropriate arboricultural and/or hedgerow survey; and
 - B. Appropriate measures are secured to ensure adequate root protection and buffers around trees, woodland and hedgerows.
2. The felling of protected or veteran trees, groups of trees or woodland and/or removal of important hedgerows, will be considered in accordance with the relevant national guidance and regulations, taking account of their amenity, ecological, landscape and historic value. Where protected trees and/or hedgerows are subject to felling or removal, a replacement of an appropriate number, species, size and in an appropriate location will normally be required with maintenance to enable establishment.

New Hedgerow and Tree Planting

3. All developments on greenfield sites of 1ha or more will achieve a minimum of 10% of the site area for the provision of new, or retention of existing hedgerows and trees unless it can be demonstrated that this requirement will make sites financially unviable. This measurement is to be based on expected canopy cover at tree maturity. This provision can include areas of strategic tree planting, street trees, community orchards and other planting in publicly accessible or communal areas. It will not include trees planted in private gardens or other land in private control. This requirement does not apply to brownfield sites.
4. Where new planting is proposed on development sites, principal consideration will be given to planting native tree species which are in keeping with the urban or rural character of the area. Where appropriate, wider environmental or amenity benefits including improvements to local air quality, erosion control, land drainage or shading is to be considered when selecting appropriate tree species to integrate into new development.
5. The Council will negotiate contributions towards the maintenance of new trees and hedgerows on a case by case basis.

Supporting text

- 5.20 Trees, woodlands and hedgerows make a valuable contribution to the environmental quality of an area. The Council will seek to minimise the loss of trees and hedgerows in all development proposals.
- 5.21 Trees and hedgerows are a vital element of the landscape and of great importance to nature conservation. The Council is keen to protect the most important trees, woodland and hedgerows from loss or damage. Where development is proposed that could affect important trees, woodland, and/or hedgerows, or significant numbers of trees or large areas of hedgerow, the Council will seek to ensure that decisions are underpinned by proportionate surveys in order that the full effects of development can be understood. In determining whether trees, woodland and hedgerows are important, regard will be had to amenity, ecology, historic origins and their impact on the landscape. Conditions in accordance with the relevant British Standard(s) will be used, where appropriate, to minimise the likely impacts associated with development for trees within the site, and where relevant outside of the site (for example where the root protection area for an offsite tree would fall within the development site).
- 5.22 Tree cover in the district is indicated as being around 5.43% compared to 12.5% across England³⁷. Natural England and the Forestry Commission have developed an Urban Tree Canopy Cover Standard which sets targets for increasing urban tree canopy cover provision and provides a consistent approach to measuring, benchmarking and setting urban tree canopy cover targets for local authorities. Blaby District Council considers a 10% requirement for tree canopy cover on all major development sites represents a realistic and deliverable target that could make a meaningful contribution towards increasing tree cover in the District. This is however lower than targets expressed in the Woodland Trusts Tree Equity Score UK Map³⁸ or the general requirement of 20% suggested in the Blaby Blue Green Infrastructure Plan. The 10% target reflects the need to balance objectives to deliver new tree planting on development sites with the other green infrastructure and open space demands.
- 5.23 The Council will also seek to secure the delivery and management of new planting, including through working with developers, to ensure that tree species are selected in new developments that reflect local and urban character and deliver other environmental benefits such as improvements to land drainage, air quality or shading. The policy also requires new planting to be adequately managed in order to reach full maturity; management usually begins under the developer who would be expected to manage trees for five years following planting. After this period, responsibility for maintaining trees is typically transferred to another body, such as a management company, the Highways Authority, Local Authority or private landowner, and the policy seeks to ensure a continuing duty of care.
- 5.24 In order to ensure the long-term protection of trees secured through development, the District Council will review the need to protect trees (including street trees) which form an important part of the development proposal and make an important contribution to local amenity through tree

³⁷ Blaby Green and Blue Infrastructure Study, LUC, 2025

³⁸ [Tree Equity Score UK Map](#)

preservation orders. The need to make such an order will be considered on a case by case basis.

Landscape and Settlement Character

Policy ENV4: Landscape and Settlement Character

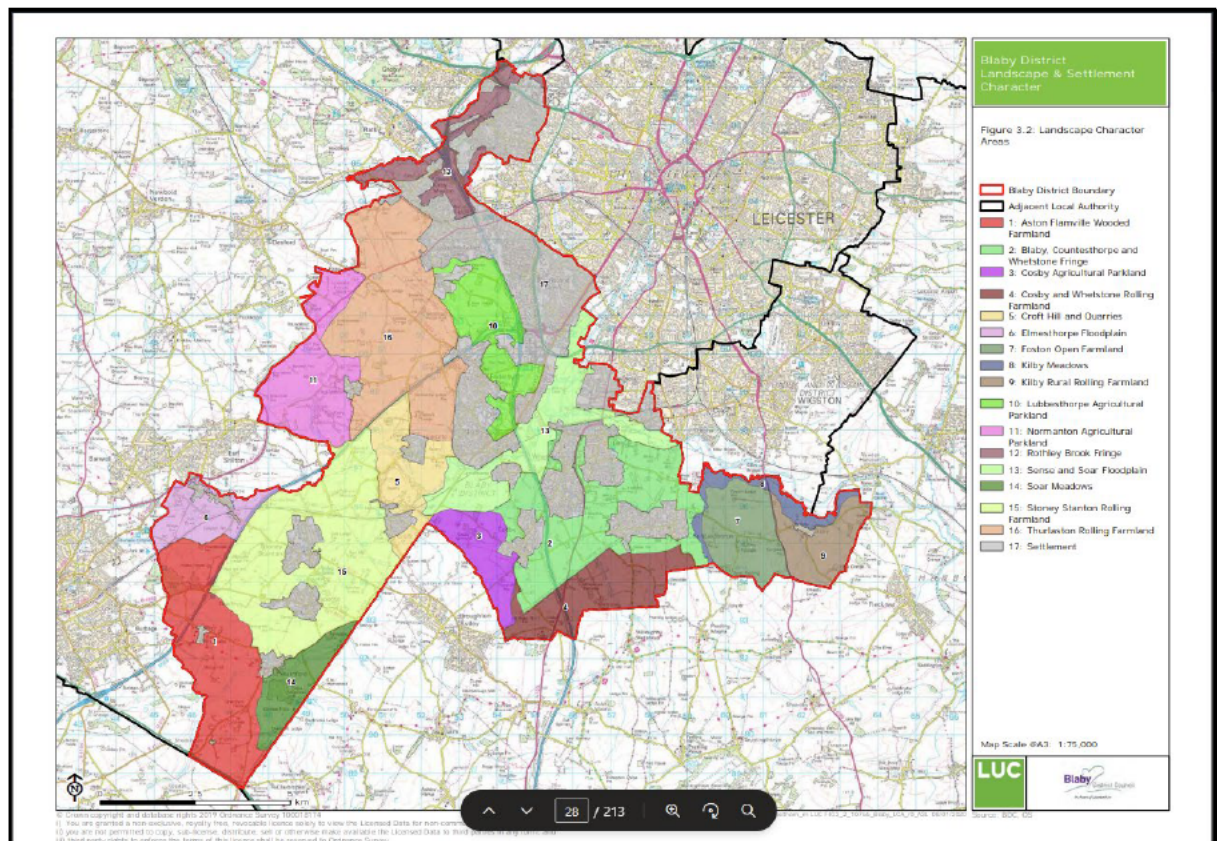
1. Development proposals will be supported where they recognise and enhance the character and quality of the Landscape Character Area where they are located and protect and enhance the setting of the individual settlements and their distinctive characters.
2. Development proposals will demonstrate the likely effects of the development on the landscape and settlement character in terms of:
 - A. How they protect, enhance and/or restore the condition of the defined characteristics and valued features of the surrounding landscape and settlement character and respond positively to the landscape strategy of the landscape character area where they are located; and
 - B. How any adverse impacts can be mitigated.
3. The siting, layout and design of development proposals will have regard to the generic guidance for landscape in the Landscape and Visual Sensitivity Assessment of Strategic Housing Employment Land Availability Assessment (SHELAA) Sites 2025.
4. On major development sites the Council may request the submission of a Landscape and Ecological Management Plan (LEMP).

Supporting text

- 5.25 The policy seeks to protect Blaby District's distinctive landscapes and settlement character within the context of the need for sustainable growth in terms of the need for new homes and supporting the economy to thrive.
- 5.26 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by, amongst other things, protecting and enhancing valued landscapes.
- 5.27 Understanding the character of a place is key to ensuring the protection and enhancement of built and natural environments, managing sustainable economic growth and improving the health and well-being of local communities. Blaby Landscape and Settlement Character Assessment 2020 was prepared to inform both the Local Plan and planning decisions. The Landscape and Settlement Character Assessment (or any later documents) provides evidence to ensure new development considers the character and quality of the landscape that contributes to the local distinctiveness of the area.
- 5.28 The updated Landscape Character Assessment for Blaby considers there are 16 landscape Character Areas:
 - Aston Flamville Wooded Farmland
 - Blaby, Countesthorpe and Whetstone Fringe
 - Cosby Agricultural Parkland

- Cosby and Whetstone Rolling Farmland
- Croft Hill and Quarries
- Elmeathorpe Floodplain
- Foston Open Farmland
- Kilby Meadows
- Kilby Rural Rolling Farmland
- Lubbesthorpe Agricultural Parkland
- Normanton Agricultural Parkland
- Rothley Brook Fringe
- Sence and Soar Floodplain
- Soar Meadows
- Stoney Stanton Rolling Farmland
- Thurlaston Rolling Farmland

Figure 1: Landscape Character Areas



5.29 The Landscape and Character Areas are mapped at Figure 1 and details of the characteristics of the character areas is provided in the Blaby Landscape and Settlement Character Assessment 2020.

5.30 For allocated sites, site specific guidance on landscape and visual elements is provided in the Landscape and Visual Assessment of SHELAA Sites 2025. The Study also includes the following generic development management guidance that development proposals are to have regard to:

a) All types of development will aim to:

- Be sensitively sited and designed with, scale, form, detailing, and materials to be in-keeping with existing settlement form and vernacular, and to avoid being overly visually intrusive.
- Be sited to avoid locally higher ground, prominent skylines or ridgelines.
- Be sited carefully to relate to the existing settlement pattern, retaining the individual identity of settlements and avoiding the perception of piecemeal development along roads and/or a sense of merging with other settlements.
- Promote the use of traditional materials and signage features, particularly in proximity to more historic parts of settlements such as Conservation Areas, and in order to limit urbanising effects along roads.
- Retain tree/vegetation cover that is essential to the character of an area and consider opportunities for new planting using locally appropriate species, to help integrate new development within the landscape.
- Ensure new landscape components are in character with the locality in relation to scale, form and species choice and retain the level of openness or enclosure of the landscape.
- Ensure new landscape components form part of a coherent green infrastructure network, consider climate change and provide ecosystem services. The latter could include increasing pollinating insects, providing water storage, preventing soil erosion, enhancing water quality and enhancing the sense of place.
- Enhance nationally and locally important habitats and species through appropriate landscape design and management where appropriate and agreed.
- Maintain, manage and expand priority habitats and hedgerow networks, aiming to strengthen local landscape character, link existing and new habitats to help minimise impacts on, and provide net gains for, biodiversity in the district.

b) In addition to the guidance for all development, residential development will aim to:

- Seek to conserve protect and enhance habitats such as hedgerows and mature trees where possible.
- Reinforce the existing nucleated settlement pattern through careful design and integration of the settlement edge. Utilise tree and hedgerows planting around boundaries to integrate development into

the wider landscape and enhance habitat networks. Seek to screen development when positioned in open and exposed areas.

- Seek to ensure new development is of an appropriate scale and style to appropriately fit with existing settlement.
 - Preserve views to distinctive skyline features including church spires and ensure new development does not block them from public rights of way or open access areas.
- c) In addition to the guidance for all development, employment development will aim to:
- Ensure changes in level are sympathetic to existing contours, avoiding excessive cut and fill and the creation of unnatural landform or features where possible. Where unavoidable, changes in level should be able to accommodate appropriate landscape treatment to enhance the local character and biodiversity.
 - Ensure that types of fencing where required for security purposes are integrated with any proposed landscape treatments, avoiding proximity to publicly accessible areas such as roads and recreational resources.
 - Avoid unnecessary security and operational lighting wherever possible, ensuring that light spill is minimised, and that suitable direction cut-off lighting is used. Ensure that sensitive habitats and species are not affected, along with other nearby land uses.
 - Ensure that employment development respects visual amenity of nearby residential properties.

5.31 The Blaby Landscape and Settlement Character Assessment 2020 also gives information about settlement character for 22 individual settlements via Settlement Character Profiles.

Heritage and Culture

Policy ENV5: Heritage and Culture (Strategic)

1. Blaby District has a number of heritage assets including Scheduled Monuments, Listed Buildings, Conservation Areas, landscapes, archaeological remains and potentially as yet unidentified 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 heritage assets against the need to ensure the protection and enhancement of the heritage assets and its setting. Proposed development will seek to avoid harm to the significance of heritage assets, 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.

2. The following specific considerations will also apply when considering applications for development affecting the heritage assets:

Designated and Non-designated Heritage Assets

3. All new development will seek to avoid harm to the heritage assets of the District. Development proposals that conserve or enhance the historic environment will be supported. All proposals affecting either a designated or non-designated heritage asset and/ or its setting will need to submit a statement which include the following:

- A. A description of the heritage asset and its setting, proportionate to its significance;
- B. A clear identification of the impacts of the development proposal on the heritage asset and its setting;
- C. A clear justification as to why the impacts could be considered acceptable; and
- D. Demonstrate how the proposal is consistent with Points 3. A-C above.

4. The Council will consider the submitted information having regard to the importance of the heritage asset(s) as follows:

Designated heritage assets

5. Designated heritage assets and their settings (including Listed Buildings, Scheduled Monuments and Conservation Areas) will be given the highest level of protection to ensure that they are conserved and enhanced in a manner appropriate to their significance and contribution to the historic environment.
6. Where substantial harm is identified, proposals will only be supported in exceptional circumstances in accordance with national planning guidance. Where a less than substantial level of harm is identified the scale of harm will be weighed against the public benefits of the proposal.

Non-designated heritage assets

7. A balanced consideration will be applied to proposals which may impact non-designated heritage assets. Proposals will be supported where the benefits of the scheme are considered to outweigh the scale of any harm or loss, having regard to the significance of the heritage asset.

Supporting text

- 5.32 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.
- 5.33 Designated Heritage Assets include Scheduled Monuments, Listed Buildings, Registered Park and Gardens and Conservation Areas as stated in Annex 2

of the NPPF. Non-designated Heritage Assets are other buildings, monuments, sites, places, areas or landscapes not meeting designation criteria but have been identified as having a degree of heritage significance by BDC, Neighbourhood Plans, or Historic England via the Heritage Gateway.

- 5.34 Blaby District currently has 15 Scheduled Monuments, 12 Conservation Areas and some 200 Listed Buildings. Some Conservation Area Character Statements / Appraisal and Neighbourhood Plans identify heritage assets of local significance. There are also numerous areas of known archaeological interest and the potential for other unexplored areas to contain archaeological artefacts. There is also the potential for previously unrecorded buildings, monuments, sites, places or landscapes not meeting the designation criteria to be identified during the consideration process of a development proposal.
- 5.35 Information on the known and anticipated heritage assets can be obtained from the Leicestershire and Rutland Historic Environment Record³⁹. The Blaby Landscape and Character Assessment 2020 also includes considers the historic landscape character of areas within the District and their sensitivity.
- 5.36 The NPPF indicates that an applicant will need to describe the significance of heritage assets, including their setting where it is affected by a development proposal. It also sets out the considerations that a local planning authority will need to consider when determining a planning application. For example, the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.
- 5.37 Site allocations made through this local plan must carefully consider the potential impacts upon heritage assets, both known and the potential for as yet unidentified, from an early stage as possible in the design process and maximise opportunities for their preservation, protection and enhancement in accordance with this policy. Site specific historic environment considerations are detailed in the relevant allocation policies within this plan.
- 5.38 Where relevant, applications will consider the cross-boundary impacts of development upon heritage assets. This can include for example impacts on scheduled monuments or the setting of listed buildings outside of Blaby District, or historic landscapes that extend into neighbouring authority areas. Joint working with neighbouring authorities will be undertaken where appropriate to ensure impacts are properly considered.

Minerals safeguarding

Policy ENV6: Minerals Safeguarding Areas

1. Development proposals in areas identified for mineral safeguarding will need to ensure that mineral resources of national or local significance are not needlessly sterilised by non-mineral development. The policy approach is set out in the Minerals and Waste

³⁹ [Leicester and Leicestershire Historic Environment Record](#)

Local Plan. The minerals safeguarding areas are set out in the Minerals and Waste Local Plan and include:

- A. Land in Soar and Sence Valleys;
- B. In the vicinity of Croft Quarry.

Supporting text

- 5.39 The NPPF indicates that local planning authorities for minerals define Minerals Safeguarding Areas and adopt policies so that known locations of specific mineral resources of local and national importance are not sterilised by non-mineral development, whilst not creating a presumption that these minerals will be worked.
- 5.40 The Minerals Safeguarding Areas are defined by Leicestershire County Council in the Minerals and Waste Local Plan. Detailed policies for Minerals Safeguarding Areas are set out in the Minerals and Waste Local Plan. Policy ENV6 is included to help developers to understand the general locations where these policies will apply.
- 5.41 Minerals can only be worked where they are found. There are currently sand and gravel reserves known to exist in the general vicinity of the Soar Valley and igneous rock reserves at Croft and Huncote.

Chapter 6 – Housing

- 6.1 The policies in this chapter seek to tackle the challenges facing our communities, such as the high cost of housing and an ageing population, and aim to deliver high-quality, accessible homes that promote independence and wellbeing. By setting clear and ambitious requirements for housing delivery the Plan will provide developers with certainty around our expectations for the delivery of market and affordable homes.
- 6.2 Addressing housing needs is crucial for creating strong, inclusive communities that cater to residents at every stage of life. The following policies are designed to ensure that our housing strategy meets the diverse needs of our communities. Policies in this section will seek to inform the delivery of affordable homes; housing mix and density; specialist housing needs and self and custom build needs.
- 6.3 Chapter 3 Spatial Strategy: New Places sets out the strategic development sites that will deliver new communities over the longer term. These play a key role in tackling the housing challenges facing our communities.

Non-Strategic Housing Allocations

- 6.4 Policy S4 Site Allocation for Housing includes 19 non-strategic sites. Site specific policies for non-strategic housing allocations are set out in the following paragraphs.

Land Rear of County Hall, Glenfield



Policy H1A: Land Rear of County Hall, Glenfield

1. Land to the rear of County Hall, Glenfield, as outlined on the Policies Map, is allocated for around 170 homes. The land in Blaby District forms part of a strategic cross boundary site.
2. The Council will require the following:

- A. The submission of a masterplan with an associated delivery and a phasing plan as part of any application that reflect allocations in Leicester City's Local Plan (SL05) and Charnwood Borough's Local Plan (Policy HA12);
- B. Access to the site via the proposed new spine road through the Charnwood parcel connecting to a new roundabout proposed off Gynsill Lane;
- C. The provision of high-quality walking and cycling routes to connect to existing surrounding areas and neighbouring proposals;
- D. Consideration of the provision of a small convenience store to meet the needs of the Blaby District, Leicester City and Charnwood Borough Sites if not secured as part of wider cross boundary developments;
- E. Retention of and improvements to Footpath J70 which forms the northern boundary of the site;
- F. Trees and hedgerows to be retained on site with appropriate buffers where practicable and brought into positive management;
- G. The provision of drainage scheme based on natural flood management principles;
- H. Consideration of the impacts and mitigation required to address potential impacts on Old Park Pale earthwork (MLE397) and the remains of Anstey Pastures country house (MLE388) which lies partially within the development area; and
- I. The preparation of a Construction and Environment Management Plan (CEMP) with consideration of surface water management during the construction phase to be submitted as part of any planning application.

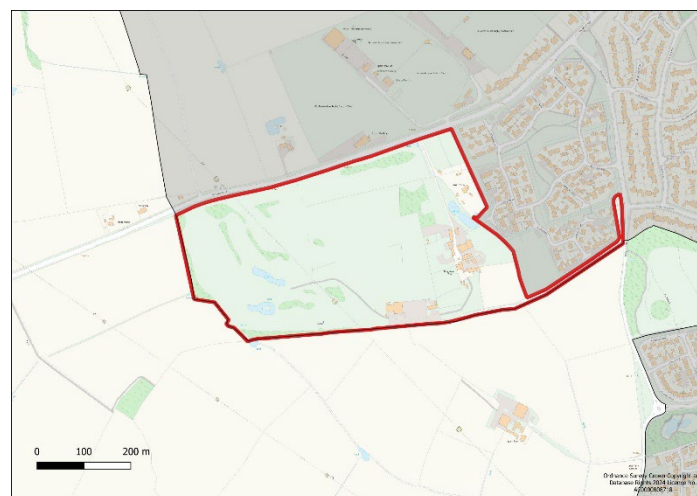
Supporting Text

- 6.5 This site is a cross-boundary site. The vehicular access will be via the site in Charnwood Borough and it is unlikely that the construction of new homes will start on the Blaby District allocation until the middle part of the Plan period given the scale of the Charnwood allocation and the need for the Blaby District homes to be served by the new spine road to be constructed through the Charnwood Site.
- 6.6 Nonetheless the Council will expect the land in Blaby District to be planned in a comprehensive way and supported by an appropriate masterplan as part of a planning application showing how the land in Blaby District forms part of a wider sustainable development.
- 6.7 As part of the Charnwood Borough land development significant active travel improvements are planned in the vicinity of this site and the Council will expect the scheme in Blaby District to be designed with Active Travel in mind connecting into local walking and cycling infrastructure. To improve access to shops the Council will also expect consideration be given to including a convenience store and possibly other shops within the proposed Blaby District allocation if this is not proposed as part of the adjoining allocations in Leicester City or Charnwood Borough. This could meet the needs of

residents living in adjoining communities as well as the day-to-day needs of those moving into the proposed scheme.

- 6.8 Delivery of new homes will also increase demand for local school places. These could be met by the provision of a new single form entry school within the land in Charnwood Borough, or by the expansion of existing local schools. The Council will expect the developer to liaise with the Local Planning Authority and agree the appropriate approach to meeting local primary school place needs.
- 6.9 All trees and hedgerows on site are to be retained where practicable with land provided for appropriate buffers. The provision of a 30-year Landscape Ecology Management Plan (LEMP) and a Biodiversity Enhancement Management Plan (BEMP) will be submitted to the Council as part of any planning application.
- 6.10 Reflecting local heritage potential, the Council will expect the site to be subject to appropriate survey work prior to the submission of a planning application. This will including desk-based assessments and where required by the county archaeologist site-based work such as 'geophysical surveys' and trial trenching prior to determination of any planning application.
- 6.11 The site slopes from 94m Above Ordnance Datum (AOD) in the south to 79m AOD in the north. Given the topography of the site and having regard to geology and soil type⁴⁰ the site is likely to have impeded drainage. As a result there is an elevated risk that uncontrolled runoff during construction could increase flood risk to homes to the north on the then likely to be newly built homes on the Charnwood Borough site. The Council will therefore require a CEMP to be submitted alongside any future planning application setting out how surface water will be managed during the build out of land in Blaby.

Land at Kingstand Farm and Golf Course, Leicester Forest East



⁴⁰ Based on a review of ground conditions in the FRA for the site and soil map data included on the LandIS website [LandIS - Land Information System - Soilscape soil types viewer](#)

Policy H1B: Land at Kingstand Farm and Golf Course, Leicester Forest East

Land at Kingstand Farm and Golf Course, Leicester Forest East, as outlined in the Policies Map, is allocated for around 395 dwellings.

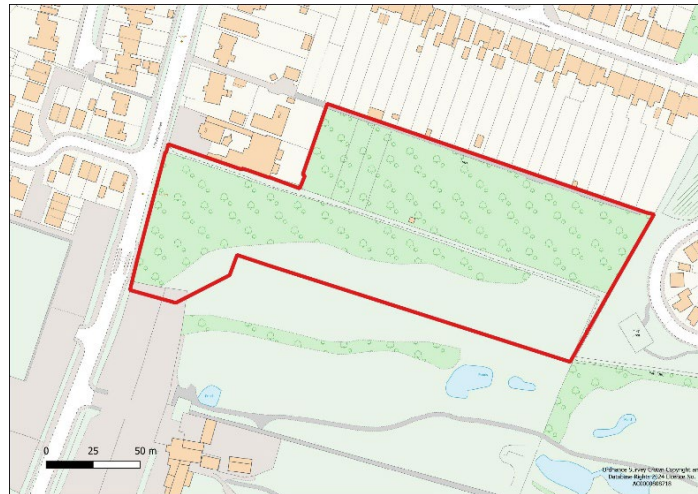
The Council will require the following:

1. The main access to include vehicular and pedestrian access from Hinckley Road;
2. The provision of a new active travel routes connecting the proposed primary school on the Hastings Fields site to the A47 and to Beggars Lane, south of Lockhart Close;
3. Enhancements to the condition of Footpath W6, including providing a suitable connection and access from the development;
4. Contributions towards highways capacity improvements at Desford Crossroads;
5. Contributions toward the expansion of the proposed primary school in the nearby Hastings Fields site and the new primary school at land west of Beggars Lane together with secondary school contributions to the proposed school at New Lubbethorpe. Other education contributions to be agreed with the Local Planning Authority;
6. Consideration and mitigation of noise and air quality impacts due to the site's proximity to the A47;
7. Consideration of the impacts and mitigation required to protect the Candidate Local Wildlife Sites (cLWS) on site;
8. Trees and hedgerows to be retained with appropriate buffers where practicable and brought into positive management;
9. The provision of drainage scheme based on natural flood management principles including consideration of surface water and ground water flooding;
10. Consideration of the potential land contamination issues and mitigation relating to the former land uses;
11. Consideration of the potential heritage impacts and mitigation in relation to the Scheduled Monument situated south of the site and the traditional farm buildings located on the site; and
12. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity, heritage and surface water drainage during the construction phase.

Supporting text

- 6.12 The site is partly on a former golf course that ceased operation in 2013 but is now grassland. Also on the land are buildings known as Kingstand Farm, which includes a farmhouse, bungalow and a timber business.
- 6.13 Public Right of Way W6 runs adjacent to part of the southern edge of the site connecting to Beggars Lane and into the countryside to the southwest. In addition to its retention, proposals will take the opportunity to enhance this route as part of a comprehensive pedestrian and cycleway linked to the development.
- 6.14 Contributions will be required for the creation of new school places. It is likely that these contributions will create additional school places at proposed primary school on land north of the A47, the new primary school at Land West of Beggars Lane and proposed secondary school on the New Lubbesthorpe Site. The Local Authority and developers will be expected to agree a suitable strategy for accommodating the additional school places required as a result of development. Contributions will also be sought to ensure improvements to Deford Crossroads can be delivered.
- 6.15 Two candidate LWS are present on the site in the form of a pond in the northeast corner, and an Ash along footpath W6 running on the southeast edge. Due to potential loss or impact on these features as well as grassland and other trees and hedgerows affected by the development, an ecological survey will be required assessing the impact on protected species and habitats. Reflecting the requirement for biodiversity net gain it is likely that the most valuable habitats on site will need to be retained and brought into positive management.
- 6.16 There is a species rich hedgerow on the eastern boundary with potential for breeding birds. The hedgerows will be retained and enhanced with further planting of hedgerow to connect to the existing hedgerow on the southern boundary. The invasive cotoneaster on the site will be removed and treated.
- 6.17 The site includes traditional farm buildings, which while non-designated are of historic interest and represent an opportunity for enhancement. These will be retained as part of any proposal, informed by a structural/condition survey and rebuilt where it is not possible to retain. A Scheduled Monument (MLE225 Rabbit Warren west of The Lawn) is also situated to the south of the site, and the development will need to be carefully designed with the provision of open space in the southeast area to ensure the setting of this feature is preserved.
- 6.18 Scheduled Monument MLE225 (Undated field system) is located approximately 180m to the south of the site. The Council will expect the site to be subject to appropriate survey work prior to the submission of a planning application. This will including desk-based assessments and where required by the county archaeologist site-based work such as 'geophysical surveys' and trial trenching prior to determination of any planning application.

Land off Lutterworth Road, Blaby



Policy H1C: Land off Lutterworth Road, Blaby

Land off Lutterworth Road, Blaby, as outlined on the Policies Map is allocated for around 50 dwellings.

The Council will require the following:

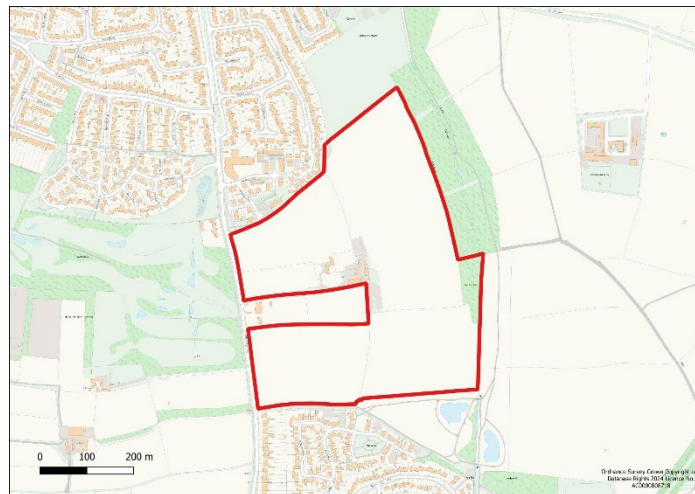
1. Main access for vehicles and pedestrians via Lutterworth Road;
2. Enhancements to the condition of Footpath Z56, including providing suitable connection and access from the development;
3. The retention of trees and hedgerows along the boundary with Lutterworth Road (to the rear of the nursery) and the southern and eastern boundaries of the site. A buffer of an appropriate size will be required;
4. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk;
5. The preparation of a Construction and Environment Management Plan (CEMP) to address impacts upon biodiversity and surface water drainage during the construction phase; and
6. Consideration of potential ball strike issues associated with the golf course use on land to the south and the design and delivery of mitigating measure to protect future residents.

Supporting text

- 6.19 This is a small site, which is a reserve site allocation in the Blaby Neighbourhood Plan. The site is comprised of former allotments and part of the first hole of Blaby Golf Club.

- 6.20 Public Right of Way Z56 runs east west across the Site and connects Winchester Road and Lutterworth Road. Site access will be from Lutterworth Road.
- 6.21 There are a notable number of trees located on site. An arboricultural assessment will be undertaken which details trees to be retained as part of the development.
- 6.22 Given the sites proximity to an existing Golf Course any application will need to be accompanied by a golf strike assessment in order to ensure that there is no conflict between neighbouring uses.

Land at Keepers Farm, Lutterworth Road, Blaby



Policy H1D: Land at Keepers Farm, Lutterworth Road, Blaby

Land at Keepers Farm, Lutterworth Road, Blaby as shown on the Policies Map is allocated for around 350 dwellings.

The Council will require the following:

1. All built development to be located within the defined settlement boundary set out on the Policies Map. A new Country Park to be located on land outside of the built development area and designated as Green Wedge;
2. Main access to include vehicular, pedestrian and cycle access from Winchester Road;
3. Contributions towards improvements to Winchester Road to improve the attractiveness of this road to walking and cycling (in line with the District's Local Cycling and Walking Infrastructure Plan (LCWIP) as well as contributions to towards existing bus stops on Winchester Road;
4. Enhancements to the condition of Footpath Z44, including providing suitable connection and access from the development;
5. The retention of trees and hedgerows including those near the southern boundary along footpath Z44 will be required with appropriate buffers where

practicable. Retained hedgerows and trees should be brought into positive management;

6. The creation of the new country park shall extend and enhance the existing Countesthorpe Country Park and to improve links to Oakfield Park and the connecting path to the east of the site;
7. Consider the impacts and mitigation required in terms of the candidate Local Wildlife Site (cLWS) to the south of the site;
8. The provision of an appropriate buffer between the woodland (Blaby Oaks) to the east of the site and any new homes or gardens proposed;
9. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk;
10. New structural planting to the south of built development on the site to help integrate development into the local landscape and avoid the creation of a hard settlement edge; and
11. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

Supporting text

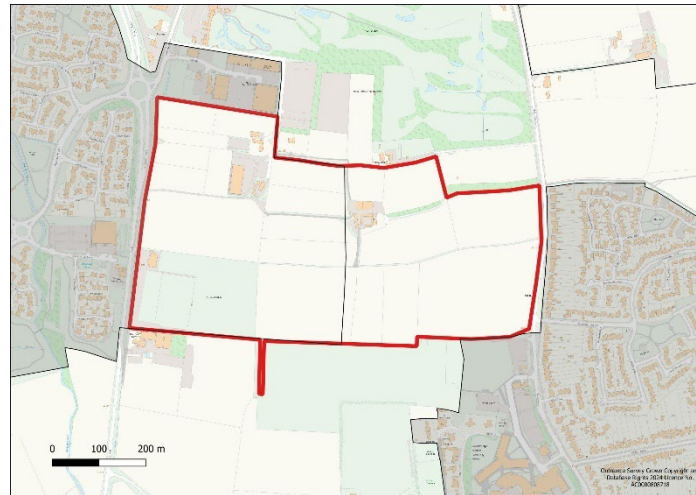
- 6.23 The site is located on the south side of Blaby settlement, on land consisting of agricultural fields. Countesthorpe Country Park is situated adjacent to the south and east of the site and includes footpath links to Oakfield Park to the north, and across the edge of and into Countesthorpe.
- 6.24 The main vehicular access will be from Winchester Road and as part of any development contributions will be sought to improve walking and cycling access to nearby facilities and services and improvements to Winchester Road in line with proposals in the Council's Local Walking and Cycling Infrastructure Plan could be sought.
- 6.25 The land is mostly arable although includes hedgerows, trees and species rich grassland within or in close proximity to the site. A candidate Local Wildlife Site is located within country park to the south. Consideration of these through protected species surveys will be provided as part of an application. All trees and hedgerows on site will be retained where practicable with land provided for appropriate buffers and brought into positive management as part of any scheme to deliver biodiversity net gain.
- 6.26 Parts of the site are shown on the Environment Agency's Surface Water Map⁴¹ as being of a high chance (more than 3.3% each year) of flooding. This will need to be assessed as part of a Flood Risk Assessment and included in the CEMP to ensure there is adequate drainage on site and that

⁴¹ <https://check-long-term-flood-risk.service.gov.uk/map>

the development does not give rise to flood risk elsewhere including during the construction phase.

- 6.27 The location of the site adjacent to Countesthorpe Country Park provides a valuable opportunity to add to and enhance this feature by designating an area to complement the park as well as provide links to improve accessibility for residents. Footpath Z44 will be enhanced as part of any development proposals.

Land East of Lutterworth Road, Blaby



Policy H1E: Land East of Lutterworth Road, Blaby

Land East of Lutterworth Road, as shown on the Policies Map, is allocated for residential development, open space and relocated sports pitch provision. The site will accommodate around 375 homes to the west and open space and sports pitch provision to the east of the site.

The Council will require the following:

1. All built development to be located within the defined settlement boundary set out on the Policies Map with a total area of circa 14ha. Supporting green infrastructure, SuDS provision and new playing pitches to be located on land outside of the built development area and designated as Green Wedge;
2. Provision of a minimum 35 self build plots on land not less than 1ha;
3. The primary vehicular access serving the new homes and local centre will be via the A426 Lutterworth Road;
4. A further vehicular, pedestrian and cycle access serving the proposed new playing pitches to be provided from Winchester Road, with pedestrian and cycle access to this facility also via Lutterworth Road;
5. Improvements to the existing footway along Lutterworth Road in the vicinity of the new vehicular access;

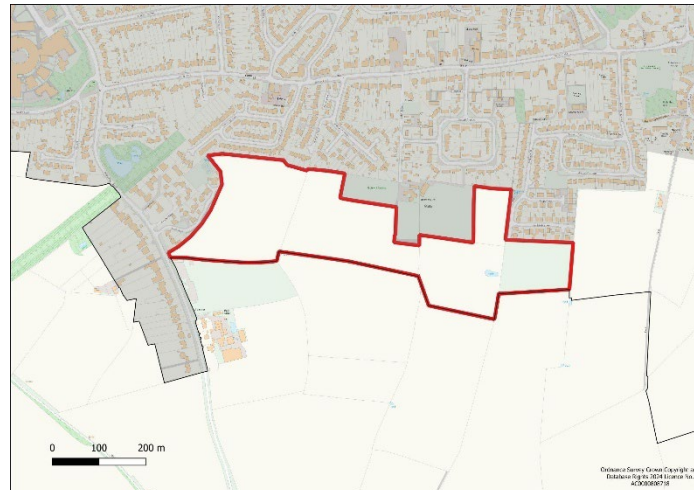
6. Contributions towards improvements to Winchester Road to increase its attractiveness to pedestrians and cyclists as well as contributions to towards existing bus stops on Winchester Road;
7. Contributions towards junction improvements to the A426 Countesthorpe Road Junction;
8. The retention of the mature tree belt to the west of the site adjoining the A426 reflecting the need for appropriate visibility splays and the retention of Winchester Road Hedgerow 3 which is a notified LWS and retention of other trees and hedgerows wherever possible, and the provision of an appropriate buffer wherever practicable;
9. The provision of around 6ha of land for the creation of new football pitches and related facilities on land to the north of Countesthorpe Academy. This will include a replacement facility to the Whetstone Juniors and increased sports pitch provision to meet local needs;
10. The provision of a local centre to include a small convenience store, other shops and older persons accommodation;
11. No built development is to be within the area subject to surface water flood risk adjoining Lutterworth Road and to the south of Rose Way and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles will be included as part of the development to address potential surface water flood risk;
12. New structural planting to the south of the site to help integrate development into the local landscape and avoid the creation of a hard settlement edge.
13. The design and layout of the site to consider and minimise harm to the designated heritage assets and their settings located to the south on The Drive; and
14. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

Supporting text

- 6.28 The site is located on the south side of Blaby village on land consisting mainly of agricultural fields. The proposed Keepers Farm allocation is located to the east of the site and together both sites will comprise an extension to the southern boundary of Blaby.
- 6.29 The site will comprise around 375 homes which will be located on an area of land hugging the A426 Lutterworth Road, to the south of Rose Way Commercial Park and will be accessed by a new roundabout or T junction off Lutterworth Road. In addition, provision will be made for a local centre to include a small convenience store, other shops and older people's accommodation. In total the net developable area of the site available for residential use will not exceed 12ha, whilst land available for a convenience store, other shops and older people's accommodation will not exceed 2ha.

- 6.30 As part of any scheme it is expected that improvements to public transport infrastructure along Winchester Road, together with enhancements to Winchester Road as an Active Travel corridor will be made. These will have regard to proposals set out in the Blaby Local Cycling and Walking Infrastructure Plan (LCWIP) and will be informed by discussions with the Local Highway Authority.
- 6.31 Given that existing football pitches serving Whetstone Juniors will be lost as part of this development the Council will expect developers to make good this loss and provide sufficient land to allow for greater and or enhanced provision reflecting the need for further capacity within the retained green wedge. New sport pitch provision will be provided on land to the north of Countesthorpe Academy in order that Whetstone Juniors can continue to operate in this locality. It is expected that this land will be served by a new access off Winchester Road with further pedestrian access from Winchester Road and the proposed residential area.
- 6.32 Parts of the site are shown on the Environment Agency's Surface Water Map1 as being at elevated flood risk. This will need to be assessed as part of a Flood Risk Assessment and development within this area is to be avoided unless compensatory flood storage can be provided. Where SuDS serving new built development is proposed outside of the land set aside for built development it is expected that SuDS are to be multifunctional and based on Natural Flood Management (NFM) principles in order to protect the integrity of the green wedge. It is also worth noting that there is a culvert identified to the northwest corner of the Site. The Council will expect any Flood Risk Assessment to assess the risk to the site of this culvert blocking as part of any site-specific flood risk assessment and where required measures will be outlined to mitigate such risks.
- 6.33 The land is mostly arable although includes hedgerows, trees and species rich grassland within or in close proximity to the site. A notified Local Wildlife Site is located along Winchester Road comprised of species rich hedgerows. This is to be retained and an appropriate buffer provided to protect the biodiversity of the LWS. Other trees and hedgerows will be retained on site where practicable.
- 6.34 In designing the site consideration will also be given to the setting of listed buildings to the south as well the need to provide a strong settlement boundary to the southern edge of Whetstone village.

Land South of Maurice Drive and Gillam Butts, Countesthorpe



Policy H1F: Land South of Maurice Drive and Gillam Butts, Countesthorpe

Land off Gillam Butts, Countesthorpe, as outlined on the Policies Map, is allocated for around 290 dwellings:

The Council will require the following:

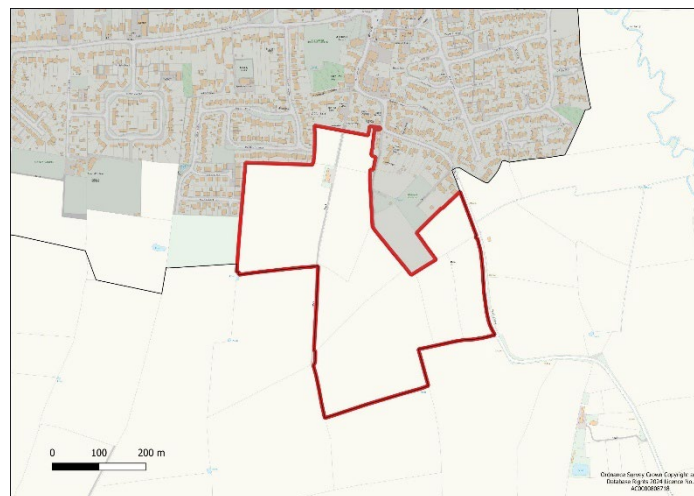
1. Main vehicular access to the Willoughby Road and a secondary vehicular access via Gillam Butts;
2. The design and layout of the site to be holistically planned to facilitate the delivery of a new link road connecting the site to the proposed allocation at Land West of Peatling Road;
3. Consideration given to designing the new spine road to include a shared active travel route along its length and to extend to the eastern edge of the site;
4. Pedestrian access to Beechings Close;
5. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk and no built development to be located in the surface water flood risk flow path identified on site;
6. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. Retained hedgerows and trees should be brought into positive management;
7. Consideration of potential ball strike issues associated with the cricket pitch to the north and the design and delivery of mitigating measure to protect future residents;
8. New structural planting to the south to help integrate development into the local landscape and avoid the creation of a hard settlement edge; and

9. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity, surface water drainage and neighbouring residential amenities during the construction phase.

Supporting text

- 6.35 The land is situated adjacent to the southern edge of the settlement of Countesthorpe. It consists of agricultural and scrubland fields bounded by hedgerows. The rear boundaries of the dwellings on Bassett Avenue and on Southfield Close form the northern boundary in these locations. The site also abuts Countesthorpe Cricket Ground in the northwestern section.
- 6.36 The remainder of the land is currently an agricultural field and abuts a cricket playing field, part of the allotments to the West, and some residential properties to the north.
- 6.37 The site includes trees and hedgerows that contribute positively to biodiversity and provide opportunities for retention and enhancement. Drainage ditches are present to the north and east of the site that are to be protected from development.
- 6.38 Parts of the site are shown on the Environment Agency's Surface Water Map⁴² (Footnote: <https://check-long-term-flood-risk.service.gov.uk/map>) as being of a high chance (more than 3.3% each year) of flooding. This will need to be assessed as part of a Flood Risk Assessment and included in the CEMP to ensure there is adequate drainage on site and that the development does not give rise to flood risk elsewhere.
- 6.39 Due to the former agricultural use of the land a contaminated land survey will be required.

Land West of Peatling Road, Countesthorpe



⁴² [Environment Agency Check Flood Risk Service](https://check-long-term-flood-risk.service.gov.uk/map)

Policy H1G: Land West of Peatling Road, Countesthorpe

Land West of Peatling Road, Countesthorpe as outlined on the Policies Map is allocated for around 275 dwellings.

The Council will require the following:

1. Main vehicular access from Peatling Road;
2. The design and layout of the site to be holistically planned to facilitate the delivery of a new link road connecting the site to the proposed allocation at Land South of Maurice Drive and Gillam Butts;
3. Consideration to be given to designing the new spine road to include a shared active travel route along its length and to extend to the western edge of the site;
4. Enhancements to the condition of Bridleway Z39 including providing suitable connection and access from the development;
5. The proposal will be designed to reflect the location of the high-pressure gas pipeline and its buffer to the immediate south of the development;
6. The retention of trees and hedgerows, in particular those designated as candidate or potential local wildlife sites. A buffer of an appropriate size will be required and retained features brought into positive management;
7. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk and no built development to be located in the surface water flood risk flow path identified on site;
8. Consideration of the potential heritage impacts and mitigation in relation to Countesthorpe Conservation Area situated north of the site;
9. Structural planting to the south of the site to help integrate development into the local landscape and avoid the creation of a hard settlement edge; and
10. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

Supporting text

- 6.40 The site is located to the south of Countesthorpe and consists of undeveloped agricultural fields bounded by hedgerows. The site access will be from Peatling Road. The site is situated adjacent to Gillam Butts which is a committed development. The site will be holistically planned to facilitate the delivery of a new link road connecting the site to the Gillam Butts development. The carriage way will be of an appropriate size meeting the design standards and requirements and include the provision of cycle and footways.
- 6.41 Part of the site is within the consultation zone of a High-Pressure Gas Pipeline and the layout of the site will be designed having regard to any potential impacts on the pipeline and its buffer.

- 6.42 There are areas within the site that are designated as potential and candidate wildlife sites. An arboricultural assessment will be undertaken which details the consideration and retention of these sites (trees) as part of the development. The site also includes areas of hedgerow which extend along the site boundary and within the site. Consideration will be given to how these will be retained. A buffer of an appropriate size will be required and retained hedgerows and trees will be bought into management as part of any landscaping scheme.
- 6.43 Part of the site is indicated to be at risk of surface water flooding and within a flow path area. This will need to be assessed as part of a Flood Risk Assessment and CEMP prepared to ensure there is adequate measures are in place to protect surrounding homes and land from flood risk during construction. A sustainable drainage system based on natural flood management principles is to be incorporated into any proposals for development.
- 6.44 The site is located to the south of the Countesthorpe Conservation Area. Consideration will be given to impacts on the heritage asset and any mitigation required.
- 6.45 Structural planting will be required to the south of the site to integrate the development into the existing local landscape and to ensure the development does not present an eroded settlement edge from view to the south.

Land West of Broughton Road, Cosby



Policy H1H: Land West of Broughton Road, Cosby

Land West of Broughton Road, Cosby as outlined on the Policies Map is allocated for around 180 dwellings.

The Council will require the following:

1. Vehicular and pedestrian access from Broughton Road;

2. The installation of a new mini roundabout at the Nook/Broughton Road/Croft Road staggered T-junction;
3. The provision of a new car park and access to the existing allotments to the north of the site;
4. A contribution towards a new, or improved village hall/community facility;
5. The provision of land to allow for the extension of allotments;
6. Improvements to active travel infrastructure and footways on Broughton Road;
7. Enhancements to the condition of Footpaths W35, W37, W38 and W39 including providing suitable connection and access from the development;
8. The retention of trees and hedgerows on site and the provision of a buffer of an appropriate size to be required;
9. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk;
10. Structural planting to the south, east and west of the site to help integrate development into the local landscape, conserve the rural setting of the village and avoid the creation of a hard settlement edge;
11. Consideration the impacts and mitigation required to address potential impacts on Cosby Conservation Area; and
12. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage.

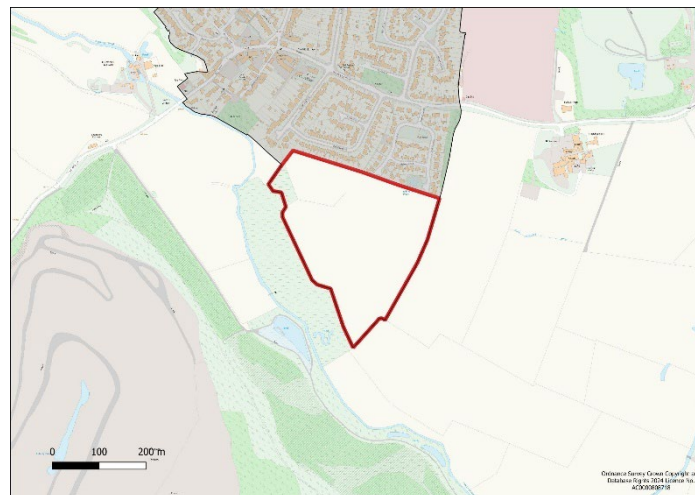
Supporting text

- 6.46 The delivery of this site is likely to have potential impacts on several nearby Junctions close to the site. To identify the extent of impacts and ensure these are appropriately mitigated the developer will need to prepare a Transport Assessment, Travel Plan and Road Safety Audit, the scope of which is to be agreed with the Local Highways Authority. Part of any mitigation scheme will likely require the installation of a new mini roundabout at the Nook/Broughton Road/Croft Road staggered T-junction as this operates at capacity during the typical weekday peak hours.
- 6.47 The site is located on the southern edge of the Cosby and consists primarily of grassed fields. A group of trees subject to a Tree Preservation Order (TPO) is situated to the northwest of the site. Development will need to be sensitively designed and constructed as to not adversely affect these.
- 6.48 The site lies partially in an area that is identified as could be of Particular Importance for Biodiversity associated with the watercourse to the east of the site. There are enhancement opportunities for retaining hedgerows, and small woodland area to the southwest of the site. Retained features will be brought into positive management of the site wherever practicable. The CEMP will include identification of potentially damaging construction activities, biodiversity protection zones such as root protection zones, and

practical measures such as timing and overseeing sensitive works to reduce impacts.

- 6.49 Multiple Public Rights of Way run across the site, with access points from/to the settlement from along the eastern edge of the allotments off Croft Road and from Broughton Road. The footpaths extend to the south and to the west, into the countryside and also linking to Broughton Astley.
- 6.50 Parts of the site are shown on the Environment Agency's Surface Water Map as being of a high chance of flooding. Also Flood Zones 2 and 3 slightly encroach into the site area where access would be onto Broughton Road. This will need to be assessed as part of a Flood Risk Assessment.
- 6.51 The site is distanced from the Conservation Area located in the heart of Cosby, however the design of development will have sensitive regard to potential impact on its setting, also with consideration to the site's prominent location at the village entrance. New structural planting to the south, east and west of the site will be incorporated into the design of the site.

Land South of Narborough Road, Huncote



Policy H11: Land South of Narborough Road, Huncote

Land South of Narborough Road, Huncote, as outlined on the Policies Map, is allocated for around 150 dwellings.

The Council will require the following:

1. All built development to be located within the defined settlement boundary set out on the Policies Map.
2. Main vehicular access to be from Peers Road and Preston Way.
3. Enhancements to the condition of Footpath Z56 including providing suitable connection and access from the development;
4. Protect and enhance the Local Wildlife Site (LWS) running northwest to southeast along Thurlaston Brook, including a suitable buffer and the

retention of mature trees and hedgerows. Retained hedgerows and trees should be bought into positive management;

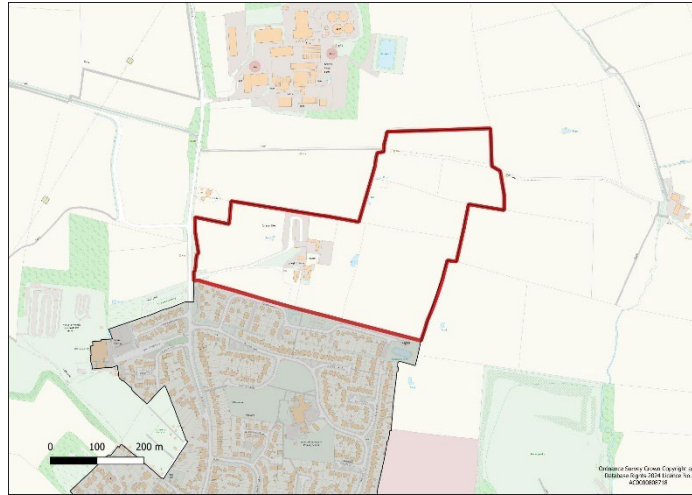
5. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk on site as well as potential impacts on the nearby LWS;
6. Structural planting to the south of the site to help integrate development into the local landscape and avoid the creation of a hard settlement edge.
7. Consideration of land contamination issues and impacts relating to the site's proximity to an aggregates quarry and proximity to a historic landfill site;
8. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase; and
9. Consideration of noise impacts and mitigation required in respect of noise related to surrounding land uses including the nearby aggregates quarry.

Supporting text

- 6.52 The site lies immediately south of Huncote, adjoining the settlement boundary. It comprises agricultural land interspersed with several small water bodies. The southwestern edge of the site is defined by Thurlaston Brook and contains important ecological assets, including two Local Wildlife Sites and a Site of Special Scientific Interest (SSSI). Notably, Huncote Marshland Local Wildlife Site bisects the allocation. An active aggregates quarry is located approximately 150 metres to the south. Reflecting the presence of several ecological interest features within and near to the site, it is likely that any application will need to be supported Biodiversity Enhancement Management Plan (BEMP) and Habitat Management and Monitoring Plan (HMMP).
- 6.53 Key landscape elements including hedgerows and trees will be retained, with appropriate buffers provided and bought into positive management.
- 6.54 A Public Right of Way runs north to south through the site. Development provides an opportunity to enhance this footpath improving access to the surrounding countryside, in particular the adjacent Croft Hill Local Wildlife Site, and strengthening the connectivity of accessible green infrastructure to the south of Huncote.
- 6.55 The site includes areas of Surface Water flooding risk as defined on the Environment Agency Flood Map for Planning. This will require consideration along with ensuring sufficient sustainable drainage is present on site to address and mitigate any wider drainage impact from the development, particularly any impact on any adjoining or nearby Local Wildlife Sites.
- 6.56 There is a need to protect the rural character of the village and therefore development is to be designed to minimise views from the south, east and west of the site. New structural planting will be incorporated into the design of the site.

- 6.57 Pollutants and contaminants arising from previous uses of land and the proximity of Croft quarry will be considered through the application.

Land at Springfield Farm, Forest Road, Huncote



Policy H1J: Land at Springfield Farm, Forest Road, Huncote

Land at Springfield Farm, Forest Road, Huncote, as outlined on the Policies Map, is allocated for around 191 dwellings.

The Council will require the following:

1. All built development to be located within the defined settlement boundary set out on the Policies Map.
2. Main access to include vehicular and pedestrian access from Forest Road;
3. Improvements to footways along Forest Road to ensure connectivity between the site and existing village edge;
4. Contributions towards improvements at the B4114 Coventry Road / Huncote Road junction and B582 Desford Road / Forest Road) junctions as well as public transport infrastructure located close to the site;
5. Enhancements to the condition of Footpath V64 including providing suitable connection and access from the development;
6. Provision of a community facility to meet local needs;
7. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. Retained hedgerows and trees should be brought into positive management;
8. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk on site;
9. Consideration the impacts and mitigation required to address potential heritage impacts on ridge and furrow present on site;

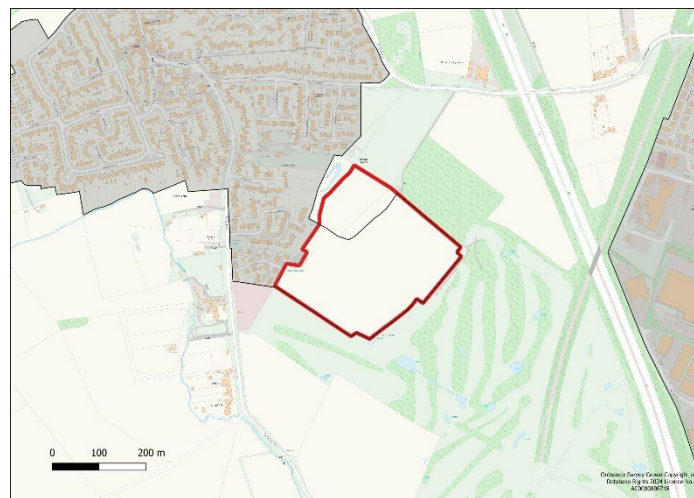
10. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase;
11. Consideration of land contamination impacts and mitigation relating to the site's proximity to a historic landfill site; and
12. Consideration of odour impacts and mitigation related to the anaerobic digestion plant located to the north of the site.

Supporting text

- 6.58 Pollutants and contaminants arising from previous uses of land and the proximity of Croft quarry will be considered through the application.
- 6.59 The site is located to the northern edge of Huncote and consists predominantly of land in agricultural use. A part of the site is developed (Springfield Farm House). The vehicular and main pedestrian access will be from Forest Road.
- 6.60 Footpath V64 extends within the site (southwest to northeast), and Bridleway V65 runs west to east, located to the northern most extent of the site. Provisions are to be made to maintain these connections and enhance and mitigate from any impacts which may occur as a result of the development. Provision will also be made to provide footways from the village to the site access in order that pedestrians can access facilities and services in the village.
- 6.61 The development is likely to have a material impact on a number of local junctions including B4114 Coventry Road / Huncote Road junction and B582 Desford Road / Forest Road junctions. A scheme of mitigation will be required to address likely impacts with the detail of any mitigation agreed with the Local Highways Authority as part of any application.
- 6.62 New development will make provision for new community facilities reflecting existing needs and new needs arising from the further growth proposed in the village. This will be accessible via walking and cycling as well as by private transport.
- 6.63 The site includes trees and hedgerows that contribute positively to biodiversity and provide opportunities for retention and enhancement. Retained features should be brought into positive management of the site wherever practicable.
- 6.64 There is ridge and furrow located on some parts of the site and consideration is to be given to its retention as through the design and layout of the scheme. The development will also be designed to be sympathetic to the site's prominent location at the village entrance. New structural planting to the north and east of the site is to be incorporated into the design.

- 6.65 A CEMP will be provided as part of any proposal to consider and mitigate from the impacts on biodiversity, drainage and residential amenities during the construction phase.
- 6.66 A land contamination survey will be carried out to consider any issues relating to historic landfill and previous land uses on the site. Further surveys and assessments will be undertaken if required by preliminary investigations.
- 6.67 An anaerobic digestion plant is located to the north of the site. An odour assessment will be undertaken to determine the impact of odour from the plant on any proposed development, and the site will be designed to mitigate from any potential impacts.

Land South of Warwick Road, Littlethorpe



Policy H1K: Land South of Warwick Road, Littlethorpe

Land South of Warwick Road, Littlethorpe, as outlined on the Policies Map, is allocated for around 150 homes.

The Council will require the following:

1. Main access to include vehicular and pedestrian access from Holt Way with a further pedestrian connection to Warwick Road;
2. Contributions towards improvements to the bus stops at the Ridgeway (Cosby Road);
3. Contributions towards Corridor 3 improvements (walking route) set out in the Blaby LCWIP including improvements towards enhancements to Warwick Road;
4. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. Retained hedgerows and trees to be bought into positive management;
5. Inclusion of a sensitive lighting scheme to minimise light spill within the site and adjoining land to mitigate impacts on known bat commuting routes across the Site;

6. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk on site. Ensure SuDS pond(s) are designed to create new Great Crested Newt breeding habitat;
7. Support opportunities to create a continuous natural and semi natural corridors along the River Soar and River Sence corridors including through planning obligations where appropriate;
8. The creation of a strong landscape buffers to the south and east to minimise the risk of 'golf strike' from the adjoining golf course and create a soft settlement edge;
9. Consideration the impacts and mitigation required to address potential noise impacts relating to the M1 motorway from development; and
10. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

Supporting text

- 6.68 The main vehicular and pedestrian access will be via Holt Way, this will ensure close access to bus stops on Cosby Road (Ridgeway). In addition, a further pedestrian access to Warwick Road will be included as part of any scheme. Consideration will be given to providing a metalled and lit pedestrian route but as a minimum any new route will need to be suitable for use in all weather. This would provide a direct access to Warwick Road and contribute towards the delivery of Corridor 3 (walking route) as set out in the Blaby LCWIP which seeks to improve walking connectivity between Cosby, Littlethorpe and Whetstone. Together these measures would help deliver transport choice to new and existing residents.
- 6.69 The site includes several hedgerows, hedgerow trees and ditches as well as ponds around the site periphery. These ecological elements will be retained where practicable with appropriate buffers. Where losses of hedgerow or trees are required to facilitate site access or internal roads losses are to be minimised. Appropriate stand-offs will be provided around trees to ensure appropriate root protection, safeguard potential bat roosts and ensure that new homes are not overshadowed. Where culverts are required over ditches to facilitate access these will be for the minimum length necessary to allow safe crossing.
- 6.70 Any new SuDS provision will be designed to provide suitable breeding habitat for GCN and new foraging habitat and hibernacula provided to mitigate the loss of foraging habitat within the development site.
- 6.71 This Site lies in close proximity, and within the catchment of priority project identified in the Council's Green and Blue Infrastructure Study. This scheme (Narborough to Aylestone Wetland) would establish a connected, wildlife-rich wetland habitat along the River Soar and River Sence corridors; stretching from Narborough Bog Nature Reserve in the east towards Aylestone

Meadows Local Nature Reserve in Leicester. It would comprise of the restoration of wet grassland, grazing marsh, reedbeds and riparian habitat will support populations of amphibians, birds and aquatic species. Where appropriate the Council will seek to ensure that onsite SuDS supports aspirations to improve water quality, enhance biodiversity and improve connectivity throughout the corridor. The Council will work with partners to deliver wider enhancements to the corridor being targeted through the LNRS including through the collection of planning obligations.

- 6.72 A strong landscape buffer to including strategic tree planting and wildlife areas is to be located to the south and east of the development. This will help reduce the risk of golf strike associated with the golf course to the south and help provide a soft settlement edge. Consideration will be given to the provision of bungalows and homes with accommodation in the roof space on the rural edge of the development.
- 6.73 A Desk Based (Heritage) Assessment supported by on site archaeological assessment will be required ahead of submission of any planning application reflecting the archaeological potential of the site.

Land South of Hinckley Road, Sapcote



Policy H1L: Land South of Hinckley Road, Sapcote

Land South of Hinckley Road, Sapcote, as outlined on the Policies Map, is allocated for around 175 dwellings.

The Council will require the following:

1. Main vehicular and pedestrian access via West Field Road, with a secondary vehicular and pedestrian access via Park Road;
2. Improvements to the junction of West Field Road and Hinckley Road;
3. The creation of/improvements to the footway on Park Road;

4. The provision of a 3m shared footway and cycleway which connects Park Road in the vicinity of the school and the metalled path which forms the northern boundary of the site;
5. The provision of land for parking or other uses to allow for the further expansion of the neighbouring school;
6. Enhancements to the condition of Footpaths V38 and V39 including providing suitable connection and access from the development;
7. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. This will include the protected Ash trees to the north of the Site. Retained hedgerows and trees to be bought into positive management;
8. Inclusion of a sensitive lighting scheme to minimise light spill within the site and adjoining land to mitigate impacts on known bat commuting routes across the Site;
9. Provide new foraging habitat and hibernacula within the site and strengthen existing corridors to provide better connectivity of local GCN populations.
10. The retention of any neutral grassland on site identified as meeting the criteria to justify LWS designation including Thistle and Buttercup Meadow;
11. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk on site. Ensure SuDS pond(s) are designed to create new Great Crested Newt breeding habitat;
12. Structural planting to the south of the site to help integrate development into the local landscape and avoid the creation of a hard settlement edge.
13. Consideration of the impacts and mitigation required to address potential heritage effects from development including Sapcote [Castle and Moat](#); and
14. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

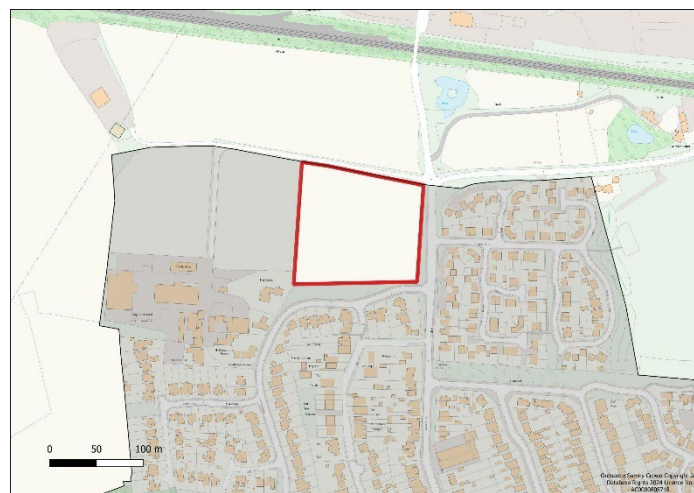
Supporting text

- 6.74 This site offers opportunity to improve local connectivity via walking and cycling from homes located to the west of the village and All Saints CofE Primary School. Therefore, new footways and cycleways will be provided between Footpath V38 and the proposed junction of Park Road and onwards to the school. In addition, it is expected that further parking provision will be provided for use by the school. This provision will be transferred to and managed by All Saints Church of England Primary School. It is expected that this provision will alleviate parking pressures during school drop off and pick up times. The Council will also expect any new development to deliver a 3m wide footway to the western side of Park Road.
- 6.75 Footpath V38 and V39 extends within the site running east to west along the northern boundary of the site. Provisions will be made to maintain these

connections and enhance and mitigate from any impacts which may occur as a result of the development.

- 6.76 There are several ponds located within or close to the site. These are inhabited by a notable great crested newt (GCN) population. Historic development has sought to protect this population and new development will need to do the same. Therefore, the scheme will need to include new areas of foraging habitat, new corridors to connect to existing foraging areas, the creation of hibernacula and the creation of new SuDS provision including permanently wet ponds which can create additional breeding habitat.
- 6.77 Further to the ecology measures outlined above the Council requires the existing hedgerows and treelines to be protected and appropriate buffers to be included in the scheme design. Where hedgerows require removal to facilitate the delivery of new roads or footways losses to the hedgerow will be minimised. The two ash trees to the northeast of the site are to be retained and an appropriate buffer included within the development reflecting their status as local wildlife sites. In addition, Thistle and Buttercup Meadow will be retained where it is confirmed that this site continues to meet the Local Wildlife Site criteria.
- 6.78 Any proposed external lighting scheme on the site will need to be designed to ensure that it does not lead to the fragmentation of foraging and commuting habitats for Bats.
- 6.79 The site is located close to the Scheduled Monument (Sapcote Castle and Moat) and consideration will be given to the potential impacts on the heritage asset and the mitigation required to protect any archaeological remains identified within the site and the setting of the site.

Land West of Huncote Road, Stoney Stanton



Policy H1M: Land West of Huncote Road, Stoney Stanton

1. Land west of Huncote Road, as outlined on the Policies Map, is allocated for around 35 dwellings.

2. The Council will require the following:

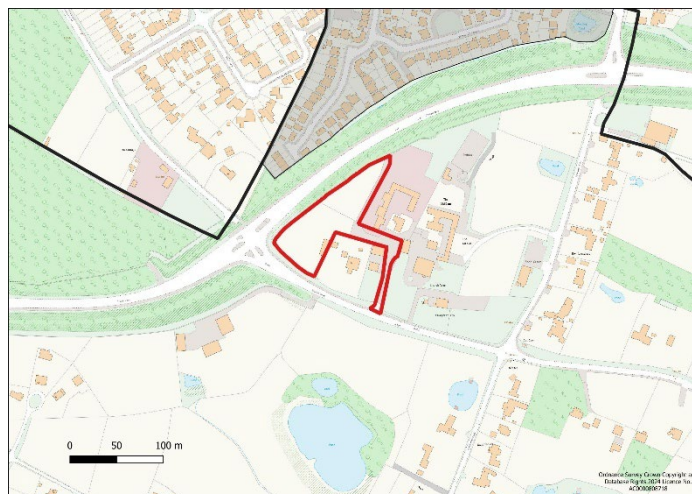
- A. Main vehicular and pedestrian access from Huncote Road subject to provision of satisfactory access arrangements;
- B. Improve offsite pedestrian access and connectivity across Huncote Road to the adjoining estate and recreational area at Simpson Road to the east of the site;
- C. Enhancements to the condition of Footpath V51 including providing suitable connection and access from the development;
- D. Subject to access, retain and enhance the existing hedge/tree lines along the eastern, southern and western boundaries;
- E. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk on the eastern boundary of the site;
- F. Structural planting to the west of the site to help integrate development into the local landscape and avoid the creation of an eroded settlement edge and promote connectivity with local wildlife sites off site reflecting the site's location within a connectivity zone as outlined in the Local Nature Recovery Strategy (LNRS);
- G. Consideration the impacts and mitigation required to address potential heritage impacts arising from development;
- H. Support opportunities for the improvement of the Memorial Playing Fields Recreation Ground at Stoney Stanton to provide a Community Park including through planning obligations where appropriate;
- I. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase; and
- J. Consideration of noise impacts and mitigation required in respect of noise related to surrounding land uses including employment uses to the north.

Supporting text

- 6.80 This is a small site located to the north of Stoney Stanton. The vehicular and pedestrian access will be via Huncote Road and will include a ghost right hand turn reflecting the bend in Huncote Road to the north of the Site. As part of the development it is expected that Footpath V51 which dissects the site north to south be retained and enhanced.
- 6.81 The hedgerows on the site periphery will be retained wherever practicable and brought into positive management. Land to the east of the site will include strategic planting reflecting the Site's location in a connectivity zone as identified in the Local Nature Recovery Strategy. There are a number of small areas of surface water flood risk identified close to the Site's eastern boundary with Huncote Road. Sustainable drainage is to be based on natural flood management principles and will address any on site flood risk as well as providing attenuation for new development.

- 6.82 The proposal will support opportunities for improvements to the Memorial Playing Fields Recreation Ground at Stoney Stanton to create a Community Park. This reflects Priority Project 5: Stoney Stanton Park (SWV1) of the Green and Blue Infrastructure Study where there is an opportunity to create a destination park by rejuvenating and joining the existing natural green space site and Stoney Stanton War Memorial Playing fields between Stoney Stanton and Sapcote.

Land at Church Farm, Station Road, Elmesthorpe



Policy H1N: Land at Church Farm, Station Road, Elmesthorpe

Land at Church Farm, Station Road, Elmesthorpe, as outlined on the Policies Map, is allocated for around 10 dwellings.

The Council will require the following:

1. Access from Station Road;
2. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. Retained hedgerows and trees to be brought into positive management;
3. Consideration of the impacts and mitigation required to address potential heritage and archaeology impacts from development;
4. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase; and
5. Consideration of noise impacts and mitigation required in respect of noise related to the site's proximity to the A47.

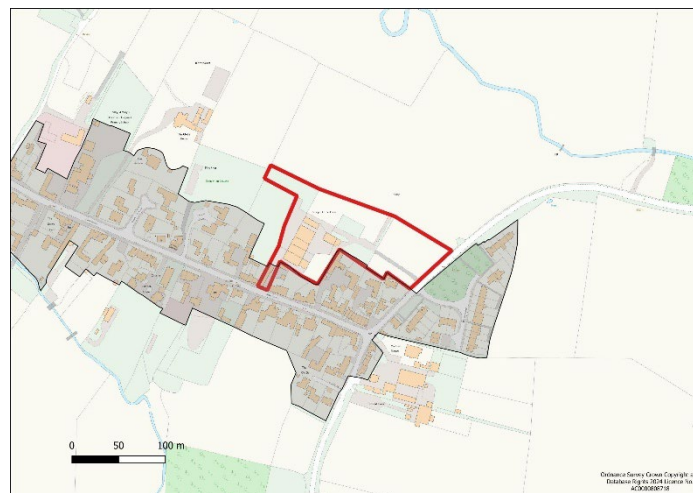
Supporting text

- 6.83 The site is approximately 0.5 hectares and will accommodate around 10 dwellings. The site is currently used for grazing land. It is located on the western extent of the built area of Elmesthorpe but outside and a distance from the settlement boundary. The site is close to the settlement boundary of

Earl Shilton, a town located in the administrative area of Hinckley and Bosworth Borough.

- 6.84 There is a small area of surface water flood risk at the southern part of the site which will need to be considered in terms of the layout and design of the new homes to reduce the risk posed by surface water flooding to any occupiers of the new homes and established dwellings nearby.
- 6.85 All trees and hedgerows on site will be retained where practicable with land provided for appropriate buffers.
- 6.86 Designated heritage assets and archaeological sites are located close to the site. The site is within the wider setting of the Scheduled Monument of Elmesthorpe Church, ruined nave and west tower, and the Church of St Mary, a Grade 2 listed building. These assets lie approximately 130m to the east. The impact on heritage assets will need to be considered as part of the planning application. The design of the site should reflect the conclusions of such an assessment. Also, the Leicestershire and Rutland Historic Environment Record (HER) notes that the site is situated within the Elmesthorpe Deserted Medieval Village (HER ref: MLE70). There is potential for buried archaeological remains within the site area which may be impacted by development. Any application will be accompanied by a heritage desk-based assessment and archaeological trial trenching reflecting the sites high potential for archaeological remains and will also consider the potential for the development to affect the setting of the nearby scheduled monument and listed building. Mitigation may be required.
- 6.87 The site is close to the A47 Clickers Way and requires noise assessment to ensure appropriate mitigation can be secured to protect future residents.

Land at Steeple Chase Farm, Main Street, Kilby



Policy H10: Land at Steeple Chase Farm, Main Street, Kilby

Land at Steeple Chase Farm is allocated for around 25 dwellings.

The Council will require the following:

1. Main access to include vehicular and pedestrian access from Wistow Road, with further pedestrian access from Main Street;
2. Enhancements to the condition of the footpath that passes through the site east to west including providing suitable connection and access from the development;
3. Improvements to public transport infrastructure in the village including flagpoles and signage at the Dog and Guns stops on Main Street outside of the site;
4. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. Retained hedgerows and trees to be brought into positive management;
5. Consideration of surface water on the site and provision of an enhanced Sustainable Drainage scheme based on natural flood management principles to address potential surface water flood risk on site;
6. Structural planting to the north and east of the site to help integrate development into the local landscape, conserve the character of the village and avoid the creation of a hard settlement edge;
7. Consideration the impacts and mitigation required to address potential heritage impacts on listed buildings to the south, west and northwest of the site;
8. Consideration of the provision of bungalows and smaller family homes as part of any housing scheme; and
9. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

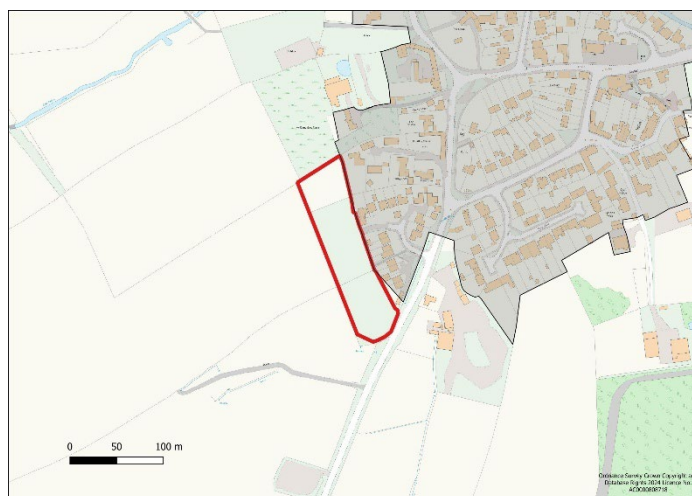
Supporting text

- 6.88 This is a small site located to the north of Main Street, Kilby. It is allocated for around 25 homes. Kilby is a relatively small settlement with only limited facilities however the village benefits from an hourly bus service between Leicester and Fleckney. The site is currently in agricultural use and is likely to be delivered in the mid to latter part of the Plan period. Any allocation will help ensure the delivery of new homes to help support the local facilities and services including Kilby St Mary's Church of England Primary School which is currently just over two thirds full. In addition, new development has potential to deliver additional much needed affordable housing, smaller market housing and bungalows within the village which would meet local housing needs.
- 6.89 Given the lack of suitable access points off Main Street the main vehicular route will be from Wistow Road with a further pedestrian access to Main Street to facilitate easier access to bus stops and the local primary school. As part of any development the Council will expect enhancements to the local

bus stops and retention and improvements to the footpath that dissects the site.

- 6.90 All trees and hedgerows on site will be retained where practicable with land provided for appropriate buffers. Any application will be accompanied by a heritage desk-based assessment and archaeological trial trenching reflecting the sites high potential for archaeological remains and will also consider the potential for the development to affect the setting of nearby listed buildings.
- 6.91 Structural planting will be required to the north and east of the site to protect the rural character of the village and help soften the impact of growth on the northern edge of the village.

Land West of Coventry Road, Sharnford



Policy H1P: Land West of Coventry Road, Sharnford

Land West of Coventry Road, Sharnford, as outlined on the Policies Map, is allocated for around 20 dwellings.

The Council will require the following:

1. Main access to include vehicular and pedestrian access from Butlers Close;
2. Enhancements to footpath U80 that passes through the site east to west including providing suitable connection and access from the development;
3. The retention of trees and hedgerows on site will be required with appropriate buffers where practicable. Retained hedgerows and trees to be brought into positive management;
4. Consideration of surface water on the site and provision of a sustainable drainage scheme based on natural flood management principles to address flood risk on site;
5. Structural planting to west of the site to help integrate development into the local landscape, conserve the character of the village and avoid the creation of a hard settlement edge; and

6. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase; and

Supporting text

- 6.92 The site is located on the southern edge of Sharnford, adjacent to residential properties on Butlers Close. Public Right of Way U80 also extends from this road through the site and into the countryside to the southwest.
- 6.93 A potential Local Wildlife Site (The Limes grassland) was previously situated within the site, although this was understood to be degraded around 2017/18, possibly at the time of the construction of the adjoining housing development. Nonetheless, protected species may be present and there are opportunities to retain and enhance key features such as higher quality grassland, hedgerows and trees which are located to the western and southern boundary of the site and bring them into positive ecological management. An ecological survey will be provided with consideration to these issues.
- 6.94 Reports of surface water and drainage issues relating to interception channels affecting the site have been raised and will be addressed as part of a site-specific flood risk assessment submitted with the application. A comprehensive drainage strategy will need to be developed alongside any planning application.

Land at Hill View Nurseries, Thurlaston



Policy H1Q: Land at Hill View Nurseries, Thurlaston

Land at Hill View Nurseries, Thurlaston, as outlined on the Policies Map, is allocated for around 15 dwellings.

The Council will require the following:

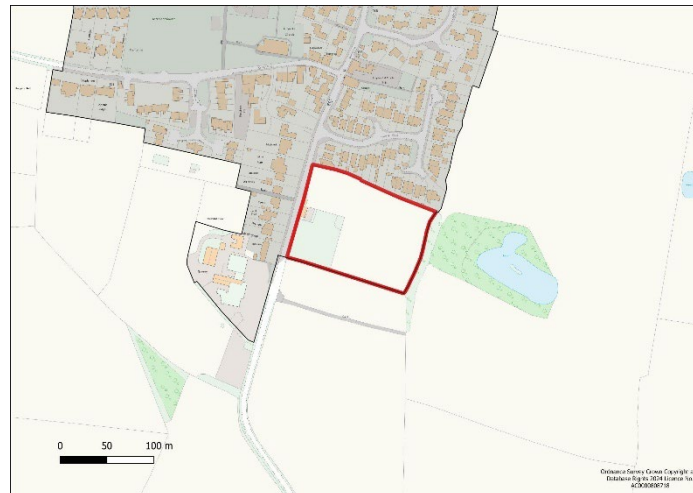
1. Pedestrian and vehicular access from Croft Road;
2. The retention of trees and hedgerows on the site boundary will be required. Retained hedgerows and trees to be brought into positive management;

3. Structural planting to west and south of the site to help integrate development into the local landscape, conserve the character of the village and avoid the creation of a hard settlement edge;
4. Consideration of land contamination issues and mitigation to address the current use of the site as a nursery; and
5. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity, residential amenity and surface water drainage during the construction phase.

Supporting text

- 6.95 Vehicular Access will be given from Croft Road, and any proposal will be required to have regard to the proposed adjacent allocation at Land off Croft Road to ensure mutually beneficial accesses that accord with LCC's highway guidance. Pedestrian connectivity to the site from Cosby Road needs to be thoughtfully designed to maximise pedestrian access whilst reducing harm to existing hedgerows.
- 6.96 The site is located at the southern extent of Thurlaston, adjacent to residential properties on Croft Road. As a result of the site's current use and vast amount of hardstanding, the site has limited biodiversity value but does include mature and established hedgerows that require protection and enhancement. Well-designed buffers along with positive planting to the west and south of the site could significantly improve the biodiversity of the immediate countryside designation, and this approach will be sought through any proposal.
- 6.97 The design of the proposal will be required to take into consideration the wider landscape character areas and consideration will be given to the use of bungalows or one and a half storey dwellings to minimise landscape impacts of development.
- 6.98 The site is an operational nursery and any development proposals will be accompanied by an assessment of land contamination reflecting the previously developed nature of this site. In light of the current use of the site, the Council expects site delivery to be towards the end of the plan period.

Land off Croft Road, Thurlaston



Policy H1R: Land off Croft Road, Thurlaston

Land off Croft Road, Thurlaston, as outlined on the Policies Map, is allocated for around 30 dwellings.

The Council will require the following:

1. Pedestrian and vehicular access from Croft Road;
2. The provision of a pedestrian footway to connect the main access on Croft Road to the footway to the north;
3. Enhancements to footpath that passes through the site towards Bridleway V65 to the southeast including providing suitable connection and access from the development;
4. The retention and improvement of hedgerows on the site boundary will be required. Retained hedgerows to be bought into positive management;
5. The provision of an appropriate buffer to the woodland and pond located to the east of the Site;
6. Consideration of surface water on the site and provision of an enhanced sustainable drainage scheme based on natural flood management principles to address flood risk on site;
7. Structural planting to the east and south of the site to help integrate development into the local landscape, conserve the character of the village and avoid the creation of a hard settlement edge; and
8. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity, residential amenity and surface water drainage during the construction phase.

Supporting text

- 6.99 Vehicular access will be from Croft Road, and any proposal will be required to have regard to the adjacent allocation at Land at Thurlaston Nursery site to

ensure mutually beneficial accesses that accord with LCC's highway guidance.

- 6.100 The site is located at the southern extent of Thurlaston. The site sits adjacent residential properties on Nursery Close and opposite residential properties on Croft Road. The site is bounded by mature hedgerows which in places are gappy, and to the rear of the site these hedgerows adjoin a wooded area and water body.
- 6.101 There are small areas of surface water flood risk toward the northern and eastern parts of the site which will need to be considered in terms of the layout and design of the new homes to reduce the risk to new homes. A drainage scheme based on natural flood management principles will be required as part of any development.
- 6.102 Pedestrian connectivity to the site from Cosby Road needs to be thoughtfully designed to maximise pedestrian access whilst reducing harm to existing hedgerows. A metalled and lit footpath will be required to connect up to the existing footway on Croft Road to the north of the site. Connectivity and access to the footpath which passes through the site will also be required.
- 6.103 Structural planting will be required to the east and south of the village to protect the rural character of the village and ensure new development does not provide a hard settlement edge to Thurlaston.

Affordable Housing

Policy H2: Affordable Housing (Strategic)

1. New developments of 10 or more dwellings must make provision for 25% affordable housing provision. A target of 80% of the affordable homes will be provided for rent, with the remaining provided as an intermediate tenure to be agreed on a site-by-site basis subject to viability.
2. Development of affordable housing will be:
 - A. Provided on-site in order to help achieve mixed and balanced communities. However, off-site provision or a financial contribution made in lieu may be considered acceptable where it can be robustly justified;
 - B. Retained in affordable use in perpetuity;
 - C. Provided to the same design and building standard as the market housing and be pepper-potted throughout the site with clusters of no more than 6 homes integrated with market homes unless justified by local circumstances or on-site constraints; and
 - D. Meet the requirements of Policy H4 (Specialist and Accessible Housing).
3. Where it can be demonstrated that the percentage of affordable housing sought will negatively impact on the delivery of a mixed community or are subject to exceptional and authenticated site development costs which affect viability there may be a case for reducing the percentage or tenure mix of affordable housing. This is to be proven through open book discussions with the council at planning application stage.

Rural Exception Sites

4. Planning permission will be granted for the release of small rural exception sites of typically no more than 25 dwellings. Sites will be within or adjoining the development limits of rural settlements*, well related to and accessible to local services and facilities, and for 100% affordable housing where a local need has been clearly identified. Where there is robust evidence justifying the need for larger sites these will be supported only where they are proportionate to the settlement to which they relate and can be robustly justified by local housing needs.
5. Housing on Rural Exceptions Sites will remain 'affordable' in perpetuity to continue to meet local need. Where it can be robustly justified due to a lack of viability it will be acceptable to provide some market housing on rural exception sites to cross subsidise the affordable housing element. Where cross subsidy sites are proposed in all cases more than half of all dwellings within the site must be affordable.
6. On sites where 100% affordable housing is being provided by a registered provider consideration will be given to reducing or removing planning obligations where justified by viability evidence.

*to include Larger Villages, Medium Villages, Smaller Villages.

Supporting Text

- 6.104 Homes are relatively unaffordable in Blaby. Data published by the Office for National Statistics (ONS) indicates that housing affordability has remained challenging for a number of years. The most recently published data indicates that an average priced home costs than 7.4 times earnings in Blaby based on the ONS figures for 2025.
- 6.105 Blaby has cooperated with the other Leicestershire Councils to commission a Housing and Employment Needs Assessment (HENA). This assessment, prepared by specialist demographers in 2022 and partially updated in 2025/26, has assessed affordable housing need taking account of the NPPF definition of affordable housing and the latest information, including on housing costs. It identified an annual need for 3,076 rented affordable homes and 1,795 affordable ownership homes. For Blaby specifically rented affordable need is identified as 341 homes per year, whilst affordable home ownership need amounts to 195 properties per year. Cumulatively the HENA outlines a potential need for 536 affordable homes to be provided each year in Blaby District. The District's Standard Method Housing need is 539 homes per annum.
- 6.106 This level of affordable housing need amounts to almost 100% of Blaby's own overall annual housing requirement. These figures do not constitute a requirement that the plan must achieve; the actual amount of affordable housing delivered through the planning process will be considerably less than this and, in the first instance, is governed by the findings of the Council's whole plan viability assessment.
- 6.107 The NPPF requires the on-site provision of affordable homes from all major development. This provision will be achieved having regard to the housing

mix and other appropriate considerations suggested in the local housing needs assessment or any subsequent evidence. Taking into account plan viability, the council will require 25% of all homes on sites of 10 or more dwellings to be affordable homes. The Council will seek to ensure that affordable housing is distributed throughout any new development (pepper potted) and that clusters of affordable homes will not typically exceed 6 units. Where a percentage calculation for affordable housing results in a fraction of affordable housing provision, this will either be rounded up to the nearest whole number, or the fraction will be paid as a financial contribution to deliver affordable homes elsewhere.

- 6.108 Where there is a requirement to deliver affordable housing as part of a proposed development the Council will expect affordable units to be delivered on site (except where there is a strong justification to contribute to offsite provision), retained as affordable homes in perpetuity, designed and constructed to the same standards of market homes and distributed (pepper potted) throughout the whole site. New affordable homes will also meet other requirements set out in this Local Plan including in respect of tenure split, meeting minimum space standards, provision of accessible homes, water efficiency requirements and so on.
- 6.109 Where the above affordable housing 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 in accordance with Policy INF1.
- 6.110 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, and site delivery costs such as the provision of strategic infrastructure as identified in the Council's Infrastructure Delivery Plan (IDP);
 - The need for mixed and sustainable communities, including a mix of housing to meet local needs; and
 - The need for affordable housing in rural settlements.
- 6.111 Part of the District is rural in nature and comprised of villages of different sizes. Development in such areas, if not specifically allocated for residential development within this Plan, would not normally be granted planning permission. Where sites have been allocated for housing development in Larger Villages, Medium Villages, and smaller villages these may be small-scale and may not deliver sufficient affordable homes to meet local needs. In some smaller villages no allocations are proposed. Consequently, there is still likely to be a need for the provision of some affordable homes in many rural communities. A rural exceptions policy will provide a mechanism to ensure some new affordable housing can be delivered where needs arise.

- 6.112 There is also a need to provide some flexibility to enable the opportunity for some cross-subsidy through the provision of some market homes should viability evidence clearly demonstrate that such cross-subsidy is justified. However, where cross subsidy schemes are proposed developers will be expected to demonstrate through a viability assessment and other appropriate supporting evidence, that such housing is financially necessary to ensure the delivery of the affordable homes. Where a viability assessment has been submitted in accordance with Part 4 or 7 of the above policy the Council will undertake an independent review of that appraisal for which the applicant will bear the cost.

Housing Mix and Density

Policy H3: Housing Mix and Density (Strategic)

Housing Mix

1. New housing developments of 10 or more dwellings will be required to provide an appropriate mix of housing sizes (number of bedrooms), with the proportions of dwellings of each size to be guided by the housing mix recommendations for Blaby included in the latest/ most up to date Housing Needs Assessment in consideration with the most up to date Housing Strategy or other housing mix evidence published by the Council.

Table 5: Required Housing Mix on Sites of 10 or more dwellings

Tenure	1 Bedroom homes	2 Bedroom homes	3 Bedroom Homes	4 or more bedroom homes
Market	0-5%	25-30%	45-50%	20-25%
Affordable rent	25-30%	35-40%	25-30%	5-10%
Affordable Home ownership	10-15%	40-45%	35-40%	5-10%

2. Where appropriate, and justified by evidence, the Council will allow a greater proportion of larger market homes than indicated above reflecting the recently increased demand for flexible living including homeworking or caring. However, only in exceptional circumstances will more than 30% 4 bed+ market homes be allowed on sites which comprise 10 or more dwellings.
3. The Council will have regard to market signals in agreeing housing mix on sites.
4. The above housing mix requirements will not apply to wholly self build sites, or specific phases or parcels of a larger housing sites that are proposed wholly for self or custom build homes.
5. On sites of fewer than 10 dwellings the Council will work with developers to identify an appropriate mix of homes on a site-by-site basis having regard to local context, site specific circumstances, local housing need and market signals.

Density

6. In order to optimise the use of land the following housing densities are to be achieved within sites over 0.5ha. Densities are to be based on the net developable area of the site as follows:
 - A. Within and adjoining the 'built-up' areas of Glenfield, Kirby Muxloe, Leicester Forest East, Braunstone Town, Glen Parva and New Lubbethorpe and new strategic sites at Whetstone Pastures and Stoney Stanton – 35 - 40 dwellings per hectare.
 - B. Within and adjoining the settlements of Blaby, Countesthorpe, Enderby, Narborough and Whetstone – 30 - 38 dwellings per hectare.
 - C. All other settlements – 30-35 dwellings per hectare.⁴³
7. The Council will accept lower densities than those set out above where these can be justified to maintain local character, address a specific housing need, such as the provision of a significant number of bungalows or address specific on site or near site constraints such as heritage or biodiversity issues. Where higher densities are sought these should be justified based on proximity to local facilities and public transport accessibility.
8. Any developments not meeting the necessary density targets will be required to justify their approach within the Design and Access Statement to be submitted alongside the Planning Application.

Supporting Text

Housing Mix

- 6.113 The housing mix policy, guided by market signals and evidence-based needs assessments such as the updated Housing and Economic Needs Assessment (HENA) aims to ensure a diverse range of housing types in new developments.
- 6.114 Based on the evidence, presented in the Council's updated HENA, it is expected that the focus of new market housing provision will be on 2 and 3-bed properties. Continued demand for family housing can be expected from newly forming households. There may also be some demand for medium-sized properties (2 and 3-beds) from older households downsizing and looking to release equity in existing homes, but still retaining flexibility for friends and family to come and stay.
- 6.115 Some households may seek additional space to support home working. At the point the Council's original HENA (2022) was prepared, it noted that *'looking forwards, 41% of the businesses surveyed intended to support greater flexibility around working from home, whilst 54% don't expect to allow employees to work from home or are keen to get staff back in full-time as soon as possible'*⁴⁴. The HENA update doesn't look at this issue afresh and

⁴³ The Council will define appropriate densities in lower order settlements as part of a supplementary plan which will include further guidance to ensure that the character of the District's villages is protected.

⁴⁴ [Item-3.1f-Appendix-B-HENA-Main-Report.pdf](#)

so the Council has sought to review societal trends in homeworking to ensure our housing policies reflect future housing needs.

- 6.116 Built into our vision-led transport modelling is an assumption that there will be an increase in working from home of 0.25% per annum from the 2023 base data until the 2042. This is an equivalent to 4.75% of commuting trips in 2023 being avoided by 2042. This is considered reasonable because working from home rates stabilised after the Covid pandemic by the middle of 2022. Since then, there have been small overall increases in working from home mostly in the form of increases in hybrid working which is becoming commonplace in many sectors. ONS Opinions and Lifestyle surveys show since mid-2022 working from home all the time has generally remained in the 13-15% range while hybrid working has generally increased from around 21%-22% to 26-28% in the same time period⁴⁵
- 6.117 This increase in hybrid working is likely to increase the proportion of residents needing access to additional space. To this end we have sought to allow some flexibility in our housing policy reflecting that housing needs will increasingly need to provide additional spaces for homes working.
- 6.118 The HENA indicates that the majority of units will be houses rather than flats, although consideration will need to be given to site specific circumstances (which may in some cases lend themselves to flatted development). It also emphasises the role of bungalows within the mix. Bungalows account for around 12.5% of existing homes in Blaby or 1 in 8 dwellings. Such housing can be particularly attractive to older person households. Bungalows are likely to particularly focus on 2-bedroom homes, including in the affordable sector where such housing may encourage households to downsize by moving from larger 'family-sized' accommodation (with 3+ bedrooms). The Council will look favourably on applications for bungalows even where this affects the density of new homes being delivered on site.
- 6.119 All housing schemes will deliver a mix of house types, tenures and size to balance the current housing offer within the range expressed in the above policy. The mix of housing will take account of the following:
- Market conditions (signals)
 - Housing needs and economic viability
 - Site specific circumstances (size, character, setting)
 - The housing mix information set out in the most recent Housing and Economic Needs Assessment (HENA), or any future updates of the housing mix evidence.
 - The increased trend towards home working.⁴⁶⁴⁷

⁴⁵<https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/datasets/publicopinionsandsocialtrendsgreatbritainworkingarrangements>

⁴⁶ [working-from-home-planning-for-the-new-normal lichfields barratt-developments-plc dec-21.pdf](#)

⁴⁷ [Written evidence: Home-Based Working Trends Post-Pandemic – Dr Steven Pickering, Dr Martin Ejnar Hansen, and Prof Yosuke Sunaharai | Brunel University of London](#)

Housing Density

- 6.120 New housing development should make effective use of land and be built at a density appropriate to the character, location and setting of the area and should support the development of sustainable, balanced communities.
- 6.121 The National Planning Policy Framework states that “plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport”. National Policy further requires that these standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate.
- 6.122 The Council has historically not sought to have prescriptive density policies in its Local Plan. However, the NPPF seeks to maximise densities where it is appropriate to do so.
- 6.123 The Council will expect new development in urban areas or those settlements well served by public transport and other infrastructure or facilities to achieve higher densities than those areas where public transport and service provision is less comprehensive.
- 6.124 However, reflecting the locally specific issues that many residential development sites will face, Policy H3 includes housing density ranges rather than a fixed number for each type of settlement, with a clause to allow deviation from these requirements where appropriate and justifiable. Where developers seek to deviate from the densities outlined in Policy H3 the Council would welcome discussion with the developer at the pre-application stage and will expect proposals to be justified within the submitted Design and Access Statement (DAS) supporting the scheme.

Specialist and Accessible Accommodation

Policy H4: Specialist and Accessible Accommodation (Strategic)

Specialist Accommodation

1. There is a need for specialist accommodation to meet the needs of older residents, those with limiting long term illness or disabilities or other specific needs that may not be met by most new homes.
2. Schemes that provide specialised accommodation whilst promoting independent living will be supported provided all of the following criteria are met:
 - A. the type of specialised accommodation proposed meets identified District needs and contributes to maintaining the balance of the housing stock in the locality;
 - B. the proposal provides easy access to services and facilities, including public transport, enabling its residents to live independently as part of the community;

- C. the design of the proposal, including any individual units of accommodation, is capable of meeting the specialised accommodation support and care needs of the type;
- D. the proposal provides the required level of affordable housing where the housing falls within Use Class C3;
- E. On strategic sites of over 500 dwellings or more developers will be required to deliver specific on site provision to meet older people's needs;
- F. A minimum of 5% of housing on the strategic site allocations will be allocated for housing for older people or those with specialist needs.
- G. The Council will support evidence-based proposals for self-contained annexes and extensions to existing dwellings to accommodate, for example, an elderly or disabled dependent.

Housing Accessibility and Adaptability

3. To meet the needs of the District's residents and to deliver dwellings capable of meeting people's changing circumstances over their lifetime the following standards will need to be met:
 - A. At least 40% of all new market and affordable dwellings on sites of 10 homes or more should be built to M4(2) (Accessible and Adaptable⁴⁸); and
 - B. A minimum of 3% of all new market and affordable dwellings on sites over 25 dwellings are to be built to M4(3)B standard or alternatively be built as bungalows to M4(3)A adaptable standard where conversion is possible to accommodate those using wheelchairs or for other mobility impairments; and
 - C. Consideration will be given to meeting National Described Space Standards on all new build dwellings.
4. Part M4 (2) and M3 (3) standards will be implemented proportionately across the housing mix unless there are site specific factors (such as vulnerability to flooding, site topography, and other circumstances), which may make a specific site or site parcel less suitable for M4(2) and M4(3) compliant dwellings including where step free access cannot be achieved or the site is not viable as evidenced through appropriate viability evidence in accordance with Policy INF1.

Supporting Text

Specialist Needs Housing

- 6.125 The National Planning Policy Framework requires that Council's assess the housing needs for different groups in the community and further requires that these needs should be considered with the Council's Local Plan policies. As part of its evidence the Council has sought to understand specific housing needs related to older people and people with disabilities.
- 6.126 The Housing and Economic Needs Assessment update (HENA 2026) indicates that in 2024 79.4% of the population of Blaby was under 65 years

⁴⁸ [Raising accessibility standards for new homes: summary of consultation responses and government response - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/raising-accessibility-standards-for-new-homes)

old. 10.2% were aged 65-74 and 7.7% were aged 75-84. 2.7% of the district's residents were aged 85 or over.

- 6.127 In Leicestershire, the total number of people aged 65 and over is projected to increase by 37% over the 22-years to 2046. This compares with overall population growth of 18% and an increase in the Under 65 population of 13.8%. The projections show an increase in the population aged 65 and over of 76,000 people.

Table 6 projected Change in population of older persons, 2024-2046 (Leicestershire)⁴⁹

	2024	2046	Change in population	% change
Under 65	929,949	1,057,858	127,909	13.8%
65-74	105,134	123,287	18,153	17.3%
75-84	72,804	105,663	32,859	45.1%
85+	26,034	51,074	25,040	96.2%
Total	1,133,921	1,337,882	203,961	18.0%
Total 65+	203,972	280,024	76,052	37.3%
Total 75+	98,838	156,737	57,899	58.6%

Source: ONS, Table 4.7 Housing Mix Report, Icenl

- 6.128 The HENA outlines the ageing population profile of the District. Projecting forward from 2024 to 2042 it indicates a:
- 30.7% increase in the population aged 65 and over;
 - 40.9% increase in population aged 75 and over;
 - need for around 1,048 housing units with support (sheltered/retirement housing) in the market sector;
 - need for around 550 additional housing units with care (e.g. extra-care), a fifth of which are in the affordable sector; and
 - need for additional 838 care bedspaces.
- 6.129 National policy requires local planning authorities to address the needs of different groups with specific housing requirements in their communities, including older people and those with disabilities.
- 6.130 Given the ageing population and higher levels of disability and health problems amongst older people, there is likely to be an increased requirement for specialist housing. The Planning Practice Guidance (PPG) highlights the importance of providing housing for older people. Offering older people a better choice of accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems. Requiring new homes to be built to accessible, adaptable and wheelchair

⁴⁹ Source: Table 4.7 Leicester & Leicestershire HENA update, 2026.

user standards is one way of ensuring a better range of accommodation for the ageing population.

- 6.131 Based on the above figures around 14% of total housing requirement for Blaby to 2042 is for sheltered/retirement housing or housing with care. For strategic sites (housing sites over 500 dwellings) the Council expects a minimum of 5% of homes proposed to meet the needs of older people. This can include sheltered or retirement housing, extra care housing or care homes. This will ensure that new communities are suitable for all and will provide opportunity for residents to continue living in those communities as their needs change.
- 6.132 The tenures in which older residents of Blaby currently live provide a useful indication of the potential tenure profile of demand for new-build development. Within Blaby 77.7% older persons households own their property outright (no mortgage) and a further 4.7% own a property with a mortgage. 13.3% of residents live in social rented accommodation. 4.3% of residents live in private rented property or live rent free. Clearly, reflecting that more than 4 in 5 older residents own their own home (the vast majority without a mortgage) a significant proportion of new accommodation for older people will likely need to be delivered as market schemes. However, there is a notable need for Affordable Housing with Care. The Council will seek to work with developers to address this and other needs over the life of the plan.

Housing Accessibility and Adaptability

- 6.133 Accessibility requirements for new homes are set out in Part M of the Building Regulations⁵⁰ and summarised below:
- Category M4(1) (visitable dwellings) is mandatory for all new homes (excluding extensions and changes of use) and amongst other things requires level access to the main entrance; sufficiently wide doorways and circulation space; and a toilet at entrance level.
 - Category M4(2) (accessible and adaptable dwellings) is an optional, higher standard for accessible homes. It requires additional features including having a living area at entrance level and step-free access to all entrance level rooms and facilities, wider doorways and corridors. It also includes further features to make homes more easily adaptable over time.
 - Category M4(3) (wheelchair user dwellings) sets optional standards for wheelchair adaptable (M4(3)(2)(a)) and wheelchair accessible homes (M4(3)(2)(b)).
 - As Category M4(2) and M4(3) are optional requirements, local planning authorities can only require new homes to be built to these standards if they are tested through the local plan process and are based on

⁵⁰ Access to and use of buildings: Approved Document M, 2015.

evidence of need. Wheelchair accessible standards (M4(3)(2)(b)) can only be applied to homes where local authorities are responsible for allocating or nominating a person to live in that home.

- 6.134 The Government consulted on raising accessibility standards for new homes in 2020, publishing its response in July 2022. In that response, the Government concluded that the best way to achieve better accessibility standards in new homes was to make Part M4(2) the minimum standard, with M4(1) applying by exception only where M4(2) standards cannot be met on site for technical reasons. It was not proposed to make M4(3) mandatory; this standard will continue to apply only where there is a local plan policy in place. However, since announcing an intention to improve the accessibility and adaptability of new housing the Government has made only limited further progress indicating in the new draft NPPF that there is new national expectation that at least 40% of new homes should meet the M4(2) accessible and adaptable standard, alongside continued provision for M4(3) wheelchair-accessible homes. This approach is slightly less ambitious than the requirements set out in the above policy, though not notably so.
- 6.135 The HENA identified that there is a current need for 282 wheelchair user homes in Blaby and a projected future need between 2024-42 of 84 homes. This means there is a total current and future need of 366 homes. This is equivalent to just over 3% of the District's own housing need. Moreover, the HENA provides a review of national data taken from the English Housing Survey, mainly from 2020/21. This provides national data about wheelchair users by tenure. This showed that around 6.7% of social tenants were wheelchair users, compared with 2.6% of owner occupiers and 1.4% of private renters. The cost of building such wheelchair accessible homes is greater than those built to lesser accessibility standards and the need for wheelchair accessible homes must be considered in the context of housing viability and deliverability. The Council will therefore require that 3% of all new homes across all tenures be built to M4(3) standard. At this level the Council is satisfied that sufficient homes will be delivered to meet local needs and other infrastructure and affordable housing requirements can still be met by developers.
- 6.136 However, it is noted that the provision of accessible dwellings is affected by site-based considerations such topography, flood risk, heritage considerations and so on. For this reason, the Council apply requirements flexibly where it can be demonstrated to the satisfaction of the Council that requirements cannot be achieved on specific sites.
- 6.137 The Council will encourage developers to adopt the Nationally Described Space Standards (NDSS) in new developments. The Council will expect all homes built to M4(3) standard to comply with the NDSS or any successor standards. All affordable homes will meet 85% of the NDSS.

Self and Custom Build

Policy H5: Self and Custom Build Housing

1. Proposals for self- and custom-build housing will be supported in sustainable locations and subject to the other relevant planning policies in the Local Plan.
2. Requirements for self and custom build residential development on Strategic Sites will be outlined in the site-specific policies. Where no specific requirement is outlined in the Plan all sites of 20 or more dwellings (excluding 100% affordable or sites for specialist accommodation) are required to supply at least 5% of dwelling plots for sale to self-builders or to small/custom house builders subject to appropriate demand being identified by the Council. Plots are to be made available at competitive rates, to be agreed through Section 106 agreements, which are fairly related to the associated site/plot costs.
3. Where a developer is required to provide self and custom build plots the plots will be made available and marketed for at least 12 months. Marketing will need to be in line with the Council's requirements as set out in Appendix 3 of this Local Plan, appropriately marketed and have not sold within this time period these plots may be built out as conventional plots for market housing by the developer.
4. Communities preparing Neighbourhood Development Plans will be encouraged to identify sites specifically for self and custom build projects within their neighbourhood plan area.

Supporting text

- 6.138 This policy supports proposals for self and custom build housing in suitable locations and provides a framework for their successful delivery.
- 6.139 Self-build homes are when individuals or groups of people physically build their own homes, sometimes with help from sub-contractors. Custom built homes are properties commissioned by people from a builder, contractor or package company.
- 6.140 The Council acknowledges the government's ongoing championing of custom and self-build housing and recognises the additional resilience and diversity self-build and custom build housing can offer the District.
- 6.141 The NPPF promotes the delivery of a wide choice of high quality homes and requires Local Planning Authorities (LPAs) to consider the size, type and tenure of housing needed for different groups in the community and that this be reflected in planning policy.
- 6.142 The NPPF further references the Self-Build and Custom Housebuilding Act 2015 which requires LPAs to keep a register of those seeking serviced plots in their area for Self Build and Custom Build (SBCH) projects and places a duty on LPAs to provide enough suitable permissions to meet identified demand.
- 6.143 As of 2025 Blaby District has a total cumulative demand of 112 self and custom build plots and a shortfall of 93 plots. Since the introduction of the

self-build requirement permission has been granted for 19 serviced plots. And although there is evidence that the delivery of self and custom housing is now starting to pick up the Council is determined to address the historic backlog in provision through the Plan. Based on the average addition of 11 people per annum to our self-build register in Blaby we forecast that between 2025-2042 a further 187 plots could be required.

- 6.144 The Council will seek to meet this requirement through a combination of specific site requirement on strategic site allocations (as set out in relevant policies elsewhere in this Plan) and by setting a general requirement of 5% self-build provision on all new housing proposals over 20 units. Cumulatively we expect this approach to deliver around 280 homes. This together with support within the policy to encourage the inclusion of self-build allocations through the delivery of neighbourhood plans and the delivery of self builds within windfalls and within settlements will provide sufficient homes to meet historic unmet self and custom build need and future need.
- 6.145 Where it can be demonstrated that there is no demand for self and custom build homes following marketing these will be built out as conventional market housing subject to detailed permission being secured which must be supported by evidence of marketing for not less than 12 months as follows:
- A. the provision of a comprehensive information pack including details of a plot passport for circulation to people on the Council's self and custom build register and which confirms the availability and details of highway access and services; and
 - B. the plots being offered at an appropriate price and with only appropriate restrictive covenants and easements; and
 - C. advertisement through appropriate site notice, local property agencies, websites and publications.
- 6.146 Where parish council's or other bodies consider preparing a Neighbourhood Plan consideration should be given to allocating sites for custom and self-build homes.

Chapter 7 – Health and Well-being

- 7.1 Health and well-being is another cross-cutting theme of the Local Plan, with policies across multiple chapters contributing towards supporting healthy lives.
- 7.2 The policies in this chapter seek to improve the health and well-being of the Districts population, ensure there is sufficient, high quality open space and contribute towards improving air quality. By setting out clear requirements in this chapter, new developments will contribute towards promoting good health and reduce health inequalities.

Healthy Communities

Policy HW1: Healthy Communities (Strategic)

1. All new development is to contribute positively to improving the health and wellbeing of the population of the District of Blaby. Blaby District Council will work with relevant partners to create health facilitating spaces, enable healthy behaviours and styles, and to reduce health inequalities.
2. New development proposals which are consistent with the following health and wellbeing principles will be supported:

Open space, sports and recreation provision

3. New development will seek to meet the standards for open space set out in Policy HW2. Open spaces will be designed to be accessible and maximise exercise, leisure, recreation and children's play and include trees, landscaping, and areas to sit and socialise to support health and wellbeing.

Sustainable movement and walking and cycling neighbourhoods.

4. New development will seek to meet the standards for Active and Healthy Travel as set out in Policy INF5 and for Sustainable Travel as set out in Policy INF4. New development will facilitate and promote safe walking and cycling for leisure, commuting, and accessing new and existing services both within and outside of the development.

Healthy eating, drinking and behaviour

5. Proposals for new hot food takeaways will consider the cumulative impact of new and existing hot food takeaways, particularly where these are located close to schools. Proposals for new premises serving alcohol will consider the cumulative impact of new and existing premises serving alcohol.
6. Proposals for new vape shops will consider the cumulative impact of new and existing vape shops.
7. Proposals for new betting offices will consider the cumulative impact of new and existing betting offices.

8. The provision of allotments, community orchards and farms on larger developments is encouraged to support local food production.

Air quality and pollution

9. New development will seek to meet the standards for Air Quality as set out in Policy HW4 and Ground Conditions and Pollution as set out in Policy HW3. Development will not result in a demonstrably adverse impact to health as a result of poor air quality with regard to national and international obligations. Development will prevent negative impacts on residential amenity and health from noise and vibration, ground instability, ground and water contamination. Homes and other sensitive development will be designed so that internal space is not adjacent to pollution sources.

Provision of high quality homes and jobs

10. Improve employment opportunity providing high quality well-paid jobs that are easily accessible to local people. Improve housing quality and mix including provision of affordable homes and adhering to the design standards set out in Policy S15. Reduce the potential for crime and fear of crime through effective building and urban design.

Health Impact Assessment

11. A Health Impact Assessment will be required for the following:

- A. Residential development proposals of 150 dwellings or more, or residential sites with an area of 1 hectare or more;
- B. Non-residential development for new or net additional floorspace of 1,000 sqm or more or non-residential development on sites of 1 hectare or more;
- C. Betting shops and pay-day loan shops (Sui Generis);
- D. Drinking establishments (Sui Generis);
- E. Hot food takeaways (Sui Generis);
- F. Residential institutions (Use Class C2);
- G. Restaurants and cafes (Use Class E).

12. Where a Health Impact Assessment is required, a report will be submitted alongside the planning application prior to determination. The Health Impact Assessment report will:

- A. assess the nature and significance of health impacts of the proposed development;
- B. qualify and quantify potential health costs and benefits;
- C. demonstrate how health impacts vary across different populations;
- D. recommend preventative and mitigation actions to deliver the greatest possible health gain; and
- E. any alternatives that would contribute more positively towards healthy communities and help reduce health inequalities in Blaby District.

13. A local HIA template and guidance has been developed by Leicestershire County Council Public Health team. The level of information required in the HIA will be

proportionate to the scale and nature of the development proposed. Please utilise the Leicestershire HIA template available on the on Leicestershire County Council HIA webpage.

14. Development of a Health Impact Assessment, particularly on strategic sites (of more than 1,000 homes) is to involve early engagement with relevant stakeholders including Leicestershire Public Health Authority, Integrated Care Boards, and the Local Planning Authority.
15. The Health Impact Assessment will include indicators, mechanisms, processes, and resources for the monitoring and evaluation of preventative and mitigation actions. The frequency of monitoring will be agreed with the Local Authority.

Supporting text

- 7.3 The Council and its Partners will create and safeguard opportunities for healthy, fulfilling and active lifestyles to maintain and improve the health and wellbeing of residents by creating healthy neighbourhoods and communities that tackle the causes of ill health, inequity and inequality. Development that maintains and improves the health and wellbeing of our residents, encouraging healthy lives by tackling the causes of ill health and inequalities will be supported.
- 7.4 The vital role of planning in creating and supporting strong, vibrant and healthy communities, in terms of physical and mental health, is well recognised and is a key element in delivering sustainable development.
- 7.5 Blaby's health priorities and issues are set out in the latest Blaby District Community Health and Wellbeing Plan, Joint Strategic Needs Assessment for Leicestershire, and Public Health England Local Authority Health Profile for Blaby. The most significant issues include mental health and emotional wellbeing of children and young people, unpaid carers, obesity levels, adult mental health, dementia, increasing physical activity levels and the link between housing and health.
- 7.6 In addressing these priorities and issues, it is essential that community needs are supported through appropriate physical and social infrastructure, and by other facilities and key services which contribute to improving physical and mental health and wellbeing, and the overall quality of life experienced by residents in Blaby District.
- 7.7 Health inequalities are avoidable, unfair and systematic differences in health between different groups within the population even at a district level, arising due to the conditions in which we are born, grow, live, work and age, and accumulating over time. Helping communities' experience a high quality of life is a key theme that cuts across many policies in this Local Plan.
- 7.8 Creating a mode shift in transport from cars to walking and cycling responds to the challenges around climate change and impacts of poor air quality by reducing car use and improving the health of local residents through increasing activity levels. New development will facilitate and promote safe walking and cycling for leisure, commuting, and accessing new and existing services both within and outside of the development, to increase people's

activity rates. 20-minute walkable neighbourhoods will be encouraged through active design where key services and facilities can be accessed on foot within a 20-minute walk. Safe off-site links to the wider cycling networks including local and national cycle routes are to be created. Links to the wider walking footpaths, bridleways, and byways are to be created. Secure cycle parking close to services, facilities, employment, and built and open leisure uses are to be created.

- 7.9 The impacts of proposed development on health will be assessed and considered by the applicant at the earliest stage of the design process, to avoid negative health impacts and ensure positive health outcomes for the community as a whole. This includes developers consulting with health care commissioners at an early stage to identify the need for new or enhanced health care infrastructure and Public Health colleagues regarding local need and inequality.
- 7.10 The Health Impact Assessment will be a key mechanism to help test the health consequences of the Local Plan maximising health gains and reducing health inequalities for the local population. The assessment will identify positive, negative and uncertain impacts on population groups and suggested mitigation.
- 7.11 Leicestershire County Council host the Leicestershire Health Impact Assessment template⁵¹ for developers to use and guidance notes for each area. A standard HIA template that is County wide allows evaluation of HIA returns by the Leicestershire Public Health department in a consistent way.

Open Space, Sport, and Recreation

Policy HW2: Open Space, Sport, and Recreation (Strategic)

1. Blaby District Council will seek to ensure that all residents have access to sufficient, high quality, accessible open space, sport and recreation facilities.
2. To achieve this, the following standards, which indicate the provision of open space, sport and recreation per 1000 population in the District, will be used. For development likely to contain less than 1000 population, a pro-rata approach will be used. The figures in brackets indicate desirable access standards in walking distance (unless stated otherwise):

Parks and Recreation Grounds (public provision only)	1.0ha (720 metres)
Natural Greenspace	1.0ha (720 metres)
Amenity Greenspace (sites > 0.15ha)	1.0ha (480 metres)
Children's Play Space (minimum size 0.01ha)	0.07ha (480 metres)
Youth Play Space	0.07ha (720 metres)

⁵¹[Health Impact Assessments | Leicestershire County Council Professional Services Portal](#)

Allotments metres)	0.30ha (720
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3. Playing Pitch Provision will be calculated using the Sports England Playing Pitch calculator supported by the findings and recommendations of the Playing Pitch Strategy (2024).
4. The above standards (unless updated by subsequent evidence) will be used to ensure that development proposals provide sufficient accessible open space, sport and recreation, taking into account any local deficiencies. New on-site provision or, where appropriate, financial contributions to improve the quality of, or access to, existing open space, sport and recreation facilities, will be expected and commuted maintenance sums will be sought.
5. 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:
 - A. It is surplus to requirements for its current play and open space function; and,
 - B. It is not needed for another type of open space, sport and recreation facility; or,
 - C. Alternative provision of equivalent quantity, quality and accessibility, or better, can be provided in the local area.

Supporting text

- 7.12 Open space, sport, and recreation facilities are an important part of the wider Green Infrastructure Network and make an important contribution to the quality of life, health and well-being of communities. Where appropriate, improvements to the quality and/or accessibility of open space, sport and recreation facilities for all users will be sought.
- 7.13 The Council commissioned an updated assessment of open space, sport and recreation facilities in the District (Open Space Audit, 2019). The information gained was used to review the locally derived standards, to ensure that existing and future communities have access to sufficient open space, sport and recreation facilities. The standards represent the minimum level of provision required and will be used to assess whether existing provision is adequate to meet the future needs of new development. The policy sets out standards for open space. There are no specific standards for the provision of outdoor sports space, but the Open Space Audit gives guidance on where there are quantity and quality deficiencies. Appendix 3 sets out details of the levels of provision of open space by parish and by typology and gives an indication of whether there is a surplus or deficit.
- 7.14 The Built Facilities Assessment and Strategy (2024) is part of a wider series of inter-related documents for sport and recreation that include a Playing Pitch Strategy (PPS). The inter-relationship between the portfolio of documents must be noted as some of the sports covered by the PPS also access indoor facilities for matches/training or use such areas on an informal

basis. Similarly, there are indoor sports venues at/alongside which playing pitches and/or other outdoor facilities are located.

- 7.15 The PPS (2024) includes an Action Plan that is to be consulted to determine whether additional demand from new development can be accommodated via existing provision (in which case no further action is required). If not, then contributions will be sought to enhance existing provision in the locality to accommodate the increased demand. This can be through, for example, improving quality, or providing new or improved ancillary provision. Consultation with appropriate national governing bodies is also be used to assist in the selection of suitable sites and suitable enhancements.
- 7.16 New residential development is required to contribute to open space, sport and recreation. Developer contributions will be made in accordance with this policy and the Planning Obligations and Developer Contributions guidance note. The quantity and type of provision will be assessed on a site-by-site basis, considering the following:
 - The type and scale of the proposed development;
 - The location of proposed development;
 - Any specific local circumstances;
 - Any environmental considerations;
 - The Open Space Audit data; and,
 - Other relevant Council strategies and policies.
- 7.17 The Built Facilities Strategy and Action Plan (2024) includes a useful Planning Gain Contribution Toolkit in Appendix 1. It will help to clearly justify the needs arising from the development and how they are to be met.
- 7.18 Open spaces that are likely to be used on a frequent basis need to be within easy walking distance and have safe access. To ensure that all residents have suitable access to each open space typology, Policy HW2 sets out the series of desirable access standards (in walking distance) to various typologies of open space. 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.
- 7.19 Existing open space, sport and recreation facilities will be protected; however, it is recognised that not all facilities are of equal merit. The Open Space Audit 2019 (or any update) sets out details of the existing open space in the District, except for Amenity Greenspace (informal open space) below the threshold of 0.15 hectares.
- 7.20 Development on an existing facility will 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.

Ground Conditions, Pollution and Health

Policy HW3: Ground Conditions, Pollution and Health

1. Development will not be permitted if it results in an unacceptable risk to public health or safety, the environment, general amenity or existing uses due to the potential of ground instability, contamination, pollution (noise, including vibration), light and soils, or odour.
2. Development proposals will be required to clearly demonstrate that any unacceptable impacts related to ground instability, contamination, pollution (noise, light and soils), vibration or odour can be satisfactorily mitigated. For the following circumstances, development proposals will be supported where they are accompanied by a detailed investigation (carried out by a competent person) of the issues and appropriate mitigation measures are identified to avoid any adverse impact upon the site or adjacent areas:
 - A. Land that is (or has the potential to be) subject to poor ground conditions or land contamination;
 - B. Close to an aquifer or surface water feature that may result in groundwater or surface water pollution;
 - C. Close to a source of noise / vibration or light pollution and/ or the proposal may be affected by a source of noise / vibration or light pollution;
 - D. Soils of high environmental value, including best and most versatile agricultural land. Where an agricultural land classification study has been requested by the Council and this shows that development will lead to the loss of best and most Versatile Agricultural Land, the Council will expect the submission of a soil management plan alongside any planning application. This will be a standalone document or as part of a Construction Environment Management Plan (CEMP) and will set out how the measures to mitigate or reduce the impacts on soils have been considered as part of the development proposal.

Supporting text

- 7.21 This policy seeks to ensure that development proposals are not affected by or cause ground conditions, land instability, land contamination, pollution or other aspects harmful to health or the natural environment.
- 7.22 The NPPF seeks to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water, noise pollution or land instability. Development should help improve local environmental conditions. Despoiled, degraded, derelict, contaminated and unstable land should be remediated and mitigated where appropriate.
- 7.23 The NPPF promotes the effective use of land by making use of land that has previously been developed but at the same time ensuring safe and healthy

living conditions. The site must be suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. New development must also be appropriate for its location taking account of the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or wider area to impacts that could arise from the development.

- 7.24 The NPPF indicates that adequate site investigation and remediation is required for sites affected. It is also clear that after remediation, as a minimum, land should not be determined as contaminated by the legal definition.
- 7.25 The NPPF makes it clear that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. The Planning Practice Guidance on land affected by contamination indicates that failing to adequately deal with contamination can cause harm to human health, property and the wider environment as well as limiting or precluding new development or undermining compliance with the Water Environment Regulations 2017.
- 7.26 Contamination is most likely to arise in former industrial areas, but it may also be present in other locations in the countryside or due to natural or background occurrence of potentially hazardous substances such as radon, ground gases or elevated concentration of metallic elements.
- 7.27 The geology of the District has resulted in mineral workings, with important resources of igneous rock, sand and gravel, and clays. Currently, there is one extraction site, at Croft Quarry, which provides high quality granite. The legacy of mineral extraction has resulted in disused quarries and workings, several of which have been reclaimed via landfill. A number of these were filled prior to the 1974 Control of Pollution Act and few records exist as to the nature of infill materials. Other sources of potential pollution or land contamination include historical industrial sites, current industrial sites, and other previously developed contaminated sites and farms. As a starting point, development proposals within 250m of a landfill or contaminated site will require investigation.
- 7.28 Policy CC3 provides information on how the Local Plan has considered matters relating to Water Quality.
- 7.29 The NPPF is clear that it should be ensured that new development is appropriate for its location taking account of likely effects, including cumulative effects, of pollution on health, living conditions, the natural environment and the sensitivity of the site or wider area.
- 7.30 The PPG indicates that noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment. New developments affected by existing noise sources will be required to provide mitigation to reduce noise impacts to a minimum and

avoid new sources of noise to reduce the significant adverse impacts on health and quality of life. The M1 and M69 motorways, the A46, A47, A50, A5460 and Birmingham to Peterborough railway line, carrying both passengers and freight, cross the District. It is also home to several designated business, industrial and manufacturing sites. These are some examples of potential noise emitters.

- 7.31 The NPPF also seeks to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. Artificial light provides valuable benefits, including safety and security of people and premises, extending opportunities for sport and recreation, and can be essential to a new development. Equally, artificial light is not always necessary and can be a source of annoyance to people, be harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky. Development proposals which include artificial light will be considered on a case-by-case basis so the right amount and brightness of light is focused in areas where it is required and only operational at times related to the use or security of the land.
- 7.32 New development should be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs) that may create noise and include lighting. Existing businesses and facilities should not have unreasonable restrictions put on them because of development permitted after they were established.
- 7.33 The planning system should contribute to and enhance the natural and local environment by protecting and enhancing soils and preventing the adverse effects of unacceptable levels of soil pollution. Soil is a finite resource that provides 'ecosystem services' such as a medium for growing food and timber, a store for carbon and water, a reservoir for biodiversity and as a buffer against pollution. Best and most versatile land is land that is classified as Grade 1, Grade 2 or Grade 3a. There is land within the District that is classified as Grade 2 and 3.
- 7.34 The NPPF also indicates the planning system should recognise the wider benefits from natural capital and ecosystems services including the economic and other benefits of best and most versatile agricultural land. The District has areas of best and most versatile land and an understanding of the impacts and any appropriate mitigation is required to accompany development proposals.

Air Quality

Policy HW4: Air Quality

1. Development will be supported where:

- A. It would not lead to a significant impact upon, and deterioration of, local air quality resulting in unacceptable effects in human health, local amenity or the natural environment;

- B. It would not impede the achievement of any air quality objective(s);
 - C. It would not expose its users or the public to concentrations in excess of any air quality objectives;
 - D. It will be designed to minimise the potential for air pollution to become trapped close to the ground.
2. Proposals for development which have the potential, by virtue of their scale, nature and/ or location, to have a negative impact on air quality will be expected to be supported by an air quality assessment to consider the potential impacts of pollution from individual and cumulative development, and to demonstrate how the air quality impacts of the development will be mitigated to acceptable levels.
 3. All development will be required to take steps to mitigate any impact on local air quality in the construction and post development phases. Consideration will need to be given to reducing construction/ demolition dust and reducing pollution from site transport.
 4. All major development will require a Construction Environmental Management Plan that has been approved by the Council. The document will identify how development will avoid, minimise or mitigate effects in the environment and surrounding area during the development phase. An exception to this requirement will be where development comprises a change of use and there will be no significant construction activity.

Supporting text

- 7.35 Proposals for new development should not lead to a significant deterioration in air quality. Exposure to poor air quality can result in negative health impacts and cause short and long term health conditions. Appropriate mitigation is to be demonstrated where it is considered that there will be an adverse impact on air quality throughout construction and as a result of the development.
- 7.36 The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that affect public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). The UK has national emission reduction targets for overall UK emissions of 5 damaging air pollutants: fine particulate matter (PM2.5), ammonia (NH3), nitrogen oxides (NOx), sulphur dioxide (SO2) and non-methane volatile organic compounds (NMVOCs). As well as having direct effects on public health, habitats and biodiversity, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.
- 7.37 An annual national assessment of air quality is undertaken to determine compliance with limit values. The potential impact of new development on air quality is to be considered where the national assessment indicates that relevant limits have been exceeded or are near the limit, or where the need for emissions reductions has been identified.

- 7.38 The local air quality management (LAQM) regime requires local authorities to regularly review and assess air quality in their areas. Air quality is a devolved matter. If national objectives are not met, or at risk of not being met, the local authority must declare an air quality management area and prepare an air quality action plan. This identifies measures that will be introduced in pursuit of the objectives and can have implications for planning.
- 7.39 Currently, there are two Air Quality Management Areas in the District. These are declared for the Air Quality Objectives for Nitrogen Dioxide (NO₂) at AQMA 6: Mill Hill, Enderby and AQMA 7: Lubbethorpe Road, Braunstone Town. In addition, there are several transport corridors, including the M1 J21 area, A47 and B582 where there is potential for air quality to be an issue.
- 7.40 Air quality considerations may also be relevant to obligations and policies relating to the conservation of nationally and internationally important habitats and species. The Air Pollution Information System and Natural England's 'Impact Risk Zones' tool (available on MAGIC) can help to determine the types of development proposal which can adversely affect these designated sites of special scientific interest and indicates when consultation with Natural England is required.
- 7.41 Natural England has also produced guidance⁵² for considering the impact of development on air quality. This guidance should be reviewed and applied where necessary in the preparation of an application.

Hazardous Sites and Installations

Policy HW5: Hazardous Sites and Installations

1. Development of a site near Hazardous Sites and Installations (as set out on the Policies Map) will only be supported where it is shown that development will not constitute an unacceptable risk to human health, safety and the environment.
2. Development involving the use, movement or storage of hazardous substances will only be supported where the relevant authorities are satisfied that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, safety and the environment.

Supporting text

- 7.42 This policy recognises the importance of controlling sites where hazardous substances could be present and where development is proposed near them. Local planning authorities are required to have regard to the prevention of major accidents and limiting their consequences. The Council must consider the long-term need for appropriate distances between hazardous establishments and population and environmentally sensitive areas. We must also consider whether additional measures for existing establishments are required so risks to people in the area are not increased.

⁵² [Air pollution and development: advice for local authorities - GOV.UK](#)

- 7.43 When considering development proposals around hazardous sites and installations the Council will seek advice on the risks presented by major hazards affecting people in the surrounding area and the environment. This advice is sought from the Control of Major Hazards (COMAH) competent authority. For most cases the COMAH competent authority is the Health and Safety Executive and Environment Agency acting jointly. The advice provided will allow the Council to give due weight to those risks when balanced against other considerations when making planning decisions. The competent authority also provides advice on developments around pipelines, licensed explosive sites and other relevant sites.
- 7.44 The Health and Safety Executive has provided details of the location of hazardous installations and associated consultation zones. Within the District, there is a major hazard site at Calor Gas, Huncote Road, Stoney Stanton and a major hazard High Pressure Gas Pipeline crossing from Thurlaston to Kilby. The Council will seek advice about development proposals located within the consultation zones. This will include residential development, large retail, office or industrial developments located in consultation zones and other development likely to result in an increase in the number of people working in or visiting the area. Regard is to be given to children, older people, disabled people or a risk to the environment. Other considerations will include hotels or similar developments where people may be unfamiliar with their surrounding or which may result in large numbers of people in one place. Within consultation zones certain permitted development rights may not apply.
- 7.45 When considering development proposals associated with the storage or use of hazardous substances it will be necessary to obtain a hazardous substances consent and it may also be necessary to obtain planning permission and an environmental permit. Hazardous substances consent is needed if specific hazardous substances are stored or used at or above specific controlled quantities. A list of substances and controlled quantities is set out in Schedule 1 to the Planning (Hazardous Substances) Regulations 2015 and hazardous substances consent is required for hazardous substances present at any establishment that falls within the scope of the Seveso III Directive. Further details about when hazardous substances consent is needed is set out in the Planning Practice Guide on hazardous substances.
- 7.46 The Council will consult with the expert bodies, including the Health and Safety Executive, the Environment Agency and Natural England, about development proposals (whether authorised by planning permission or other procedure) involving new establishments or modifications to existing establishments covered by the Seveso III Directive.

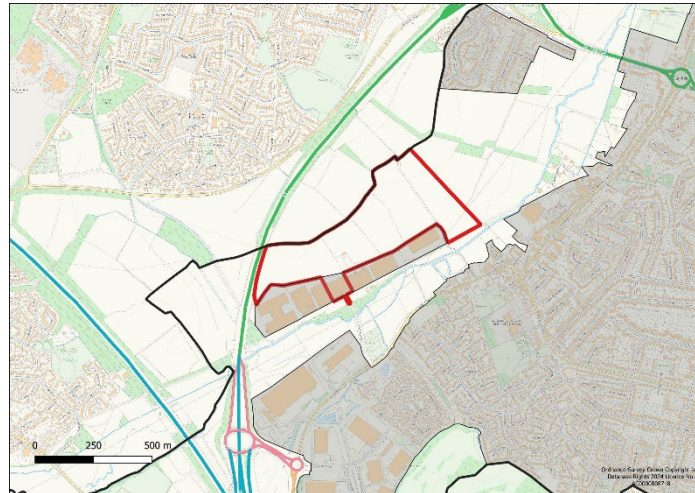
Chapter 8 – Employment

- 8.1 The Strategic Growth Plan (Leicester and Leicestershire 2050) seeks to establish Leicester and Leicestershire as a driver of the UK economy by 2050 by exploiting opportunities for linkages across its diverse economic base and taking advantage of its exceptional location. Blaby District occupies an important location in the context of this broader economic geography. The east and north of the District form part of the Leicester Principal Urban Area which is the focus of economic growth within the wider Leicester and Leicestershire economic area.
- 8.2 The administrative area of Blaby District contains the junction of the M1 and M69 motorways (within 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 and is home to large employment sites including ‘Grove Park’, ‘Meridian Business Park’ and ‘Optimus Point’ 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).
- 8.3 Whilst the District of Blaby has a large employment offer, it is a modest net exporter of labour (BE Group 2025). However, a significant number of employees travel from the City of Leicester 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 Plan’s economic and employment policies recognise that employment requirements for Blaby cannot be considered in isolation, Blaby’s economic success has an impact on the whole economic sub region.
- 8.4 The Council adopted its Economic Development Framework in September 2023. It includes the following priority themes with associated Priority Action Plans that have helped to inform the approach of the Local Plan:
 - Supporting local businesses and innovation;
 - Shaping our work and skills agenda;
 - Growing and supporting the Green Economy;
 - Building pride in place; and
 - Identifying investable propositions.

Non-Strategic Employment Allocations

- 8.5 Policy S5 Strategic and Non-Strategic Allocations for Employment includes one non-strategic site for local employment uses. A site-specific policy for the site is set out in the following paragraphs.

Land North of Mill Lane, Glenfield



Policy E1A: Land to the North of Mill Lane, Glenfield

1. Land to the North of Mill Lane, Glenfield, as outlined on the Policies Map, is allocated for 13 hectares Net (20 hectares Gross) (around 64,000 sqm gross internal area) (GIA) of non-strategic employment land comprised of B8 uses (up to 9,000 sqm), B2 uses and commercial (E(g)) uses.
2. The Council will require the below listed site specifics and accordance with other Local Plan policies:
 - A. Improvements to Mill Lane, to include the provision of a 3m wide shared footway/cycle path connecting Kirby Road to The Ivanhoe Trail (NCN63) and the new and existing employment sites.
 - B. The provision of a new clear span bridge over the Rothley Brook to support the provision of a new 12.4m wide carriageway
 - C. The provision of a new secondary access via Barrow Lane to include a new 2m footway to allow access to the site for pedestrians
 - D. Improvements to existing bus stops and associated facilities at Mill Lane and the Square to ensure enhanced accessibility to proposed new employment units.
 - E. The provision of high quality pedestrian and cycle routes within the site and cycle storage to support access to plots via active travel
 - F. No development on areas to the south of the site at surface water flood risk or within the flowpath that runs north to south within the site and provision of an appropriate sustainable drainage system based on natural flood management principles to manage flood risk and ensure appropriate treatment of surface water prior to discharge to local water courses
 - G. Retention and integration into the development of key field boundaries including those marking the Blaby District Boundary with Hinckley and

Bosworth Borough to the north of the site and retention of existing linear hedgerows and tree line to the north of existing industrial units.

- H. Creation of a new strategic landscaping buffer to the east of the site
- I. No built development to the south of the powerlines on the field to the east of Barrows Lane in order to reduce heritage impacts on the Conservation Area and Scheduled Monument located to the south of the site;
- J. The preparation of a Construction and Environment Management Plan (CEMP) that includes impacts upon biodiversity and surface water drainage during the construction phase.

Supporting text

- 8.6 The site lies to the north of Glenfield and is part of a large area of land contained between Glenfield and the existing Mill Lane Industrial Estate to the south and A46 Leicester Western Bypass to the north. The District Boundary dissects this area and the allocation is contained to land within the administrative area of Blaby District only as set out on the Policies Map. It is understood that the land to the immediate north in Hinckley and Bosworth District is being promoted for development by the landowner, although the proposals in Blaby are not dependent on the delivery of this additional land and is considered by the Council to stand alone.
- 8.7 Presently the existing Mill Lane Site is served by a relatively wide road which is trafficked by HGVs and smaller vehicles including employees and visitors to the businesses within the estate. However, there are no footways or cycleway provision to the existing units and this brings pedestrians and cyclists using Mill Lane to access businesses, the existing dog walking area, Ivanhoe Trail (NCN 63) and public open space to the north of Rothley Brook into conflict with car and lorry traffic.
- 8.8 In order to improve existing pedestrian and cyclist connectivity and improve the safety of all users accessing the proposed new site the Council will expect improvements to both Mill Lane as the main proposed access to the site and Barrow Lane as the secondary (emergency) access. Specifically, the Council will expect Mill Lane to be widened to a width of 12.4m along its length to include the provision of a 2m footway to one side and a 3m shared footway/cycleway to the other. Upgrades to Barrow Road will also be required and these will need to include the provision of a new 2m footway so pedestrians wishing to access the site from the direction of the Village Centre and bus stop in the Square can have convenient pedestrian access to the site.
- 8.9 Supplementing enhancements along the Mill Lane and Barrow Lane the Council will expect high quality active travel links within the site together with areas for safe and secure cycle storage serving each new unit. In addition to active travel infrastructure improvements the Council will expect enhancements to existing bus stops and associated infrastructure, for example the provision of real time information boards or larger shelters.

These together with new footways will provide enhanced facilities accessible to the new commercial area. As a minimum, improvements to bus stops on Mill Lane and the Square are to be delivered.

- 8.10 Where new bridges are required, including spanning the Rothley Brook, to support the widening of roads these will be clear span and not increase flood risk locally.
- 8.11 In respect of surface water management, although the Council acknowledges the challenges of using land efficiently and holding back the large quantities of surface water which can be generated by commercial sites, the Council maintains a strong preference for SUDS based on Natural Flood management principles for new developments. Therefore, any proposed drainage schemes will prioritise above ground storage. However, for commercial schemes consideration will be given to the need to utilise below ground storage where essential as part of a wider sustainable drainage approach. The Council will expect some treatment of water prior to discharge. As a result, a minimum of two SUDS treatment trains are to be incorporated into any scheme. This could include the use of swales, reedbeds, porous paving as well as attenuation basins.
- 8.12 The northern extent of this site marks the District and Parish Boundary. Having reviewed historic maps there is a high likelihood that the hedgerows marking the northern edge of the Blaby area are classified as important. In particular, the Groby / Glenfield Parish boundary hedge is identified as a potential Local Wildlife Site (pLWS). In addition, there is also an extensive outgrown hedgerow/treebelt to the southern boundary with the existing Mill Lane Site. These hedgerows are to be retained to help protect local biodiversity interest and screen the site from views into the site and reduce intervisibility between the site and heritage assets to the south. Hedgerows should be positively managed as part of any new development.
- 8.13 A new strategic buffer should be provided to the eastern Boundary with remaining agricultural fields to help retain the tranquillity of retained farmland to the east of the site.

Key Employment Sites and Other Existing Employment Areas

Policy E2: Key Employment Sites and Other Existing Employment Sites (Strategic)

1. Within the following Key Employment Sites, as defined on the Policies Map, the Council will seek to retain and enhance uses with the E (commercial, business and service), B2 (general industrial) and B8 (storage & distribution) use classes:
 - A. Blaby Industrial Estate, Blaby
 - B. Rose Business Park, Blaby
 - C. Mill Hill Industrial Estate, Enderby
 - D. Warren Business Park, Enderby

- E. County Hall, Glenfield
 - F. Mill Lane Industrial Estate, Glenfield
 - G. Wharf Way, Glen Parva
 - H. Foxbank Industrial Estate, Station Road, Stoney Stanton
 - I. Enderby Road Industrial Estates and Grange Business Park, Whetstone
 - J. Winston Avenue, Croft
 - K. Riverside Court, Croft.
2. Within the following Key Employment Site locations, as defined on the Policies Map, the Council will seek to retain and enhance uses within the E(g) (offices), B2 (general industrial) and B8 (storage & distribution) use classes:
- A. Meridian Business Park (with Osiers Business Park and Lubbethorpe Gateway), Braunstone Town
 - B. Police HQ, Enderby
 - C. Grove Park, Enderby
 - D. Next PLC, Enderby
 - E. Narborough Wood Park, Desford Road, Enderby (E(g) only)
 - F. Land West of St Johns, Enderby
 - G. Optimus Point, Glenfield
 - H. Oak Spinney Park and Ratby Lane, Kirby Muxloe
 - I. Lubbethorpe Strategic Employment Site, Lubbethorpe
 - J. Carlton Park, Narborough
 - K. Coventry Road Industrial Estates, Narborough
 - L. Cambridge Road Industrial Estates, Whetstone
 - M. The Whittle Estate, Whetstone
3. Proposals for the redevelopment, renewal, intensification, or extension of E uses (E(g) uses for sites listed in Section 2), B2 and B8 uses within Key Employment Sites will be supported.
4. Proposals that would result in the loss of land from E(g), B2 and B8 uses within Key Employment Sites will only be permitted where it can be demonstrated through evidence that:
- A. The proposal would not lead to a shortfall in the availability of employment land within the District;
 - B. The site is no longer viable and attractive to the market for employment purposes. An assessment must show that the site is vacant and has been the subject of genuine marketing for employment uses (E, or E(g) as appropriate, B2 and B8) for at least 12 months, at reasonable market values, and which has proved unsuccessful;
 - C. The proposal will be compatible with neighbouring uses; and

D. The proposed development will not prejudice the efficient and effective continued operation of the Key Employment Site for employment uses.

5. For other existing employment sites (not designated as Key Employment Sites), proposals for uses other than E, B2 and B8 uses will only be supported where it can be demonstrated that:

- A. The proposal would not lead to a shortfall in the availability of employment land within the District;
- B. The site is no longer viable and attractive to the market for employment purposes. An assessment must show that the site is vacant and has been the subject of genuine marketing for employment uses (E, B2 and B8) for at least 6 months, at reasonable market values, and which has proved unsuccessful;
- C. The site is no longer capable of meeting modern business needs; and
- D. The change of use would result in demonstrable 'environmental' benefits to the immediate area.

Supporting text

- 8.14 The Plan's approach in terms of providing sufficient employment land is to protect and enhance existing employment sites together with the allocation of new sites to support economic growth and meet employment land needs. The Plan designates 23 existing employment areas as Key Employment Sites. This approach is informed by the Blaby Employment Land and Premises Study (BE Group, 2025) which undertook an appraisal of existing employment sites in the District.
- 8.15 The assessment of existing employment areas indicates that there is evidence to justify limiting the range of uses / development within some Employment Areas to E(g) and B use classes (rather than the wider E use class) to support the identified quality of business and industrial development opportunities within them. This includes the sites listed in section 2 of Policy E2.
- 8.16 In order to retain sites in employment use, the Council will require robust evidence from applicants seeking to demonstrate that there is no longer a reasonable prospect of a site's continued use for employment purposes before considering its release to other uses. Further guidance on a suitable approach is given in Appendix 9 of the Blaby Employment Land Study 2025. This approach is consistent with national policy which makes it clear that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

Employment on Unallocated Sites

Policy E3: Employment Development on Unallocated Sites

1. Proposals for new employment development (E(g)(ii), E(g)(iii), B2 and B8 uses) will be supported on unallocated sites adjacent to the settlement boundary of the Principal

Urban Area, the Larger Villages and the Medium Villages where the following criteria are met. Such proposals will:

- A. Demonstrate that the proposal cannot reasonably be accommodated on suitable alternative sites, identified as vacant or developable, within the settlement boundary;
 - B. Benefit the local economy and not undermine the delivery of the employment allocations. In particular, proposals providing affordable accommodation for small and medium sized businesses will be supported;
 - C. Give priority to previously developed land and premises;
 - D. Demonstrate how they:
 - i. Avoid significant harm to amenity;
 - ii. Are commercially attractive to the market;
 - iii. Can be satisfactorily accessed by commercial vehicles to allow for movement of goods;
 - iv. Are accessible by sustainable modes of transport (including public transport) for employees;
 - v. Avoid an increase in traffic generation that would result in severe harm to the local road network; and
 - vi. Are not 'out of scale' with their host community in terms of the quantity of additional employment land and the scale of new buildings.
2. In order to support rural diversification the Council will support proposals for small scale employment E(g), B2 and B8 uses in other locations which are appropriate in scale and type to their locality, designation and accord with the criteria A to D.

Supporting text

- 8.17 The Plan's core approach is to protect and enhance existing employment sites and to allocate new sites to support economic growth and meet employment land needs. This policy provides a positive criteria-based framework to consider development proposals for employment uses in other locations which may arise during the Plan period. Policy E3, alongside Policy S18 Countryside and Policy R5 Sustainable Tourism, Leisure and Visitor Development, also demonstrates the Council's support to diversify the rural economy in the District.

Chapter 9 – Retail, Leisure and Tourism

- 9.1 Retail and Leisure activity in Blaby District is dominated by out-of-town centres at the Motorways Retail Area (including Fosse Park, Asda and Sainsburys), Meridian Leisure and Everards Meadow. Residents also look to larger centres such as Leicester City Centre to meet retail and leisure needs. Defined centres in the District are small scale and have a more localised offer. Blaby town centre is the main town centre and contains the greatest variety of shops, services and facilities.
- 9.2 The policies, along with Policy S13 Strategy for Retail and Leisure and Network of Centres, seek to protect and enhance the day to day role of the defined town, district and local centres but recognise the importance of the out-of-centre locations to provide food, non-food and leisure needs for District residents and from further afield. The role of Neighbourhood Parades to provide for local convenience and service needs is important. Supporting new visitor and tourism facilities in sustainable locations is also recognised as being important to the District's economy and resident well-being.

Sequential Test and Impact Assessment

Policy R1: Sequential Test and Impact Assessment (Strategic)

Sequential Test

1. Development proposals for retail, town centre and leisure uses in edge-of-centre and out-of-centre locations will be required to demonstrate their suitability through a Sequential Test of suitable sites in line with the following sequential approach (highest priority first):
 - A. Within defined centres;
 - B. Edge of defined centre locations;
 - C. Existing out-of-centre locations (Motorways Retail Area, Meridian Leisure and Everards Meadows)
 - D. Other Out-of-centre locations.
2. When considering edge of centre, existing out-of-centre or other out of centre proposals, preference will be given to accessible sites which are well connected to a defined centre and other locations that are accessible by walking, cycling and public transport.
3. Proposals in sequentially less preferable locations will only be supported where it can be demonstrated that there are no available suitable sites or premises in sequentially preferable locations, and that a flexible approach to scale and format has been applied.
4. The sequential test approach applies to new floorspace, extensions to existing floorspace, changes of use and applications seeking variations to conditions.

Impact Assessment

5. An Impact Assessment will be required to accompany any proposal for retail and leisure uses which are not located in a defined centre where:
 - A. The proposal provides in excess of 500sqm gross; or

- B. The proposal is located within 800m of a district centre boundary and is in excess of 300sqm gross; or
 - C. The proposal is located within 800m of a local centre boundary and is in excess of 200sqm gross.
6. The Impact Assessment applies to new floorspace, extensions to existing floorspace, changes of use and applications seeking variations to conditions.
7. The Impact Assessment will be proportionate and demonstrate that the new retail and leisure proposal does not have a significant adverse impact on the vitality and viability of an existing centre, including:
- A. The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment of the proposal; and
 - B. The impact of the proposal on the vitality and viability of defined centres, including local consumer choice and trade in the defined centres and wider catchment of the proposal.
8. In granting permissions for specific Class E development in edge of centre and out of centre locations the Council will consider imposing conditions to control the use of floorspace within the relevant category of Class E.

Supporting text

- 9.3 The Retail, Leisure and Town Centre Study 2025 recommends adopting with the 'town centre' first principle in line with national policy. It is important to continue to protect defined centres within Blaby and neighbouring authority areas. Rather than allocate sites the Study suggests a positive strategy directing retail floorspace to existing defined centres and Strategic Sites. The sequential test, and where appropriate the impact assessment, will be applied to planning applications.
- 9.4 Lower impact thresholds have been set to recognise the predominantly smaller size of the units in Blaby town centre and the other defined centres. Proposals above these thresholds are considered to constitute a significant development in the local context with the potential to result in an impact on shopping patterns.
- 9.5 The following paragraphs set out initial details of what is to be included in the assessments and submitted with planning applications for new retail, town centre and leisure in edge of centre and out-of-centre locations. The scope of the assessments is to be agreed with the Council prior to submission of a planning application.

Sequential test:

- Be proportionate and appropriate for the proposed development
- Identification and details of the catchment areas for the proposed development
- Consideration of sequentially preferable sites/ premises within the catchment area having regard to the suitability, viability and availability
- Scope for flexibility in the format and scale of the proposed development

Impact assessment:

- Identification of scope of assessment
- Impact of all town centres that may be affected - which are not necessarily just those closest to the proposal and may be in neighbouring authority areas
- Impact will be assessed on a like-for-like basis in respect of that particular sector

- 9.6 Maintaining the vitality and viability of the defined centres will be an ongoing challenge as shopping patterns change including the growth of online retailing. Careful management of centres will be required to ensure their long-term success. A clear focus will be to sustain and create vibrant destinations both during the day and into the evening. This will include retaining a strong retail presence complemented by a varied mix of leisure and community uses. Food and drink operators are a critical component of a modern town centre. Their success is inextricably linked to the vitality of the centre. Improving local leisure provision in defined centres will mean a reduced need to travel to eat, drink and socialise. This and linked retail trips in turn helps to reduce travel and carbon emissions.
- 9.7 Opportunities will be taken to make the most of the assets and opportunities within them, to improve walking and cycling access to and through centres and improve the public realm through urban greening.
- 9.8 An increase to residential uses in and around defined centres will be supported but it is important that residential uses do not displace the essential retail, leisure, local services, community and employment functions of the District's defined centres.
- 9.9 The Council recognises the need for flexibility, diversity and adaptability when managing the types of development in town centres. Retail, town centre and leisure uses now fall within Use Class E of the Town and Country Planning (Use Classes) order 1987 which gives a greater opportunity to change uses. Consideration will be given to restricting uses through conditions or legal agreements attached to planning applications.

Blaby Town Centre, District and Local Centres

Policy R2: Blaby Town Centre, District and Local Centres

Blaby Town Centre

1. Blaby is the District's only Tier 1 town centre and will be the main focus for meeting local retail, town centre and leisure needs.
2. Redevelopment proposals and changes of use that are defined as development within Blaby Town Centre will be carefully controlled to ensure they support, rather than detract from, its successful functioning and ability to meet local needs.

3. Within Blaby Town Centre as defined on the Policies Map main town centre uses will be supported where the proposal:

- A. Makes a positive contribution to the vitality, viability and diversity of the centre;
- B. Contributes to improving the attractiveness of the Town Centre as a place to meet and dwell through improvements to the public realm and urban greening;
- C. Increases daytime footfall;
- D. Contributes to maintaining a strong role for the centre in providing a varied range of convenience goods and meeting other day to day needs;
- E. Is of a scale and type of use appropriate to the size and function of Blaby Town Centre;
- F. Positively restores and/or enhances the character and appearance of the frontages;
- G. Maintains the continuity of active frontages and does not result in an over concentration of non-retail uses or 'dead' frontages undermining the town centre's overall retail function, character or security;
- H. Re-uses existing premises where available; and
- I. Re-uses underused and vacant space on upper floors, including for residential and other positive uses, whilst maintaining town centre uses at ground floor.

District and Local Centres

4. District and Local Centres have an important role in providing shops, services, leisure and employment opportunities for their local communities. Further retail, town centre and leisure development within these centres will be supported providing that it is appropriate to the role, scale and character of the centre.

Supporting text

- 9.10 Blaby town centre is the principal centre in the District. It has 93 premises covering approximately 11,000 sqm of commercial floorspace. The town centre faces competition from out-of-town retail parks, mainly Fosse Park, but the roles of the town centre and Fosse Park are different and complementary. Blaby town centre benefits from a strong presence of independent businesses with its main focus being supporting the day-to-day shopping and service needs of local residents.
- 9.11 On the whole Blaby town centre has withstood the challenges facing most town centres. The number of vacant units is below the national average indicating the centre is vital and viable. The centre is generally well maintained and of good environmental quality with the perception that the centre is safe and secure. It is accessible by car and on foot. The centre would benefit from improvements to access by public transport and urban greening measures.
- 9.12 Taking account of the 'town centre first' sequential test convenience and comparison retail floorspace, town centre and leisure uses will be directed to

existing defined centres. Flexibility, diversity and adaptability of uses are key to retaining the town centre's resilience. Outside of the Local Plan, the Study recommends updating the town centre masterplan to identify priorities and actions to support the long term health of Blaby Town centre.

- 9.13 The Retail, Leisure and Town Centre Study 2025 does not consider a primary shopping area should be defined for Blaby Town Centre. There are clusters of shops dotted around the town centre with leisure and other service uses interspersed reflecting Blaby's role as a day to day service centre and shopping destination for local residents. This and the compact nature of the centre means there is no particular area where retail development is concentrated. Furthermore, the provisions of Class E of the Use Classes Order and the Government's objective there should be greater flexibility on the high street support this approach.
- 9.14 In order to support Blaby Town Centre, District and Local Centres, development will be supported where it supports the vitality and viability of the centre through the day and evening. The boundaries of these Centres are shown on the Policies Maps. The design of buildings and spaces including the retention of traditional shop frontages, avoidance of 'dead frontages', providing for the ease of movement and attractive public realm plays an important part in terms of improving the visual interest of centres and creating safe places where people want to spend time together. Appropriate residential and other positive uses within centres will be supported, particularly at upper floor levels, to make the best use of underused floorspace and to enhance activity, footfall and natural surveillance.

Motorways Retail Area, Everards Meadow and Meridian Leisure

Policy R3: Motorways Retail Area, Everards Meadows and Meridian Leisure

Motorways Retail Area

1. The Motorways Retail Area (comprising Fosse Shopping Park, ASDA and the Grove Farm Triangle Retail Development) will be supported as sub-regional retail and leisure destination.
2. Within the Motorways Retail Area managed retail and leisure growth will be facilitated in a form which is complementary to supporting the viability and vitality of Blaby Town Centre.
3. New development or extensions will be required to demonstrate:
 - A. There would be no significant adverse impacts on existing defined centres;
 - B. For town centres uses, there are no sites suitable, available and viable and which are in sequentially preferable locations within or on the edge of existing defined centres. Proposals will be required to comply with the sequential test and impact assessment as set out in Policy R1;
 - C. They are capable of being well integrated with the existing retail facilities; and
 - D. They provide proportionate sustainability measures, including:

- i. Public realm, design and architectural improvements;
- ii. Improved accessibility to the site by walking and cycling and public transport;
- iii. Improved connectivity and ease of access by walking and cycling to the disparate parts of the Motorways Retail Area, particularly to Everards Meadows, nearby residential areas, and commercial business areas.
- iv. Improvements to the local and wider transport network, such as the provision of a mobility hub, resulting from development;
- v. Mitigation of any material impacts on flooding that might occur.

Everards Meadows

4. Everards Meadows will be supported as a commercial and leisure destination. Within Everards Meadows managed commercial and leisure growth will be facilitated in a form that is complementary to supporting the viability and vitality of Blaby Town Centre.

5. New development or extensions will be required to demonstrate:

- A. There would be no significant adverse impacts on existing defined centres;
- B. For town centres uses, there are no sites suitable, available and viable and which are in sequentially preferable locations within or on the edge of existing defined centres. Proposals will be required to comply with the sequential test and impact assessment as set out in Policy R1;
- C. They are capable of being complementary and well integrated with the existing on site facilities;
- D. They reflect the function and character of Everards Meadows as a high quality leisure and visitor destination;
- E. They incorporate proportionate sustainability measures including:

- i. Public realm, design and architectural improvements;
- ii. Integration with the existing green infrastructure network;
- iii. Improved accessibility to the site by walking and cycling and public transport;
- iv. Improved connectivity and ease of access by walking and cycling to the Motorways Retail Area and the nearby commercial and business areas including Grove Park;
- v. Improvements to the local and wider transport network resulting from development.

Meridian Leisure

6. Meridian Leisure will be supported as a leisure destination. Within Meridian Leisure managed leisure growth will be facilitated in a form which is complementary to supporting the viability and vitality of Blaby Town Centre.

7. New development or extensions will be required to demonstrate that:

- A. There would be no unacceptable impacts on existing defined centres;
- B. There are no sites suitable, available and viable and which are in sequentially preferable locations within or on the edge of existing defined centres. Proposals will

be required to comply with the sequential test and impact assessment as set out in Policy R1;

C. They are capable of being well integrated with the existing leisure facilities;

D. They incorporate proportionate sustainability measures including:

- i. Public realm, design and architectural improvements;
- ii. Improved accessibility to the site by walking and cycling and public transport
- iii. Improved connectivity and ease of access by walking and cycling to nearby residential areas, commercial business areas, and to the Motorways retail Area.
- iv. Improvements to the local and wider transport network resulting from development.

Supporting text

- 9.15 The Motorways Retail Area (comprising Fosse Shopping Park, ASDA and the Grove Farm Triangle Retail Development) is a sub-regional retail and leisure destination. It serves a wider catchment and is the main retail destination particularly for non-food shopping for the residents of the District. The Area includes distinct retail elements that are key economic assets for the District and it is important to sustain the viability and vitality of these assets.
- 9.16 The District Council's retail strategy is to protect the existing defined town, district and local centres reflecting their role as day to day shopping, leisure and service destinations for local residents. Maintaining local destinations will provide opportunities for residents to travel by walking, cycling or public transport and support the carbon emission reductions.
- 9.17 The Motorways Retail Area destinations are out of town centres and so applications for new retail and leisure proposals will be subject to the sequential test and where appropriate impact assessments in line with national policy.
- 9.18 Alternative non-retail, town centre and leisure uses that complement the existing offer at the Motorways Retail Area and meet relevant Local Plan policies will be supported.
- 9.19 Similarly, Everards Meadow and Meridian Leisure are important commercial and leisure assets for the District. New proposals for leisure and other town centre uses will be subject to the sequential test and where appropriate impact assessments.
- 9.20 For the Motorways Retail Area, Everards Meadow and Meridian Leisure, the Council will require new development proposals to improve access and connectivity to the site and nearby commercial and residential areas through improvements to active travel modes.

Neighbourhood Parades

Policy R4: Neighbourhood Parades

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

A. Blaby	Western Drive
B. Braunstone Town	Edward Avenue
C. Braunstone Town	Ayston Road
D. Braunstone Town	Bidford Road/Braunstone Lane
E. Braunstone Town	Cyril Street
F. Braunstone Town	Sun Way
G. Braunstone Town	Henley Crescent
H. Braunstone Town	Thorpe Astley
I. Braunstone Town	Warden's Walk
J. Braunstone Town	Watergate Lane
K. Countesthorpe	Station Road
L. Croft	Pochin Street
M. Glenfield	Dominion Road
N. Glenfield	Faire Road
O. Glenfield	Elm Tree Avenue
P. Kirby Muxloe	Cherry Tree Court
Q. Leicester Forest East	Warren Court
R. Leicester Forest East	146-150 Hinckley Road
S. Narborough	Copt Oak Court
T. Whetstone	Dog and Gun Lane
U. Whetstone	Grove Road Roundabout

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

- A. Commercial, business and service uses (Class E); and
- B. Community facilities (Class F.2).

3. Proposals for other uses will be permitted provided that the use would not result in the Neighbourhood Parade being unable to meet the day to day needs of the local community and it can be demonstrated that:

- A. The proposal will retain an active ground floor use and frontage and provide a direct service or sales to visiting members of the public;
- B. The development or use(s) will not be detrimental to the amenity of local residents (either individually or cumulatively) due to noise, odour, disturbance, light pollution or highway safety;
- C. Changes of use to residential will be on upper floors or to the rear on the ground floor and a satisfactory living environment can be achieved.

Supporting text

- 9.21 The policy seeks to protect small local shopping centres by defining the uses that will be acceptable in such locations that are defined as Neighbourhood Parades. This helps to maintain access to day to day shopping and service needs within existing communities by active travel modes.
- 9.22 The NPPF provides for local planning authorities to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. However, the NPPF indicates that a small parade of shops of purely neighbourhood significance does not comprise a 'centre'.
- 9.23 The previous Local Plan defined Neighbourhood Parades but recognised that they are not generally considered to have the status of a defined centre. Neighbourhood parades usually comprise of a short linear row, or two rows of limited length, of shops that help serve the day to day needs of the immediate local community. The retail units are usually small in scale with most units either providing a convenience function or service such as a takeaway or hairdresser. It is important to maintain, and where possible enhance, such local community facilities.
- 9.24 The Retail, Town Centres and Leisure Study 2025 assessed each of the Local Centres and Neighbourhood Parades to determine how they are performing and their offer. This determined whether the Local Centres retain their status within the Network of Centres or be redefined as a Neighbourhood Parade. It also considered whether the status of each Neighbourhood Parade in terms of its suitability as a small scale local shopping centre to be defined as Neighbourhood Parade is maintained. The main criteria are that a neighbourhood parade will normally contain a convenience store or a newsagent and other shop uses that meet the day to day needs of the immediate local community.
- 9.25 There are 21 Neighbourhood Parades located in the District. The boundaries of the Neighbourhood Parades are identified on the Policies Map. In addition, new convenience shopping facilities and local services meeting the criteria for Neighbourhood Parades will be subject to the policy.

Sustainable tourism, leisure and visitor development

Policy R5: Sustainable Tourism, Leisure and Visitor Development

1. New tourist and visitor facilities, including hotels, will be supported in line with 'town centre first' principles and should be located within or adjacent to the defined town, district or local centres as defined in Policy S13 and reuse appropriate existing buildings wherever possible.
2. Elsewhere, new tourism and visitor facilities in villages without defined centres and located in areas defined as Green Wedges, Areas of Separation or Countryside will be expected to:
 - A. Have a functional linkage with the proposed location;
 - B. Secure the diversification of an agricultural enterprise where development would be on a farm;
 - C. Complement the rural character of the area and deliver comprehensive long term recreational access, community, heritage or nature conservation benefits;
 - D. Be shown to be not deliverable within or adjacent to a defined town, district or local centre;
 - E. Be accessed conveniently by alternative means of transport to the private car, and provide any necessary highway mitigation work.
 - F. Be consistent with Policy S16 Green Wedge, Policy S17 Areas of Separation and Policy S18 Countryside.

Supporting text

- 9.26 The Tourism Growth Plan 2025-2030 indicates that tourism plays a vital role in Blaby District by driving economic growth, supporting local businesses and jobs, and enriching community life. It strengthens the District's image as an attractive place to live, work, visit and invest. Tourism also fosters pride among residents through vibrant visitor engagement with local shops, restaurants, and events.
- 9.27 Blaby District's tourism largely originates from the domestic English staycation market, the wider Midlands region day visitor market and local residents. Market-share of wider international, higher-spending visitors to the District is currently low. However, the proximity to Birmingham International and East Midlands International Airports provides access to near-European markets and a potential for growth. The Tourism Growth Plan 2025-2030 presents a strategic framework for the District's sustainable tourism growth and is designed to maximise the economic, social, and cultural benefits of tourism. The Plan has five priorities:

- A. Inspire visitors to come, stay longer, and explore further by developing the profile, offer and experiences around regional food and drink, blue and green spaces and history and heritage.
 - B. Supporting local businesses to succeed in terms of recruiting and retaining skilled and motivated staff.
 - C. Champion regenerative and sustainable tourism practices that tourism contributes to the health of the District's natural and cultural resources for the benefit of both visitors and residents. Focuses on the development and expansion of new or existing walking and cycling routes including canal towpaths.
 - D. Grow and enhance our partnerships to deliver growth through collaboration with businesses, community organisations and regional tourism bodies to amplify the tourism offer, strengthen the local economy, and create memorable, authentic experiences.
 - E. Explore infrastructure and accessibility to create an inclusive environment building on Blaby District's strategic position as a gateway to Leicester and Leicestershire. Tourism priorities include improving key areas of connectivity, signage, trails, accommodation, and accessibility.
- 9.28 As a catalyst for economic growth and employment, tourism provides opportunities to increase demand for businesses and tourist attractions for both visitors and residents.
- 9.29 Whilst supporting proposals for new or improved tourist facilities in sustainable locations, larger new attractions which generate significant visitor numbers, would be most appropriately located in or adjacent to the main town, Blaby, and larger villages. These locations have good public transport links and support active travel opportunities. A town centre first approach will be applied for other visitor facilities including hotels and restaurants. Other locations may be acceptable taking account of the specific locational and functional requirements of the proposal.
- 9.30 In the rural areas, visitor-related facilities may offer benefits to existing local communities, such as supporting local food producers, shops and pubs, or new recreational opportunities. Locating new visitor related development within or close to existing settlements will enable potential wider community benefits to be realised whilst minimising the spread of development into the open countryside. In some cases, tourism development in the open countryside may be justified if associated with a particular countryside attraction or a farm diversification scheme. Existing buildings are to be re-used wherever possible although replacement buildings will be considered where this would result in a more sustainable development.
- 9.31 Currently, there are few camping and touring caravan sites in the district. New or extensions to existing sites will need to be carefully considered to minimise visual or environmental impacts. Wherever possible, existing

buildings will be used for associated facilities, such as club houses and shower blocks.

- 9.32 The location, scale and design of any new visitor related development must be appropriate to the area and its environmental impact will be carefully assessed and weighed against any economic and community health and wellbeing benefits. Where tourist accommodation is proposed in locations where new dwellings would not normally be permitted, planning conditions or legal agreements will be imposed to restrict buildings to holiday accommodation use.

Chapter 10 – Infrastructure and Transport

- 10.1 The scale of new development proposed in the Local Plan necessitates improvements to local physical, social or green infrastructure. Previous consultations on the Plan have consistently highlighted local concern about the capacity of local infrastructure to accommodate large scale growth. The main concerns raised tend to reflect the effect new development will have on the road network, the capacity at local and secondary schools, and access to healthcare. To a lesser extent concerns are often raised about other facilities such as children's play areas, sports provision, or the need for local shops.
- 10.2 As development sites are developed for housing or employment uses, the necessary infrastructure needs to be in place in time to meet the needs of new and existing residents.
- 10.3 Infrastructure requirements resulting from the development are identified and costed within the Council's Infrastructure Delivery Plan (IDP). The IDP also seeks to identify how infrastructure will be funded and how delivery will be phased to address the needs of the development it supports.

Developer Contributions

Policy INF1: Developer Contributions (Strategic)

1. Planning permission will be granted if it can be demonstrated that there is sufficient infrastructure capacity and service provision to support and meet all the necessary requirements arising from the proposed development, including cumulative and cross boundary impacts, or that such capacity will be delivered in a timely, and where appropriate, phased manner by the proposal.
2. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider and in respect of the Strategic Road Network National Highways. Such measures may include (not exclusively):
 - A. Financial contributions towards new or expanded facilities and the maintenance thereof;
 - B. On-site provision and maintenance of new facilities or services;
 - C. Off-site capacity improvement works; and/ or
 - D. The provision of serviced, accessible and prepared land, where required and the need is justified, to enable infrastructure to be delivered.
3. Applicants proposing new development will be expected to make direct provision or contribute towards the delivery of relevant infrastructure as required by the development either alone or cumulatively with other developments, as set out in the Infrastructure Delivery Plan and other policies in this Plan, including through the pooling of developer contributions and where such contributions are compliant with national policy and the legal tests through the use of Section 106 agreements, the Community Infrastructure Levy or in the case of highways Section 278 agreements.

4. Where necessary, developers will be required to make a proportionate contribution on a retrospective basis towards such infrastructure as may have been forward-funded from other sources where the provision of that infrastructure is necessary to facilitate and/ or mitigate the impacts of their development (including the cumulative impacts of planned development).
5. On larger developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works may be appropriate. Conditions or a planning obligation may be used to secure this phasing agreement.
6. Exceptions to this policy will only be considered if:
 - A. It is proven that the benefits of the development proceeding without full mitigation outweigh the collective harm;
 - B. A fully transparent open book Viability Assessment has proven that the full mitigation cannot be afforded, allowing only the minimum level of developer profit and landowner receipt necessary for the development to proceed. The viability assessment may be subject to an independent scrutiny by appointed experts, at the applicant's cost and will be required to be updated upon completion of the development through a planning obligation;
 - C. A full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of harm; and
 - D. Applicants enter into planning obligations to provide for appropriate additional mitigation and/ or contributions (as the case may be) in the event that viability improves prior to completion of the development including where appropriate via a phased payment schedule with review mechanisms.

Supporting text

10.4 An integral part of the Local Plan is to ensure that development proposals are supported by the timely provision of an appropriate level of infrastructure including:

- Education – early years provision, primary schools, secondary schools (11-16), post 16 years provision, and Special Educational Needs and Disabilities provision;
- Healthcare – primary and secondary healthcare: General Practice surgeries, dental practices, community pharmacies, optometry practices and Hospital based care (elective/ planned and urgent or emergency care);
- Transport – cycling, wheeling and walking routes and facilities, multi-modal interchanges/ hubs, public transport services and facilities, highways, and railway facilities;
- Utilities – water supply and sewage treatment, energy supply and digital infrastructure;
- Green and blue infrastructure – managed and semi-natural greenspaces including public parks and greenspaces, formal and informal open space

(such as civic spaces, amenity greenspace, play space, allotments), nature conservation sites (including SSSIs, Local Nature Reserves and Local Wildlife Sites, Public Rights of Way, and the aspects of the wider landscape such as the River Soar, woodland, farmland and hedgerows; and

- Community facilities – outdoor sport and recreation, built and indoor sports facilities, children’s play areas, community centres, libraries and emergency services.
- 10.5 The Council has worked closely with infrastructure and service providers to identify existing and future capacity, assess how infrastructure needs arising from this Local Plan can be met and ensure that all development proposals are supported by appropriate on site and off-site infrastructure.
- 10.6 The Blaby Local Plan Infrastructure Delivery Plan sets out this information and includes an Infrastructure Schedule which lists the infrastructure required to support the development strategy. The Council will continue to work closely with these providers to ensure the timely delivery of infrastructure.
- 10.7 Infrastructure needs will evolve over the plan period and as such it will be necessary to undertake regular reviews of the Infrastructure Delivery Plan. The Infrastructure Delivery Plan will be a ‘live’ document which will be updated as required over the lifetime of the Local Plan as infrastructure schemes are completed and in accordance with discussions with infrastructure and service providers. The Council will also continue to work with infrastructure and service providers to ensure their future investment plans take account of the Local Plan and are aligned to support growth in the district.
- 10.8 Developers and landowners are expected to work positively with the Council, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the impact of development is considered and then mitigated, at the appropriate time, in line with published policies and guidance. This includes Leicestershire County Council who are responsible for a range of important infrastructure and services including education, transport and waste management. The County Council has its own Planning Obligations Policy which has informed the Infrastructure Delivery Plan and the policies within this Local Plan. The Planning Obligations Policy does not have statutory weight but will be treated as a material consideration when determining planning applications.
- 10.9 At this time the Council has not introduced a Community Infrastructure Levy and will continue to secure developer contributions through Section 106 agreements and, in the case of highways, Section 278 agreements to mitigate the impacts of development. Decisions will be taken in accordance with the legal tests set out in Regulation 122 (2) of the Community Infrastructure Levy Regulations 2010 (as amended) which states that a planning obligation must be
- necessary to make the development acceptable in planning terms;

- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

10.10 The Council will continue to keep under review the benefits of a Community Infrastructure Levy and where it decides to take forward CIL it will work with partners to deliver infrastructure such as schools or new strategic transport infrastructure to address the impacts of development.

Community Facilities

Policy INF2: Community Facilities (Strategic)

Provision of New and Expanded Community Facilities

1. New development is required to make provision for new or expanded community facilities where the development will increase demand for the community facility beyond its current capacity or generates a newly arising need,
2. In circumstances where new community infrastructure is required, it will be provided close to where the need arises, or where it is a larger facility which serves a wider population, in locations with good accessibility by walking, cycling/wheeling and public transport,
3. The co-location and multi-use of community facilities will be supported,
4. The form and design of facilities provided for general community use such as community centres will provide for a range of uses to be accommodated including early years education,
5. Proposals which provide for the shared use of school facilities by the wider community will be supported,
6. The local community must be consulted to ensure that new and enhanced community facilities of all types best meets their needs and aspirations.

Protection of Existing Community Facilities

7. Development proposals that would result in the loss of an existing community facility will only be permitted where:
 - A. The existing facility is shown to be surplus to the community's needs; or
 - B. The existing facility will be replaced by adequate alternative provision that will continue to meet the similar needs of the community; or
 - C. The loss is a consequence of the genuine need to rationalise existing facilities in an area in order to provide for existing and future community needs; or
 - D. All reasonable efforts have been made to retain the existing facility but it has been demonstrated that it would not be economically viable, feasible or practicable to retain the building or site for its existing use.
8. Where it is demonstrated that an existing community facility is no longer needed or is not viable, preference will be given to the change of use or redevelopment to alternative community uses before other uses are considered.

9. The local community must be consulted on the importance of existing community facilities and appropriate solutions to retain and enhance facilities.

Supporting text

Definition of a community facility

- 10.11 Community facilities and services include any provision that provides social, recreational and cultural facilities and services to meet the day to day needs of the community. It can include the following facilities: community centres, village halls, libraries, buildings for sports and leisure, healthcare, education, places for public worship, cemeteries, post offices, shops, public houses, and cultural facilities (such as museums, art galleries, and theatres). Proposals relating to open space and outdoor sport and recreation are addressed in Policy HW2: Open Space, Sport and Recreation.

Why it is important

- 10.12 Community facilities play an important role in ensuring good quality of life by providing opportunities for people to connect with others. This is important for both mental and physical health and well-being. Facilities that are close to where people live also support strong and inclusive new and existing communities. The loss of community facilities can have a detrimental effect on a community and can have a particularly adverse impact on residents who may not be able to travel easily to other facilities, such as the elderly.

Provision of new facilities

- 10.13 To contribute to the creation and maintenance of vibrant and sustainable communities the Council requires new development to provide new or expanded community facilities to meet increased or newly arising need. The Council expects developers to work with local service providers and the local community to provide new or expanded community facilities that meet the needs and aspirations of the local community.
- 10.14 The mechanism for ongoing maintenance and management that ensures the longevity of community centres or village halls is an important early consideration. The primary purpose of these buildings is to provide a community meeting space. However, there should be the scope to accommodate appropriate ancillary uses, some of which may be permanent. Some examples of acceptable permanent uses include early years education, a café, outreach health and social care, or a community enterprise. Applicants are required to provide information that explains how the community centre or village hall (or community facility) will be used and how its longevity can be assured.

Protecting existing facilities

10.15 The Council understands that there can be valid reasons why it is not possible to retain existing community facilities. However, the Council requires all development proposals that would result in the loss of an existing community facility or land to demonstrate that it meets at least one of the tests set out in Criterion 7 of Policy INF2. The applicant will provide written evidence of sufficient detail with the planning application to enable a proper assessment to be undertaken.

10.16 The Council requires any application involving the loss of any community facility or land last used for community purposes to be supported by written evidence and Applicants are advised to contact the Local Planning Authority at the earliest stage to discuss the details. The level of detail will depend upon the nature of the proposal but could be expected to include evidence such as:

- A. in the case of a business, the current and projected trading performance;
- B. in the case of a community facility, the current and projected patterns of use;
- C. details of an exploration of grant funding support;
- D. the nature and condition of the building or site and the cost of repairs, renovations or improvements needed to allow the facility to continue in operation;
- E. the nature and location of comparable facilities;
- F. the potential to relocate the use into other premises or to another site in the area;
- G. evidence that the premises has been actively marketed for a period of not less than nine months at a realistic commercial rent (or sale price) with no interest being shown from potential occupiers. Evidence might include sales literature, details of approaches, and details of offers. (It is noted that any evidence of a commercially sensitive nature or which breaches commercial confidentiality would not be made publicly available); and
- H. evidence that the local community has been notified through a variety of communication channels including public notice, public exhibitions, social media, and in writing to local community representatives and groups, of the intention to close the facility and detail of representations received.

10.17 In terms of proving there is no community need, marketing evidence and independent assessments of the facility's potential will be expected, taking into consideration alternative uses or ways to make the service or facility more viable. Evidence should be proportionate to the scale of the loss and flexibility will be allowed where it is clear the facility is only suited to a specialist use. The Council will undertake an independent review of the evidence provided for which the applicant will bear the cost.

- 10.18 Where the viability of services and /or facilities is genuinely threatened it may be possible to combine facilities, or introduce complementary commercial activities (such as shops, cafes, or offices) which help to secure their long-term future without undermining the principal service and/ or facility.
- 10.19 The local community must be fully involved in order to gain a proper understanding of the importance of any community facility and the implications of any proposal which may affect it. Applicants proposing to redevelop or convert facilities which are of established community value will be expected to engage with local communities at an early stage in the planning process about the relative importance of the facility to its users.

Burial Provision

Policy INF3: Burial Provision

1. Where there is an identified need, proposals for new burial grounds or the expansion of existing burial grounds will be supported subject to the policies of the Local Plan as a whole.
2. New burial grounds will:
 - A. Have good means of access to the highway, bus routes or other transport nodes;
 - B. Be located in areas of with no risk of flooding from all potential sources;
 - C. Not be located in a Groundwater Source Protection Zone; and
 - D. Avoids significant adverse affects to protected areas, including wildlife and geology designations and scheduled ancient monuments
3. Where there is an identified need, development proposals adjoining or well related to existing burial grounds will be required to provide additional land for burial provision in lieu of other open space provision. The Council will work positively and proactively with developers and Parish Council's to negotiate and secure such provision.

Supporting text

- 10.20 Blaby District Council is not a burial authority. However, in our land and development management capacities/functions, it is clearly important to support our parishes and churches in their provision of burial space.
- 10.21 As our population grows, we seek to ensure that sufficient space is available for future burial provision. Where there is an identified need, proposals for new development will be required to contribute towards the provision of further burial space.
- 10.22 The district's burial capacity review shows that overall burial provision is likely to be sufficient to meet demand across the district for the length of the plan period. However, some parishes no longer have burial capacity or have limited years of operation left.
- 10.23 Where Burial Authorities seek to create new burial sites or expand existing ones the Council will work proactively with Burial Authorities to seek to ensure that these are suitable for the proposed use.

- 10.24 Where new development is proposed adjoining or in locations well related to existing or proposed burial sites the Council will work proactively with developers and Parish Councils to secure the expansion of sites. Where there is an identified need for further burial provision is sought the Council will allow this in lieu of other open space requirements on a like for like area basis so as not to place additional undue burden on developers.

Sustainable Transport

- 10.25 This plan set out the Council's Vision in respect of transport and movement. This is reproduced below:

Existing and new communities will be sustainable thriving neighbourhoods well connected to local services, shops, green spaces, jobs and education. Residents will have genuine transport choice for shorter trips using active travel modes such as walking, cycling, and wheeling. For longer trips demand responsive and traditional public transport services will provide opportunities to reduce reliance on private vehicles. Improved electric vehicle infrastructure will be rolled out to support the decarbonisation of private and commercial vehicles and deliver improvements to air quality along our busiest road corridors.

- 10.26 The transport network has a key role in enabling movement across the District, County and beyond enabling our communities to achieve their ambitions through access to key services and employment opportunities. This access supports key markets and delivers economic growth and prosperity and aligns with climate change aspirations.
- 10.27 Significant changes to travel behaviour, new technology and innovation are transforming the way transport networks across the county are utilised, operated and maintained. Reflecting this the way in which we plan for growth has changed too. In the past transport planning was often based on predicting growth and its impact on the highway network then providing new road infrastructure to provide additional road capacity.
- 10.28 In this plan we have embraced the expectations set out in the National Planning Policy Framework and Department of Transport (DfT) Circular 01/2022⁵³, and Leicestershire County Council's Local Transport Plan (LTP4) and Enabling Travel Choice Strategy (ETCS) which advocate for a vision-led approach to transport planning. This approach sets a desired future outcome for a place - such as reduced car dependency and then designs communities and infrastructure to achieve this, moving away from predict and provide capacity planning.
- 10.29 We have sought to embrace vision-led transport planning through the policies and allocations included in the plan and in particular expect to reduce impacts on the local highway network by:

⁵³ [Strategic road network and the delivery of sustainable development - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/106422/circular-01-2022.pdf)

- Ensuring that the strategic sites being allocated through the Local Plan include significant new facilities and infrastructure such as schools, mobility hubs and local centres linked together to provide communities with high quality active travel routes within the site;
- Providing new and enhanced offsite active travel routes to improve connectivity to existing nearby services and improve access to new facilities within new developments to existing residents;
- Improving and increasing public transport provision and infrastructure to make those nearby services more attractive and easier to use;
- Supporting a shift toward home and hybrid working including through appropriate policy provisions and supporting online access to goods and services; and
- Strengthening monitoring provisions related to transport infrastructure delivery to ensure that sites can deliver the trip internalisation and modal shift targeted and be responsive to changing travel habits.

10.30 These measures taken together will enable higher levels of trip internalisation and modal shift than achieved in sites previously in Blaby District. These expectations are a thread which runs through this plan. The vision-led transport modelling we have undertaken reflects the provision of local facilities we have mandated within our site allocation policies within the plan period. However, should some of the facilities we have required within specific sites not to come forward (or be delivered later in the plan period), the Council will need to work with the Local Highways Authority and developer to adjust our expectations regarding trips rates generated by new development and in turn identify the additional or alternative mitigation required. This is considered further in Policy INF4.

10.31 Notwithstanding the above, all of the interventions we are trying to bring forward to minimise the need to use private cars will not remove the need for capacity and safety improvements on the local highway network and the Council will work collaboratively with the Local Highways Authority (Leicestershire County Council or any successor organisation) and where applicable National Highways to identify the likely effects of proposed growth and the transport mitigation required to deliver planned growth over the life of the Plan.

Policy INF4: Sustainable Travel in New Developments (Strategic Policy)

1. Planning permission will be granted for development where proposals are supported by a clear 'Place Vision' and 'Transport Vision' which sets out how residents will access existing and proposed local services and the transport modes they will use to reach these. These visions will consider how the need to travel can be reduced and how genuine transport choice can be delivered proportionate to the scale of development and local opportunities to improve local accessibility. These visions will, in priority order:

- A. Ensure appropriate provision is made for safe and convenient access to and within the development for walking, cycling and wheeling;

- B. Ensure appropriate provision is made in respect of public transport;
- C. Ensure car travel generated by the development is minimised relative to the needs of the development; and
- D. Ensure that traffic generated by development, including goods vehicle movement, should have no unacceptable adverse impact upon local amenity, the environment, highway safety, the efficiency of transport infrastructure and the efficiency and availability of public transport services.

2. In order to achieve these visions, the Council will secure, through negotiation, the provision by developers of contributions or commitments towards on and off site works where needed. The Council will work with developers, infrastructure providers and the Local Highways Authorities to ensure on and offsite works are practical, achievable and deliverable.
3. In implementing this policy account will be taken of the fact that in more remote rural areas there is less scope to minimise journey lengths and for the use of non-car modes.
4. Planning applications for development with significant transport implications will be accompanied by a Transport Assessment and Travel Plan which is in accordance with the Leicestershire Highways Design Guide⁵⁴ and fully reflective of Leicestershire County Council's Enabling Travel Choice Strategy (or successor document) identifying the transport impacts of the proposal and measures needed to mitigate any unacceptable adverse effects of the proposal.
5. Travel Plan measures are to be funded by developer contributions appropriate to the impacts on the transport network caused by the development.
6. For development that is expected to have less significant transport implications, planning applications will be accompanied by a Transport Statement.
7. Where appropriate the Council will require planning applications to be accompanied by a road safety audit and will have regard to the findings when determining the acceptability of proposals on safety grounds.

Transport Monitoring

8. A monitoring and management strategy (MMS) as defined in consultation with the Local Highways Authority and agreed by the Local Planning Authority is to be submitted alongside the Transport Assessment for all strategic sites over 500 dwellings and / or over 25 hectares of employment land, to:
 - A. To ensure that the measures included within the 'Place' and 'Transport' Visions for the site can be delivered;
 - B. Set out the supporting measures that will be implemented should the strategy not be implemented as required or should monitoring show that it hasn't been effective in reducing impacts on the local transport network as anticipated.

9. The MMS will:

- A. Span the entire lifetime of a development;

⁵⁴ [Preparing development proposals | Leicestershire Highway Design Guide](#)

- B. Cover all aspects of the development including the success of the 'Place Vision', including whether new facilities located on site are used as anticipated and so have allowed trips to be avoided as forecast, and whether the offsite facilities serving the site are being accessed in line with assumptions made in the Transport Assessment';
- C. Cover all aspects of the 'Transport Vision', including whether the trips being made on and off site are in line with the assumptions made at the time of the application, and whether improvements to local transport infrastructure and the timing of these have allowed the transport vision to be realised as expected in the Transport Assessment;
- D. Identify key milestones, fixed to the delivery of specific trigger points to enable effective monitoring of travel behaviour at appropriate points in the delivery of the development;
- E. Set out supporting measures which could be applied should monitoring identify that the vision-led assumptions outlined in the Transport Assessment have not been delivered as anticipated;

10. The agreed Monitoring and Management Strategy will be secured by either condition or legal agreement.

Supporting text

- 10.32 For the purposes of the Transport Policy set out above, the thresholds for the submission of a transport assessment and Travel Plan will be as set out in the Leicestershire Highways Design Guide⁵⁵.
- 10.33 To achieve a vision-led approach, in preparing planning applications developers will be expected to prepare a 'Place Vision' and Transport Vision' to underpin the transport strategy for their site. This will need to explain the nature of the development proposal and how it relates to its surroundings, including its relationship with existing and future communities, places, services and facilities.
- 10.34 For residential developments consideration is to be given to:
- the places, facilities and services that occupiers of the proposed development are likely to need to access as part of their daily lives, including to identify any new provision that it is intended will form part of the development.
- 10.35 For employment and mixed-use developments including employment elements, consideration is to be given to:
- where workers are likely to be drawn from, relative to an understanding of the skills required (especially where co-location of new homes and jobs is being cited as sustainable development).
- 10.36 Having identified a 'Place Vision', developers will then be expected to set and 'Transport Vision' setting out how development will make the transport connections to local facilities that will serve the day to day needs of a

⁵⁵ [Planning application requirements | Leicestershire Highway Design Guide](#)

development and set out the additional or enhanced services of facilities need to achieve modal shift and reduce car reliance. More information on place and transport visions is set out in Leicestershire County Council's Enabling Transport Choice Strategy.

- 10.37 In all instances transport assessments will set out the extent to which existing (or future) transport provision connecting the development to the surrounding area aligns with existing and future communities, places, facilities and services, and labour pools and explains how any new transport provision and/or proposed new facilities and services that are to be delivered in support of the new development will be phased relative to site delivery considerations, including viability.
- 10.38 It is acknowledged that deliverable engineering interventions, such as junction improvements, may not be able to mitigate fully the highway impacts of developments on their own. With the use of Travel Plans for developments, and the consideration of area-wide Travel Plans, reductions in private car use may be achieved, thus creating additional capacity on the road network, which will then be better able to absorb traffic increases from developments. These measures will also help contribute to the provision of more sustainable forms of transport, for example in terms of accessing the workplace.
- 10.39 Road safety audits (RSA) are now frequently requested by the Local Highways Authority⁵⁶ where there is concern regarding the safety of proposed highways changes to meet the needs of the development proposed or the scheme comprises 150 dwellings or more. The objective of the assessment is to minimise future road collision occurrence and severity once the scheme has been implemented. An audit considers all road users, particularly vulnerable users such as pedestrians and cyclists. The Council will expect any recommendations made through a RSA to be implemented by the developer to the satisfaction of the Local Highways Authority.
- 10.40 The Council are seeking to embrace a vision-led approach to Transport Planning, with a particular focus on the provision of services and facilities on strategic sites to reduce the need to travel and the provision of new or enhanced local active travel and public transport facilities connecting off site facilities to encourage modal shift.
- 10.41 These measures are an important part of securing the transport mitigation essential to support the high levels of growth we need to deliver over the plan period when much of the local highway network is under significant pressure from existing communities in South Leicestershire and growth in Blaby and surrounding Districts.
- 10.42 Clearly if sites aren't able to deliver the mitigation we expect (for example the level of onsite facilities or services required in the plan), or should the delivery

⁵⁶ [Road safety audit policy | Leicestershire Highway Design Guide](#)

of these not have the effects we anticipate the Council will need to work with Local Highways Authorities to ensure that sites do not have a significantly adverse or potentially severe impact on the local road network.

- 10.43 The Council will therefore seek to work with the Local Highways Authority and other key stakeholders (such as LHA in surrounding areas) and development partners, to ensure that vision-led approach advocated in this plan and in national policy can be validated and where necessary supporting actions can be delivered in a timely way to ensure that sustainable travel choices can be delivered to the extent necessary as part of site mitigation schemes.
- 10.44 Further information on monitoring the effectiveness of vision led transport proposals is set out in Leicestershire County Council's Enabling Travel Choice Strategy.

Active and Healthy Travel

Policy INF5: Active and Healthy Travel (Strategic)

1. In order to improve the safety and efficiency of the transport network, reduce transport poverty, support healthy lifestyles, tackle congestion, reduce carbon emissions and improve air quality, the Council will require developments at all scales to promote sustainable transport options and reduce the need to travel by private car. In order to support a shift towards active travel for shorter journeys development proposals will:
 - A. Be located in sustainable and accessible locations, or in locations that can be made sustainable and accessible;
 - B. Wherever possible direct high trip generating development to parts of the District which are well served by existing public transport and active travel provision and take opportunities to deliver improvements to existing services and infrastructure;
 - C. Prioritise the needs and safety of walkers, wheelers and cyclists in developments, through the provision of new high quality active travel networks, and improvements to existing local network including in respect of route marking, safety, and accessibility for all, and ensure these seamlessly integrate;
 - D. Include convenient, appropriately sited, covered secure cycle parking or storage in all new homes, businesses and other locations;
 - E. Consider demand management measures, including the creation of Home Zones, or Low Traffic Neighbourhoods (LTN) to encourage active travel;
 - F. Provide frequent opportunities for people to rest, linger and socialise particularly in streets with a high 'place' function'⁵⁷
2. The County and District Council have both prepared Local Cycling and Walking Infrastructure Plans (LCWIPs) to outline key routes which will be prioritised for infrastructure improvements. The Council requires developers to contribute towards the delivery of Priority or other identified routes identified in the LCWIPs (or successor

⁵⁷ [Manual for the Streets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

documents) either through the provision of new infrastructure or the payment of financial contributions towards the delivery of schemes. The Priority routes include:

A. The County Council's South of Leicester LCWIP identifies the following priority corridors in Blaby District:

- i. Corridor 3: B582 Enderby Road/ Blaby Road, Blaby – Enderby
- ii. Corridor 12: Warwick Road, Narborough

The Blaby District LCWIP identifies priority corridors as Tier 1 and Tier 2 routes for improving active travel. Priority cycle routes are as follows:

- i. Enderby/ Narborough/ Littlethorpe/ Blaby (ENLB) 0.3 Warwick Road
- ii. Glenfield 0.2 Link Dominion Road and Stamford Street
- iii. B582 0.1 + 0.2 + 0.3 (Next Offices, Enderby to Blaby)

B. Priority Walking Routes are as follows:

- i. Enderby/ Narborough/ Littlethorpe/ Blaby (ENLB) 0.3 Warwick Road
- ii. Littlethorpe 0.2 Warwick Road
- iii. Glenfield 0.1 Dominion Road.

Supporting Text

10.45 The Council is keen to work with developers to focus mitigation on reducing the need to travel and then meeting a greater proportion of residual travel needs by focusing on shorter journeys which can be made through walking, wheeling and cycling. This is an approach which is supported by paragraph 109 of the National Planning Policy Framework which states that 'development proposals should use a vision-led approach to identify transport solutions and deliver well designed and sustainable places'. Paragraph 109 further highlights a need to identify and pursue opportunities to promote walking cycling and public transport use.

10.46 To ensure a vision-led approach to transport planning the Council will require developers to work proactively with the Council and Local Highways Authority to develop a 'place vision' and 'transport vision' for the development setting out:

- how the proposed development can deliver facilities to meet the day-to-day needs of local residents and therefore reduce the need to travel; and,
- set out how developments can deliver genuine transport choice to facilities and services outside of the site where these cannot be delivered on site.

10.47 This is to be done as part of the preapplication process and will be proportionate to the scale of development proposed. These 'place' and 'transport' visions along with proposals to reduce the need to travel and create genuine travel choice to expected destinations serving development sites will be outlined within a design and access statement (DAS). For larger developments, they will be set out in the Transport Assessment and Travel Plan.

- 10.48 Active modes of travel (walking and cycling) in England account for 28% of all trips and 4% of all distance travelled (active trips tend to be shorter distance trips)⁵⁸. There is therefore great potential for increasing cycling, wheeling and walking in the Plan area.
- 10.49 These active travel modes have minimal costs for the user and are open to people of all ages. Encouraging more people to walk, wheel and cycle will support greater social inclusion and independence. The increased physical exercise they bring, particularly in comparison to driving, will also help benefit people's health and wellbeing. By encouraging fewer people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.
- 10.50 Development provides an opportunity to contribute towards the delivery of an efficient, safe and sustainable transport system.
- 10.51 The Council will seek to plan spatial development in a way that creates complete, compact and connected communities, particularly in new strategic allocations and larger developments.
- 10.52 In some locations such as around local centres, parks or schools, developers are encouraged to balance a road's "place" function (its role as a social, economic, and cultural space) with its "movement" function (its role in facilitating traffic flow) in order to make streets a more pleasant place for local residents to be.
- 10.53 The Council will also seek to enable residents to choose active travel modes, by supporting the creation of a comprehensive network of safe and convenient cycle and walking routes and providing supporting measures such as secure cycle parking and route finding. The Council will work in partnership with the County Council, neighbouring Local/ Highways Authorities, charitable organisations, such as Sustrans, landowners and developers to secure the expansion, improvement and protection of walking and cycling routes.
- 10.54 Blaby District Council has published an Active Travel Strategy. This encourages active travel modes such as walking, wheeling and cycling for leisure, commuting and exercise and highlights the many benefits it offers to residents and the local environment.
- 10.55 The development of the Local Cycling and Walking Investment Plan is a crucial step in creating a high quality and well-integrated walking and cycling network which will maximise sustainable transport movements to services and facilities, shops, employment, and education. It sets out the following ambitions:

⁵⁸ Blaby District Council Local Walking & Cycling Infrastructure Plan 2024.

- Better infrastructure – To have delivered three new high-quality walking and cycling routes in the district as defined in the Local Cycling and Walking Infrastructure Plan (LCWIP).
- More people walking and cycling - Double the number of walking and cycling trips in the district.
- Secure investment - Secure investment in walking and cycling from every major development in the Blaby District.
- Strong collaboration – Work with Leicestershire County Council and other key partners to identify funding opportunities and submit bids to deliver the improvements.

10.56 If walking and cycling are to become the natural choice for shorter journeys, then a significant improvement in the quality and extent of our walking and cycling infrastructure will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. High-quality walking and cycling infrastructure will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.

10.57 The District's strategic cycling and walking routes, as identified in the Local Cycling and Walking Infrastructure Plans, will be safeguarded. Any development proposals which would impact these routes will be expected to accommodate them within the development and where appropriate contribute to the enhancement of existing and delivery of new infrastructure needed to improve opportunities for walking, wheeling and cycling locally.

Public Transport

Policy INF6: Public Transport

1. The Council will work in partnership with the Local Highways Authorities and community transport operators to improve public transport services, infrastructure and information provision in the district;
2. Development will be designed and laid out in such a way as to ensure that public transport services are within a convenient walking distance for all site residents, staff and visitors;
3. Where a need is identified for the provision of new public transport services or enhancements to existing services developers will proactively seek to provide the following:
 - A. An internal highways configuration which supports bus penetration within proposed development sites;
 - B. Bus shelters, laybys and real time travel information boards;
 - C. Contributions towards enhancements to railway stations including the provision of new or enhanced active travel, or bus service infrastructure;
 - D. Contributions towards public transport hubs including along key road corridors or key transport nodes; and

E. Initial financial contributions toward the cost of running public transport services.

4. New mobility hubs should be provided on strategic sites at Land West of Stoney Stanton, Whetstone Pastures, Land North of the A47 (Hastings Fields Phase 2), Land South of Whetstone and Land West of Lubbethorpe;
5. Land is protected against development that would prejudice the establishment of a new passenger railway station at Stoney Stanton on the Birmingham to Leicester Railway Line and on any site which could compromise the reinstatement of the Ivanhoe Line. Development likely to impair the continuity of the line or otherwise compromise the potential establishment of a passenger rail service on these routes will not be permitted.

Supporting Text

- 10.58 Improving bus infrastructure and integrating bus and railway services are important to the achievement of greater public transport use and the Council will seek to encourage such provision wherever opportunities arise.
- 10.59 Developers will be expected to fully explore the potential for increasing access to public transport provision in new developments as part of developing its 'place' and 'transport' visions as outlined above. On specific sites the Council will seek the delivery of mobility hubs to help strengthen modal choice including in respect of bus passenger services where practicable.
- 10.60 The provision of a new railway station at Stoney Stanton would improve the accessibility of the District to the national rail network and would provide a sustainable means of access to Leicester and Birmingham. In addition, there are proposals to reopen the Ivanhoe Line to provide passenger services between Hinckley and Burton on Trent. Following the scrapping of the Restoring Your Railway programme in mid-2024, funding to bring forward the reinstatement of passenger services on this line is uncertain but there remains local support for the reopening of the Ivanhoe Line. The Council will continue to safeguard the alignment of this route and promote its reopening as a way of increasing transport choice in the District.

Highway arrangements on Cross Boundary Sites

Policy INF7: Highway Arrangements on Cross Boundary Sites

1. Where sites are cross boundary, or require cooperation between Blaby District Council and another adjoining Council to either deliver a site allocation in this Plan or a site allocation in an adopted adjoining Plan the Council will work collaboratively with neighbouring Local Planning Authorities and developers to ensure sites can come forward in a timely way.

Supporting Text

10.61 There are a number of cross boundary sites allocated in this Plan. In addition, there are sites in the plans of neighbouring authorities which require access to the highway through land in Blaby District. These sites include:

- Land North of Mill Lane (cross boundary site with Hinckley and Bosworth)
- Land to the rear of County Hall (cross boundary site with Leicester City and Charnwood)
- Land at Western Park (Leicester City Local Plan allocation close to Blaby District boundary and requiring access through land in Blaby).

10.62 The Council will work proactively with developers and adjoining Councils to ensure that appropriate highways and pedestrian access to these sites can be achieved.

Parking and Highways Standards

Policy INF8: Parking and Highway Design Standards

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

A. Complies with the most up-to-date Leicestershire Highway Design Guide; and

B. is justified by an assessment of:

- i. the site's accessibility;
- ii. the type, mix and use of development;
- iii. the availability of and opportunities for public transport;
- iv. local car ownership levels; and
- v. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

Supporting Text

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

10.64 The NPPF sets out the criteria that should be considered when setting local parking standards, including: the accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles.

10.65 Leicestershire County Council, as the local highway authority, has prepared the Leicestershire Highway Design Guide (December 2024) which provides advice on highway design including parking standards and highway design that will need to be considered for all new development. Part 3f of the

Leicestershire Highway Design Guide details off-street (public highway) parking standards and gives guidance on the design of parking in residential, employment and commercial developments. It covers vehicle parking including lorry parking, accessible parking, provision for service vehicles, motorcycle parking and cycle parking. Where suitable parking arrangements are not provided within a development, the County Council may refuse to adopt the development roads.

Lorry Parking Facilities

Policy INF9: Lorry Parking Facilities

1. Major development proposals that include mainly B8 uses will include provision, of an appropriate scale, for lorry parking and facilities for LGV and HGV drivers within the development site. Lorry parking and driver facilities will include overnight parking, showers, toilets, café and secure parking.

Supporting Text

- 10.66 This policy seeks to ensure that appropriate parking facilities are made for LGV and HGV drivers to take their legally required breaks when new or expanded B8 storage and distribution development takes place.
- 10.67 The Lorry Parking Demand Assessment 2023 was produced to provide National Highways with an assessment of lorry parking demand on or close to the Strategic Road network. The Department for Transport tasked National Highways with the evaluation of lorry parking facilities and identification of areas experiencing high demand and insufficient provision. The findings of the study inform public bodies and help support the industry in meeting the parking and welfare needs of drivers while supporting the country's economic requirements.
- 10.68 The study identified that the Midlands is a key area of demand. Success factors for lorry parks include being competitively priced, whilst offering facilities that enable HGV drivers to properly rest in a safe and secure environment.
- 10.69 Although Blaby District was not identified in the study as one of the top 10 local planning authorities with lorry parking issues, the district's location within the 'Golden Triangle' for B8 uses means it is justified to require that new or expanded B8 development makes provision for lorry parking and driver facilities on the development site, preventing parking in unsuitable locations. On site parking and driver facilities should include as a minimum overnight parking, showers, toilets, café (hot food) and secure parking with a security fence and/ or CCTV.

A47 High Load Route

Policy INF10: A47 High Load Route [Development Management Policy]

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

- 10.70 This policy seeks to highlight the High Load Route along the A47 and ensure that new development does not impact on the passage of high loads on this route.
- 10.71 The Heavy and High Load Grids are a set of advisory routes for very high and heavy abnormal loads. The routes are designed to assist the haulage industry to plan moves and ensure routes are maintained to agreed capacities. Such routes are protected by Road Circular 61/72. The Department for Transport and National Highways expects that the status of the structures on the route is maintained.
- 10.72 A High Load Route follows the route of the A47 through the District.

Waste Management, Collection and Recycling

Policy INF11: Waste Management, Collection and Recycling

1. New development will include a waste management strategy for both the construction and operation phases of the proposal. The strategy and approach will follow a hierarchy of waste management in the following priority order; waste prevention, re-use, recycle/compost, recovery, and disposal as a last resort.
2. New development will seek to minimise construction waste, including designing out waste at the design stage, selecting sustainable and efficient building materials and reusing materials where possible.
3. Development proposals will incorporate suitable facilities to allow occupiers to separate and store waste for recycling and recovery. Such facilities should be well designed having regard to local and national guidance.
4. The Council will support residential, commercial and mixed-use development proposals that:
 - A. Provide suitable internal storage space within their premises to enable occupiers to separate, store and recycle their waste;
 - B. Provide suitable and secure external or communal storage facilities on site to allow for the separate storage and collection of waste, reusable items, recyclable materials and compostable waste;
 - C. Where feasible, include on-site waste management to minimise the need for waste transfer;
 - D. Allow for convenient and safe access for occupiers to manage waste including for older persons or persons with disabilities;
 - E. Allow for convenient and safe access for waste collection services. Where private drives are included in the proposals presentation point(s) for waste collection will be required adjacent to the adopted highway;
 - F. Demonstrate that bin storage, whilst being designed to meet practical needs, is integrated into the built form and does not detract from the overall design of the scheme or the character, appearance or amenity of the surrounding area;
 - G. Enable waste from mixed-use schemes to be segregated in separate secured areas;

H. Provide innovative solutions to reduce waste at source, and

I. All major development must be accompanied by a Waste Management Strategy which demonstrates how the criteria set out above will be achieved.

Supporting text

- 10.73 The Leicestershire Minerals and Waste Local Plan (Adopted September 2019) and Leicestershire Resources and Waste Strategy 2022-2050 incorporate key high-level actions and policies that seek to provide effective municipal waste management strategy. The County Council aspires to see the reuse and recovery of waste increasing, thereby reducing the reliance on landfill as a means of disposal and the need for primary minerals. The approach sets out a hierarchy of dealing with waste which prioritises waste management in the following order: Prevention/ minimising waste; Preparing for reuse; Recycling; Other recovery; and finally, Disposal. This approach is supported by the National Planning Policy for Waste (October 2014). Development proposals will be required to follow the waste hierarchy.
- 10.74 Given the pressing urgency of tackling climate change there is a need to embed the principles of the circular economy into all areas of our society. To assist the sustainable management of waste in the future it is essential that all developments provide adequate facilities for the separation of waste and recyclables and for its satisfactory storage prior to collection. On-site facilities for separating or storing waste will be adequate to meet the needs of occupiers of any proposed new development. Such facilities should be well-designed so that they do not result in harm to the local environment, for example in terms of amenity or local character.
- 10.75 Bin storage areas must be able to accommodate the correct number of mixed recycling, refuse and food recycling bins; be safe and easy to use for residents and waste collection crews and meet the requirements of the waste collection authority.

Chapter 11 – Implementation and Monitoring

- 11.1 The Local Plan covers the period up to 2042; however, its policies and their performance will be reviewed in full at least every 5 years to ensure they are effective and relevant.
- 11.2 Every year the Council produces an Authority Monitoring Report which enables officers to assess and track the performance of the local plan against other key indicators (such as our land supply for housing and employment) and the changing characteristics of the District and National Planning Policy landscape. This form of regular monitoring allows us to assess whether we are achieving our strategic objectives and meeting the needs of the District.
- 11.3 The Monitoring Framework in Appendix 5 sets out the plan's key indicators to be measured, targets to be achieved, and demonstrates the method by which these will be assessed and confirmed.
- 11.4 The plan and its supporting evidence are based on projections, forecasts and research available at the point of inception. While the evidence provides a sound basis for the plan's overall strategy and policies, it is important to understand that circumstances change and that the plan is flexible to this change. Indicators have been chosen that are capable of being monitored consistently across time and have produced monitoring processes that can adapt to changing metrics.
- 11.5 Equally, indicators used will be influenced by other forces than the plan. As an example, indicators will be influenced by national economic performance, individual industry performance, and choices made by other services providers, businesses, and individuals. Therefore, when plan targets are unmet, future monitoring reports will identify where external factors have influenced performance and where the plan has failed as a result of policy.
- 11.6 The Monitoring Framework is to be read and understood in conjunction with the plan's Housing Trajectory which sets out how the delivery of new homes is currently anticipated to occur over the plan period. Appendix 1 shows the anticipated housing trajectory which will be reviewed and updated in future monitoring reports

Appendices

1. Local Plan Housing Trajectory

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	2031 -32	2032 -33	2033 -34	2034 -35	2035 -36	2036 -37	2037 -38	2038 -39	2039 -40	2040 -41	2041 -42	Build out in Plan period
Committed	Glenfield	5 And 7 Groby Road Glenfield Leicestershire LE3 8GN	39	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
Committed	Glen Parva	Land south of Little Glen Road	31	0	0	10	15	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Committed	Glen Parva	Land to South West Of Cork Lane	26	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
Committed	Glen Parva	Cork Lane, Glen Parva	165	20	40	40	40	25	0	0	0	0	0	0	0	0	0	0	0	0	165
Committed	Kirby Muxloe	Land north of A47 Hinckley Road (AH 187)	885	0	0	0	0	0	75	120	120	120	120	120	120	90	0	0	0	0	885
Committed	LFE	Land at Grange Farm (AH 13)	58	0	5	30	23	0	0	0	0	0	0	0	0	0	0	0	0	0	58

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	Build out in Plan period
Committed	LFE	Land at Webb Close (AH 5)	21	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	21
Committed	LFE	117 Hinckley Road Leicester Forest East Leicestershire	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Committed	Lubbesthorpe	Lubbesthorpe SUE	3192	150	180	180	180	180	180	180	180	180	180	180	180	180	180	180	180	140	2990
Committed	Lubbesthorpe	Care Home Local Centre 1	37	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37
Committed	Littlethorpe	Land North Of Sycamore Way Littlethorpe	14	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Committed	Cosby	Land west of Cosby	200	0	0	20	40	40	40	40	20	0	0	0	0	0	0	0	0	0	200
Committed	Blaby	Land Rear Of 43 New Street Blaby	11	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025 -26	2026 -27	2027 -28	2028 -29	2029 -30	2030 -31	2031 -32	2032 -33	2033 -34	2034 -35	2035 -36	2036 -37	2037 -38	2038 -39	2039 -40	2040 -41	2041 -42	Build out in Plan period
Committed	Croft	Croft Lodge Farm	95	0	10	40	40	5	0	0	0	0	0	0	0	0	0	0	0	0	95
Committed	Countesthorpe	Land north of Foston Road	170	0	40	40	40	40	10	0	0	0	0	0	0	0	0	0	0	0	170
Committed	Enderby	Former Smarties Day Nursery	21	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Committed	Littlethorpe	Land at Oak Road	155	0	0	10	40	40	40	25	0	0	0	0	0	0	0	0	0	0	155
Committed	Sapcote	Land North Of Leicester Road Sapcote	80	0	10	40	30	0	0	0	0	0	0	0	0	0	0	0	0	0	80
Committed	Whetstone	Elms Farm, Whetstone	20	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Small Sites	Small sites (committed)		--	41	20	27	21	21	0	0	0	0	0	0	0	0	0	0	0	0	130
Total Committed by year			5235	254	330	516	489	394	345	365	320	300	300	300	300	270	180	180	180	140	5163

ALLOCATIONS

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Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	Build out in Plan period
BLA030*	Blaby	Land off Lutterworth Road	53	0	0	10	25	18	0	0	0	0	0	0	0	0	0	0	0	0	53
BLA033	Blaby	Land at Keepers Farm	350	0	0	0	10	40	40	40	40	40	40	40	40	20	0	0	0	0	350
BLA038/ EBLA003	Blaby	Land east of Lutterworth Road. New Site	375	0	0	0	0	0	0	0	20	40	40	40	40	40	40	40	40	35	375
COS009	Cosby	Land west of Broughton Road	180	0	0	0	20	40	40	40	40	0	0	0	0	0	0	0	0	0	180
COU042*	Countesthorpe	Land east of Willoughby Road (large site)	185	0	0	20	40	40	40	40	5	0	0	0	0	0	0	0	0	0	185
COU46	Countesthorpe	Peatling Road Sites	275	0	0	0	20	40	40	40	40	40	40	15	0	0	0	0	0	0	275
COU047	Countesthorpe	Land off Gillam Butts	105	0	0	0	10	25	6	0	0	10	25	25	4	0	0	0	0	0	105
ELM011	Elmsthorpe	Church Farm Station Road	10	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	10

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	Build out in Plan period
GLE030	Glenfield	Land rear of County Hall	170	0	0	0	0	0	0	0	0	0	20	40	40	40	30	0	0	0	170
HUN013*	Huncote	Land south of Narborough Road	154	0	0	30	40	40	40	4	0	0	0	0	0	0	0	0	0	0	154
HUN019*	Huncote	Springfield Farm, Forest Road	191	0	0	20	40	40	40	40	11	0	0	0	0	0	0	0	0	0	191
KIL002	Kilby	Steeple Chase Farm, Main Street	25	0	0	0	0	0	0	0	0	0	5	15	5	0	0	0	0	0	25
KMU025	Kirby Muxloe	Land north of Hinckley Road (Hastings Fields Phase 2)	650	0	0	0	0	0	0	0	0	0	0	0	0	30	120	120	120	120	510
LFE019*	Leicester Forest East	Land at Kingstand Farm	145	0	0	10	40	40	40	15	0	0	0	0	0	0	0	0	0	0	145
LFE020	Leicester Forest East	Land at Kingstand Golf Course	250	0	0	0	0	0	0	0	0	10	40	40	40	40	40	40	0	0	250
LIT022	Littlethorpe	Land south of Warwick Road and	150	0	0	0	10	40	40	40	20	0	0	0	0	0	0	0	0	0	150

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	Build out in Plan period
		east of Cosby Road																			
NAR016/EN D028	Narborough	Land south of Carlton Park, Hayes Meadow	560	0	0	0	0	0	0	0	0	40	80	80	80	80	80	80	40	0	560
LUB002	Lubbesthorpe	Land at Desford Road / Beggar's Lane	825	0	0	0	0	0	0	0	0	60	120	120	120	120	120	120	45	0	825
SAP019/SAP 025/SAP035	Sapcote	Land south of Hinckley Road	175	0	0	10	40	40	40	40	5	0	0	0	0	0	0	0	0	0	175
SHA008	Sharnford	Land west of Coventry Road	19	0	0	5	10	4	0	0	0	0	0	0	0	0	0	0	0	0	19
STO009	Stoney Stanton	Land west of Huncote Road	37	0	0	0	0	0	0	0	0	10	25	2	0	0	0	0	0	0	37
STO026	Stoney Stanton	Land West of Stoney Stanton	5165	0	0	0	0	0	0	0	0	0	20	40	80	120	165	180	180	180	965
THU004	Thurlaston	Nursery, Hill View Nurseries	15	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	15
THU005	Thurlaston	Land east of Croft Road	30	0	0	0	0	0	0	0	0	0	10	10	10	0	0	0	0	0	30

Site Reference	Settlement	Location/Site Name	Housing Capacity (Dwellings)	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	Build out in Plan period
WHE 027	Whetstone	Whetstone Pastures	4500	0	0	0	0	0	0	0	0	0	0	0	40	80	140	180	180	180	800
WHE031	Whetstone	Land south of Whetstone	760	0	0	30	70	60	40	80	80	80	80	80	80	80	0	0	0	0	760
Windfalls			480	0	0	0	0	0	40	40	40	40	40	40	40	40	40	40	40	40	480
				0	0	135	375	467	446	419	301	375	590	587	624	700	775	800	645	555	7794
Total	TOTAL Delivery			254	330	651	864	861	791	784	621	675	890	887	924	970	955	980	825	695	12957

2. Employment Trajectory

LOCAL EMPLOYMENT - HECTARES

Site Name	Parish	Use Classes	Total Area (hectares)	2025-2030 (hectares)	2030-2035 (hectares)	2035-2042 (hectares)	Beyond 2042 (hectares)
Local Commitments							
Land West of Autoglass Ltd, Meridian North	Braunstone Town	E(g)(iii)	0.56	0.56			
Standards House, Meridian East	Braunstone Town	B8	0.26	0.26			
Unit B Optimus Point	Glenfield	B8	2.14	2.14			
Unit D, Optimus Way	Glenfield	E(g)(iii), B2/B8					
Airmans Rest Business Park, Ratby Lane	Kirby Muxloe	B2	0.52		0.52		
Lubbesthorpe SUE - Gateway Business Park	Lubbesthorpe	E(g)	2.37		2.37		
Leicester G B Tools Ltd, Regent Road	Countesthorpe	B2/B8	0.16	0.16			
Land at Everards Meadows, Cooper Way	Enderby	E(g)	1.99		1.99		
Next Plc, Desford Road	Enderby	B8	1.14	1.14			
Block 82, The Whittle Estate (Alstom Site), Cambridge Road	Whetstone	B2	2.43	2.43			
Highfields Farm Enterprise Centre, Huncote Road	Stoney Stanton	B2/B8	2.59	2.59			
John Brindley Transport, Aston Lane	Sharnford	B2	0.18	0.18			
Land Southwest Stanton Lane/Pingle Lane Junction	Potters Marston	B8	0.31	0.15			
TOTAL Local Commitments			14.65	9.77	4.88	0	0
Local Allocations							
Land West of Stoney Stanton	Stoney Stanton	B2/B8	15			8	7
Whetstone Pastures	Whetstone	B2/B8	15			8	7
Land South of Whetstone	Whetstone	E(g), B2/B8	3		3		
Land North of Glenfield	Glenfield	B2/B8	20		8	12	
TOTAL Local Site Allocations			53		11	28	14

LOCAL EMPLOYMENT - FLOORSACE

Site Name	Parish	Use Classes	Total Floorspace (sqm)	2025-2030 (floorspace sqm)	2030-2035 (floorspace sqm)	2035-2042 (floorspace sqm)	Beyond 2042 (floorspace sqm)
Local Commitments							
Land West of Autoglass Ltd, Meridian North	Braunstone Town	E(g)(iii)	1,950	1,950			
Standards House, Meridian East	Braunstone Town	B8	468	468			
Unit B Optimus Point	Glenfield	B8	8,826	8,826			
Unit D, Optimus Way	Glenfield	E(g)(iii), B2/B8	1,080	1,080			
Airmans Rest Business Park, Ratby Lane	Kirby Muxloe	B2	2,237		2,237		
Lubbesthorpe SUE - Gateway Business Park	Lubbesthorpe	E(g)	4,600		4,600		
Leicester G B Tools Ltd, Regent Road	Countesthorpe	B2/B8	479	479			
Land at Everards Meadows, Cooper Way, Enderby	Enderby	E(g)	9,290		9,290		
Next Plc, Desford Road, Enderby	Enderby	B8	2,114	2,114			
Block 82, The Whittle Estate (Alstom Site), Cambridge Road	Whetstone	B2	1,485	1,485			
Highfields Farm Enterprise Centre, Huncote Road	Stoney Stanton	B2/B8	7,687	7,687			
John Brindley Transport, Aston Lane	Sharnford	B2	1,856	1,856			
Land Southwest Stanton Lane/Pingle Lane Junction	Potters Marston	B8	3,100	3,100			
TOTAL Local Commitments			45,172	29,045	16,127	0	0
Local Allocations							
Land West of Stoney Stanton	Stoney Stanton	B2/B8	48,000			25,600	22,400
Whetstone Pastures	Whetstone	B2/B8	48,000			25,600	22,400
Land South of Whetstone	Whetstone	E(g), B2/B8	9,480		9,480		
Land North of Glenfield	Glenfield	B2/B8	64,000		30,000	34,000	
TOTAL Local Employment Allocations			169,480		39,480	85,200	44,800

STRATEGIC B8 EMPLOYMENT - HECTARES

Site Name	Parish	Use Classes	Total Area (hectares)	2025-2030 (hectares)	2030-2035 (hectares)	2035-2042 (hectares)	Beyond 2042 (hectares)
Strategic B8 Commitments							
Land West of St Johns (Enderby Logistics Hub)	Enderby	B2 / B8	33.3	15	18.3		
Land North of Leicester Lane (Lubbesthorpe SES Residual)	Lubbesthorpe	B2 / B8	5.52		5.52		
TOTAL Strategic B8 Commitments			38.82	15	23.82	0	0
Strategic B8 Safeguarded Areas							
Land West of Stoney Stanton	Stoney Stanton	B8	36				36
Whetstone Pastures	Whetstone	B8	80				80
TOTAL Strategic B8 Safeguarded Areas			116	0	0	0	116

STRATEGIC B8 EMPLOYMENT – FLOORSPACE (square metres)

Site Name	Parish	Use Classes	Total Floorspace	2025-2030 (Floorpace sqm)	2030-2035 (Floorpace sqm)	2035-2042 (Floorpace sqm)	Beyond 2042 (Floorpace sqm)
Strategic B8 Commitments							
Land West of St Johns (Enderby Logistics Hub)	Enderby	B2 / B8	107,925	84,600	23,325		
Land North of Leicester Lane (Lubbesthorpe SES Residual)	Lubbesthorpe	B2 / B8	15,500		15,500		
TOTAL Strategic B8 Commitments			123,425	84,600	38,825	0	0
Strategic B8 Safeguarded Areas							
Land West of Stoney Stanton	Stoney Stanton	B8	140,000				140,000
Whetstone Pastures	Whetstone	B8	280,000				280,000
TOTAL Strategic B8 Safeguarded Areas			420,000	0	0	0	420,000

3. Open Space Provision Tables

Parish	Population (ONS 2017 mid- year estimates)		Allotments (ha per 1,000)	Amenity Greenspace (ha per 1,000)	Parks and Recreation (ha per 1,000)	Play (Child) (ha per 1,000)	Play (Youth) (ha per 1,000)	Accessible Natural Greenspace (ha per 1,000)
Aston Flamville	312	Current Provision	0	0	0	0	0	82.92
		Surplus/ Deficit	-0.09	-0.31	-0.31	-0.02	-0.02	25.56
Blaby	6,461	Current Provision	0.64	0.43	2.05	0.17	0.01	1.53
		Surplus/ Deficit	2.20	-3.68	6.78	0.62	-0.38	3.41
Braunstone	17,142	Current Provision	0.33	0.59	1.64	0.03	0.01	2.47
		Surplus/ Deficit	0.54	-7.01	10.99	-0.62	-0.96	25.16
Cosby	3,446	Current Provision	0.59	0.20	1.42	0.05	0	0
		Surplus/ Deficit	1.00	-2.76	1.45	-0.06	0.23	-3.45
Countesthorpe	7,364	Current Provision	0.33	0.48	0.32	0.05	0	1.72
		Surplus/ Deficit	0.20	-3.85	-5.01	-0.12	-0.50	5.31
Croft	1,648	Current Provision	0.79	0	2.61	0.03	0.04	12.04
		Surplus/ Deficit	0.82	-1.65	2.65	-0.07	-0.06	18.20
Elmesthorpe	680	Current Provision	0	1.78	0	0.05	0	29.6
		Surplus/ Deficit	-0.20	0.53	-0.68	-0.03	-0.05	19.45
Enderby	6,809	Current Provision	0.21	1.87	0.58	0.05	0	4.1
		Surplus/ Deficit	-0.59	5.93	-2.89	-0.13	-0.45	21.09
Glen Parva	5,869	Current Provision	0	0.18	0.47	0.08	0.01	2.31
		Surplus/ Deficit	-1.76	-4.80	-3.13	0.04	-0.38	7.68
Glenfield	10,411	Current Provision	0.12	0.62	0.36	0.04	0.02	1.57
		Surplus/ Deficit	-1.87	-3.92	-6.61	-0.31	-0.57	5.95
Huncote	2,017	Current Provision	0.69	0.47	3.15	0.16	0.54	3.36
		Surplus/ Deficit	0.78	-1.08	4.33	0.19	0.94	4.76
Kilby	273	Current Provision	0	2.38	0	0.07	0	0
		Surplus/ Deficit	-0.08	0.38	-0.27	0.00	-0.02	-0.27
Kirby Muxloe	4,688	Current Provision	0.25	0.96	1.28	0.06	0.02	0

Parish	Population (ONS 2017 mid- year estimates)		Allotments (ha per 1,000)	Amenity Greenspace (ha per 1,000)	Parks and Recreation (ha per 1,000)	Play (Child) (ha per 1,000)	Play (Youth) (ha per 1,000)	Accessible Natural Greenspace (ha per 1,000)
		Surplus/ Deficit	-0.26	-0.19	1.29	-0.03	-0.25	-4.69
Leicester Forest East	7,230	Current Provision	0	1.31	0.87	0.1	0	0
		Surplus/ Deficit	-2.17	2.21	-0.96	0.18	-0.51	-7.23
Leicester Forest West	421	Current Provision	0	0	0	0	0	0
		Surplus/ Deficit	-0.13	-0.42	-0.42	-0.03	-0.03	-0.42
Lubbesthorpe	419	Current Provision	0	4.15	0	0	0	0
		Surplus/ Deficit	-0.13	1.32	-0.42	-0.03	-0.03	-0.42
Narborough	8,713	Current Provision	0.19	0.88	0.67	0.07	0	2.56
		Surplus/ Deficit	-0.98	-1.08	-2.91	-0.01	-0.60	13.61
Potters Marston	276	Current Provision	0	0	0	0	0	0
		Surplus/ Deficit	-0.08	-0.28	-0.28	-0.02	-0.02	-0.28
Sapcote	2,922	Current Provision	1.01	2.12	1.05	0.05	0.01	0
		Surplus/ Deficit	2.08	3.27	0.14	-0.05	-0.17	-2.92
Sharnford	1,008	Current Provision	0.4	0.64	0.35	0.29	0.01	55.76
		Surplus/ Deficit	0.10	-0.36	-0.66	0.22	-0.06	55.20
Stoney Stanton	4,122	Current Provision	0.15	2.77	1.2	0.06	0.02	1.23
		Surplus/ Deficit	-0.61	7.29	0.82	-0.06	-0.20	0.95
Thurlaston	860	Current Provision	0.14	0	1.08	0.14	0.02	7.88
		Surplus/ Deficit	-0.14	-0.86	0.07	0.06	-0.04	5.92
Whetstone	7,002	Current Provision	0.32	1.26	0.52	0.04	0	0.51
		Surplus/ Deficit	0.14	1.81	-3.36	-0.20	-0.46	-3.45
Wigston Parva	153	Current Provision	0	0	0	0	0	0
		Surplus/ Deficit	-0.05	-0.15	-0.15	-0.01	-0.01	-0.15

4. Monitoring Framework

Ref	Policy	Indicator	Target	Strategic or Non-strategic
Strategy Policies				
S1	Location and Growth Strategy	Net additional homes provided (and gross)	- Delivery of 659 homes per annum - Delivery of employment land against trajectory	Strategic
S2	Strategy for Housing	Distribution of net additional homes provided (and gross) through RLA	In line with Policy S2	Strategic
S3	Strategy for a Prosperous Economy	- Employment land gains - Employment land losses	- Delivery of Employment land over 5 year period) - Annual loss of employment land	Strategic
New Places				
S4	Site Allocations for Housing	Supply of ready to develop housing sites as outlined in the residential Land availability assessment published annually.	N/A	Strategic
S5	Site Allocations for Local and Strategic Employment	Supply of ready to develop commercial sites as outlined in the Employment Land Availability report published annually	N/A	Strategic
S6	Comprehensive Development and Masterplanning of Strategic Sites	Sites over 500 dwellings or 25ha submitted with a Masterplan when making a planning application	All Strategic Sites	Strategic
S7	Strategic Development site: Land West of Stoney Stanton	Detailed Monitored through Authority Monitoring Report	N/A	Strategic
S8	Strategic Development site: Whetstone Pastures	Detailed Monitored through Authority Monitoring Report	N/A	Strategic

Ref	Policy	Indicator	Target	Strategic or Non-strategic
S9	Strategic Development site: Land to the North of the A47 Hinckley Road	Detailed Monitored through Authority Monitoring Report	N/A	Strategic
S10	Strategic Development site: Land west of Beggars Lane	Detailed Monitored through Authority Monitoring Report	N/A	Strategic
S11	Strategic Development site: Land at Carlton Park	Detailed Monitored through Authority Monitoring Report	N/A	Strategic
S12	Strategic Development site: Land South of Whetstone	Detailed Monitored through Authority Monitoring Report	N/A	Strategic
S13	Strategy for Retail and Leisure and Network of Centres	- Gains and losses in retail and main town centre uses floor space by use class In Blaby Town Centre, Enderby, Glenfield and Narborough District centres and in the out-of-town centres - Retail and Main Town Centre uses permitted outside of identified defined centre boundaries by area and use class.	- No target 0% unless sequential test and impact assessment met	Strategic
S14	Strategy for Gypsies and Travellers and Travelling Show Persons	Number of new permanent Gypsy and Traveller pitches provided in 5-year tranches	- Number of Gypsy and Traveller pitches provided: a) between 2025 and 2030-37 Pitches - b between 2030 and 2035-17 pitches	Strategic

Ref	Policy	Indicator	Target	Strategic or Non-strategic
		- Number of new plots for Travelling Show Persons - Number of Permissions within Green Wedge and Area of Separation designations.	c) between 2035 and 2040-19 pitches d) between 2040 and 2042-8 pitches. 6 Travelling showpeople plots to be provided over the plan period. - No loss of Green Wedge or Areas of Separation to GTTS permissions.	
S15	Design and Placemaking	% of permissions compliant with S15 % of applications refused citing S15 % of appeals upheld/overtaken on design grounds - Proportion of new homes meeting amber or Green against Building for Healthy Life Framework 2020 - Number of Design Review Referrals % schemes providing Biodiversity Features	100% of permissions to be policy compliant (monitored through applications). - No target. Appeal decisions 100% of permissions to meet amber or green standards or equivalent thresholds. - No Target. - No target. monitored through applications (Planning conditions / ecological reports).	Strategic
S16	Green Wedges	No major development is permitted within the Green Wedge.	- No Target - Monitor Planning Permissions. Published annually through	Strategic

Ref	Policy	Indicator	Target	Strategic or Non-strategic
		Area of Green Wedge Lost to residential development (ha)	AMR. Housing delivery and allocations monitored in S1	
S17	Areas of Separation	- No major development is permitted within the Area of Separation - Area of Local Separation land lost to residential development (ha)	- No Target - Monitor Planning Permissions. Published annually through AMR. - Housing delivery and allocations monitored in S1	Strategic
S18	Countryside	- Development permitted in line with exceptions policy. - Loss of land (ha) designated as countryside to major housing or commercial development	- No Target - Monitor Planning Permissions. Published annually through AMR. - Housing delivery and allocations monitored in S1	Strategic
Climate Change and Flooding				
CC1	Planning and Climate Change	Greenhouse Gas/Carbon Dioxide emissions per capita (industry, sector, and transport)	Net Reduction in carbon dioxide emissions	Strategic

CC2	Flood Risk	• Number of planning permissions granted contrary to Environment Agency or Lead Local Flood Authority advice • Number of major schemes which do not include a Sustainable Drainage Scheme • Surface water runoff from new development to be restricted to QBar greenfield rate minus 20%	• 0 homes to be granted contrary to EA or LLFA locational guidance. Matters to be resolved through planning condition • 100% Target. Considered all applications would meet target. • 100% Target.	Strategic
CC3	Water Quality, Supply and Wastewater	• New Dwellings adherence to BR G2 Water efficiency standards	• New Build Dwellings to achieve 110 litres per person per day.	Strategic
CC4	Renewable and Low Carbon Energy	• Capacity of major renewable energy generation schemes approved • Installed capacity of renewable energy • Carbon dioxide emissions per capita (industry, sector and transport)	• Net increase in low carbon energy provided • Net Reduction in carbon dioxide emissions	Non-strategic
Conserving and Enhancing the Natural and Historic Environment				
ENV1	Biodiversity and Geodiversity	• Number of Local Wildlife Sites • Number of Sites of Special Scientific Interest (SSSI) in favourable and unfavourable condition	• No net reduction of Local Wildlife Sites. • No net reduction in Sites of Special Scientific Interest (SSSI).	Strategic

		• Number of Local Nature Reserves and number of which that have a management plan. • Number of Regionally Important Geological Sites • Amount of developer financial contributions secured for biodiversity projects	No adverse impact from development on SSSI. • No net reduction of Local Nature Reserves. • No net reduction of Regionally Important Geological Sites. • No Target. Monitor	
ENV2	Green and Blue Infrastructure	• Size m2/ Ha of GBI network delivered through major applications (monitored at completion) • Number and proportion of major developments meeting Natural England's Green Infrastructure Framework's Green and Blue standards • Delivery of Priority Projects as set out in the GBI study 2025	• No net reduction of GBI network, and a Net increase in GBI network. • 3 ha of new accessible greenspace expected per 1000 capita • 40% Urban Greening on brownfield sites • 50% Urban Greening on greenfield sites.	Strategic
ENV3	Trees and Hedgerows	• Number and proportion of sites meeting 10% on site canopy tree cover targets	• Minimum 10% site coverage (mature canopy coverage)	Non-strategic

		Number of trees and woodland subject to Tree Preservation Orders	Not net loss of protected trees and woodland	
ENV4	Landscape and Settlement characters	Managed through DM process- No indicator	100% of applications to meet policy unless material considerations justify otherwise.	Non-strategic
ENV5	Heritage and Culture	- Number of Listed Buildings - Number of Scheduled Monuments - Number of Conservation Areas - Number of non-Designated Heritage assets (Neighbourhood plans) - Number of Heritage Assets at Risk	- No net reduction of Listed Buildings - No net reduction of Scheduled Monuments - No net reduction of Conservation Areas - No net reduction of Non-Designated Heritage Assets - Reduction of Heritage Assets at Risk	Strategic
ENV6	Minerals safeguarding	Number of objections to Major Applications from the Mineral Planning Authority on Minerals Sterilisation grounds (Major schemes only)	100% of proposals to be in accordance with minerals and waste local plan or subsequent guidance provided by Leicestershire County Council	Non-strategic

Housing				
H2	Affordable Housing Rural Exception sites	• Number and Percentage of new affordable homes completed • Tenure breakdown of affordable units provided. • Number of rural exception sites granted permission and number of such dwellings completed.	• 25% affordable housing on new developments of more than 10 dwellings. • 80% of affordable homes to be ringfenced for affordable rent. • 20% of affordable homes will be for affordable home ownership. • No target. 100% of affordable homes on RES to remain in perpetuity.	Strategic
H3	Housing Mix and Density	• Percentage of schemes of 10 or more dwellings that are achieving an appropriate mix of housing. • Housing density on sites over 0.5ha	• Monitored in line with policy. 100% of schemes achieving appropriate mix of housing. • Monitored in line with policy. 100% of schemes achieving appropriate density of housing.	Strategic

H4	Specialist and Accessible Accommodation Housing Accessibility and Adaptability	- Number of units completed for specialist accommodation (sheltered/ retirement housing, extra care housing) - Number of accessible homes built to the following standards: - M4(2) BR completed on sites of 10 or more homes - And M4(3) BR (or alternatively as M4(2) (Bungalows) completed on sites of 30 or more homes	5% on strategic sites and proposals of 1000 + homes 50% of homes built 4% of homes built.	Strategic
H5	Self and Custom Build Housing	Number of self-build and custom housebuilding plots marketed and delivered to be monitored in the AMR	To meet the demand on the Council's Self-build and Custom Housebuilding Register.	Non-strategic
Health and Well-being				
HW1	Healthy Communities	No indicator	100% of applications to meet policy.	Strategic
HW2	Open space, Sport and Recreation	- Development granted on existing open space, sport and recreation facilities. - Creation of new formal and informal recreation space	- No net reduction in amount of required formal open space per head of population 100% of new housing developments to provide onsite play and open space facilities to meet the requirements set out in Open Space, Sport and Recreation policy, or to make a commensurate	Strategic

			financial contribution. Monitor through s106 Infrastructure Funding Statement and applications.	
HW3	Ground Conditions, Pollution and Health	- Proportion of sites meeting density requirements as set out in Policy H3. (Measured on completion of major sites only) - Proportion of major sites with planning permission that included a requirement for the submission of a Construction Environmental Management Plan (CEMP) which outlines how development will minimise environmental impacts and comply with regulations during the construction phase.	100% of applications would meet the policy unless material considerations justify otherwise. - It is considered that 100% of applications would meet the policy unless material considerations justify otherwise.	Non-strategic
HW4	Air Quality	- Number of Air Quality Management Areas - Number of New Air Quality Management Areas with a management plan	- No gain in AQMA. - Monitor. No target	Non-strategic
HW5	Hazardous Sites and Installations	Number of planning applications approved within the Hazard Consultation Zone contrary to the advice of the Health and Safety Executive	No planning permissions approved within the consultation zones for the listed hazards contrary to the advice of the Health and Safety Executive Source of evidence: planning applications.	Non-strategic

Employment				
E2	Key Employment Sites and Other Existing Employment Sites	• Amount of key employment land/ floorspace enhanced/ redeveloped and extended within Key employment sites • Loss of Key Employment Sites • Loss of employment land on other employment sites (not designated KES)	• No loss of land subject to policy exceptions. • No loss of key employment sites • No loss of land subject to policy exceptions.	Strategic
E3	Employment Development on Unallocated Sites	• Amount of employment land developed at unallocated sites.	• No target. Monitor in line with policy approach.	Non-strategic
Retail, Leisure and Tourism				
R1	Sequential Test and Impact Assessment	• Retail and Main Town Centre uses permitted outside of identified defined centre boundaries by area and use class.	• 0% unless sequential test and impact assessment met	Strategic
R2	Blaby Town Centre, District and Local Centres	• Vacancy rate in Blaby Town Centre and Enderby, Glenfield and Narborough District Centres. • Use Class present in Blaby Town Centre at ground floor level. • Vitality and viability of Centres as outlined by Centre Health Check Assessments within Retail Study.	• No increase in vacancy rates • 100% of premises to be main town centre use on ground floor. • No reduction in Health Centre Assessment.	Non-strategic
R3	Motorway Retail Area, Everards Meadows, and Meridian Leisure	• Net change in retail and leisure floorspace within the Motorways Retail Area, Everards Meadows and Meridian Leisure • Number of subdivisions and changes of use	• No net increase of retail/leisure function that undermines retail hierarchy. 100% of	Non-strategic

			applications to comply with sequential test. No Target.	
R4	Neighbourhood Parades	shops or services that support the day to day living of local residents.	No loss.	Non-strategic
R5	Sustainable Tourism, Leisure and Visitor Development	Location of proposals for tourism or visitor facilities.	No development permitted outside villages with defined centres or in green wedges, areas of separation or countryside unless compliant with policy	Non-strategic
Infrastructure and Transport				
INF1	Developer Contributions	Amount of developer financial contributions secured by type	No target– the policy will be monitored through the Infrastructure Delivery Plan and the Annual Infrastructure Funding Statement	Strategic
INF2	Community Facilities Protection of Existing Community Facilities	- Evidence of increased need or requirement for additional provision from providers, statutory consultees, internal reviews - Number of community assets	- No target. - No target	Strategic
INF3	Burial Provision	Number of applications and overall financial contributions secured annually for burial provision.	No Target	Non-strategic

INF4	Sustainable Travel in New Developments	• Provision of Cycling infrastructure connection to existing cycle network • Proportion and number of major applications which include the submission of Active travel Plan. Construction management plan • Proportion and number of major applications that contribute towards highway capacity improvements.	• No target • No target • No target	Strategic
INF5	Active and Healthy Travel	• Proportion of developments that contribute towards the delivery of LCWIP routes.	• Monitor contribution of permissions towards project fulfilment as detailed by INV5 2	Strategic
INF6	Public Transport	• Proportion of new major developments within 400m of a new or existing bus service. • Number of mobility Hubs secured on major development sites (measured annually through the AMR)	• No target	Strategic
INF7	Highway Arrangement on Cross boundary Sites	• No indicator	• No Target	Non-strategic
INF8	Parking and Highway Design Standards	• No indicator	• 100% of applications would meet the policy unless material considerations justify otherwise.	Non-strategic

INF9	Lorry Parking Facilities	No indicator	100% of applications would meet the policy unless material considerations justify otherwise.	Non-strategic
INF10	A47 High Load Route	- Number of applications affecting the A47 High Load route. % applications refused on INF10 grounds.	- No applications to impeded A47 high load route - No target.	Non-strategic
INF11	Waste Management, Collection and Recycling	Provision of Waste management Strategy	100% of applications would meet the policy unless material considerations justify otherwise.	Non-strategic

5. Glossary of Terms

Affordable Housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

- **Social Rented Homes** – homes owned by local authorities or private registered providers for which rents are determined by the national rent regime (through which a formula rent is determined by the relative value and size of a property and relative local income levels). They are low-cost rented homes.
- **Affordable Rented Homes** – let by local authorities or private registered providers to households who are eligible for social housing. Affordable rents are set at no more than 80% of the local market rent (including service charges).
- **Rent-to-Buy** – homes offered, typically by Housing Associations, to working households at an intermediate rent which does not exceed 80% of the local market rent (including service charges) for a fixed period after which the household has the chance to buy the home.
- **Shared Ownership** – a form of low-cost market housing where residents own a share of their home, on which they typically pay a mortgage, with a registered provider owning the remainder, on which they pay a subsidised rent.
- **Discounted Market Sale** – a home which is sold at a discount of at least 20% below local market value to eligible households; with provisions in place to ensure that housing remains at a discount for future households (or the subsidy is recycled).

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.

Areas of Separation

Areas of Separation are areas of open land designated specifically to maintain the character and identity of individual settlements through preventing their coalescence. They are focussed on particular areas at a localised scale.

Areas that Could Become of particular importance (ACB)

Areas Identified in the Local Nature Recovery Strategy that could be key for helping deliver nature restoration in Leicestershire. The Areas that Could Become of

particular importance (ACB) have been identified and mapped using professional ecological modelling techniques and contributions from many stakeholder groups, government agencies and decision makers.

Authority 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.

Biodiversity Net Gain (BNG)

BNG is an approach to development. It makes sure that habitats for wildlife are left in a measurably better state than they were before the development.

In England, BNG is mandatory under [Schedule 7A of the Town and Country Planning Act 1990 \(as inserted by Schedule 14 of the Environment Act 2021\)](#).

Developers must deliver a BNG of 10%. This means a development will result in more or better quality natural habitat than there was before development.

Brownfield Land

See previously developed land.

Conservation Area

Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance. In conservation areas there are some extra planning controls and considerations in place to protect the historic and architectural elements which make the place special, for example permitted development rights may be restricted in these areas.

Circular Economy

A circular economy aims to minimise waste by maximising the life of our resources. This means promoting reuse, recycling and regeneration for our buildings and their components or materials. The idea is to keep buildings and their components in use for as long as possible which then reduces the demand for new resources, as well as the carbon it takes to make new components.

Design Code

A set of illustrated design requirements that provide specific, detailed guidelines for the development of a site or area. The graphic and written components of the code will build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Concept Framework

This is a blueprint for development that organises ideas, defines key objectives, and maps out how different elements interact. It guides the strategy and decision-making process.

Development Plan

This is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made. A local plan is a plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Designated Heritage Assets

Designated Heritage Assets include Scheduled Monuments, Listed Buildings, Registered Park and Garden and Conservation Areas as stated in Annex 2 of the NPPF.

Fibre to the premises (FTTP)

See ultrafast full fibre broadband.

Green and Blue Infrastructure

A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities.

Green Infrastructure

Green infrastructure is a strategically planned network of natural and semi-natural areas. They are often multifunctional and use nature-based solutions to provide vital environmental, economic, and social benefits, including flood management, cleaner air, and improved community well-being. The planning practice guidance indicates that it can include parks, playing fields, other areas of open space, woodland, allotments, private gardens, sustainable drainage features, green roofs and walls, street trees and 'blue infrastructure' such as streams, ponds, canals and other water bodies.

Green Wedge

Open areas around and between parts of settlements that maintain the distinction between the countryside and built up areas, preventing the coalescence (merging) of adjacent places. They can provide access from urban areas into green spaces as well as recreational opportunities. Designations are at a large scale and strategic in nature.

Local Employment

Office, industrial and warehousing uses within the following uses classes: Offices and Light Industry (E(g)(i) to (iii), General Industry (B2) and non-strategic (units of less than 9000sqm) Storage and Distribution (B8).

Local Nature Recovery Strategy

A Local Nature Recovery Strategy (LNRS) is a statutory, spatial framework in England designed to plan, map, and prioritise actions for nature recovery. The need to prepare a LNRS is set out in the Environment Act 2021. The Leicester and Leicestershire LNRS applies to Blaby District.

Local Plan

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community and subject to an examination before an independent Planning Inspector. These set planning policies for the area as well as allocating land for development or protection. A Local Plan is part of the development plan for an area.

Listed Buildings

Buildings of special architectural or historic interest. Listed buildings are graded I, II* or II. Grade I has the highest level of protection. Listing includes the interior as well as the exterior of the building and also any buildings or permanent structures, e.g. walls, within its curtilage that was constructed before 1 July 1948. The listing also extends to any structure, such as railings, that are attached to the listed building or any curtilage listed building. You are legally required to obtain the necessary consent for any alterations, extensions, or changes to the building and associated structures within the curtilage. Historic England is responsible for listing buildings in England.

Mitigation Hierarchy

The mitigation hierarchy is a widely adopted decision-making framework used in environmental planning. It provides a sequential set of priorities to help developers and ecologists manage and reduce the environmental impacts of a development or project.

Monitoring and Management Strategy (Transport)

A strategy to be included as part of any Transport Assessment setting out monitoring proposals to ensure that the vision-led measures required as part of the mitigation of impacts on the local road network are secured inline with the assumptions made within the Place and Transport Visions for that development. The MMS will be secured through condition or planning obligation.

Nationally Described Space Standards

These are a set of minimum, evidence-based, gross internal floor area standards for new homes to ensure adequate living space, covering bedroom sizes, storage, and floor-to-ceiling heights.

Neighbourhood Plans

A plan prepared by a Parish or Town Council or a Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004) that give communities the power to develop a vision for their neighbourhood and shape the development and growth to their local area. This is a powerful tool for local people to plan for the types of development to meet their community's needs. The process is subject to independent examination and a community referendum.

Non-designated Heritage Assets

Non-designated Heritage Assets are other buildings, monuments, sites, places, areas or landscapes not meeting designation criteria but have been identified as having a degree of heritage significance by Blaby District Council, Neighbourhood Plans, or Historic England via the Heritage Gateway.

Place Vision

Place vision in transport planning is a "vision-led" or "decide-and-provide" approach that defines a desired future for a location—such as being vibrant, healthy, or sustainable—and then designs the transport system to achieve that vision. It shifts focus from predicting traffic growth to proactively enabling walking, wheeling and cycling (Active Travel), and public transport. For Blaby our vision is to provide facilities as close to development as practicable to facility the creation of healthier and more sustainable neighbourhood where residents can access key day to day needs close to where they live therefore maximising active travel and public transport access and reducing the need to travel by private car

Plot Passport

A plot specific guide/document which details matters to include (but not limited to) design, infrastructure and utilities and groundworks.

Policies (or Proposals) Map

An important part of the development plan showing the location of proposals, designations and area-based policies in the Local Plan on an Ordnance Survey base map.

Previously developed land (Brownfield Land)

Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that

was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Principal Urban Area (PUA)

Leicester City and settlements that adjoin Leicester City. In Blaby District, this includes, Glenfield, Glen Parva, Kirby Muxloe, Leicester Forest East, Braunstone and New Lubbethorpe.

Self-build and Custom-build Housing

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Road Safety Audit

A Road Safety Audit (RSA) is a review of the potential safety issues associated with new development. It is usually undertaken by independent, qualified specialists and seeks to identify potential hazards for all road users especially vulnerable one and recommend preventative measures or design changes to a scheme to make new roads and junctions safer.

Sustainability Appraisal (including Environmental Appraisal) (SA)

An appraisal of the economic, environmental, and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable Drainage Systems (SuDS)

A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems. SuDS could include the storage of rainwater for later use, the use of infiltration techniques, such as porous surfaces, green and blue roofs, the attenuation of rainwater in ponds or open water features for gradual release and the attenuation of rainwater by storing in tanks or sealed water features for gradual release. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments.

Strategic Employment

Employment uses for strategic or sub regional warehousing or logistics (Storage and Distribution (B8)) of units of more than 9000sqm in size.

Strategic Masterplan

A strategic masterplan is a long-term, high-level framework that guides the development of a specific site combining spatial design with strategic goals. It acts as a comprehensive roadmap for future growth, agreed between the Developer and Council outlining a place vision, key objectives, place making and design principles and infrastructure needs and delivery.

Strategic Housing and Employment Land Availability Assessment (SHELAA)

An assessment of housing and employment supply potential within the District of Blaby.

Statement of Community Involvement

This sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.

Sustainable Transport Strategy and Movement Framework

A Sustainable Transport Strategy and Movement Framework is a strategy that prioritises reducing travel demand, shifting trips from private car to public transport or active travel, and adopting cleaner vehicles to achieve net-zero. Key elements include compact, mixed-use land planning, enhanced walking/cycling infrastructure, and intelligent transport systems to manage congestion and emissions.

Transport Assessment

Transport Assessments are detailed assessments of the transport implications of development.

Transport Vision

This is the vision to be applied to development sites setting out how new residents will access the day to day facilities they will rely on to meet their needs. These can be off and on site facilities. This vision should demonstrate how the development will be integrated in transport terms to the surrounding world by all relevant and appropriate modes of travel with reference to both existing active travel and public transport provision and any new services or infrastructure proposed as part of a new development.

Ultrafast Full Fibre Broadband

With a Fibre-to-the-Premises (FTTP), or Full-Fibre broadband connection, fibre-optic cables, instead of traditional copper cables, run directly to your home or business, providing higher speeds and a more reliable service.

Use Classes Order

The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of

use within the same use class as this does not normally amount to development. Also, subject to the conditions and limitations set out in The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO) change of use can be permitted to another specified 'use class' without the need for express planning permission from the local planning authority. Please note that planning conditions imposed on planning application and/or an Article 4 Directions can affect ability to move in and between use classes.

6. List of Policies Replaced by this Local Plan

This Local Plan will, on adoption, replace the following Blaby Core Strategy (Adopted February 2013) and the Blaby Local Plan (Adopted February 2019) Policies:

Blaby Core Strategy:

Policy CS1 – Open Space, Sport and Recreation
 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 – Accommodation for Gypsies and Travellers
 Policy CS10 – Transport infrastructure
 Policy CS11 – Infrastructure, services and facilities to support growth
 Policy CS12 – Planning obligations and developer contributions
 Policy CS13 – Retailing and other town centre uses
 Policy CS14 – Green Infrastructure (GI)
 Policy CS16 – Green Wedges
 Policy CS17 – Areas of Separation
 Policy CS18 - Countryside
 Policy CS19 – Bio-diversity and geo-diversity
 Policy CS20 – Historic environment and Culture
 Policy CS21 – Climate change
 Policy CS22 – Flood risk management
 Policy CS23 - Waste
 Policy CS24 – Presumption in favour of sustainable development

Blaby Local Plan (Delivery) Development Plan Document:

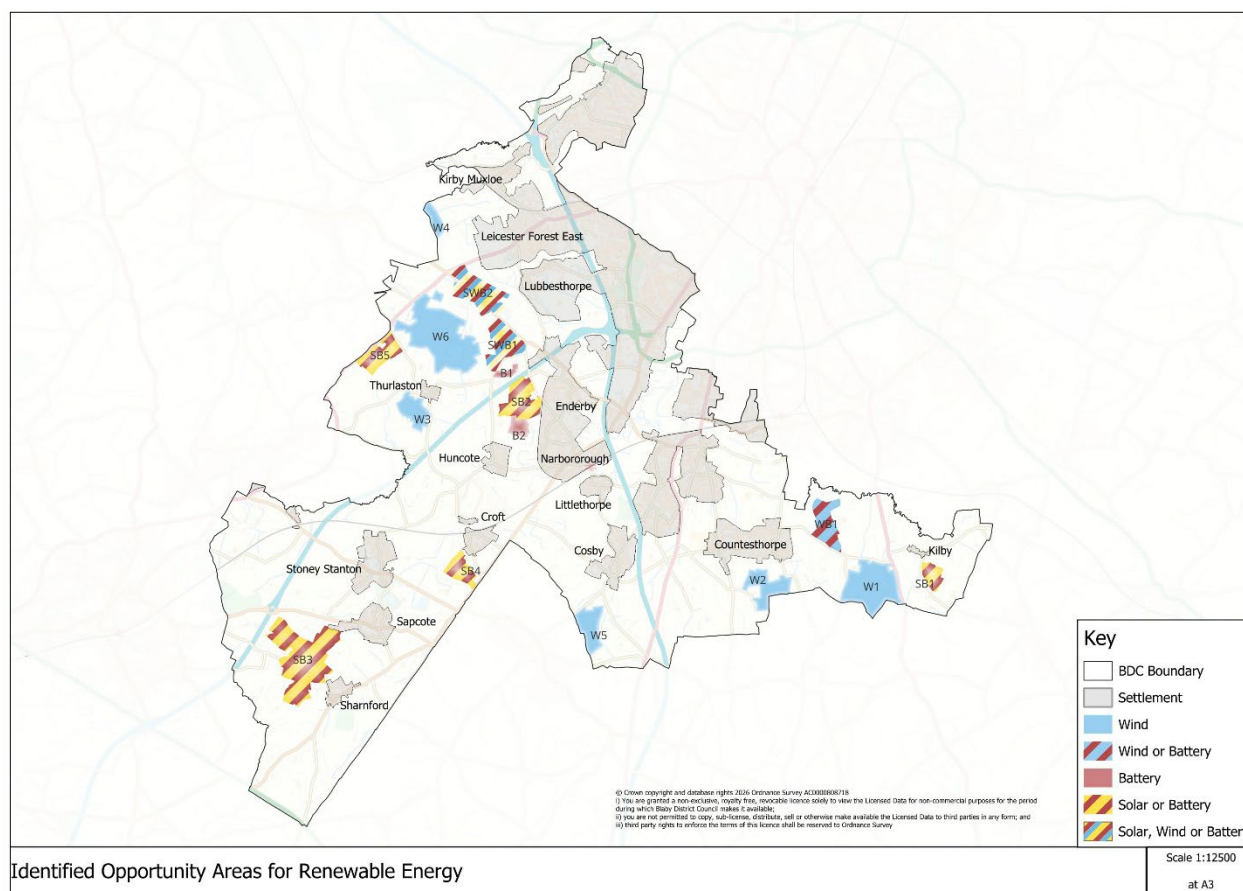
Policy CS15 – Open Space, Sport and Recreation⁵⁹
 Policy SA1 & SA2 – Housing Provision – New Allocations
 Policy SA3 – Employment Land Provision – New Allocations
 Policy SA4 – Broad Locations for Accommodating Gypsies & Travellers and Travelling Showpeople
 Policy SA5 – Key Employment Sites and Other Existing Employment Sites
 Policy DM1 – Development within the Settlement Boundaries
 Policy DM2 – Development in the Countryside
 Policy DM3 – Employment Development on Unallocated Sites
 Policy DM4 – Connection to Digital Infrastructure
 Policy DM5 – Blaby Town Centre – Primary and Secondary Frontages

⁵⁹Replaced Blaby Core Strategy Adopted (February 2013) Policy CS15 – Open space, sport and recreation.

Policy DM6 – Neighbourhood Parades
Policy DM7 – Road Related Facilities for HGVs
Policy DM8 – Local Parking and Highway Design Standards
Policy DM9 – A47 High Load Route
Policy DM10 – Self and Custom Build Housing
Policy DM11 – Accessible and Adaptable Homes
Policy DM12 – Designated and Non-designated Heritage Assets
Policy DM13 – Land Contamination and Pollution
Policy DM14 – Hazardous Sites and Installations
Policy DM15 – Mineral Safeguarding Areas
Policy DM16 – Advertisements and Signs
Policy LR1 – Local Plan Review.

7. Maps

Identified Opportunity Areas for Renewable Energy

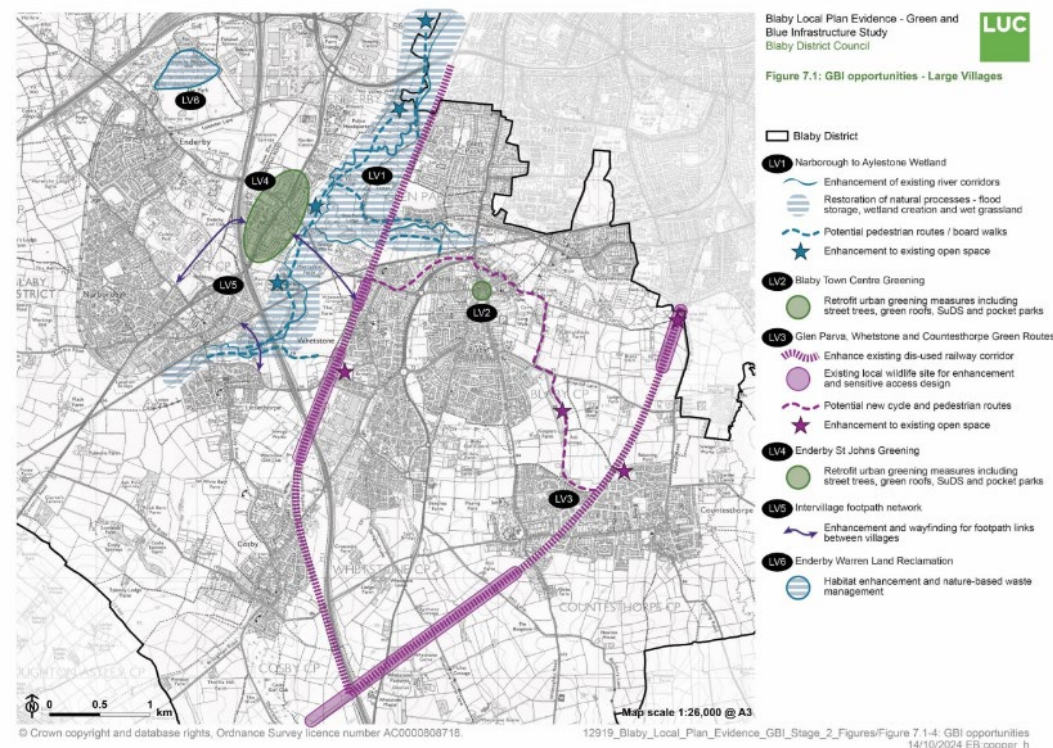


Green Infrastructure Opportunities Maps

Green Blue Infrastructure Large Villages Map showing Priority Projects:

Priority Project 1: Narborough to Aylestone Wetland (LV1) - Opportunity to create a continuous natural and semi-natural corridor along the River Soar and part of the River Sence between Aylestone Meadows Local Nature Reserve

Priority Project 3: Glen Parva, Whetstone and Countesthorpe Green Routes (LV3) - Opportunity to utilise the route if existing dismantled rail corridors to create wildlife-friendly traffic-free active travel routes between a number of settlements in Blaby District and beyond.



Green Infrastructure Opportunities Maps

Green Blue Infrastructure Large Villages Map showing

Priority Project 5: Stoney Stanton Park (SWV1) - opportunity to create a destination park by rejuvenating and joining the existing natural green space site and Stoney Stanton War Memorial Playing fields between Stoney Stanton and Sapcote.

