

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

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*Appendix 1 – Question 1.0.1. (a)
Adopted Development Plans*

BLABY DISTRICT LOCAL PLAN



LOCAL PLAN (CORE STRATEGY) DEVELOPMENT PLAN DOCUMENT

Adopted February 2013

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

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1.0 Introduction

1.1 Purpose of the Local Plan (Core Strategy)

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

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

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

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

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

1.2 What is the Local Plan?

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

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

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

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

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

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

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

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

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

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

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

1.4 Policy Framework

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

1.4.2 National Policy Framework

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

1.4.4 Regional Policy Framework

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

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

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

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

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

1.4.8 Local Policy Framework

A Community Plan for Blaby District 2011 - 2014

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

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

1.5 Other relevant Strategies

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

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

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

1.6 Leicester and Leicestershire Enterprise Partnership

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

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

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

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

1.8 Evidence base

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

2.0 **Vision**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.0 **Spatial Portrait**

Location and character

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

Population

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

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

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

Housing

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

Crime levels

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

Transport and Communications

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

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

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

Motorways Retail Area

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

Cultural heritage and natural environment

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

Economy

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

Prosperity and deprivation

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

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

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

Social

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

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

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

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

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

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

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

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

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

Economic

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

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

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

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

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

Environmental

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

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

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

5.0 Strategic Objectives of the Core Strategy

Social Objectives

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

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

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

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

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

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

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

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

Environmental Objectives

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

Recent research by CABE has indicated that the quality of new design in the East Midlands has been unsatisfactory. 'Off the peg' design solutions, poor urban design and architectural quality have been common in the District of Blaby. Whilst crime levels are generally low in the District, the Council's SCS identifies 'crime and anti-social behaviour' as a key issue. It is a key spatial objective to uplift design quality and seek to design out crime.

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

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

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

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

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

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

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

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

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

Economic objectives

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

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

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

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

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

Area) where this would result in an unacceptable impact on existing centres.

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

6.0 **Spatial Strategy**

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

Types of places in the District

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

Housing delivery

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

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

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

Employment and the economy

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

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

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

Transport

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

Retailing

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

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

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

Provision of Infrastructure

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

Green Infrastructure

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

Climate change

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

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

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

7.0 Spatial Policies

Development and Design Strategy

Policy CS1 – Strategy for locating new development

Strategic objectives

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;*
- ii) To optimise the provision of affordable housing to meet local needs;*
- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations and to meet strategic employment, education and training needs.*
- xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Delivery

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

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

Policy CS2 - Design of New Development

Strategic objectives

- v) *To improve the design quality of all new developments in the District including the need to design out crime;*
- vi) *To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners; and*
- vii) *To preserve and enhance the cultural heritage of the District, recognising its contribution to local distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.*

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

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

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

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

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

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

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

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

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

7.2.1 Designing high quality environments is essential in creating mixed, vibrant, safe, healthy and accessible communities, thereby contributing to a good quality of life for local residents.

7.2.2 According to CABI, design quality in the East Midlands is generally of a poor standard. A strong emphasis in improving design quality at Regional and National levels has not been reflected in developments 'on the ground' locally. Blaby District is no exception, too many 'off the peg' house types, inappropriate urban design and poor architectural detailing have resulted in developments that do not reflect local character or provide a sense of place.

7.2.3 The Landscape and Settlement Character Assessment for the District of Blaby (May 2008) identifies the characteristics of individual settlements that make them distinctive. It is important that new developments take account of this character in developing sympathetic schemes. It is proper to seek to promote or reinforce local distinctiveness particularly where this is supported by clear plan policies or supplementary planning documents on design.

7.2.4 The former PPS1 (2005) sets out extensive guidance on the issue of design. It sets out a number of matters which are to be considered to ensure that design is appropriate in its context and takes account of opportunities available for improving the character and quality of an area and the way it functions.

7.2.5 The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

7.2.6 BfL12 (September 2012) is the national standard for well designed homes and neighbourhoods, published by CABI at the Design Council, Design for Homes and the Home Builders Federation. It provides guidance and includes a number of questions relating to the creation of good places to live with the aim of stimulating conversation to achieve improved design quality.

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

Policy CS3 – Sustainable Urban Extension

Strategic objectives

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;*
- ii) To optimise the provision of affordable housing to meet local needs;*
- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby including those arising from growth and to make services accessible to all;*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

Housing

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

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

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

Employment

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

Education

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

District and Local Centres

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

Green infrastructure

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

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

Transport and movement

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

General Infrastructure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Delivery

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

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

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

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

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

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

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

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

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

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

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

Policy CS4 - Strategic Employment Site

Strategic objectives

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

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

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

In order to help meet the employment needs of the District, the SES should provide a range of employment opportunities (which should include office and light industry (B1), General Industry (B2) and storage and distribution uses (B8) – as defined in the Town and Country Planning (Use Classes Order) (1987) as amended). Planning applications for B1(a) office uses of 2,500 square metres or more shall be subject to a sequential test and accompanied by an impact assessment.

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

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

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

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

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

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

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

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

7.4.4 The location of the SES has been chosen because:

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

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

Policy CS5 - Housing Distribution

Strategic objectives

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;*
- ii) To optimise the provision of affordable housing to meet local needs;*
- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby including those arising from growth and to make services accessible to all;*

- viii) *To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations;*
- ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
- xi) *To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).*

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

1. Principal Urban Area:

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

2. Blaby town:

Settlement	Housing requirements (2006 – 2029)
Blaby	420

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

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

4. Larger Central villages

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

5. Rural Centre

Settlement	Housing requirements (2006 – 2029)
Stoney Stanton	320

6. Medium Central villages

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

7. Smaller villages

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

8. Hamlets and very small villages

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

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

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

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

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

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

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

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

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

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

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

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

Principal Urban Area

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

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

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

Blaby

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

Land adjacent to Earl Shilton

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

Larger Central Villages

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

Narborough

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

Enderby

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

Whetstone

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

Countesthorpe

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

Rural Centres

Stoney Stanton

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

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

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

Medium Central Villages

Littlethorpe

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

Huncote

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

Cosby

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

Croft

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

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

Sapcote (including The Limes)

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

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

Smaller villages

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

Hamlets and very small villages

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

Policy CS6: Employment

Strategic objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Protecting Employment Land

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

Policy CS7 - Affordable housing

Strategic objectives

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

contribute to other local affordable housing provision in the District.

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

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

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

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

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

Policy CS8 - Mix of Housing

Strategic objectives

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

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

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

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

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

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

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

Projected Household types in 2016

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

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

Percentages of household types requiring market housing 2016

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

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

Projected optimum shape of future housing stock

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

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

Current shape of housing stock (Census 2001)

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

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

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

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

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

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

Policy CS9 - Accommodation for Gypsies and Travellers

Strategic objectives

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations; and*
- vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Infrastructure and Developer Contributions

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

Policy CS10 - Transport Infrastructure

Strategic objectives

- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby including those arising from growth and to make services accessible to all;*
- vi) To maximise sport and recreation opportunities;*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- xi) To deliver the transport needs of the District and to encourage and*

develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).

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

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

Transport design

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

Walking, cycling and bridleway networks

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

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

Public transport improvements

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

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

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

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

Rail improvements

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

Car parking and car use

Residential parking

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

Parking in 'centres'

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

Sustainable travel

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

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

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

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

Sustainable Urban Extension

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

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

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

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

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

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

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

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

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

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

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

Justification

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

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

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

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

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

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

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

Sustainable Urban Extension

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

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

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

Delivery

- 7.10.12 Transport infrastructure works associated with the proposed SUE will be carried out at the expense of the developer. The provision of new links across the M1 and M69 linking the new development to Lubbethorpe Way and Leicester Lane, Enderby will be required in accordance with a phasing plan to be agreed in advance of development commencing. The Highways Agency has not indicated any objection to the proposed new link across the M1 but would prefer works to be carried out at the same time as other schemes on the M1/ M69 to avoid unnecessary additional disruption to traffic on the motorway.
- 7.10.13 The proposed location of the SUE does not currently have any direct public transport links to key services and facilities. The only established public transport routes are along the A47 into the centre of Leicester. Any large scale development would require developer subsidy to encourage the establishment of new routes.
- 7.10.14 A pedestrian and cycle link is identified in the policy to link the proposed SUE with the Strategic Employment Site. There is currently a bridleway bridge link across the M69 from Lubbethorpe to the proposed SES. This link is suitable for pedestrian and cycle traffic and could accommodate public transport.

Policy CS11 – Infrastructure, Services and Facilities to support growth

Strategic objectives

- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- iv) To maximise sport and recreation opportunities; and*
- xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

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

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

Policy CS12 – Planning Obligations and Developer Contributions

Strategic objectives

- ii) To optimise the provision of affordable housing to meet local needs;*
- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- iv) To maximise sport and recreation opportunities;*
- vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners;*
- vii) To preserve and enhance the cultural heritage of the District recognising its contribution to local distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development; and*
- xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

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

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

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

Policy CS13 - Retailing and other town centre uses

Strategic objectives

- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- v) To improve the design quality of all new developments in the District including the need to design out crime;*
- xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (including walking, cycling, other forms of non-motorised transport and public transport); and*

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

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

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

Blaby District Retail Hierarchy

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

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

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

Blaby Town Centre

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

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

The Motorways Retail Area

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

New development or extensions will be required to demonstrate that:

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

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

Meridian Leisure

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

New development or extensions will be required to demonstrate that:

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

Other centres

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

Impact Assessments

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

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

Assessments will be required to demonstrate:

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

District – wide community facilities

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

Retail developments within the proposed SUE

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

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

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

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

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

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

Notes: Floorspace requirements based on existing retention rates

* "Top Four" foodstore

** "Discounter" foodstore

Blaby Town Centre

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

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

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

Other retail centres

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

Sustainable Urban Extension

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

Other matters

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

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

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

Policy CS14 - Green Infrastructure (GI)

Strategic objectives

- iii) *To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- iv) *To maximise sport and recreation opportunities;*

- v) *To improve the design quality of all new developments in the District including the need to design out crime;*
- vi) *To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners;*
- vii) *To preserve and enhance the cultural heritage of the District, recognising its contribution to local distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.*
- ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
- xi) *To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

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

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

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

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

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

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

Sustainable Urban Extension

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

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

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

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

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

Policy CS15 - Open Space, Sport and Recreation

Strategic objectives

- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all; and*
- iv) To maximise sport and recreation opportunities.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy CS16 - Green Wedges

Strategic objectives

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

- vii) *To preserve and enhance the cultural heritage of the District, recognising its contribution to local distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.*
- ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
- xi) *To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

Green Wedges will be maintained in the following general locations:

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

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

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

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

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

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

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

Land use or development in Green Wedges should:

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

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

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

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

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

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

Delivery

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

Policy CS17 - Areas of Separation

Strategic objectives

- iv) To maximise sport and recreation opportunities.*
- vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners;*

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

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

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

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

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

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

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

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

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

Policy CS18 - Countryside

Strategic objectives

- iv) To maximise sport and recreation opportunities;*
- vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners; and*
- x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations, and to meet strategic employment, education and training needs;*

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

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

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

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

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

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

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

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

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

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

Policy CS19 - Bio-diversity and geo-diversity

Strategic objectives

- v) *To improve the design quality of all new developments in the District including the need to design out crime; and*
- vi) *To protect the important areas of the District’s natural environment (species and habitats), landscape and geology and to improve bio-diversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners.*

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

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

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

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

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

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

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

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

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

Sustainable Urban Extension

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

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

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

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

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

Policy CS20 - Historic Environment and Culture

Strategic objectives

- v) *To improve the design quality of all new developments in the District including the need to design out crime; and*
- vii) *To preserve and enhance the cultural heritage of the District, recognising its contribution to Local Distinctiveness and to seek design solutions which preserve and enhance heritage assets where they are impacted by development.*

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

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

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

Sustainable Urban Extension

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

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

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

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

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

Climate Change and Flooding

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

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

Policy CS21 - Climate Change

Strategic objectives

vi) *To protect the important areas of the District’s natural environment*

- (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners;*
- viii) *To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations;*
 - ix) *To minimise the risk of flooding (and other hazards) to property, infrastructure and people; and*
 - xi) *To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling and public transport).*

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

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

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

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

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

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

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

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

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

Policy CS22 – Flood Risk Management

Strategic objectives

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

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

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

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

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

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

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

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

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

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

Policy CS23 - Waste

Strategic objectives

- iii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- v) To improve the design quality of all new developments in the District including the need to design out crime;*
- vi) To protect the important areas of the District's natural environment (species and habitats), landscape and geology and to improve biodiversity, wildlife habitats and corridors through the design of new developments and the management of existing areas by working with partners; and*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations.*

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

The Council will seek to encourage waste minimisation.

New developments should seek to:

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

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

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

Policy CS24 - Presumption in favour of sustainable development

- i) To provide the appropriate quantity and mix of housing to meet the needs of the District's current and future populations;*
- ii) To deliver the infrastructure, services and facilities required to meet the needs of the population of the District of Blaby, including those arising from growth, and to make services accessible to all;*
- viii) To minimise energy use and use of valuable resources and to encourage renewable energy production in suitable locations; and*
- x) To provide the appropriate quantity, quality and mix of employment opportunities to meet the needs of the District's current and future populations and to meet strategic employment, education and training needs.*
- xi) To deliver the transport needs of the District and to encourage and develop the use of more sustainable forms of transport (Including walking, cycling, other forms of non-motorised transport and public transport).*

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

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

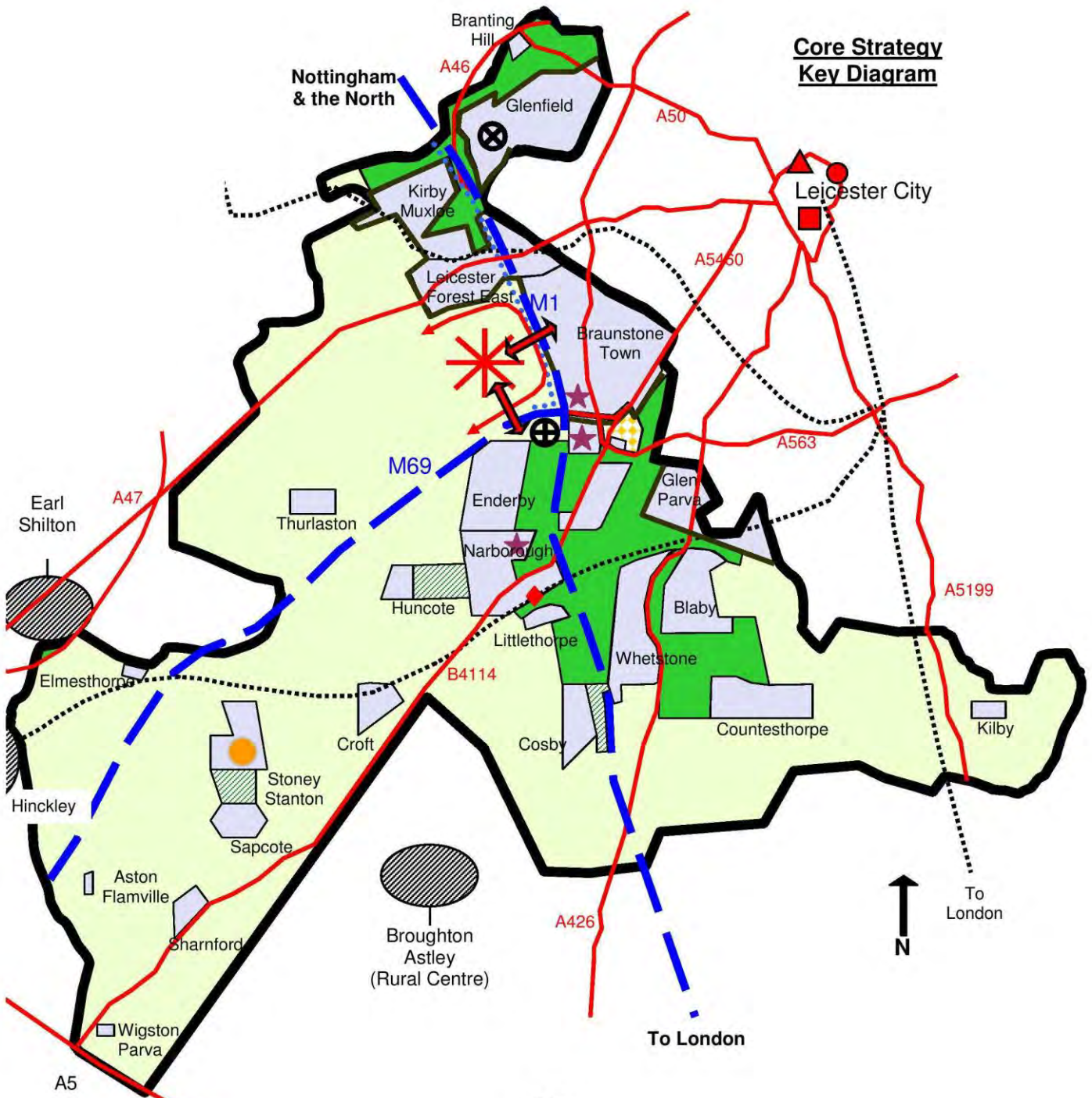
Planning applications that accord with the policies in this Local Plan Core Strategy (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

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

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

Key Diagram

**Core Strategy
Key Diagram**



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

Appendix A

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

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

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

Appendix B

Glossary

Glossary of Terms

Affordable Housing Viability Assessment (AHVA)

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

Annual Monitoring Report (AMR)

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

Blaby Local Strategic Partnership (BLSP)

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

Brownfield (Previously Developed Land)

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

Commission for Architecture and the Built Environment (CABE)

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

Core Strategy (CS)

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

Development Plan Document (DPD)

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

Examination

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

Housing Market Area

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

Intermediate Housing

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

Key Diagram

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

Leicestershire and Leicester Urban Area

See Principal Urban Area.

Local Development Document (LDD)

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

Local Development Framework (LDF)

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

Local Development Scheme (LDS)

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

Local Plan (LP)

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

Local Planning Authority (LPA)

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

National Planning Policy Framework (NPPF)

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

Planning Inspectorate (PINS)

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

Planning Policy Statements (PPS)

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

Principal Urban Area (PUA)

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

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

Policies Map

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

Regional Spatial Strategy / Regional Plan (RSS)

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

Rural Centres

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

Statement of Community Involvement (SCI)

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

Strategic Environmental Assessment (SEA)

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

Strategic Housing Land Availability Assessment (SHLAA)

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

Strategic Housing Market Assessment (SHMA)

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

Sustainability Appraisal (SA)

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

Supplementary Planning Document (SPD)

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

Sustainable Community Strategy (SCS)

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

Urban Capacity Study (UCS)

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

Appendix C

List of studies / evidence base reports

Housing and accommodation

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

Economy and Employment

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

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

Environment

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

Retail and village services

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

Highways and Transportation

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

Other

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

Appendix D

Infrastructure Plan

Infrastructure Plan

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

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

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

Lubbesthorpe SUE (Strategic Growth Area)

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

A series of transport improvements to support the Sustainable Urban Extension and Strategic Employment Site are detailed in the schedule. In summary, the improvements include:

- New road bridges over the M1 and M69;
- Improvements to the A47 including junction improvements and bus priority measures;
- A 'right turn' solution lane from Leicester Lane onto the B4114;
- New public transport linkages along Baines Lane to the A47;
- Improved bus service;
- New pedestrian and cycle linkages.

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

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

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

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

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

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

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

Outside the SUE/SES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix E

Monitoring Report

Monitoring Framework

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

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

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

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

Policy	CS Objective(s)	Indicator	Target	Baseline Data
Policy CS1 – Strategy for locating new development	i, ii, iii, vi, vii, viii, x, xi.	Number of new houses completed in the District, PUA and non PUA in the first 5 years of the plan, ie, by 31 March 2011	By 31 March 2011: a) 1130 houses in the District b) 622 houses in the PUA c) 508 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA over 10 years of the plan, ie, by 31 March 2016	By 31 March 2016: a) 3382 houses in the District b) 1564 houses in the PUA c) 1818 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA over 15 years of the plan, ie, by 31 March 2021	By 31 March 2021: a) 5729 houses in the District b) 3318 houses in the PUA c) 2411 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA over 20 years of the plan, ie, by 31 March 2026	By 31 March 2026: a) 7750 houses in the District b) 4973 houses in the PUA c) 2777 houses in the non-PUA	n/a
		Number of new houses completed in the District, PUA and non PUA by end of plan period, ie, by 31 March 2029	By 31 March 2029: a) 8740 houses in the District b) 5750 houses in the PUA c) 2990 houses in the non-PUA	n/a
		Employment land to be provided across the District over the plan period	68ha of employment land to be provided across the District by 2029	n/a

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

		and completed retail development in the SUE. Delivery of infrastructure to support the SUE.	provided as part of the SUE (2000 – 3000 m ² retail floorspace for convenience goods) SUE infrastructure will be delivered in accordance with the Infrastructure Plan (Appendix D).	n/a
Policy CS4 - Strategic Employment Site	iii, x, xi	Amount of employment land provided in the Strategic Employment Site.	21 hectares to be provided between 2014 and 2029	n/a
Policy CS5 – Housing distribution	i, ii, iii, x, xi	Number of houses built in each of the settlements identified in the Housing Distribution policy	Secure the numbers of houses identified during the plan period (Nb. An annualised target for each settlement would be meaningless as delivery will not be forthcoming in a consistent manner). Provision outside of the PUA will be monitored under policy CS1.	n/a
Policy CS6 - Employment	xi	Amount of floorspace developed for employment. Loss of key employment sites	Provision of 68 Hectares (gross) of employment land between 2013 and 2029. No loss of key employment sites (subject to the criteria set out in the policy)	n/a n/a

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

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

Policy CS12 – Planning obligations and developer contributions				
Policy CS13 - Retailing and other town centre uses	iii, v, xi, xii	<p>Total amount of permitted and completed retail floorspace for comparison goods.</p> <p>Total amount of permitted and completed retail floorspace for convenience goods.</p> <p>Percentage of additional permitted and completed retail and leisure floorspace in Blaby Town Centre and other centres in the District.</p>	<p>6,972m² net of comparison goods floorspace will be provided by 2029.</p> <p>Between 1,598m² and 3,675m² of convenience floorspace will be provided by 2029.</p> <p>100% of new retail and leisure development in Blaby Town Centre and other centres unless impact assessment and sequential approach allows out of centre development.</p>	<p>n/a</p> <p>n/a</p> <p>n/a</p>
Policy CS14 - Green Infrastructure (GI)	iii, iv, v, vi, ix, xi	The delivery of GI projects identified in the Policy.	To deliver the GI projects identified in Policy 14 by 2029 in accordance with Blaby District Council's Green Space Strategy.	n/a

		Provision of new Green Wedges	To create a new Green Wedge as part of the SUE.	n/a
Policy CS17 – Areas of Separation	iv	Loss and creation of Areas of Separation and type of planning permissions granted in these areas.	No permissions of inappropriate uses in Areas of Separation that would result in the separation being undermined.	n/a
Policy CS18 – Countryside	iv, vi, x	Loss of Countryside - planning permissions granted in these areas.	No permissions of inappropriate uses in countryside that would undermine its open character.	n/a
Policy CS19 - Bio-diversity and geo-diversity	v, vi	Creation of new Local Wildlife Sites The number of planning decisions which have a harmful effect on Sites of Special Scientific Interest (SSSIs) or Regionally Important Geological Sites	Increase the number of Local Wildlife Sites from the baseline position in partnership with the Local Wildlife Trust and County Ecologist. 0 permitted planning applications have a harmful effect on SSSIs or RIGS	There are 67 designated Local Wildlife Sites in the District (as of November 2012) Source: Leicestershire County Council, Ecology Team (November 2012)
Policy CS20 – Historic Environment and Culture	v, vii,	Number of designated heritage assets at risk in the District	No net increase in the number of designated heritage assets at risk in the District	There are currently 2 designated heritage assets at risk in Blaby District (2 Scheduled Monuments near Wigston Parva)

				Source: English Heritage survey of designated heritage assets at risk (2012)
Policy CS21 – Climate Change	vi, viii, ix, xi	Percentage of housing achieving the energy efficiency code level requirements from the Code for Sustainable Homes	100% of all new houses to meet the phased code level requirements of the CSH.	n/a
Policy CS22 – Flood risk management	viii, ix	Planning permissions granted contrary to Environment Agency advice on either flood defence grounds or water quality	No planning permissions for sensitive development to be granted in flood plains (contrary to advice from the Environment Agency).	n/a
Policy CS23 - Waste	iii, v, vi, viii	Amount of waste to be recycled and composted	Increase in the amount of waste to be recycled and composted.	From April 2011 to March 2012, Blaby District Council recycled and composted 48% (17,233 tonnes) of all waste collected. Source: Blaby District Council Neighbourhood Services Group (2012)
Appendix F – Housing Trajectory	i	Monitor the 5 year housing supply	The Council will maintain a 5 year housing supply over the plan period (2006 – 2029)	n/a

Appendix F

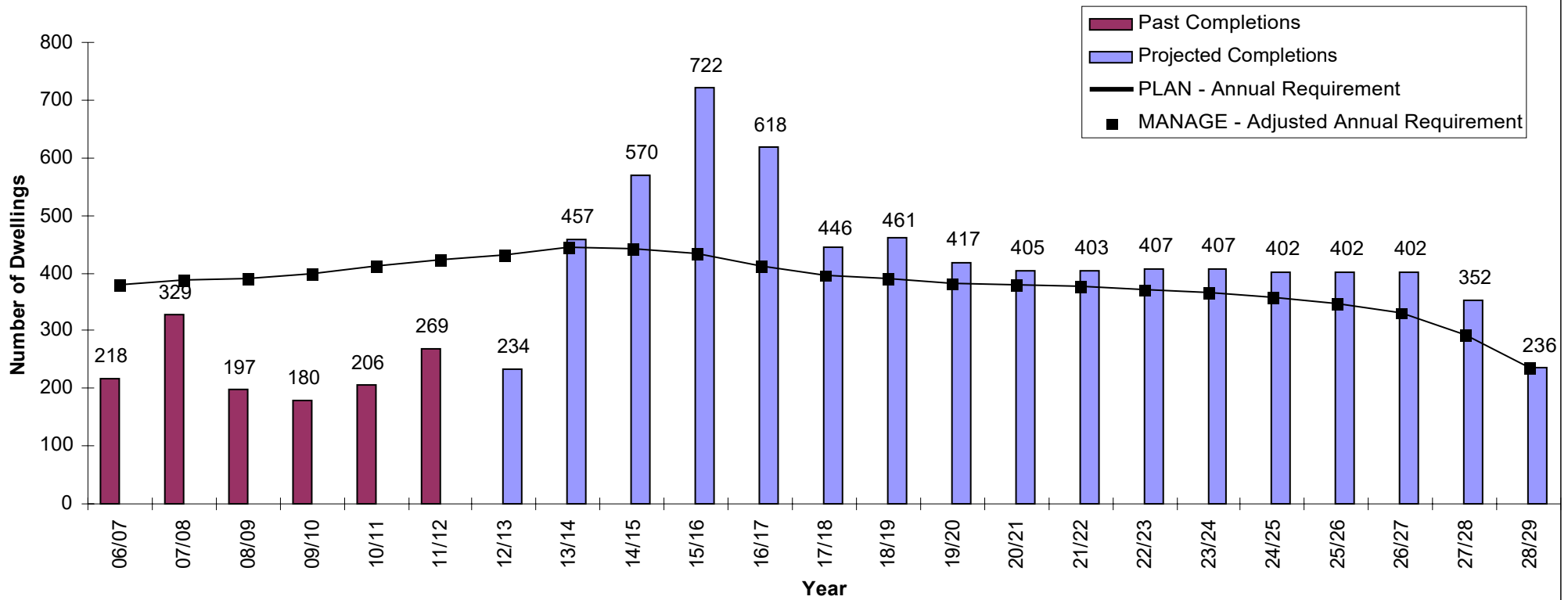
Blaby District Core Strategy Housing Trajectory (2006 – 2029)

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

	Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Total		
D I S T R I C T	Past Completions	218	329	197	180	206	269																			1399	
	Large site commitments (sites of 10 or more dwellings)							185	401	416	373	276	58	58	14	2	0	5	5	0	0	0	0	0	0	1793	
	Small site commitments (sites of less than 10 dwellings)							49	56	54	49	42	0	0	0	0	0	0	0	0	0	0	0	0	0	250	
	Strategic Growth Area (adjoining the PUA)							0	0	100	300	300	300	315	315	315	315	315	315	315	315	315	315	265	150	4250	
	Additional dwellings remaining to be planned							0	0	0	0	0	88	88	88	88	88	87	87	87	87	87	87	87	86	1048	
	Total projected Provision							234	457	570	722	618	446	461	417	405	403	407	407	407	402	402	402	352	236	7341	
	Cumulative provision	218	547	744	924	1130	1399	1633	2090	2660	3382	4000	4446	4907	5324	5729	6132	6539	6946	7348	7750	8152	8504	8740			
	PLAN - Annual requirement	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	8740
	Cumulative requirement	380	760	1140	1520	1900	2280	2660	3040	3420	3800	4180	4560	4940	5320	5700	6080	6460	6840	7220	7600	7980	8360	8740			
	MONITOR - No. of dwellings above or below cumulative requirement	-162	-213	-396	-596	-770	-881	-1027	-950	-760	-418	-180	-114	-33	4	29	52	79	106	128	150	172	144	0			
MANAGE - Annual requirement taking into account of past completions and projections	380	387	390	400	411	423	432	444	443	434	412	395	390	383	380	376	373	367	359	348	330	294	236				
P U A	Past Completions	165	266	85	55	51	26																			648	
	Large site commitments (sites of 10 or more dwellings)							36	129	143	133	117	8	8	0	2	0	0	0	0	0	0	0	0	0	576	
	Small site commitments (sites of less than 10 dwellings)							18	22	21	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	85	
	Strategic Growth Area (adjoining the PUA)									100	300	300	300	315	315	315	315	315	315	315	315	315	315	265	150	4250	
	Additional dwellings remaining to be planned (PUA)												16	16	16	16	16	16	16	16	16	16	16	15		191	
	Total projected Provision							54	151	264	447	427	324	339	331	333	331	331	331	331	331	331	331	281	165	5102	
	Cumulative provision	165	431	516	571	622	648	702	853	1117	1564	1991	2315	2654	2985	3318	3649	3980	4311	4642	4973	5304	5585	5750			
	PLAN - Annual requirement	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	5750
	Cumulative requirement	250	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000	3250	3500	3750	4000	4250	4500	4750	5000	5250	5500	5750			
	MONITOR - No. of dwellings above or below cumulative requirement	-85	-69	-234	-429	-628	-852	-1048	-1147	-1133	-936	-759	-685	-596	-515	-432	-351	-270	-189	-108	-27	54	85	0			
MANAGE - Annual requirement taking into account of past completions and projections	250	254	253	262	273	285	300	316	326	331	322	313	312	310	307	304	300	295	288	277	259	223	165				
N O N - P U A	Past Completions	53	63	112	125	155	243																			751	
	Large site commitments (sites of 10 or more dwellings)							149	272	273	240	159	50	50	14	0	0	5	5	0	0	0	0	0	0	1217	
	Small site commitments (sites of less than 10 dwellings)							31	34	33	35	32	0	0	0	0	0	0	0	0	0	0	0	0	0	165	
	Additional dwellings remaining to be planned (non-PUA)												72	72	72	72	72	71	71	71	71	71	71	71	71	857	
	Total projected Provision							180	306	306	275	191	122	122	86	72	72	76	76	71	71	71	71	71	71	2239	
	Cumulative provision	53	116	228	353	508	751	931	1237	1543	1818	2009	2131	2253	2339	2411	2483	2559	2635	2706	2777	2848	2919	2990			
	PLAN - Annual requirement	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	2990	
	Cumulative requirement	130	260	390	520	650	780	910	1040	1170	1300	1430	1560	1690	1820	1950	2080	2210	2340	2470	2600	2730	2860	2990			
	MONITOR - No. of dwellings above or below cumulative requirement	-77	-144	-162	-167	-142	-29	21	197	373	518	579	571	563	519	461	403	349	295	236	177	118	59	0			
	MANAGE - Annual requirement taking into account of past completions and projections	130	134	137	138	139	138	132	129	117	103	90	82	78	74	72	72	72	72	71	71	71	71	71	71		

The housing trajectory does not contain a windfall allowance.

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



Appendix G

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

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

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

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

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

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

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BLABY DISTRICT LOCAL PLAN



LOCAL PLAN (DELIVERY) DEVELOPMENT PLAN DOCUMENT

Adopted February 2019

The Blaby District Local Plan (Delivery) Development Plan Document was adopted by Blaby District Council on 4 February 2019.

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1 INTRODUCTION

Context

- 1.1 The Council has a statutory duty to prepare, monitor and review a Development Plan for the District.
- 1.2 The Council adopted a Core Strategy in 2013. The Core Strategy forms the first part of the District's Local Plan and includes the vision, strategic objectives and core policies.
- 1.3 The Local Plan Delivery Development Plan Document (known as the 'Delivery DPD') is the second part of the Local Plan. It includes site allocations for housing and employment uses and development management policies that apply across the District and will be used to assess planning applications. A Policies Map showing detailed boundaries of site allocations and designated sites, such as Green Wedges and Areas of Separation, has been prepared alongside the Delivery DPD. The Core Strategy, the Delivery DPD and the Policies Map form the development plan for the District. As such, when considering planning proposals these documents should be considered together.
- 1.4 The Delivery DPD has been prepared to implement the Council's spatial strategy as set out in the adopted Core Strategy. It does not seek to establish a new strategy. The Delivery DPD conforms to the strategic policies in the Core Strategy and the National Planning Policy Framework (NPPF).
- 1.5 The Delivery DPD was previously known as the Local Plan Allocations, Designations and Development Management DPD.
- 1.6 The Delivery DPD and Adopted Core Strategy combined deliver the objectively assessed housing and employment needs identified by the Leicester and Leicestershire Housing and Economic Development Needs Assessment 2017 (HEDNA). The Leicester and Leicestershire local authorities are working together to prepare the Strategic Growth Plan. It will provide a longer term view beyond 2031 but it is not at a stage where the Council is able to make progress on a new Local Plan. The Delivery DPD replaces the saved policies of the Adopted 1999 Local Plan and Proposals Map. The Council will undertake a full Local Plan review after the Delivery DPD is adopted to take account of the HEDNA and Strategic Growth Plan. This work will take place immediately after the Delivery DPD is adopted.

Duty to Co-operate

- 1.7 It is vital that the Council satisfies its legal obligations through the Duty to Co-operate in order to deliver an acceptable Local Plan. These obligations require the Council to engage with its neighbours and stakeholders in an active, constructive and effective manner, on an ongoing basis, on a range of strategic policy issues. These include housing, employment, environmental considerations and infrastructure.
- 1.8 The Council has achieved its obligations under the Duty to Co-operate by engaging in joint working, evidence gathering and information sharing with its neighbouring authorities, the Local Enterprise Partnership and other key stakeholders. There is a

long history of local authorities in Leicestershire collaborating on strategic spatial planning and cross boundary issues. The Council has jointly prepared a number of evidence based documents to inform Local Plans and specifically the Delivery DPD. This includes the Joint Strategic Flood Risk Assessment 2014, Leicester and Leicestershire Strategic Distribution Sector Study 2015, Leicester and Blaby Town Centre and Retail Study 2015 and Leicester and Leicestershire Gypsy and Traveller Needs Assessment 2017. Also, a joint methodology for Strategic Housing and Economic Development Land Availability Assessment Studies has been prepared to ensure a consistent approach across the County.

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

Neighbourhood Planning

- 1.10 The Blaby Neighbourhood Plan was 'made' by the District Council on 22 February 2018. There are five other designated neighbourhood areas for the parish of Glenfield, the parish of Elmesthorpe, the 'Fosse villages', the parish of Leicester Forest East and the parish of Cosby. Each of the neighbourhood planning groups is preparing neighbourhood plans, although at different stages of the process.
- 1.11 The Council will work with the neighbourhood groups in preparing these plans. It is not the intention of the Delivery DPD to duplicate the policies and proposals of these Neighbourhood Plans.

Process of Preparing the Delivery DPD to Adoption

- 1.12 The Council has prepared the Delivery DPD in line with the relevant legislation. The key legislation is found in the Town and Country Planning Act 1990 (as amended), the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).
- 1.13 A Sustainability Appraisal Report has been prepared alongside the Delivery DPD to ensure that the plan contributes to improvements in environmental, social and economic objectives. A Habitat Regulations Assessment (Screening) has been carried out to identify whether the plan is likely to have potential impacts on European wildlife sites and to determine whether any adverse impacts would result.

2 UPDATED CORE STRATEGY POLICY

2.1 The Council commissioned consultants to carry out an open space audit in 2015. This resulted in changes to the open space standards that are currently in the adopted Core Strategy. The Council has brought forward the new standards in an updated Open Space, Sport and Recreation policy to enable a Planning Obligations and Developer Contributions SPD to be prepared based on the most up-to-date information. This policy replaces the existing Policy CS15.

CS15 Open Space, Sport and Recreation

Strategic Objectives

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

(iv) To maximise sport and recreation opportunities.

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

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

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

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

- 2.5 Where appropriate, improvements to the quality and/or accessibility of open space, sport and recreation facilities will be sought.
- 2.6 Access by sustainable means, for example, cycle ways, improved safer walking routes and public transport are important, particularly in areas where there is a shortage of open space, sport and recreation. The Council will work towards improving links between open space, sport and recreation facilities and other parts of the wider Green Infrastructure Network where possible.
- 2.7 Existing open space, sport and recreation facilities will be protected, however, it is recognised that not all facilities are of equal merit. The Open Space Audit 2015 (or any update) sets out details of the existing open space in the District with the exception of informal open space below the threshold of 0.2 hectares.
- 2.8 Development on an existing facility should only be considered in areas where there is a surplus of a type of facility, which is of low quality and value, with little potential for improvement and could not be used for another type of provision. Where open space, sport and recreation facilities are of poor quality or under used this should not be taken as necessarily indicating an absence of need. Opportunities to improve the value of existing facilities will be considered, wherever possible.

UPDATED CORE STRATEGY POLICY

Policy CS15 – Open space, sport and recreation

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

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

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

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

The above standards will be used to ensure that development proposals provide sufficient accessible open space, sport and recreation, taking into account any local deficiencies. New

on-site provision or, where appropriate, financial contributions to improve the quality of, or access to, existing open space, sport and recreation facilities, will be expected and commuted maintenance sums will be sought.

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

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

3 SITE ALLOCATIONS

SA1 & SA2 Housing Provision – New Allocations

Strategic Objectives

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

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

- 3.1 A key element of the Delivery DPD is to consider sites for housing. The starting point for the amount of housing and the location of sites to be included in the Delivery DPD is the Core Strategy. The Core Strategy sets out minimum requirements for the number of homes by settlement (or groups of settlements) with a focus on the Principal Urban Area of Leicester (PUA). The PUA includes the settlements of Braunstone Town, Glen Parva, Glenfield, Kirby Muxloe, Leicester Forest East and Lubbethorpe.
- 3.2 Progress towards the housing requirement in the Core Strategy has been monitored since its adoption in 2013. This shows a need to identify suitable sites for housing for at least 605 dwellings in the PUA settlements and about 20 dwellings in Narborough. In order to meet this residual requirement in the PUA, Land North of Hinckley Road, Kirby Muxloe and a number of smaller sites have been identified to be allocated. The Land North of Hinckley Road will provide at least 510 houses during the plan period with the residual being delivered on smaller site allocations.
- 3.3 The proposed allocations at Land North of Hinckley Road and the smaller sites will deliver some 638 homes. This is sufficient to meet the outstanding residual requirement for homes during the Plan period. In addition, the Council anticipates that small developments will continue to be delivered on windfall sites within the PUA. The proposed allocations and windfall provides sufficient flexibility to give certainty that the outstanding requirements will be met.
- 3.4 Whilst there is an identified shortfall in Narborough, the site selection process did not identify a suitable site. However, there is potential for windfalls within the existing settlement boundary and the other settlements in this part of the settlement hierarchy have exceeded their requirements. No site is therefore allocated in Narborough.

Site Selection and Options

- 3.5 Several options for the delivery of the required housing in the PUA were considered. The Council scrutinised potential sites that had been identified in the Strategic Housing Land Availability Assessment and other sources such as consultation responses. Three large sites were identified in the Council's Local Plan Delivery DPD (Preferred Options) 2016. In addition a number of smaller sites were identified. Evidence gathering sought to identify whether these sites were capable of being delivered.
- 3.6 The Council has produced a series of Site Selection Papers that considers the merits of the site options. The methodology for assessing these site options is detailed within

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

Land North of Hinckley Road, Kirby Muxloe

- 3.7 The site provides the opportunity to deliver a sustainable expansion to the Principal Urban Area in the medium to long term. It will be supported by a masterplan to ensure the timely delivery of necessary infrastructure to support the needs of future residents and minimise the impact on existing services. It is expected that the site will deliver a minimum of 750 dwellings in total with at least 510 being delivered during the Plan period.
- 3.8 The requirements for affordable housing and housing mix are set out in policies CS7 and CS8 of the adopted Core Strategy. Policy DM11 also seeks a proportion of accessible and adaptable homes.
- 3.9 Because of its scale, the site is able to deliver the required level of housing and support a range of services and facilities, including a new primary school on-site. Discussions with the Local Education Authority have indicated that the proposal would generate a requirement for a one-form entry primary school on site. The development should allow for the school to grow further as 750 houses is likely to generate more than 210 pupils based on emerging yield rates.
- 3.10 In addition to the provision of a primary school, the proposal will need to provide financial contributions to increase capacity in local secondary and special education. There is a choice of secondary schools that could accommodate new students.
- 3.11 Financial contributions will also be required to provide capacity improvements to Primary Care facilities. Some local GP practices are at capacity and have little room for expansion. However, various options exist to accommodate the level of growth proposed.
- 3.12 Ongoing discussions with the Local Education Authority and Clinical Commissioning Group have indicated that capacity improvements to local education and health facilities are deliverable in principle subject to suitable financial contributions.
- 3.13 The site is located on an established public transport route. The 158 Arriva Midlands and 48 Stagecoach buses provide a 20 minute service at peak times to Leicester and Nuneaton (via Hinckley). New residents would therefore have access to a frequent bus service to access services, facilities and employment opportunities.
- 3.14 Transport assessments (Site Allocation Options Stage 1: Strategic Assessment (Transport) 2017) have identified that the proposal will have impacts on the local and wider transport networks, most notably the A47 corridor, junctions along its route and corridors north and south of the development in Kirby Muxloe, Leicester Forest East and Enderby. The transport modelling (Assessment of Highways & Transportation Implications of Site Allocation Options Transport 2017) indicates that the adverse

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

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

SITE ALLOCATIONS POLICY SA1

Land North of Hinckley Road, Kirby Muxloe

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

The site should meet the following requirements:

Housing

a) Affordable housing

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

b) A mix of housing

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

c) Accessible and adaptable housing

At least 5% of homes are Accessible and Adaptable Homes in accordance with policy DM11.

Services and Facilities

d) Education

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

e) Health care facilities

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

f) Other uses

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

Play, Open Space and Green Infrastructure

g) Existing sports pitches and facilities

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

h) Play and open space provision

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

Environmental features

i) Built, historic and natural environmental considerations

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

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

j) Pylons

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

Transport

k) Highway improvements

A comprehensive package of transport improvements informed by a robust transport assessment will be required. The improvements should include:

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

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

Masterplan

- m) A masterplan should be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The masterplan will set out in detail: the proposed distribution and location of land uses; the mitigation required to protect and enhance important environmental features; areas of green infrastructure and green space and landscaping; and design principles including urban design and architectural parameters.
- n) The masterplan will be prepared in consultation with key stakeholders. Planning permission will not normally be granted until a comprehensive masterplan has been completed to the satisfaction of the Local Planning Authority.

Phasing and delivery plan

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

Smaller Sites

3.18 In addition to the Land North of Hinckley Road, Kirby Muxloe, the Delivery DPD allocates three smaller sites for housing. The sites have the potential to deliver some 128 dwellings in total, and will support the larger site to deliver the housing requirement in the medium term.

Grange Farm, Leicester Forest East

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

3.20 The trees and hedges fronting Baines Lane are species rich and should be retained in the interests of ecology and character of the urban form.

Webb Close, Leicester Forest East

3.21 The site could accommodate some 21 houses. The site has a potential access off Webb Close. The site could deliver 5 affordable houses and would be required to make contributions towards open space, education provision and library services.

Ratby Lane / Desford Road, Kirby Muxloe

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

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

<p>SITE ALLOCATIONS POLICY SA2 Smaller Housing Sites in the Principal Urban Area</p> <p>Land will be allocated for housing at the following sites as set out on the Policies Map. The sites will be required to be developed in conformity with other policies contained within the Blaby Local Plan Core Strategy and Delivery Development Plan Documents. Specific requirements for each of the sites, in addition to these policies, are contained below:</p>
<p>SA2.a Land at Grange Farm, Leicester Forest East</p> <p>Land will be allocated for 55 dwellings.</p> <p>The development should:</p> <ul style="list-style-type: none"> a) Be accessed from Warden’s Walk; b) Provide affordable units in accordance with Core Strategy policy CS7; c) Retain the important trees and hedgerows along the northern boundary and fronting Baines Lane; and d) Provide design solutions and mitigation measures to protect important areas of biodiversity.
<p>SA2.b Land at Webb Close, Leicester Forest East</p> <p>Land will be allocated for 21 dwellings.</p> <p>The development should:</p> <ul style="list-style-type: none"> a) Be accessed from Webb Close; b) Provide affordable units in accordance with Core Strategy policy CS7; and c) Retain and enhance hedgerows to connect to southern boundary.

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

Land will be allocated for up to 52 dwellings.

The development should:

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

SA3 Employment Land Provision – New Allocation

Strategic Objectives

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

3.24 This policy seeks to provide employment land to help deliver a thriving and diverse economy with high quality employment opportunities.

3.25 A key element of the Delivery DPD is to identify sites for employment land. The Core Strategy sets a minimum requirement for employment land of 68 hectares with a focus on the Principal Urban Area of Leicester (PUA).

3.26 Progress towards the employment land requirement in the Core Strategy has been monitored since it was adopted in 2013. The outstanding requirement for employment land has largely been delivered through permissions. However, since this time there have been a number of losses of employment land. Table 1 summarises the employment land supply position at April 2018. Further details are set out in the Employment Land Availability Report 2018 and Site Selection: Assessment of Reasonable Alternatives for Employment Land 2017. Taking account of completed sites, land with planning permission and actual and proposed losses to existing employment land and premises there is a need to identify about 25.38 hectares of employment land.

Hectares	Requirement	Completed or with Permission	Losses	Residual requirement and losses
Core Strategy Requirement	68.00	64.55	0	3.45
Sites in the supply position at April 2011	23.64	15.75	7.89	7.89
Actual losses to existing employment land and premises since 2011			14.04	14.04
Total				25.38

- 3.27 To meet the outstanding requirement, Land West of St Johns (B4114), Enderby is proposed as an employment allocation. The site's boundary is shown on the Policies Map. The gross site area is some 33 hectares. The net developable area will be less due to the need to provide strategic landscaping to protect the alignment of the Fosse Way, Roman Road and to provide a buffer to nearby residential properties and sensitive areas of landscape.
- 3.28 The site is highly attractive to the market. It has good access to the trunk road network and a nearby source of labour. The site will offer employment opportunities for the local population in a location accessible by walking, cycling and public transport.
- 3.29 The proposed use of the site is for storage and distribution (B8) uses. This responds to the clear demand for B8 uses identified in the Leicester and Leicestershire Strategic Distribution Study 2015. The site is located within the 'Golden Triangle', an area highly sought after in logistics terms as operators can reach 80% - 90% of UK market in a return journey within a HGV driver's regulated hours.
- 3.30 Market testing and viability evidence (Local Plan Viability Assessment 2017 and Housing Market Capacity Study 2017) concluded that there is strong market demand for B8 uses and that the site would be deliverable. Recent delivery of warehouses at Optimus Point, Glenfield has demonstrated a strong market for B8 storage and distribution uses in the area.
- 3.31 Transport evidence (Site Allocation Options Stage 1: Strategic Assessment (Transport) 2017) indicates that adverse highway impacts experienced from B8 uses are less harmful than those experienced from a mix of uses including B1, B2 and B8 uses. The policy indicates that alternative employment will be acceptable where it can be demonstrated that any adverse transport and other impacts can be mitigated.
- 3.32 The provision of offices on the site is not encouraged. These uses are more appropriately delivered in town centre locations.
- 3.33 It is important that the detailed design and siting of the employment site does not adversely affect recognised environmental, social or economic matters. Any proposal

will have to pay particular attention to its impact on the line of the Fosse Way Roman Road (an important non-designated heritage asset) and the amenities of nearby residential properties. No size restrictions have been applied to the buildings in order to allow the site to respond to market demand in a flexible way. However, any application will need to demonstrate that the siting, design, scale and massing of the buildings would not result in unacceptable adverse impacts on the landscape or residential amenity. This will be particularly important in the case of 'high bay' warehouse buildings.

- 3.34 Transport improvement measures will be required in order to mitigate the impact of the site. Measures include improved junction and link capacity in the vicinity of junction 21 of the M1. In addition, improvements are required in order to address congestion and capacity issues in the centre of Enderby. A link road from the Warrens Business Park to Leicester Lane, Enderby (through the approved Strategic Employment Site off Leicester Lane) would result in transport and air quality benefits by removing traffic from congested routes and the busy junction at Leicester Lane and Blaby Road.

SITE ALLOCATIONS POLICY SA3

Employment Site Allocation

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

The development will meet the following requirements:

Mix of uses

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

Transport

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

Highway improvements

- d) A comprehensive package of transport improvements informed by a robust transport assessment will be required. The improvements should include:

- i. Improvements to junction and link capacity in Enderby Village Centre (including opportunities to complete the Enderby by-pass linking the B582 at Enderby to Leicester Lane via Warren Park Way and Leicester Lane Strategic Employment Site);
- ii. Improvements to junctions and links on the B4114 / B582;
- iii. Improved capacity at junction 21 of the M1 if necessary;
- iv. Improvements to junctions on the A563 (Lubbesthorpe Way) and B5460; and
- v. Provision of a signal controlled junction at the access to the site on Leicester Lane.

Sustainable transport measures

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

Heritage

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

Biodiversity

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

Landscape

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

Surface Water

- k) New development shall avoid areas of built development in areas that are prone to

flooding. Measures to address and regulate surface water drainage including Sustainable Drainage Systems will be required.

Masterplan

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

Phasing and delivery plan

- n) A phasing and delivery plan shall be prepared and agreed in advance of, or as part of, submission of a planning application for the allocation. The phasing and delivery plan will set out in detail the timescale for delivery of key infrastructure including transport improvements. The delivery plan will indicate how transport mitigation will be co-ordinated with that proposed as part of the approved Lubbethorpe Sustainable Urban Extension and other approved commercial developments in the vicinity of Junction 21 including Castle Acres, Everards Meadows and the Leicester Lane Strategic Employment Site.

SA4 Broad Locations for Accommodating Gypsies & Travellers and Travelling Showpeople

Strategic Objectives

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

3.35 This policy seeks to identify broad locations that will be suitable for Gypsy and Traveller and Travelling Showpeople accommodation.

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

- Set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople;
- Identify and update annually, a supply of specific deliverable sites sufficient to provide 5 years worth of sites against their locally set targets;
- Identify a supply of specific developable sites or broad locations for growth for years 6-10 and where possible for years 11-15;

- Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density; and
- Protect local amenity and the environment.

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

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

3.39 For Blaby the assessment identifies the following accommodation needs:

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

3.40 In addition, the Assessment identified 83 existing households in the District that it was unable to confirm whether or not these households could be defined as Travellers for planning purposes. These households are considered to be 'unknown' but there is the potential for some of these households to increase the need for Gypsy and Traveller accommodation. The Assessment concluded that this need may rise by between 2 and 23 households (23 is the maximum, if all unknown households were to meet the definition of a Traveller. However, the lower number of 2 is based on the consultant's nationwide experience that only 10% of unknown households meet the definition.).

3.41 The current supply of unimplemented planning permissions means that there is no additional need to allocate specific sites for the period 2016 to 2021 for Gypsies and Travellers and Travelling Showpeople meeting the planning definition. This is also the case for the 'unknown' households. The policy therefore sets out broad locations and criteria against which to determine planning applications for Gypsy and Traveller and Travelling Showpeople accommodation.

3.42 The Assessment has also identified a current need for public transit pitch provision of 36 caravan spaces (or managed equivalent) spread over 2-3 sites in Leicestershire. It suggests that an initial review should be completed of potential sites that are deliverable in the short-term, and that new provision should be prioritised where needs are greatest, in the North West of the County and the City, and that further provision should reflect the location of unauthorised encampments, the strategic transport network, and overall geography of the county. It indicates that consideration should be given as to whether new sites and/or managed approaches to dealing with

unauthorised encampments, such as tolerated stopping or Negotiated Stopping Agreements, offer the best option to accommodating transit needs.

3.43 The Assessment indicates that unauthorised encampments should be reviewed once there is sufficient evidence available, as changes to national policy in 2015 could result in more households travelling, and the consequent need for transit sites. The Council therefore commits to undertaking the appropriate evidence base review and working with the other Leicestershire Local Authorities to establish, if the review shows a requirement, the most appropriate and deliverable location for additional transit provision.

3.44 The Council has identified broad locations it will consider for Gypsy and Traveller and Travelling Showpeople accommodation when determining planning applications and if necessary, identifying sites. These broad locations are derived by considering a number of key issues:

- Locating Gypsy and Traveller accommodation within the proximity of a sustainable settlement - This links to the settlement hierarchy set out in policies CS1 and CS5. The requirements for access to health services and schools are also key considerations. Suitable distances to schools relate to Department of Education guidance on school transport provision and walking distances. Similar distances are considered to be relevant in terms of GP surgery catchments.
- Restricting development within Green Wedges - Gypsy and Traveller accommodation is not an appropriate use within Green Wedges. Such use would be contrary to Policy CS16 in the adopted Core Strategy.
- Restricting development within Areas of Separation – These are areas of open land designated specifically to maintain the character and identity of individual settlements. Gypsy and Traveller accommodation is likely to result in a reduction of separation between settlements and so be contrary to Policy CS17 in the adopted Core Strategy.

3.45 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.

SITE ALLOCATIONS POLICY SA4

Broad Locations for Accommodating Gypsies & Travellers and Travelling Showpeople

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

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

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

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

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

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

The Council will undertake a review of the evidence base and work with the Leicester and Leicestershire local authorities to establish, if the review shows a requirement, the most appropriate and deliverable locations for additional transit provision. This information will inform the Local Plan Review.

SA5 Key Employment Sites and Other Existing Employment Sites

Strategic Objectives

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

- 3.46 The NPPF makes it clear that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed.
- 3.47 The Council recognises that to provide sufficient employment land, as well as identifying new sites, it will also need to protect the existing stock of employment land and buildings that are fit for purpose. Core Strategy Policy CS6 Employment sets the strategic approach to protect key employment sites.
- 3.48 The existing Primarily Employment Areas, Primarily Business Areas, allocated employment sites and recent large scale sites with planning permission have been assessed to justify whether or not they are considered to be Key Employment Sites (Assessment of Key Employment Sites 2016). This work updates and builds on the Blaby Employment Land Studies (2006 and 2011). The Key Employment Sites are identified on the Policies Map and will be protected for employment uses in line with Core Strategy Policy CS6 in the context of paragraph 22 of the NPPF.
- 3.49 It is recognised that other existing employment sites, not identified as Key Employment Sites, do have a role to play in contributing to the local economy especially for small scale businesses. However, some of these sites are no longer attractive for modern business purposes or are located where it may be detrimental to local amenity. It may be appropriate to allow the redevelopment of such sites for non-employment uses subject to the potential for employment uses being fully explored before a change of use is agreed.

SITE ALLOCATIONS POLICY SA5

Key Employment Sites and Other Existing Employment Sites

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

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

The following are Key Employment Sites:

Blaby	Blaby Industrial Estate
Blaby	Rose Business Park
Braunstone Town	Hazel Drive

Braunstone Town	Meridian Business Park (with Osiers Business Park and Lubbesthorpe Gateway)
Enderby	Everards Meadow and Police HQ
Enderby	Grove Park
Enderby	Mill Hill Industrial Estates
Enderby	Next PLC
Enderby	Warren Business Park
Glenfield	County Hall
Glenfield	Mill Lane Industrial Estate
Glenfield	Optimus Point
Kirby Muxloe	Oak Spinney Park and Ratby Lane
Lubbesthorpe	Lubbesthorpe Strategic Employment Site
Narborough	Carlton Park
Narborough	Coventry Road Industrial Estates
Stoney Stanton	Foxbank Industrial Estate, Station Road
Whetstone	Cambridge Road Industrial Estates
Whetstone	Enderby Road Industrial Estates and Grange Business Park
Whetstone	The Whittle Estate

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

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

4 DEVELOPMENT MANAGEMENT POLICIES

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

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

DM1 Development within the Settlement Boundaries

Strategic Objectives

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

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

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

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

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

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

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

DEVELOPMENT MANAGEMENT POLICY 1

Development within the Settlement Boundaries

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

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

DM2 Development in the Countryside

Strategic Objectives

iv) To maximise sport and recreation opportunities.

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

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

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

- 4.6 The NPPF recognises the need to take account of the different roles and characters of different areas including recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it. It also supports economic growth in rural areas in order to create jobs and prosperity.
- 4.7 Core Strategy Policy CS18 sets out the strategic approach to development outside the settlement boundaries and within the area designated as Countryside. It sets out the types of uses that are appropriate in the Countryside. Development Management Policy 2 gives detailed guidance about development that is appropriate in the Countryside and the criteria that should be taken into account when determining planning applications.
- 4.8 Core Strategy Policies CS16 and CS17 set out the strategic approach for the areas designated as Green Wedge and Areas of Separation. Generally these policies also restrict built development in those locations. However, in the circumstances where development would not be harmful to the functions of Green Wedges or Areas of Separation this policy will also apply.

DEVELOPMENT MANAGEMENT POLICY 2

Development in the Countryside

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

General

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

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

Essential Dwellings

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

Replacement of Existing Dwellings

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

Change of Use, Adaptation and Extension of Buildings

- e) For change of use, adaptation and extension of buildings:
 - i. The development must be carried out and sustained without the need for complete or substantial rebuilding, alteration or extension; and,
 - ii. The building is structurally sound.

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

DM3 Employment Development on Unallocated Sites

Strategic Objectives

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

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

such land is available, adjacent to existing settlement boundaries. The Council will only consider proposals on alternative sites where they are acceptable in planning and environmental terms and it can be demonstrated that all other sites do not meet the needs of the operator. The applicant will be required to demonstrate that the proposal meets the criteria set out in the policy.

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

DEVELOPMENT MANAGEMENT POLICY 3

Employment Development on Unallocated Sites

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

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

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

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

DM4 Connection to Digital infrastructure

Strategic Objectives

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

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

**DEVELOPMENT MANAGEMENT POLICY 4
Connection to Digital Infrastructure**

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

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

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

DM5 Blaby Town Centre - Primary and Secondary Frontages

Strategic Objectives

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

- 4.23 The policy defines the uses that are acceptable within the Primary and Secondary Frontages of Blaby Town Centre.
- 4.24 The NPPF indicates that the extent of town centres and primary shopping areas should be defined based on a clear definition of primary and secondary frontages in designated centres. Policies should also make clear which uses will be permitted in such locations.
- 4.25 The NPPF defines primary frontages as those likely to include a high proportion of retail uses such as food, drinks, clothing and household goods. Secondary frontages are those providing greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
- 4.26 The Town Centre and Retail Study 2015 considers the extent of Blaby Town Centre and the location of primary and secondary frontages. It defines a relatively tight area to reflect the pattern of uses on the ground and to ensure that the boundaries do not act to identify an inappropriately large area for the purposes of applying the sequential approach.
- 4.27 The policy seeks to maintain at least 70% of the Primary Frontage as A1 use but is more flexible for the secondary frontage where opportunities for a diversity of town centre uses will be supported. At September 2015, monitoring shows that 72.8% of the total length of the Primary Frontages for Blaby Town Centre as defined in the Town Centre and Retail Study 2015 are in A1 use. 57.6% of Primary and Secondary Frontages are in A1 use. The extent of the Primary and Secondary Frontages is shown on the Policies Map.

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

DEVELOPMENT MANAGEMENT POLICY 5

Blaby Town Centre - Primary and Secondary Frontages

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

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

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

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

DM6 Neighbourhood Parades

Strategic Objectives

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

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

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

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

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

DEVELOPMENT MANAGEMENT POLICY 6
Neighbourhood Parades

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

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

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

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

DM7 Road Related Facilities for HGVs

Strategic Objectives

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

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

4.34 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Existing business sectors should be supported.

4.35 The LLEP Sector Growth Plan for Logistics and Distribution 2015 states that the improvement of roadside facilities in the LLEP area is a measure that will benefit recruitment and retention of all drivers but will particularly encourage women to join the driver workforce. Toilet facilities and secure parking areas are highlighted as key improvements needed to roadside facilities.

DEVELOPMENT MANAGEMENT POLICY 7

Road Related Facilities for HGVs

Major development proposals that include mainly B8 uses will include provision, of an appropriate scale, for road related facilities for HGV drivers, including toilets and secure parking, within the development site.

DM8 Local Parking and Highway Design Standards

Strategic Objectives

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

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

- 4.36 This policy seeks to provide a consistent approach to local car parking standards and highway design.
- 4.37 The NPPF sets out the criteria that should be taken into account when setting local parking standards, including: the accessibility of the development, the type, mix and use of development, the availability of and opportunities for public transport, local car ownership levels and the overall need to reduce the use of high emission vehicles.
- 4.38 The Leicestershire Highway Design Guide sets out, amongst other things, standards and policies for parking and highways design that will need to be considered for all new development.

DEVELOPMENT MANAGEMENT POLICY 8 Local Parking and Highway Design Standards

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

- a) Complies with the most up-to-date Leicestershire Local Highway Guidance; and
- b) Is justified by an assessment of the site's accessibility, the type and mix of housing and the availability of and opportunities for public transport.

All other forms of development, including for employment uses, will be required to provide an appropriate level of parking and servicing provision as set out in the most up-to-date Leicestershire Local Highway Guidance.

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 Local Highway Guidance.

DM9 A47 High Load Route

Strategic Objectives

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

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

4.40 The Heavy and High Load Grids are a set of advisory routes for very high and heavy abnormal loads. The routes are designed to assist the haulage industry to plan moves and ensure routes are maintained to agreed capacities. Such routes are protected by Road Circular 61/72. Whilst a review of the routes is expected to take place during 2016/2017, Highways England expects that the status of the structures on the route is maintained.

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

DEVELOPMENT MANAGEMENT POLICY 9

A47 High Load Road Route

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

DM10 Self and Custom Build Housing

Strategic Objectives

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

4.42 This policy supports proposals for self and custom build housing in suitable locations.

4.43 The NPPF promotes the delivery of a wide choice of high quality homes. Local planning authorities are urged to plan for a mix of housing based on current need and future trends, market trends and the needs of different groups such as people wishing to build their own homes.

- 4.44 Self build homes are when individuals or groups of people physically build themselves, sometimes with help from sub-contractors. Custom built homes are properties commissioned by people from a builder, contractor or package company.
- 4.45 The Self-build and Custom Housebuilding Act 2015 requires each relevant authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area in order to build houses for those individuals to occupy as homes (referred to as Self-build and Custom Housebuilding Registers).
- 4.46 The Self-build and Custom Housebuilding Register provides valuable information on the demand for self-build and custom housebuilding in Blaby District. It forms a key part of the evidence base of demand for this type of housing. The Register shows that between 1st April 2016 and 1st April 2018, 34 individuals were accepted for entry on the register for Blaby District. Of these, 13 individuals indicated that they had also applied to enter the registers for one or more nearby areas.
- 4.47 The HEDNA considers self build and custom housebuilding. It notes that the registers are fairly new and the demand information shown by them should be treated with some caution. It draws on information from Buildstore, who own and manage the largest national database relating to the demand and supply for self and custom build properties in the UK. For Blaby District, this indicates that 78 people are registered as looking to build in the District on the Custom Build Register with a further 547 subscribers to the Plotsearch service.
- 4.48 Taking this information into account, the Council will seek to provide self and custom build plots by:
- Supporting proposals for self and custom build housing in suitable locations;
 - Investigating whether the Council has any land for self and custom build housing opportunities;
 - Making available details of sites with planning permission through the annually produced Residential Land Availability Report.

DEVELOPMENT MANAGEMENT POLICY 10

Self and Custom Build Housing

Proposals for self and custom build housing will be supported in suitable locations. The Council will maintain a register of prospective self and custom house builders and have regard to the register in its decision making, plan making, housing and regeneration functions.

DM11 Accessible and Adaptable Homes

Strategic Objectives

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

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

- 4.49 The policy seeks to provide a proportion of accessible and adaptable homes in large scale housing developments.
- 4.50 The Government's Housing Standards Review 2015 introduced optional building regulations requirements M4(2) for accessible and adaptable homes and M4(3) for wheelchair homes. The wheelchair homes standard includes two subsections: wheelchair accessible homes and wheelchair adaptable homes. These standards provide a higher standard than the minimum national building regulations. The approach was brought into legislation by the Deregulation Act 2015.
- 4.51 Planning Practice Guidance on Housing – Optional Technical Standards indicates that the use of higher Building Regulation standards is informed by the housing needs assessment and other available datasets. The Planning Practice Guidance indicates that wheelchair accessible homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. This is not the case for wheelchair adaptable homes which can be applied to all tenures. The Accessible and Adaptable and Wheelchair Homes Data Review 2016 considers data on local authority housing, Census and population and household projections.
- 4.52 In terms of building regulation standard M4(2) accessible and adaptable homes, the local authority data on social lettings shows 14% of new tenants moved as their current property was unsuitable due to ill health or disability. The Census shows that 16% of residents have a long term health problem or disability and that 30% of households include a person with a long term health problem or disability. Population and household projections show considerable increases in the numbers of people aged 60 or over and households headed by people aged 65 or over. For example, currently, 16% of all households are headed by a person aged 75 years or over and this is predicted to increase to 25% by 2039. It is reasonable to assume that a growing older population is likely to increase the number of people with disabilities.
- 4.53 The information from the datasets shows that the optional building regulation M4(2) for accessible and adaptable homes is justified. The evidence points to a requirement of 15% of new homes to meet the building regulation M4(2) would be the minimum considered appropriate. Three options for the requirement for the optional building regulations M4(2) of 5%, 10% and 15% were tested for viability. The final figure takes account of the viability testing. For larger sites, over 20 dwellings, 5% of the dwellings

will need to meet the higher building standard regulations M4(2) for accessible and adaptable dwellings. This will apply to all tenures.

- 4.54 In terms of building regulation M4(3) wheelchair housing, the local authority data indicates that 3% of applicants housed require wheelchair homes. The HEDNA indicates a requirement of 4% of new homes to meet the building regulation M4(3). This includes an adjustment to take account of the current shortfall of suitable wheelchair homes. However, requiring the higher building regulations M4(3) for wheelchair homes is likely to affect the viability and so is not applied.
- 4.55 Making homes adaptable for changing and unforeseen circumstances provides families and individuals with the choice of allowing them to stay in their existing home and reduces the burden of high building costs to meet such needs and/or having to relocate.

DEVELOPMENT MANAGEMENT POLICY 11

Accessible and Adaptable Homes

Development proposals for housing of 20 dwellings or more must meet the Building Regulations Standard M4(2) for 5% of the dwellings unless:

- a) site specific factors such as vulnerability to flooding, site topography, and other circumstances make a specific site less suitable for M4(2) compliant dwellings, particularly where step free access cannot be achieved or is not viable; and/or
- b) the applicant can demonstrate that the use of this Building Regulation Standard is not viable through an independent viability assessment to be submitted with the application.

DM12 Designated and Non-designated Heritage Assets

Strategic Objectives

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

- 4.56 The policy seeks to ensure that heritage assets are suitably considered and where necessary protected when affected by a development proposal.
- 4.57 The NPPF indicates that an applicant will need to describe the significance of heritage assets, including their setting, where it is affected by a development proposal. It also sets out the considerations that a Local Planning Authority will need to consider when determining a planning application. For example, in terms of deliberate neglect or damage, the desirability of retaining the heritage assets and securing viable uses, the

positive contribution a heritage asset can make and the approach to harm or loss of significance of heritage assets.

4.58 The District currently has 14 Scheduled Monuments, eleven Conservation Areas and some 200 Listed Buildings. In addition, there are numerous areas of known archaeological interest and the potential for other unexplored areas to contain archaeological artefacts. Information on the known and anticipated heritage assets can be obtained from the Leicestershire and Rutland Historic Environment Record.

4.59 Shopfronts and advertisements are intrinsic to the success of town and other centres. Shopfronts can also have heritage interests, particularly in Conservation Areas. Shopfronts of historic merit should be protected and enhanced as heritage assets.

4.60 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the special controls in respect of buildings and areas of special architectural or historic interest. In particular, Sections 66 and 72 of the Act provide a strong presumption in favour of preservation of Listed Buildings and Conservation Areas. For development which affects a listed building or its setting, special regard is required to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. For buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. The Council will need to demonstrate that it has given the specific provisions of the Act considerable importance and weight in determining planning applications affecting Listed Buildings and Conservation Areas. The applicant will also need to justify the development proposal in the light of these provisions.

DEVELOPMENT MANAGEMENT POLICY 12

Designated and Non-designated Heritage Assets

All new development should 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 includes the following:

- a description of the heritage asset and its setting, proportionate to its significance;
- a clear identification of the impacts of the development proposal on the heritage asset and its setting;
- a clear justification as to why the impacts could be considered acceptable; and
- demonstrate how the proposal is consistent with Core Strategy Policy CS20

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

Designated heritage assets

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.

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

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.

DM13 Land Contamination and Pollution

Strategic Objectives

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

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

Land contamination, landfill and land stability

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

4.63 The NPPF makes it clear that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

4.64 It is important that such sites are reclaimed to a level that is suitable for the future intended use and also that there is no contamination of water resources during the reclamation and redevelopment.

4.65 The geology of the District has resulted in mineral workings, with important resources of igneous rock, sand and gravel and clays. Currently, there is one extraction site, at Croft Quarry, which provides high quality granite. The legacy of mineral extraction has resulted in a number of disused quarries and workings, several of which have been reclaimed via landfill. A number of these were filled prior to the 1974 Control of Pollution Act and few records exist as to the nature of infill materials. Other sources of potential pollution or land contamination include historical industrial sites, current

industrial sites and other previously developed contaminated sites. As a general rule, development proposals within 250m of a landfill or contaminated site will require investigation.

Water Quality

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

Air Quality

4.67 Sustaining compliance with air quality objectives is important for human health. New development, particularly within Air Quality Management Areas, will need to ensure that these objectives are not compromised. Any new development in Air Quality Management Areas will need to be consistent with the Air Quality Action Plan.

4.68 Currently, there are five Air Quality Management Areas in the District. These are all declared for the Air Quality Objectives for Nitrogen Dioxide (NO₂):

- AQMA 1: A5460 Narborough Road South
- AQMA 2: M1 corridor in Enderby and Narborough
- AQMA 3: M1 corridor between Thorpe Astley and Kirby Muxloe
- AQMA 4B: Enderby Road, Whetstone
- AQMA 6: B582 on Mill Hill, Enderby.

4.69 In addition there are a number of transport corridors, including the M1 J21 area, A47 and B582 where there is potential for air quality to be an issue.

Noise

4.70 Development should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life. Relevant mitigation measures will be required to protect future occupiers. It is recognised that existing uses will often create noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them as a result of changes to nearby land uses since they were established.

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

Light

4.72 The NPPF encourages good design to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

4.73 Artificial light provides valuable benefits, including safety and security of people and premises, extending opportunities for sport and recreation, and can be essential to a new development. Equally, artificial light is not always necessary, has the potential to become what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky. For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time.

Soils

4.74 The planning system should protect and enhance valued soils and prevent the adverse effects of unacceptable levels of pollution. Soil is a finite resource that provides 'ecosystem services' such as a medium for growing food and timber, a store for carbon and water, a reservoir for biodiversity and as a buffer against pollution.

4.75 The NPPF indicates that the economic and other benefits of best and most versatile agricultural land must be taken into account and that poorer quality land should be used in preference to higher quality land.

4.76 There is land within the District that is classified as Grade 2 and 3. Best and most versatile land is land that is classified as Grade 1, Grade 2 or Grade 3a.

DEVELOPMENT MANAGEMENT POLICY 13 Land Contamination and Pollution

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

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

- a) Land that is (or has the potential to be) subject to land contamination or land stability issues;
- b) Close to an aquifer or surface water feature that may result in groundwater or surface water pollution;
- c) Close to or within an air quality management area or key transport corridors that may be affected by air quality;
- d) Close to a source of noise or light pollution and/or the proposal may be a source of noise or light pollution;
- e) Soils of high environmental value, including best and most versatile agricultural land.

DM14 Hazardous Sites and Installations

Strategic Objectives

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

- 4.77 This policy seeks to keep hazardous sites and installations separate from housing and other vulnerable uses.
- 4.78 Certain sites and pipelines are designated as major hazards by virtue of the quantities of hazardous substances present. The siting of such developments is subject to planning controls to keep these separated from housing and other land uses which might be incompatible from a safety viewpoint. The Council will consult the Health and Safety Executive, as appropriate, about the siting of any new proposals for major hazard installations.
- 4.79 There is a major hazard site and a major hazard pipeline located in the District:
 - Calor Gas site, Huncote Road, Stoney Stanton;
 - High Pressure Gas Pipeline runs across the District from Thurlaston to Kilby.
- 4.80 Whilst these are subject to stringent controls under health and safety legislation, it is prudent to control the types of development permitted in the vicinity of these installations. For this reason, the Council has been advised by the Health and Safety Executive of the consultation zones for each major hazard site and pipeline within the District. When determining planning applications within these consultation zones, the Council will consult the Health and Safety Executive about risks to the proposed development from the major hazards (in accordance with Circular 04/00).

**DEVELOPMENT MANAGEMENT POLICY 14
Hazardous Sites and Installations**

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

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

DM15 Mineral Safeguarding Areas

Strategic Objectives

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

- 4.81 The NPPF indicates that local planning authorities for minerals define Minerals Safeguarding Areas and adopt policies so that known locations of specific mineral resources of local and national importance are not sterilised by non-mineral development, whilst not creating a presumption that these minerals will be worked.
- 4.82 The Minerals Safeguarding Areas will be 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 DM15 is included to help developers to understand the general locations where these policies will apply.
- 4.83 Minerals can only be worked where they are found. There are currently sand and gravel reserves known to exist in the general vicinity of the Soar Valley and igneous rock reserves at Croft and Huncote.

**DEVELOPMENT MANAGEMENT POLICY 15
Minerals Safeguarding Areas**

Development 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 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) Land in the vicinity of Croft Quarry.

DM16 Advertisements and Signs

Strategic Objectives

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

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

- 4.84 This policy seeks to control and manage adverts and signs.
- 4.85 The display of advertisements is subject to a separate consent process within the planning system. This is principally set out in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. This policy applies to those advertisements that require the express consent of the local planning authority.
- 4.86 Advertisements and signs can be important to commercial areas, being both informative and sometimes adding interest and vitality to the street scene. However, advertisements and signs can also affect the appearance of an area. The District's centres are a focus for advertising, and their visual appearance is important to the performance and attraction of such centres. There is also pressure in the District for locating advertisement hoardings and stand-alone advert boards.
- 4.87 Advertisements and signs can detract from the townscape and landscape quality of the District, and lead to a poor visual environment within their immediate vicinity. Poorly located advertisements and signs can be unsightly and be an incongruous feature especially in areas where there is a unified architectural or landscape character. In addition, the amenity, character and quality of heritage assets and the wider historic environment can be adversely affected by advertisements and signs. However, in some locations, advertisements and signs may add colour and interest to an area, act as a barrier, and screen unpleasant views such as where a building or site is under long term construction / refurbishment.
- 4.88 It is important to control and manage advertisements and signs in terms of their number, size, design, siting or illumination, so they do not lead to substantial harm to the significance and appearance of buildings or areas, add clutter to an already busy street scene, adversely affect the local environment, hinder pedestrian movement on footpaths or affect highway safety.

DEVELOPMENT MANAGEMENT POLICY 16

Advertisements and Signs

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

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

5 LOCAL PLAN REVIEW

LPR1 Local Plan Review

- 5.1 Blaby District lies within the Leicester and Leicestershire Housing Market Area. The Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA) was published in January 2017. It sets out the long term objectively assessed need (OAN) for new housing in each of the local authority areas in the HMA up to 2036. The Council is also mindful that the introduction of the Standardised Methodology contained in the National Planning Policy Framework may have further implications for the OAN.
- 5.2 In order to plan for the level of objectively assessed need identified, the local authorities in the Leicester and Leicestershire Housing Market Area (HMA) area are working collaboratively to prepare the joint Leicester and Leicestershire Strategic Growth Plan. The Strategic Growth Plan is expected to be finalised by late 2018.
- 5.3 The District Council will take account of the implications of the Strategic Growth Plan in its next Local Plan which is due to commence on adoption of the Delivery DPD as set out in its latest Local Development Scheme. Policy LPR1 reflects this commitment.
- 5.4 In addition, in the circumstances that the delivery of housing is significantly and persistently short of the expectation set out in the housing trajectory, a Local Plan Review will be commenced to identify alternative or additional development sites.

POLICY LPR1 LOCAL PLAN REVIEW

The circumstances in which a new, full or part, Local Plan will commence (defined as being publication of an invitation to make representations in accordance with Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) are specified as follows:

- a) The adoption by the Council of the Strategic Growth Plan and the Memorandum of Understanding, which proposes a quantity or spatial approach that is significantly different to that set out in the Local Plan, unless there is sufficient flexibility already provided for within the Plan; or,
- b) Changes occur within the HMA to the objectively assessed need for development or the spatial distribution of growth across the HMA, including Blaby, unless there is sufficient flexibility already provided for within the Plan; or,
- c) Where monitoring of targets against the housing trajectory identify significant and persistent shortfalls in the delivery of housing.

The new, full or part, Local Plan will be commenced within 6 months of the occurrence of one of the above circumstances and should be submitted for examination within three years from the commencement of the review.

6 INFRASTRUCTURE DELIVERY PLAN

- 6.1 The Infrastructure Delivery Plan (IDP) considers how the necessary physical, social and green infrastructure will be provided to implement the policies and proposals identified in the Blaby Local Plan Delivery (Development Plan Document). The IDP supplements that contained in the Local Plan Core Strategy 2013.
- 6.2 The policies of the Core Strategy refer to the need to deliver services, facilities and infrastructure to support growth (Policy CS11) and the ways in which contributions will be sought from developers to deliver this (Policy CS12). This IDP identifies the major infrastructure required to deliver the policies and proposals of the Delivery DPD, who will provide it, where, when and how (either direct provision or financial contribution).
- 6.3 The IDP considers the specific requirements for large sites (more than 500 houses or 20 hectares of employment land). For the smaller residential sites proposed in the plan, the IDP considers the generic contributions that will be required. Where specific requirements have been identified from any of the proposed allocations, these are identified in the policy relating to that site.
- 6.4 An integrated approach has been taken to the identification of necessary infrastructure and its delivery through co-operation with developers and key infrastructure providers.
- 6.5 The IDP identifies infrastructure requirements associated with new developments. The financial costs of these will help to inform the Council's assessment of viability in relation to site options and policies.
- 6.6 The Planning Obligations and Developer Contributions Supplementary Planning Document 2010, and any subsequent update, outlines the District Council's strategy for securing developer contributions in relation to new development. In addition, the Leicestershire County Council Planning Obligations Policy 2014 provides a framework for developer contributions processes and procedures, between the County Council and the District Council for securing and implementing developer contributions.

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

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

Transport requirements

- 6.8 Blaby District Council has commissioned research to provide evidence of the potential transport impacts of the proposed allocations and any mitigation measures required. The Council has worked closely with Leicestershire County Council (the Local Highway

Authority) and Leicester City Council's Transportation Department in order to ensure that local and wider impacts are considered.

- 6.9 The transport improvements that have been identified as a result of the proposed main housing site will need to be co-ordinated with that required as part of the Lubbesthorpe Sustainable Urban Extension and Strategic Employment Site¹. These works have been funded through developer contributions as part of a signed section 106 agreement under planning permission 11/0100/1/OX (approved in January 2014).
- 6.10 Further contributions will be required to address the additional transport impacts over and above those anticipated through growth at Lubbesthorpe. The 'trigger points' for contributions will be informed through the development of a detailed section 106 obligation.

Social Infrastructure

Education

- 6.11 The proposal for 750 houses² is of a sufficient scale to necessitate the provision of a one-form entry primary school on-site. Discussions with the Local Education Authority have indicated that there are options for accommodating primary school pupils arising from the proposed allocations in the short term. Pupils could be accommodated in extended facilities at Fossebrook Academy³.
- 6.12 Financial contributions towards secondary and special education will be required in lieu of on-site provision. Whilst the numbers of potential secondary and special education needs pupils generated from the proposed allocations has been identified, the preferred school to accommodate students is yet to be formally agreed. Secondary education places would be provided at Winstanley Community College, Brookvale High School / Groby Community College. Developer contributions will be required to cover the full cost of addressing capacity shortfalls for secondary and special education off site. The level of financial contribution is informed by Leicestershire County Council's adopted Supplementary Planning Document (SPD) relating to 'Planning Obligations and Developer Contributions'.

Health

- 6.13 Financial contributions towards primary health care facilities will be required in lieu of on-site provision. A package of health care requirements has been agreed in conjunction with East Leicestershire & Rutland Clinical Commissioning Group (CCG).
- 6.14 The level of financial contribution required towards healthcare facilities is based on the East Leicestershire and Rutland CCG's formula for the provision of healthcare. East

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

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

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

Leicestershire and Rutland CCG have indicated that there is potential to increase capacity in local primary care facilities in order to meet future needs arising from proposed growth.

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

Utilities

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

Site Allocations (Small housing sites)

- 6.17 In addition to the proposed allocation on Land North of Hinckley Road, Kirby Muxloe, it is anticipated that an additional 128 houses will need to be provided within and adjacent to the PUA to meet the residual housing requirements.
- 6.18 Three smaller sites are identified as potential allocations in the Delivery DPD at: Land at Grange Farm, Leicester Forest East; Land at Webb Close, Leicester Forest East; and Land at Ratby Lane / Desford Road, Kirby Muxloe. These sites are too small to provide any significant infrastructure on-site, but will need to make financial contributions to mitigate their individual and cumulative impacts.
- 6.19 Unless there is a demonstrable surplus of capacity, the Council will seek financial contributions towards necessary infrastructure from these sites. In most cases contributions towards the following infrastructure will be sought:
- Education (primary and secondary)
 - Health care (primary care)
 - Play and open space / Green Infrastructure provision and / or maintenance
 - Transport improvements
 - Police
 - Civic waste
 - Green Travel Packs
 - Libraries
- 6.20 This list is not exhaustive but outlines the key areas where infrastructure will be sought. Affordable housing will also be required on-site on qualifying sites (15 or more houses) in accordance with Policy CS7 of the adopted Core Strategy. Other infrastructure requirements might emerge as a result of ongoing discussions.

- 6.21 The costs identified in this IDP are a snapshot in time. The capacity of some forms of infrastructure will change during the plan period up to 2029 (particularly schools and health care facilities). The quantity and destination of financial contributions sought are normally based on the available capacity at the time of a submitted planning application. Contributions required are likely to be updated at regular intervals to reflect changes in the cost of provision.
- 6.22 In many cases, it is likely that transport improvements will be required in order to accommodate proposed levels of growth. Where they are known, the financial cost towards infrastructure associated with each of the individual site options has been identified. In order to avoid duplication, the table below groups all of the small sites in terms of their expected contributions.

Site Allocations (Employment)

- 6.23 The Delivery DPD proposes a 33 hectare (gross) employment site at Land West of St Johns, Enderby.
- 6.24 The Council's transport evidence has indicated that some junction and link improvements are required as a result of the proposed development. These include: early delivery of junction improvements to Meridian Way / A5460 and Foxhunter roundabout. In addition, delivery of the Warren Park Way extension is proposed.
- 6.25 Given the close proximity of the allocation to the Lubbethorpe Strategic Employment Site and the timescales for delivery, the financial contributions towards infrastructure will need to be carefully co-ordinated. In particular, there will need to be co-ordination of transportation infrastructure arising from the 'Strategic Employment Site' north of Leicester Road. Some junction and link capacity improvements to the transport network have already taken place in the vicinity of Grove Park and the Motorways Retail Area, including the junction of Leicester Lane / St. Johns, Enderby which was completed in Summer 2017.

Delivery DPD Policies

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

Summary Table

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

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

⁴ Subject to ongoing discussions. Requirements correct as at September 2018.

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
		available)				
Essential	Police ⁵ . To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	£258,750 (based on £345 per dwelling towards capital costs where insufficient infrastructure exists)	No funding committed	In accordance with agreed phasing plan.	Leicestershire Constabulary, Developer	Leicestershire Constabulary, Developer
Essential	Maintenance of Play and Open Space areas in line with policy CS15. Unless satisfactory arrangements are made for ongoing maintenance of open space through a management company.	£716,796 for ongoing maintenance of open space. Based on 10% (1 bed) 30% 2, 3 & 4 bed.	No funding committed	In accordance with agreed phasing plan.	Developer	Developer,
Essential	Civic waste disposal	£22,500	No funding committed	In accordance with agreed phasing plan.	Developer / Leicestershire County Council	Developer
Essential	Library	£22,500	No funding committed	TBC	Developer / Leicestershire County Council	Developer
Policy SA2. Smaller PUA Housing allocations Three sites at Leicester Forest East (x2) and Kirby Muxloe						
Essential	Health (extensions to existing	£470 per dwelling	No funding	TBC	Developer /	Developer

⁵ Subject to ongoing discussions. Requirements correct as at September 2018.

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
	premises)	where no capacity exists. Based on EL&RCCG standards which assess likely patient numbers & floorspace required	committed		EL&RCCG	
Essential	Education (extensions to existing schools). Based on available capacity in primary and secondary schools and contributions towards special education.	c.£6,885 per dwelling where no capacity exists Based on LCC education standards which assess likely student numbers & floorspace required	No funding committed	TBC	Leicestershire County Council	Developer, Leicestershire County Council
Essential	Transport	Cost and phasing of requirements based on individual site specific circumstances	N/A	Cost and phasing of requirements is based on individual site specific circumstances	see above	see above
Essential	Travel packs for all residential developments of 25 dwellings and above.	£52.85 per dwelling.	N/A	N/A	Leicestershire County Council	Developer
Essential	Police. To include capital infrastructure, including equipment, communications, CCTV, vehicles and premises.	Based on individual circumstances (c.£345 ⁶ per dwelling)	N/A	Cost and phasing of requirements is based on individual site specific circumstances	Police	Developer

⁶ Subject to ongoing discussions. Requirements correct as at September 2018.

Priority	Infrastructure Required	Cost (£)	Funds Committed	Phasing	Delivery Agency	Funding sources
Essential	Maintenance of Play and Open Space areas in line with policy CS15.	£3,900 per dwelling where no on-site provision of open space is proposed.	N/A	In accordance with agreed phasing plan.	Developer	Developer,
Essential	Civic waste disposal	£30 per dwelling	No funding committed	In accordance with agreed phasing plan.	Developer / Leicestershire County Council	Developer
Essential	Library *	£30 per dwelling	No funding committed	TBC	Developer / Leicestershire County Council	Developer
Policy SA3. Employment site – Leicester Road, Enderby St. Johns						
Essential	Off site highway works* including: <ul style="list-style-type: none"> Improved junctions at Meridian Way / A5460; Improved junctions at Foxhunter roundabout (B4114 / B580); Delivery of Warren Park Way extension. 	TBC	No funding committed	Funding to be required in accordance with an agreed phasing plan, co-ordinated with Strategic Employment Site.	Developer	Developer

* Subject to ongoing discussions. Requirements correct as at September 2018.

7 MONITORING FRAMEWORK

7.1 The monitoring framework from the Core Strategy has been updated for the Delivery DPD:

Policy	CS Objective(s)	Indicator	Target
Policy CS1 – Strategy for locating new development	i, ii, iii, vi, vii, viii, x, xi	<p>Number of new houses completed in the District, PUA and non-PUA in the first 5 years of the plan, i.e. by 31 March 2011</p> <p>Number of new houses completed in the District, PUA and non-PUA over 10 years of the plan, i.e. by 31 March 2016</p> <p>Number of new houses completed in the District, PUA and non-PUA over 15 years of the plan, i.e. by 31 March 2021</p> <p>Number of new houses completed in the District, PUA and non-PUA over 20 years of the plan, i.e. by 31 March 2026</p> <p>Number of new houses completed in the District, PUA and non-PUA by end of plan period, i.e. by 31 March 2029</p> <p>Employment land to be provided across the District over the plan period</p>	<p>By 31 March 2011:</p> <p>a) 1,130 houses in the District b) 622 houses in the PUA c) 508 houses in the non-PUA</p> <p>By 31 March 2016:</p> <p>a) 3,136 houses in the District b) 1,143 houses in the PUA c) 1,993 houses in the non-PUA</p> <p>By 31 March 2021:</p> <p>a) 6,029 houses in the District b) 2,362 houses in the PUA c) 3,667 houses in the non-PUA</p> <p>By 31 March 2026:</p> <p>a) 8,568 houses in the District b) 4,635 houses in the PUA c) 3,933 houses in the non-PUA</p> <p>By 31 March 2029:</p> <p>a) at least 8,740 houses in the District b) at least 5,750 houses in the PUA c) at least 2,990 houses in the non-PUA</p> <p>68ha of employment land to be provided across the District by 2029</p>

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

Policy	CS Objective(s)	Indicator	Target
Policy CS4 – Strategic Employment Site	iii, x, xi	Amount of employment land provided in the Strategic Employment Site	21 hectares to be provided between 2014 and 2029 <i>Source of evidence: Employment Land Availability document.</i>
Policy CS5 – Housing Distribution, Housing Land Allocation SA1, and Housing Land Allocations SA2	i, ii, iii, x, xi	Number of houses built in each of the settlements identified in the Housing Distribution policy Number of houses built at New Housing Land Allocation 1 in 5 year tranches Number of houses built at New Housing Land Allocation 2 in 5 year tranches	Secure the numbers of houses identified during the plan period (Nb. An annualised target for each settlement would be meaningless as delivery will not be forthcoming in a consistent manner). Provision outside of the PUA will be monitored under Policy CS1. Number of new houses completed on SA1 by: a) 31 March 2023 – 150 houses b) 31 March 2028 – 450 houses c) 31 March 2029 – 510 houses Number of new houses completed on small site housing land allocations SA2 by: a) 31 March 2023 – 0 houses b) 31 March 2028 – 128 houses c) 31 March 2029 – 128 houses <i>Sources of evidence: Residential Land Availability document.</i>
Policy CS6 – Employment, DM3 – Employment Development on Unallocated Sites, and Employment Land Allocation SA3	xi	Amount of floorspace developed for employment Loss of key employment sites Amount of employment land provided in the Glenfield Strategic Employment Site	Provision of 68 hectares (gross) of employment land between 2011 and 2029 No loss of key employment sites (subject to the criteria set out in the policy) 30 hectares of employment land provided between 2014 and 2029

Policy	CS Objective(s)	Indicator	Target
		<p>Amount of employment land provided on unallocated sites</p> <p>Amount of employment land provided on new employment land allocation SA3</p>	<p>Maintain a supply of employment land within the District</p> <p>33 hectares of employment land provided between 2017 and 2029</p> <p><i>Sources of evidence: Employment Land Availability document.</i></p>
Policy CS7 – Affordable housing	i, ii, v	Number of new affordable houses completed in the District in 5 year tranches	<p>Number of new affordable houses in the District by:</p> <p>a) 31 March 2016 – 696 affordable houses</p> <p>b) 31 March 2021 – 1,201 affordable houses</p> <p>c) 31 March 2026 – 1,766 affordable houses</p> <p>d) 31 March 2029 – 1,960 affordable houses</p> <p><i>Source of evidence: data to be obtained from Housing Strategy annual monitoring of affordable housing completions.</i></p>
Policy CS8 – Mix of housing	i, ii	Percentage of schemes of 10 or more dwellings that are achieving an appropriate mix of housing.	<p>100% of schemes are achieving an appropriate mix of housing.</p> <p><i>Source of evidence: Housing Strategy annual monitoring of housing completions.</i></p>
Policy CS9 – Accommodation for Gypsies and Travellers	i, vi	<p>Number of Gypsy and Traveller pitches provided in the District in 5 year tranches</p> <p>Number of Travelling Showpeople plots provided over the plan period</p>	<p>Number of Gypsy and Traveller pitches provided:</p> <p>a) between 2012 and 2017 – 20 pitches</p> <p>b) between 2017 and 2022 – 23 pitches</p> <p>c) between 2022 and 2027 – 26 pitches</p> <p>d) between 2027 and 2029 – 12 pitches</p> <p>4 Travelling Showpeople plots to be provided over the plan period</p>

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

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

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

Policy	CS Objective(s)	Indicator	Target
		harmful effect on Sites of Special Scientific Interest (SSSIs) or Regionally Important Geological Sites	effect on SSSIs or RIGS <i>Sources of evidence: planning applications and data from Leicestershire County Council.</i>
Policy CS20 – Historic Environment and Culture	v, vii	Number of designated heritage assets at risk in the District Number of planning applications approved contrary to the advice of Historic England	No net increase in the number of designated heritage assets at risk in the District No planning permissions approved contrary to the advice of Historic England <i>Sources of evidence: planning applications and data from Historic England.</i>
Policy CS22 – Flood risk management	viii, ix	Planning permissions granted contrary to Environment Agency advice on either flood defence grounds or water quality	No planning permissions for sensitive development to be granted in flood plains (contrary to advice from the Environment Agency) <i>Sources of evidence: planning applications and data from the Environment Agency.</i>
Policy CS23 – Waste	iii, v, vi, viii	Amount of waste to be recycled and composted	Increase in the amount of waste to be recycled and composted <i>Source of evidence: Blaby District Council Neighbourhood Services department.</i>
Appendix F – Housing Trajectory	i	Monitor the 5 year housing supply	The Council will maintain a 5 year housing land supply over the plan period (2006 – 2029) <i>Source of evidence: Residential Land Availability document.</i>
DM10 – Self and Custom Build Housing	i	Number of serviced plots of land granted planning permission for self- and custom-build housing	To meet the demand on the Council's Self-build and Custom Housebuilding Register <i>Sources of evidence: Blaby District Council's</i>

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

8 HOUSING TRAJECTORY (2006 – 2029) (at 1 April 2018)

	Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	Total		
D I S T R I C T	Past Completions	218	329	197	180	206	269	294	305	405	733	743	588													4467	
	Large site commitments (sites of 10 or more dwellings)													213	215	261	200	135	80	40	25	0	0	0		1169	
	Small site commitments (sites of less than 10 dwellings)													77	101	65	53	24	0	0	0	0	0	0		320	
	Strategic Growth Area (adjoining the PUA)													150	200	250	315	315	315	315	315	315	315	315	315		3120
	Additional dwellings remaining to be planned													0	0	30	60	60	80	117	90	70	71	60		638	
	Total projected Provision													440	516	606	628	534	475	472	430	385	386	375		5247	
	Cumulative provision	218	547	744	924	1130	1399	1693	1998	2403	3136	3879	4467	4907	5423	6029	6657	7191	7666	8138	8568	8953	9339	9714			
	PLAN - Annual requirement	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380	380		8740
	Cumulative requirement	380	760	1140	1520	1900	2280	2660	3040	3420	3800	4180	4560	4940	5320	5700	6080	6460	6840	7220	7600	7980	8360	8740			
	MONITOR - No. of dwellings above or below cumulative requirement	-162	-213	-396	-596	-770	-881	-967	-1042	-1017	-664	-301	-93	-33	103	329	577	731	826	918	968	973	979	974			
MANAGE - Annual requirement taking into account of past completions and projections	380	387	390	400	411	423	432	440	449	453	431	405	388	383	369	339	298	258	215	151	57	-107	-599				
P U A	Past Completions	165	266	85	55	51	26	69	57	133	236	182	207													1532	
	Large site commitments (sites of 10 or more dwellings)													48	14	38	72	75	40	40	25	0	0	0		352	
	Small site commitments (sites of less than 10 dwellings)													29	40	31	30	9	0	0	0	0	0	0		139	
	Strategic Growth Area (adjoining the PUA)													150	200	250	315	315	315	315	315	315	315	315		3120	
	Additional dwellings remaining to be planned													0	0	30	60	60	80	117	90	70	71	60		638	
	Total projected Provision													227	254	349	477	459	435	472	430	385	386	375		4249	
	Cumulative provision	165	431	516	571	622	648	717	774	907	1143	1325	1532	1759	2013	2362	2839	3298	3733	4205	4635	5020	5406	5781			
	PLAN - Annual requirement	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250		5750
	Cumulative requirement	250	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000	3250	3500	3750	4000	4250	4500	4750	5000	5250	5500	5750			
	MONITOR - No. of dwellings above or below cumulative requirement	-85	-69	-234	-429	-628	-852	-1033	-1226	-1343	-1357	-1425	-1468	-1491	-1487	-1388	-1161	-952	-767	-545	-365	-230	-94	31			
MANAGE - Annual requirement taking into account of past completions and projections	250	254	253	262	273	285	300	315	332	346	354	369	383	399	415	424	416	409	403	386	372	365	344				
N O N - P U A	Past Completions	53	63	112	125	155	243	225	248	272	497	561	381													2935	
	Large site commitments (sites of 10 or more dwellings)													165	201	223	128	60	40	0	0	0	0	0		817	
	Small site commitments (sites of less than 10 dwellings)													48	61	34	23	15	0	0	0	0	0	0		181	
	Additional dwellings remaining to be planned													0	0	0	0	0	0	0	0	0	0	0		0	
	Total projected Provision													213	262	257	151	75	40	0	0	0	0	0		998	
	Cumulative provision	53	116	228	353	508	751	976	1224	1496	1993	2554	2935	3148	3410	3667	3818	3893	3933	3933	3933	3933	3933	3933			
	PLAN - Annual requirement	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130		2990	
	Cumulative requirement	130	260	390	520	650	780	910	1040	1170	1300	1430	1560	1690	1820	1950	2080	2210	2340	2470	2600	2730	2860	2990			
	MONITOR - No. of dwellings above or below cumulative requirement	-77	-144	-162	-167	-142	-29	66	184	326	693	1124	1375	1458	1590	1717	1738	1683	1593	1463	1333	1203	1073	943			
	MANAGE - Annual requirement taking into account of past completions and projections	130	134	137	138	139	138	132	126	118	107	77	36	5	-16	-47	-85	-118	-151	-189	-236	-314	-472	-943			

The housing trajectory does not contain a windfall allowance.

Appendix 1 Evidence Base Documents for Delivery DPD

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

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

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

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

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

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

Local Plan Viability Assessment 2017

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



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

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

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

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

Blaby District
Local Plan
POLICIES MAP
Additional Modifications
September 2018

Key to Maps

GENERAL

- Blaby District Local Plan Boundary
- Settlement Boundaries (CS1, DM1)

HOUSING

- Housing Land Allocation (GA1, SA2)
- Lutonborough Sustainable Urban Extension (CS2)

EMPLOYMENT

- Employment Land Allocation (SA2)
- Lutonborough Strategic Employment Site (CS4)
- Key Employment Sites (CS6, SA3)

SHOPPING

- Retail Centres (CS13)
- Neighbourhood Parades (DM6)
- Primary Shopping Frontages (DM5)
- Secondary Shopping Frontages (DM5)
- Motorway Retail Area (CS15)

COUNTRYSIDE AND OTHER OPEN LAND

- Green Wedge (CS7B)
- Areas of Separation (CS17)
- Countryside (CS1A, DM2)

CONSERVATION AND ENVIRONMENT

- Conservation Areas (CS3G, DM12)
- Scheduled Monuments (CS23, DM12)
- Green Infrastructure Assets (CS14)
- Green Infrastructure Routes (CS14)
- Local Nature Reserves (CS18)
- Sites of Special Scientific Interest (CS19)
- Local Green Space (included for information purposes please see Neighbourhood Plan)

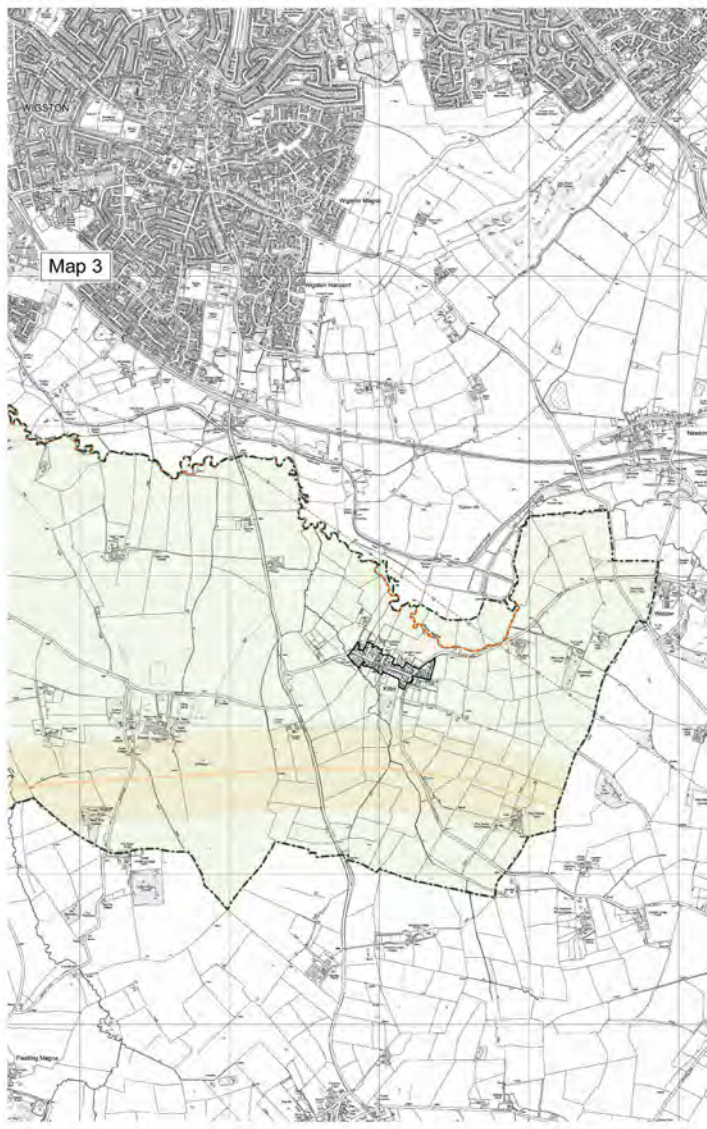
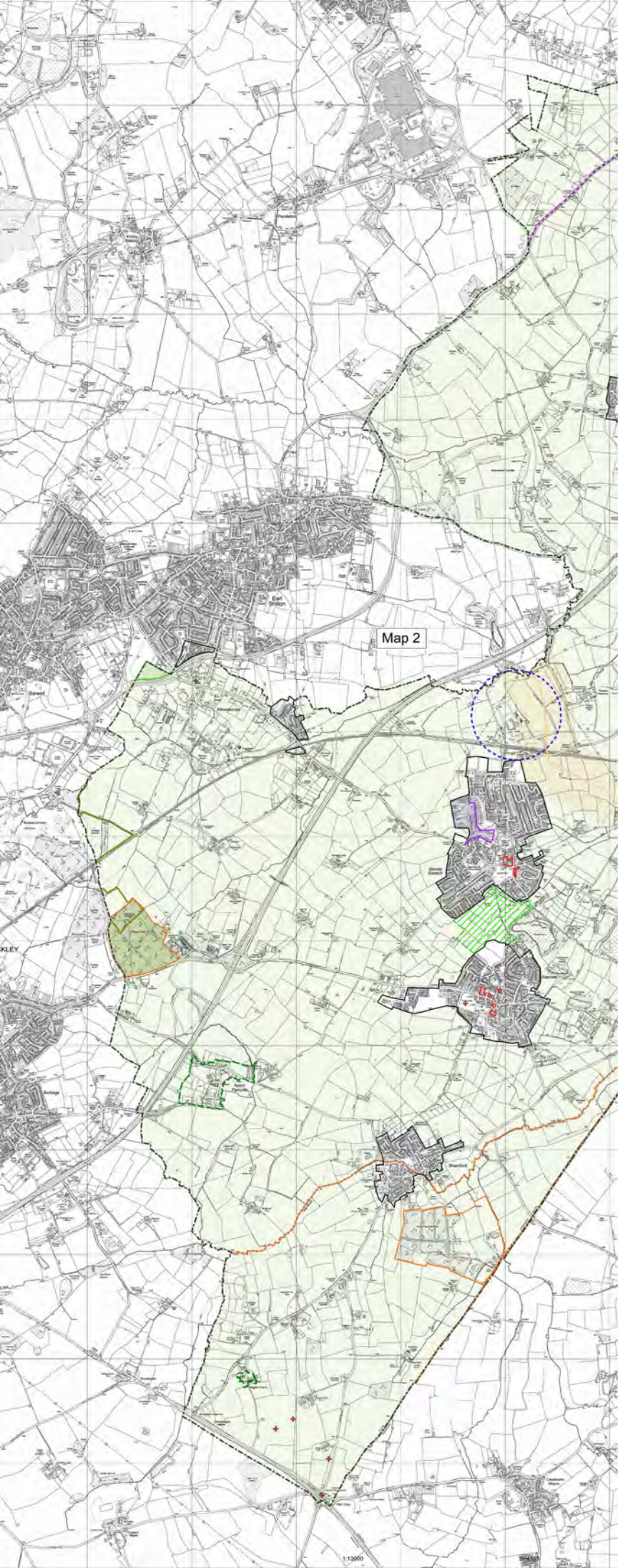
OTHER

- A47 High Level Route (DM8)
- Hazard Consultation Zone: B-Bish Gas Pipeline (DM14)
- Hazard Consultation Zone: Dator Gas (DM14)

Letters and numbers in brackets refer to Policies in the Written Plan

Scale: Maps 1, 2 and 3: 1:2500
Maps 4 and 5: 1:250

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2018-2029

Fosse Villages
Neighbourhood Plan

June 2021



View from Croft Hill





Fosse Villages Neighbourhood Plan: Referendum

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Introduction

Neighbourhood Plans

- 1 The 2011 Localism Act has given communities the right to draw up a Neighbourhood Plan. This right is aimed at giving local communities genuine opportunities to influence the future of the places where they live. Decisions on planning applications must take account of neighbourhood plans.

The Leicestershire Fosse Villages Neighbourhood Plan area

- 2 The Leicestershire Fosse Villages Neighbourhood Plan area comprises the following 10 Parishes which are situated in the south-west part of Blaby District, Leicestershire:

Parish Councils

[Croft](#), [Huncote](#), [Sapcote](#), [Sharnford](#), [Stoney Stanton](#) and [Thurlaston](#)

Parish Meetings

Aston Flamville, Leicester Forest West, Potters Marston and Wigston Parva

- 3 The Fosse Villages area amounts to 5,311 hectares, representing 41% of the District of Blaby. In administrative terms, the area shares a common boundary with parts of both Hinckley & Bosworth Borough Council and Harborough District Council in Leicestershire and with Rugby Borough Council in Warwickshire along a short length of its south-western boundary.
- 4 The Fosse Villages include lively, highly active communities which share common concerns which provide a cohesive basis for neighbourhood planning. The ten settlements within the area each have their own character, although they are generally small to medium scale communities, ranging from hamlets such as Potters Marston (population 30) to Stoney Stanton (population 3,460). The total population of the area amounts to an estimated 11,663, giving an overall population density of 2.2 persons per hectare. It is, therefore, predominantly a rural area.
- 5 The Fosse Villages were designated as a Neighbourhood Area on 13 January 2016. This replaces an earlier Neighbourhood Area designation approved in 2012 which at that time included Elmesthorpe parish. The Plan is being prepared by the parish councils and meetings through the Fosse Villages Neighbourhood Plan Joint Working Board. Sapcote Parish Council is the qualifying body. The plan period covers the period to 2029.

What we have done so far

- 6 We have already held a Stakeholder Event for organisations with an interest in the area to help identify topics and issues that could be explored and developed during the creation of the Neighbourhood Plan. But as the Fosse Villages Neighbourhood Plan will be a new, community-led level of planning for the area, it is important that the residents get involved.
- 7 Local people took the opportunity to influence where new development can take place and which areas should be protected during a series of village events that took place during September and October 2012. We also asked local school children what they



Fosse Villages Neighbourhood Plan: Referendum

thought during sessions at primary schools in Huncote, Sapcote, Sharnford and Thurlaston that also took place in the winter of 2012.

- 8 In July and August 2013, we invited comments on the proposed housing provision for each village through to 2029.
- 9 The feedback from these consultations helped us to prepare an 'Issues and Options Report' together with summary newsletters. The newsletters were delivered to households and businesses in March 2017 and people were encouraged to complete a questionnaire seeking views on the main issues facing the Fosse Villages. 772 responses were received.
- 10 More details of these surveys and the stakeholder event are on our website at:
www.fossevillages.org.uk
- 11 The results helped us to prepare a (Pre-Submission) Draft version of the Fosse Villages Neighbourhood Development Plan. A six-week pre-submission consultation period on the proposed Neighbourhood Plan for the Fosse Villages ran from Tuesday 29 May to Wednesday 11 July 2018.
- 12 A copy of the Pre-Submission Draft of the Neighbourhood Development Plan was available to download, along with supporting documentation, on the parish website. The Draft Plan was also available for inspection at the [Huncote](#), [Sapcote](#) and [Stoney Stanton](#) Community Libraries.
- 13 All the comments received were considered by the Fosse Villages Neighbourhood Plan Joint Working Board and used to amend the draft Neighbourhood Plan. A Consultation Statement, including a summary of all comments received and how these were considered, is available on the Fosse Villages website.
- 14 In March 2019, the Plan was submitted to Blaby District Council for publication, A further period of consultation of six weeks took place (2 April 2019 – 21 May 2019) before it was issued to an independent examiner.
- 15 In November 2019, the Examiner recommended that the Plan is modified to meet the 'Basic Conditions' and then submitted to a referendum. This version of the Plan contains those modifications.

Strategic Environmental Assessment (SEA)

- 16 A Strategic Environmental Assessment (SEA) has been undertaken to inform the Fosse Villages Neighbourhood Plan. This process is required by the SEA Regulations.
- 17 Neighbourhood Plan groups use SEA to assess Neighbourhood Plans against a set of sustainability objectives developed in consultation with interested parties. The purpose of the assessment is to avoid adverse environmental and socio-economic effects arising as a result of the Neighbourhood Plan and identify opportunities to improve the environmental quality of the area covered by the Neighbourhood Plan and the quality of life of residents.



Fosse Villages Neighbourhood Plan: Referendum

- 18 The Environmental Report, which accompanies this Plan, is the latest document to be produced as part of the SEA process. The first document was the SEA Scoping Report (February 2018), which includes information about the Neighbourhood Plan area's environment and communities.

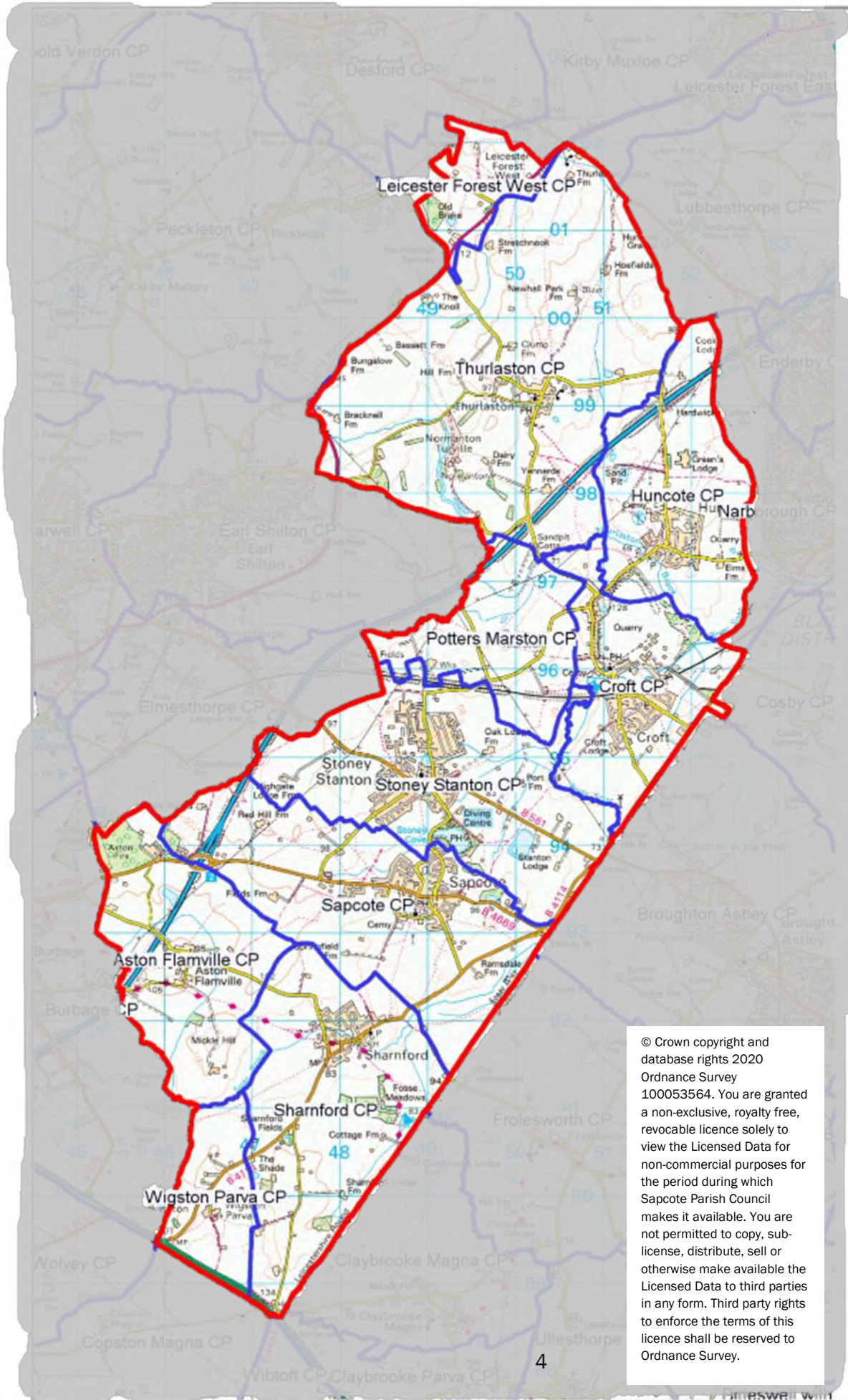


Legend

Fosse Village Boundary



Parishes



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Fosse Villages Neighbourhood Plan: Referendum

What happens next?

- 19 The adopted Plan will form part of the Statutory Development Plan for the Neighbourhood Area (comprising the Parishes of Aston Flamville, Croft, Huncote, Leicester Forest West, Potters Marston, Sapcote, Sharnford, Stoney Stanton, Thurlaston and Wigston Parva), alongside the Blaby Local Plan (Core Strategy) and the Blaby District Local Plan (Delivery) Development Plan Document. Blaby District Council will continue to be responsible for determining most planning applications (mineral and waste planning applications are determined by the County Council), but the policies in the Neighbourhood Plan will be the basis for those decisions.

Note, when considering a development proposal, ALL the relevant policies of the Neighbourhood Plan will be applied.

Sustainable Development

- 20 The Plan must contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 21 This Plan constitutes our view of what sustainable development in the Fosse Villages means in practice.

Key Issues

- 22 Feedback from earlier consultation has helped us to identify the key issues our Neighbourhood Plan needs to address. Based on our 2017 Questionnaire Survey, the key issues are ranked in order of importance with the percentage of respondents who identified each issue as a top three priority in brackets:

Road Traffic and Congestion (69%)

- 23 With no passenger rail station in the area and poor bus services, footways and cycleways, there is no realistic alternative to the private car for most of the Fosse Villages' residents. However, local roads are already overloaded with cars and HGVs and with more



Fosse Villages Neighbourhood Plan: Referendum

development and car use the problems caused by traffic will get worse. There is a particular problem with the B4114 which passes through Sharnford.

Protecting Village Identity (65%)

- 24 Although we are preparing this Neighbourhood Plan together, each of the Fosse Villages has its own character and identity that it wants to conserve. We want to conserve local heritage features and protect green areas that are important to local people and improve the design of new development so that it respects local character. The main part of this document is followed by a series of Settlement Statements that describes the unique character and identity of each of the Fosse Villages.

How much development and where? (61%)

- 25 We don't have a free hand over how the plan is prepared. It must have regard to the National Planning Policy Framework and the development plan for the area- the Blaby Local Plan (Core Strategy). Our Neighbourhood Plan will cover the same period as the Blaby Local Plan i.e. to 2029.

Improved Services and Facilities (35%)

- 26 Residents want access to basic services and facilities without the need to travel, especially by car.

Improved public transport (30%)

- 27 The lack of bus services affects old and young. For example, young people from rural areas cannot access leisure and entertainment services in urban centres and this contributes to anti-social behaviour in rural areas where facilities are more limited.

Meeting Local Housing Needs (16%)

- 28 We want to ensure that local people have the opportunity of living in a decent home which they can afford. Local people say there is a need for smaller housing e.g. 1-2 bedroom homes, family homes e.g. 3 bed housing, and accommodation for older people.

Providing Jobs for Local People (10%)

- 29 We want to support the sustainable growth of the local economy so that local businesses reach their full potential and help provide jobs for local people.

Opportunities for Renewable Energy (5%)

- 30 We have a responsibility to contribute to energy generation from renewable or low carbon sources.

Gypsies and Travellers (5%)

- 31 There is a large concentration of Gypsies and Travellers in the Aston Firs area. The Gypsy and Traveller community co-exists with the settled communities in the area.

Vision

- 32 In setting out our aims for the Neighbourhood Plan it is vital to consider how the area should be at the end of the plan period. Our plan needs to be aspirational, but realistic:



- 33 Our 2017 questionnaire survey indicates that 88% of Fosse Villages residents support this vision.

Implementation

- 34 There is no point in preparing a Neighbourhood Plan which cannot be delivered. To help implement the Fosse Villages Neighbourhood Plan we have engaged key stakeholders at an early stage and identified what infrastructure is needed to support the plan.
- 35 Almost all development has some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts are detrimental and so it is only fair that new development pays a share of the cost of providing additional infrastructure.
- 36 The Fosse Villages will also contribute. In drawing up this Neighbourhood Plan, the Fosse Villages parish councils will receive 25% of any future planning levy charged by Blaby District Council on new developments in the area, should Blaby District Council adopt Community Infrastructure Levy, and this will be used to help implement our proposals.

Leicester and Leicestershire 2050: Vision for Growth

37 In January 2018, the Leicester and Leicestershire Growth Plan was published for consultation. The Strategic Growth Plan is a long term, high-level plan that is being prepared jointly by ten partner organisations in Leicester and Leicestershire (including Blaby District Council). In its final form, the Growth Plan will set out an agreed strategy for the period to 2050.

38 The Draft Growth Plan recognises that Leicester and Leicestershire will continue to grow. The Strategy identifies 'primary' and 'secondary' growth areas where most development would take place and 'key centres' where growth would



Figure 1: Leicester and Leicestershire Growth Plan Extract

support existing Local Plan strategies. Elsewhere growth would be more limited.

39 The Fosse Villages are potentially affected by proposals for a Southern Gateway focused around the A5 and a proposed new link between the M69 and the M1. Expressway proposals for the A5 and the new section of the A46 (see below) will create opportunities for development in areas well located relative to employment opportunities.

40 The A46 is identified as a primary growth corridor and includes proposals for a new road extending from the M69 around the south and east of Leicester with a new junction on the M1 (J20a). Together with the Southern Gateway, there is potential to accommodate about 40,000 new homes and additional new jobs. Local Plans will identify specific development locations within the corridor.

41 Currently, the Fosse Villages Neighbourhood Plan must support the strategic development needs set out in the Blaby Local Plan (Core Strategy), including policies for housing and economic development. However, a future version of the Fosse Villages Neighbourhood Plan may have to consider the implications of the Leicester and Leicestershire Growth Plan.

42 In the meantime, you can be assured that the parish councils in the Fosse Villages area are working together to represent the best interests of the area as these major growth projects evolve.



Fosse Villages Neighbourhood Plan: Referendum

Layout of the Plan

- 43 The layout of the Fosse Villages Neighbourhood Plan follows the identified key issues, providing a background to each, followed by relevant policy or policies to address these matters. The next section of the plan provides a detailed statement providing information on each of the settlements. This is followed by the Policies Maps for each of the settlements and include references to the relevant policies of the neighbourhood plan.



Fosse Villages Neighbourhood Plan: Referendum

Transport

- 44 With no passenger rail station in the entire Fosse Villages area and very poor and declining bus services, few footways and cycleways, there is no realistic alternative to the private car for most of the Fosse Villages' residents. However, local roads are already overloaded with very heavy through traffic -cars and HGVs on the B4114, B581, B3669 and B582. The road network in the Fosse Villages area has had no substantive improvement whatsoever since the opening of the M69 in 1977. With more development and car use the problems caused by traffic and air pollution will get worse. The virtual total absence of inter-village roadside footways or bicycle tracks ensures there are no safe alternatives to vehicular use.

Highways

Sharnford

- 45 The B4114 which runs parallel to the M69 motorway in a north-south direction runs through the centre of Sharnford via a one-way system at the south of the village and adjacent to 19th century properties and St Helens Church in the north of the village. It is estimated over three-million vehicles pass through Sharnford each year of which over 1,000 per day are HGV's. It is considered that this appalling traffic situation on a B road will in due course be exacerbated by the New Lubberthorpe development of over 4,000 houses to the west of the M1, south of Leicester Forest East and north and south of the M69. Each development in the area, including the massive commercial developments along the A5, has a directly incremental effect on traffic on the B4114 and other roads in the plan area. This is not just HGV traffic, but major, increasing volumes of employee commuting.
- 46 The Sharnford Traffic Action Group was set up by residents in 2005 to lobby the Highway Authority, local Members of Parliament, the Leicestershire Police and District Councillors with a view to putting a case forward to reduce traffic congestion and speeding traffic. The Group has carried out Speed Watch exercises with the Leicestershire Police which clearly indicated the need for further action to be taken to reduce reckless driving through the village. This has featured in both national and local press and TV coverage, and as a result Sharnford has been chosen to participate in a permanent average speed monitoring programme, with trials commencing in Q4 2017, due to the dangers of the situation.
- 47 Most Sharnford residents have shown their preference for a bypass to be built on the B4114 from the north to the south of the village eliminating all transit traffic in either direction on the B4114 from passing through Sharnford. Leicestershire County Council has started a 'South West Leicester and Leicestershire Transport Study', the primary aim of which is to identify and deliver measures that achieve the most effective and efficient access to and from the Strategic Road Network for Leicester and businesses in the study area. A range of options have been looked at and several schemes are being taken forward for further investigation. A Sharnford Bypass option is not being taken forward as it offers 'poor value for money' relative to its safety and environmental benefits.



Fosse Villages Neighbourhood Plan: Referendum

South West Leicestershire

- 48 The Fosse Villages form part of the South West Leicestershire Growth Area, one of five growth areas identified by the Leicester and Leicestershire Enterprise Partnership's Strategic Economic Plan (SEP). The M1 corridor (including the M69/M1 junction 21 location) and A5 corridor are crucial economic areas, with established and expanding services, distribution, retail and leisure roles providing thousands of jobs for the sub-region.
- 49 The south-west Leicestershire area is already home to several locally and nationally significant businesses and is set to accommodate significant housing and employment growth in the next 15-20 years. Major Sustainable Urban Extensions (SUEs) and Strategic Employment Sites will create more than 8,000 new homes and 32 hectares of commercial development in areas adjoining the Fosse Villages. New Lubbesthorpe will deliver 4,250 new homes and 21 hectares of employment land to the east of the Fosse Villages. The site lies to the west of the M1, east of Beggar's Lane, south of Leicester Forest East and north and south of the M69. The Earl Shilton SUE will provide 1,550 homes and 4.5 hectares of employment land to the north-west of the neighbourhood area. The Barwell SUE will deliver 2,500 homes and 6.2 hectares of employment land.
- 50 In addition to planned development, there are proposals for a huge employment, housing and rail freight hub on green fields south of Earl Shilton and west of Stoney Stanton. Much of it is in the parishes of Sapcote and Stoney Stanton. Developers DB Symmetry have devised early proposals for a rail interchange between the B4669, B581 and the railway on a 215-hectare site dissected by the M69. Applications for nationally significant projects like this are normally dealt with by the Planning Inspectorate rather than local councils. The Secretary of State makes the final decision on whether to grant or refuse development consent.
- 51 Developers have already submitted a planning application for a 33-hectare DPD distribution employment site near Hinckley between the M69 and B578/A5 junction.
- 52 The success of these significant growth plans depends largely on the delivery of supporting infrastructure. The local road network in the area provides vital links between Leicester and the Strategic Road Network (SRN), particularly via Junction 21 of the M1. Transport modelling shows that the failure of this area to operate effectively in transport terms has impacts on the accessibility of major employers to the M1 and Leicester and highlights the important economic relationships between the city and the West Midlands.

Midlands Connect

- 53 In March 2017, government launched the Midlands Engine Strategy as a demonstration of its commitment to making the Midlands a powerful engine for economic growth. Stretching from Shropshire to Lincolnshire, with the M1, M6, and most of the country's major railway lines running through it, the Midlands sits at the very heart of the UK economy. The Midlands is also a gateway to the global economy, boasting Birmingham and East Midlands Airports alongside key ports such as at Grimsby and Immingham.

54 The Midlands is essential to national economic success. The region is responsible for over a fifth of the UK's total manufacturing capability. The services sector in the Midlands accounts for over four million jobs and is worth around £158 billion a year. There are now 427,610 more people in employment in the Midlands than there were in 2010 and the size of the Midlands economy has increased by £32.9 billion.

55 Midlands Connect is a pan-Midlands partnership of local transport authorities, local enterprise partnerships and local business representatives working with the Department for Transport and its key delivery bodies. The Partnership forms the transport component of the Midlands Engine for Growth.

56 The current Road Investment Strategy (RIS) programme will see improvements to the Strategic Road Network across the Midlands

including the current upgrading of the M1 junctions 19-23A to Smart motorway. In 2020/21, subject to land purchase, Highways England will be widening the current section of single carriageway on the A5 between Dodwells roundabout and the Longshoot junction into a dual carriageway. An early investment priority for Midlands Connect is the development of a A46 (M40 to Syston) upgrade business case. Although a route has yet to be decided, it would run from the A46 in Syston, loop around the east and south of Leicester and join the M1 at a new junction (20a) between M1 junctions 20 and 21.

57 The proposals hint at a new link road from junction '20a' on the M1 to the M69.

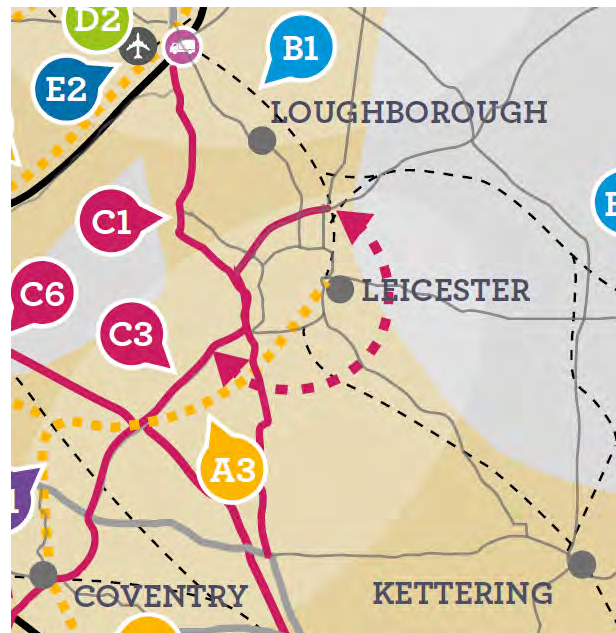


Figure 2: Midlands Connect extract from Early Investment Priorities diagram

Policy FV1: Road Traffic

Measures that provide reductions in traffic on the B4114, including through Sharnford and traffic reductions in the Fosse Villages will be supported.

Rail

58 The region has the fastest improving rail network in Europe and by 2033 will be the hub of the country's new HS2 high speed rail network – expanding capacity and connecting to London in less than 50 minutes. Whilst the HS2 route passes close by the Fosse Villages to its north west, it will not provide any service benefit to the area; similarly, the Midland Main Line (Sheffield/Leeds <> Leicester and London electrification scheme) has been cancelled. The development of Birmingham to Leicester rail services is an early priority for the Midlands Connect Strategy.

59 Many Fosse Villages residents commute to Leicester or the West Midlands, so we would like to see increased station provision on the existing Birmingham to Peterborough line



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that runs through the Fosse Villages area. Our nearest rail passenger stations are at Narborough and Hinckley.

- 60 In the past, land has been safeguarded for a station at Station Road, Croft. A new station within the Fosse Villages area would offer an opportunity for more sustainable travel and relieve some of the traffic problems in the area. 73% of respondents to our 2017 Questionnaire Survey agreed that we should continue to push for a new rail passenger station in the Fosse Villages area. An alternative site could be provided in Elmesthorpe in connection with the proposed Railfreight Terminal development scheme, adjacent to the B581 and M69, serving a very substantial population- Barwell, Earl Shilton, Stoney Stanton, Sapcote, Broughton Astley etc.

Policy FV2: Rail

Proposals for the delivery of a railway station, associated parking and access at Station Road Croft, as shown on Policies Map, will be supported. Conversely, proposals which would prejudice the delivery of such infrastructure will be resisted.

Buses

- 61 Leicester Forest West is served by a frequent bus service to Leicester, Hinckley, Nuneaton, Bedworth and Coventry (Stagecoach 48) and the Arriva Midlands 158 service to Leicester, Earl Shilton, Barwell, Hinckley and Nuneaton.
- 62 Croft and Huncote are served by the hourly Hinckleybus X84 service between Leicester and Rugby. However, this service doesn't provide either village with an evening or Sunday service.
- 63 Similarly, the infrequent Hinckleybus X55 to Leicester/Hinckley serving Aston Flamville, Thurlaston, Potters Marston, Stoney Stanton, Sapcote and Sharnford does not run in the evenings or Sunday. Wigston Parva has no service at all.
- 64 Poor bus services were one of the key issues identified by residents during consultation on the Neighbourhood Plan. The lack of bus services affects old and young. For example, young people from rural areas cannot access leisure and entertainment services in urban centres and this contributes to anti-social behaviour in rural areas where facilities are more limited. We think that new homes should be served by at least an hourly bus service to include evenings and Sundays, even if it means that developers need to subsidise bus services.
- 65 Leicestershire County Council's Passenger Transport Policy (PTP) identifies that the County Council will have to become less reliant on grants to deliver their services, in-line with reductions in central government grants. There will be an expectation that services should be delivered without subsidies. The accompanying Passenger Transport Strategy sets out how this policy will be implemented. It provides the basis for how rural bus services will be assessed, where priority will be given and the level of service expected. It also offers encouragement for consideration to be given to other forms of public transport and potential funding opportunities.
- 66 In light of the County Council's approach, it is suggested that developers consider the extent to which rural housing developments, in excess of 10 dwellings, might be



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reasonably expected to contribute to existing public transport services with Blaby District Council. Liaison with Leicestershire County Council, where appropriate, is encouraged.

Policy FV3: Bus Services

New residential developments of more than 10 dwellings will be supported where proposals include a viability statement evidencing the extent to which the proposals will enhance rural bus services within the Neighbourhood Area on a proportionate basis, having regard to the size, nature and location of the proposed development. Where financial contributions are offered, these should be provided by way of a s106 agreement in accordance with the guidance in the Passenger Transport Strategy.

Footways and Cycleways

67 Local people are concerned about the lack of safe footpaths and cycleways between the Fosse Villages and Leicester, Hinckley, Earl Shilton, Broughton Astley and Lutterworth.

Other transport matters

68 During local consultation, several other traffic matters were raised including speeding through villages, highway maintenance and inconsiderate parking. These are generally not matters for the Neighbourhood Plan but are being taken up by the parish councils separately.



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Village Identity

- 69 Each of the Fosse Villages has its own character and identity that it wants to conserve. We will do this by recognising the unique landscape that characterises the Fosse Villages, identifying green areas of local importance, protecting the natural environment, and through the design of new buildings,

Landscape

- 70 The Blaby District Landscape and Settlement Character Assessment identifies broad landscape character types and more detailed landscape character areas. It will be used to guide planning decisions. There are 7 landscape character areas in the Fosse Villages area. These are listed below, grouped into their relevant landscape character type:

Floodplain

- Soar Meadows

Gently Rolling Farmland

- Thurlaston Rolling Farmland
- Stoney Stanton Rolling Farmland

Agricultural Parkland

- Normanton Agricultural Parkland

Hills

- Croft Hill

Wooded Farmland

- Aston Flamville Wooded Farmland

Croft Hill

- 71 Croft Hill is a prominent igneous rock outcrop that forms a distinctive landscape feature which rises 60m above the surrounding countryside. Croft Hill is a locally valued landscape feature and we want to protect its prominence in the Fosse Villages landscape.

Woodland

- 72 Ancient, semi-natural woodland within Blaby District is scarce with only two areas at Aston Firs and Freeholt Wood- both located within the Fosse Villages area. Ancient semi-natural woodland is of particular importance for nature conservation and as such its management is particularly important. Aston Firs woodland is designated as a Site of Special Scientific Interest (SSSI).

Geodiversity, Ecology and Biodiversity

- 73 The Fosse Villages Neighbourhood Plan area contains four Sites of Special Scientific Interest (SSSI). SSSIs are designated by Natural England through the Wildlife and Countryside Act 1981 to protect wildlife and geological sites of importance and these areas are protected from potentially damaging operations.

- 74 The ecologically important SSSIs are:



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Burbage Wood and Aston Firs

The site comprises one of the best remaining examples of ash-oak-maple woodland in Leicestershire and is representative of semi-natural woodland developed on the clays of eastern England.

Croft Hill

Croft Hill supports a nationally rare vegetation type of short, tussocky grasses in open sward. The site is the largest known area of this grassland type in Leicestershire.

Croft Pasture

The site includes unusual Leicestershire examples of acidic mixed grassland.

- 75 The geologically important SSSI is:

Croft and Huncote Quarries

The quarries at Croft and Huncote are important in exposing tonalitic igneous rocks of Ordovician age together with attendant zeolite mineralisation, and much younger manganese mineralisation of Triassic age.

- 76 Land at Fosse Meadows is managed as a nature park. This site has extensive paths through flower meadows and newly planted woodlands. It is a good area for bird spotting, with a new wildlife lake and bird hide. There is a permissive bridleway around the site and a permanent orienteering course.
- 77 In addition, there are other sites of local ecological importance identified by Leicestershire County Council to preserve locally important flora, fauna and geology. These sites are afforded some protection by Policy CS19 of the Blaby Local Plan (Core Strategy) which ensures their protection and improvement and, in exceptional cases, replacement if loss is unavoidable.

Policy FV4: Biodiversity

New development which minimises impacts on and provides net gains for biodiversity and enhances resilience to current ecological pressures on habitats at Fosse Meadows Nature Park will be supported.

New development will be expected to maintain and enhance existing ecological corridors and landscape features (such as watercourses, hedgerows and tree-lines) to support biodiversity.

Local Green Space

- 78 Local people have been given opportunities to identify, for special protection, green areas of significance to them. This local significance could be because of the green area's beauty, historic importance, recreational value, tranquillity or richness of its wildlife. By designating land as Local Green Space, we will be able to rule out new development other than in very special circumstances.



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Policy FV5: Local Green Spaces

The following sites have been designated as Local Green Spaces:

LGS C1 Croft Hill
LGS C2 North of River Soar, Croft
LGS C3 The Bridle Play Area, Croft
LGS C4 St Michael and All Angels Church, Croft
LGS C5 Arbor Road Allotments, Croft
LGS C5 Grassy bank and War Memorial, Croft
LGS C7 Sheep Dip, Croft
LGS C8 Link to old sports field, Croft
LGS H1 Recreation Ground, Huncote
LGS H2 The Green, Huncote
LGS H3 Brook House Gardens, Huncote
LGS SA1 War Memorial, Sapcote
LGS SA2 Spa Drive, Sapcote
LGS SA3 Sapcote Cemetery and extension
LGS SA4 Harecroft Crescent green space, Sapcote
LGS SA5 All Saints churchyard, Sapcote
LGS SA6 Grace Road, Sapcote
LGS SA7 The Limes, Sapcote
LGS SA8 Parish Council Allotments, Leicester Road, Sapcote
LGS SA9 Allotments, Spring Gardens, Grace Road, Sapcote
LGS SA10 Allotments, Hinckley Road, Sapcote
LGS SA11 Allotments, Donkey Lane, Sapcote
LGS SA12 Allotments, Cooks Lane/Pougher Close, Sapcote
LGS SS1 St Michael's churchyard, Stoney Stanton
LGS SS2 Foxbank, Stoney Stanton
LGS SS3 Holt Close allotments, Stoney Stanton
LGS SS4 Nock Verges cemetery, Stoney Stanton
LGS SS5 Brindley Close play area, Stoney Stanton
LGS T1 Recreation Ground, Thurlaston
LGS T2 Off Moat Close, Thurlaston
LGS T3 Normanton Park, Thurlaston
LGS T4 Thurlaston Sports Ground
LGS T5 Land at Main Street/Croft Road, Thurlaston
LGS T6 Enderby Road Sports Ground, Thurlaston
LGS T7 Village Hall allotments, Thurlaston
LGS T8 Holt Crescent allotments, Thurlaston
LGS T9 All Saints Graveyard, Thurlaston
LGS T10 Thurlaston Chapel Graveyard
LGS WP1 the Village Green, Wigston Parva

Development that would harm the openness or special character of a Local Green Space (as designated on the Policies Map) or its significance and value to the local community



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will not be supported unless there are very special circumstances which outweigh the harm to the Local Green Space, such as:

- A. Provision of appropriate facilities to service a current use or function; or
- B. Alterations or replacements to existing building(s) or structure(s) provided that these do not significantly increase the size and scale of the original building(s) or structure(s).

Historic Environment

- 79 It is often a place's heritage that makes it special. That distinctiveness gives local people a sense of belonging and a feeling of pride in a place. The character of the Fosse Villages owes much to its Roman past and its history of minerals extraction and it is important that this and other local heritage that is valued by the local community is protected.
- 80 The Fosse Villages Neighbourhood Plan includes information about local heritage to guide decisions. It includes a description of the historic character of each village, as well as recording Listed Buildings, scheduled monuments, conservation areas and other local heritage assets.

Design

- 81 The Fosse Villages have been subjected to standard, 'identikit' homes that typify new developments built by some volume house builders. Some of our housing looks the same as developments elsewhere and could be anywhere in the country. Too often new developments are dominated by the same, identikit designs that bear no resemblance to local character.
- 82 94% of respondents to our 2017 questionnaire survey agree that the design of new development should reflect the individual character of our villages. We now expect all development to contribute positively to the creation of well-designed buildings and spaces. Through good design, practical and meaningful places we want to maintain and enhance the individual character of our villages and create places that work well for both occupants and users, and which are built to last.
- 83 Policy CS2 of the Blaby District Council's Core Strategy sets out basic design principles that must be followed by all new development, but we want to go further. By setting out how our communities have evolved and what makes them distinctive we will help guide the overall scale, density, massing, height, landscape, layout, materials and access of new development to ensure that they are sensitive to the character of the local area. Just because poor design has been allowed in the past doesn't mean that we will allow it to continue. Each Village Statement contains a description of its architectural style which should be considered when planning new development.

Policy FV6: Design

Development that reflects the distinctive and traditional character of the Fosse Villages, as described in the Settlement Statements, or contextually appropriate innovative design will be supported. Development proposals must also:

- A. Be in keeping with the scale, form and character of its surroundings;
- B. Protect locally significant features such as traditional walls, hedgerows and trees;



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- C. Not significantly adversely affect the amenities of residents in the area, including daylight/sunlight, privacy, air quality, noise and light pollution;
- D. Promote sustainable design and construction, which minimises waste and maximises the potential for recycling materials either on or off site; and
- E. Provide safe and suitable access.



How much development and where?

84 The Fosse Villages Neighbourhood Plan must support the strategic development needs set out in the Blaby Local Plan (Core Strategy), including policies for housing and economic development.

Housing Provision

85 There has been considerable pressure for housing development in the Fosse Villages and several planning applications for large-scale residential development have been granted against the wishes of local people. The Neighbourhood Plan gives local people a greater say over where the remaining houses that are needed will be built.

86 Except for Stoney Stanton, the Blaby Core Strategy contains no specific housing provision for each of the Fosse Villages. Instead, Huncote, Croft and Sapcote (including 'The Limes') are grouped with the other Medium Central Villages of Littlethorpe and Cosby. Sharnford and Thurlaston, along with Elmesthorpe and Kilby are Smaller Villages.

87 Aston Flamville, Leicester Forest West, Potters Marston and Wigston Parva are not sustainable locations for further development. There is little local support for new housing development in these locations.

	Minimum Housing Provision 2006-2029	Total built and committed (as at 31 March 2017)	Balance Required 2017-2029
Rural Centres Stoney Stanton	320	467	-102
Medium Central Villages (Cosby, Croft, Huncote, Littlethorpe, Sapcote)	815	1,095	-280
Smaller Villages (Elmesthorpe, Kilby, Sharnford and Thurlaston)	80	100	-20

88 In the summer of 2013, we consulted on a housing provision for each of the Fosse Villages to help guide the selection of housing sites. In setting the housing provision we had regard to the Core Strategy, the housing supply situation, the availability of housing sites as set out in the Blaby Strategic Housing Land Availability Assessment (SHLAA) and representations received during consultation.

89 Having regard to housing completions and commitments at 31 March 2017, the minimum housing provision for each of the Fosse Villages will be:



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	Minimum Housing Provision 2006-2029	Total dwellings built and committed (as at 31 March 2017)	Balance Required 2017-2029 (dwellings)
Rural Centre			
Stoney Stanton	320	467	-102
Medium Central Villages			
Croft	77	44	33
Huncote	140	181	-41
Sapcote	415	488	-73
Smaller Villages			
Sharnford	25	43	-18
Thurlaston	20	22	-2

- 90 The expression of the overall housing requirement and the constituent apportionments in the tiers of the hierarchy as minimums provides for flexibility to take account of changing market conditions over time. It is not a signal that the figures should be comprehensively exceeded. There is very little support for more greenfield housing in the Fosse Villages.
- 91 Further, the housing supply in Sapcote (488dw at 31 March 2017) is now more than the minimum requirement for Stoney Stanton. This problem has been exacerbated by Blaby District Council's decision in June 2017 to grant outline planning permission for 125 homes on land south of Hinckley Road east of The Limes (Ref: 17/0247/OUT). It is important to protect the Blaby Core Strategy's settlement hierarchy by ensuring that this discrepancy is not made worse.
- 92 While there appears to be a small residual requirement for housing in Croft this too has largely been met. Full planning permission has since been granted (August 2017) for 14 homes on the former school playing fields site (17/0323/FUL) and several smaller sites also have permission. Any residual requirement for housing can be met by development within the Limits to the Built-up Area in accordance with Policy FV8. In particular, the former Croft Quarry offices and car park provide a brownfield redevelopment opportunity.

Policy FV7: Housing Provision

The minimum housing provision for the Fosse Villages for the period 2006 - 2029 is

Croft	77 dwellings
Huncote	140 dwellings
Sapcote	415 dwellings
Sharnford	25 dwellings
Stoney Stanton	320 dwellings
Thurlaston	20 dwellings

This will be met by:

- A. Existing commitments; and
- B. Development within the Limits to Built Development in accordance with Policy FV8.



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Windfall Housing

- 93 Housing sites that come forward which have not been specifically identified in the Neighbourhood Plan are referred to as 'windfall sites'. To clarify where windfall development would be acceptable, the Neighbourhood Plan defines Limits to Development for Croft, Huncote, Sapcote, Sharnford, Stoney Stanton and Thurlaston. These replace the Limits to Development defined by the 1999 Blaby District Local Plan.
- 94 Outside these settlement boundaries, which includes the settlements of Aston Flamville, Leicester Forest West, Potters Marston and Wigston Parva, new residential development will not normally be permitted.
- 95 It is however recognised that the development of isolated homes in the countryside maybe acceptable in particular circumstances. For example, where there is an essential need for a rural worker, or would involve the subdivision of an existing residential building or result in the re-use of a redundant building,

Policy FV8: Windfall Housing

Proposals for housing development within the Croft, Huncote, Sapcote, Sharnford, Stoney Stanton and Thurlaston Limits to Built Development, as defined on the settlement policies maps, will be supported.

Outside the Limits to Built Development, Areas of Separation and Green Wedges, support for proposals for housing development will be limited to:

- A. The re-use and adaptation of redundant rural buildings in the most sustainable locations, assessed against the need to retain Countryside;
- B. Small scale housing in the most sustainable locations, assessed against the need to retain the Countryside;
- C. Replacement dwellings of a similar scale and with no greater impact on the Countryside than the existing dwelling;
- D. Dwellings to meet an essential need associated with small-scale employment and leisure development subject to the consideration of its impact;
- E. Dwellings to meet the essential need for a rural worker to live permanently at or near their place of work in the Countryside; and
- F. Rural Exception Sites.

Proposals in categories A, B and C proposals should be accompanied by a landscape and sustainability impact assessment.

Proposals in categories D and E should be accompanied by a functional/essential need statement demonstrating justification for the proposal in terms of the permanent need to be on or near at most times and the particular nature and needs of such rural enterprises.

Employment

- 96 There is no specific requirement to provide land for employment development. We look more closely at the need to provide more local jobs on page 30.



Services and Facilities

- 97 We want to promote the retention and expansion of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, schools, public houses and places of worship.
- 98 There is also a feeling that some services and facilities need improvement to meet growing demands. There are issues about the lack of healthcare services in the Fosse Villages.

Policy FV9: Community Services and Facilities

Development that would result in the loss of the following community facilities will not be supported, unless it can be demonstrated that:

- A. it is no longer needed by the local community; and
- B. it is not needed for any other community use or that the facility is being replaced by equivalent or better provision in terms of quantity, quality and location:

Croft Primary School
Croft Recreation Ground and pavilion
Huncote Community Primary School
Huncote Recreation Ground
The Pavilion, Huncote
Huncote Community Library
All Saints Church of England Primary School, Sapcote
Sapcote Recreation Ground
Sapcote Community Library
Sharnford Church of England Primary School
Evergreen Hall and GP Surgery, Sharnford
Sharnford Recreation Ground
Stoney Stanton Medical Centre
Stoney Stanton Community Library
Manorfield Church of England Primary School, Stoney Stanton
Stoney Stanton Village Community Hall
Thurlaston Church of England Primary School
Thurlaston Village Hall

Development that would result in the loss of the following commercial facilities will not be supported, unless it can be demonstrated that it is no longer viable. Development proposals should be supported by a market report prepared by a suitably qualified and experienced valuer to indicate whether there is commercial interest in the property for any existing permitted uses, sufficient to provide an adequate market return at an appropriate benchmark land value having regard to comparable market value evidence for such uses in the market area. Such market reports should cover a period of not less than 9 months, include all expressions of interest made during the marketing period and demonstrating that the property has been freely exposed to the market during that entire period. The market report should provide an assessment of all offers and expressions of interest received up to the date of the conclusion of the market report. The market report



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should include a redacted version for reasons of commercial confidentiality for consultation purposes. The applicant would be expected to fund the full costs of a peer review of the market report to assess its veracity, undertaken by an independent valuer selected by the local planning authority at its discretion to assist its consideration of the proposal prior to determination.

Croft Co-op
Croft Convenience Store and Post Office
Heathcote Arms PH, Croft
The Red Lion PH, Huncote
Spar convenience store with Post Office, Huncote
Stoney Stanton Post Office PH, Sapcote
Spar convenience store with Post Office, Huncote
Red Lion PH, Sapcote
Sapcote Post Office and newsagents
Stoney Stanton Post Office
Poachers Bistro, Thurlaston
Thurlaston Rural Garden Centre
The Elephant & Castle PH, Thurlaston

Sharnford Allotments

- 99 Sharnford's allotments are located at Parson's Lane. Currently all plots are in use and there is a waiting list for vacancies. Suggestions have been made that the current facilities should be extended to allow more residents to grow their own provisions. 85% of respondents to our 2017 questionnaire survey supported the extension of the Parson's Lane allotments.

Policy FV10: Sharnford Allotments

The extension of Parson's Lane allotments, Sharnford will be supported.

Stoney Stanton Cemetery

- 100 The existing cemetery at Nock Verges, Stoney Stanton is almost at capacity. There may be an opportunity for the Parish Council to work with the County Council to provide additional cemetery facilities to the west of the village, providing the land is suitable for cemetery use.

Policy FV11: Stoney Stanton Cemetery

A broad area of search has been identified for the development of a new cemetery between Hinckley Road and Station Road, Stoney Stanton. Development proposals for a new cemetery will have regard to the current guidance for the time being issued by the Environment Agency concerning Cemeteries and burials, groundwater risk assessments and Cemeteries and burials, and prevent groundwater pollution in addition to providing further information regarding likely environmental impact and proposed mitigation, as appropriate relating to:

- A. Ground conditions;
- B. Drainage;
- C. Archaeology;



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- D. Ecology; and
- E. Underground services



Housing Needs

- 101 In planning for new homes, there should be a mix of housing to meet the needs of people living locally. New evidence about the future need for housing in Leicester and Leicestershire was published on 31 January 2017. The 2017 Leicester and Leicestershire Housing and Economic Development Need Assessment identifies a range of factors which influence the need for different types of homes. This includes demographic trends, and in particular a growing older population, market dynamics and affordability.
- 102 For Blaby district, the appropriate mix of homes of different sizes needed in the market and affordable sectors is as follows. Evidence of housing need at a local parish level provided by the District Council.

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Market Housing	0-10%	25-35%	50-60%	5-15%
Affordable Housing	45-50%	35-40%	10-15%	5-10%

Provision for older households

- 103 Provision of both market and affordable housing units that cater for older households is a key supply gap which urgently needs to be addressed. While 'land hungry' bungalows are not attractive for developers, building more bungalows will allow older people to downsize, freeing up family sized homes for younger families.
- 104 Most older households are owner-occupiers and so are most likely to require market solutions to housing problems. Based on household projections, demand from this age group is expected to increase substantially over coming years so it is important that efforts are made within all new developments to provide for older households.

Provision for single and smaller households (one and two-bedroom units)

- 105 While the supply of smaller units should be limited due to a higher turnover within this property type, historically there has been an under-supply of small affordable properties. Due to the increased 'squeeze' on housing benefits and crackdown on under-occupation, it is expected that demand for smaller units will face increased pressure both from existing tenants and new applicants for affordable housing. Consequently, there will be an increase in the proportion of small affordable units requested on new sites.

Policy FV12: Housing Mix

Proposals for new housing providing for a mix of housing types informed by and reflecting the most up to date evidence of housing need will be supported. In demonstrating housing need, consideration will be given to supporting evidence provided by an applicant together with other salient planning matters. Proposals for development of 10 or more dwellings will need to demonstrate how their proposed mix will meet the needs of older households and the need for smaller, low-cost homes.



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All affordable housing will be subject to conditions, or a planning obligation will be sought, to ensure that when homes are allocated, priority is given to people with a local connection to the local parish (i.e. including living, working or with close family ties in the Parish). If there are no households fulfilling these criteria in the parish, then people with a local connection to other places within the Fosse Villages will be given priority.

Affordable Housing

106 Affordable housing is 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). Affordable housing can include affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership.

Affordable Housing in the Fosse Villages

- 107 The Fosse Villages face a combination of housing pressures;
- The inward migration of commuters and retired households has contributed significantly to demand-led house price inflation;
 - The 'Right to Buy' council houses have had a greater impact in reducing the stock of affordable housing here than it has in urban areas... and fewer new affordable homes have been built to replace those sold;
 - Higher land prices and planning controls have created a lack of development land to build new affordable homes.
- 108 In many places, it has become impossible for people on lower and moderate incomes to afford to remain in a village or to move there to take up work. Those in lower-paid employment tend to move within their local areas but they cannot afford to do so without suitable housing being made available.
- 109 The consequence of this is that the Fosse Villages population is ageing with a very low number of people in the age group where new households typically emerge (18-29). The housing market is failing to provide opportunities for this group to either remain or take up residency in the area because of the poor supply of both suitable lower cost and affordable housing. In addition, there is a lower level of existing affordable housing compounded by low turnover.
- 110 Affordable housing can make a huge contribution to a village by:
- meeting the housing needs of local people;
 - maintaining the viability of amenities in the parish e.g. the local school;
 - supporting social mix and networks in the parish; and
 - supporting the local economy by allowing staff to afford to live locally.
- 111 Blaby District Council looks for a minimum of 25% of the total number of dwellings as affordable housing on all developments of 15 or more dwellings. There are already several larger housing developments in Huncote, Sapcote and Stoney Stanton which are providing affordable housing so there will be little need for more affordable housing there.



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Rural Exception Sites

- 112 Small sites can be used for affordable housing in places where sites would not normally be used for housing. Rural exception sites help meet the needs of the local community by providing homes for households who are either current residents or have an existing family or employment connection. The Fosse Villages parish councils have already been working in partnership with Blaby District Council to increase the supply of rural affordable housing but we are keen to ensure that these properties continue to provide for local housing needs even when they change hands. There is support for further affordable housing provision on exception sites in Sharnford and Stoney Stanton (Tansey Crescent).
- 113 The provision of rural exception developments for affordable housing should be based on evidence of need from the village concerned. In view of the large number of market homes already planned for the Fosse Villages, we will not normally consider allowing market housing on these sites to help facilitate this.

Policy FV13: Rural Exception Sites and Affordable Housing

Affordable housing will be supported on rural exception sites within or adjoining the Limits to Built Development where the proposed development is demonstrated to meet an identified local need for affordable housing that would not otherwise be met.

All affordable housing proposals on rural exception sites will be subject to a planning obligation;

- 1) to ensure that the dwellings remain in affordable housing tenure in perpetuity and;
- 2) on first occupation, dwellings are allocated to households with a local connection including living, working or with close family ties to the host Parish. If subsequent to the first occupation there are no households fulfilling these criteria in the parish, then households in need of affordable housing and with a local connection to other places within the Fosse Villages Neighbourhood Area will be given priority.



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Jobs

- 114 We want to support the sustainable growth of the local economy so that local businesses reach their full potential and help provide jobs for local people.

Employment and Occupations

- 115 Self-employment levels are higher in rural areas in Blaby than urban areas, with 1,330 people in rural areas self-employed (10.3%), compared with 8.5% in urban areas and 8.8% in Blaby district. In terms of occupation, people in rural areas in Blaby are more likely to be working in managerial roles than any other occupational role, with 16.3% of people in rural areas working in managerial roles. In terms of industry sector, people in rural Blaby are more likely to be working in 'manufacturing' than any other employment sector, with 20.5% of workers in rural areas working in 'manufacturing'. Despite the presence of extraction industries only 0.4% of people in rural Blaby are employed in mining and quarrying.
- 116 The average household income per week is higher in rural areas in Blaby compared with urban areas, with an average household income of £667 in rural areas, compared with £650 in urban areas and £654 in Blaby. Rural areas in Blaby have a lower average household income (£667) compared with the average for rural areas across England (£712).
- 117 Rural areas in Blaby have a lower level of business units per head (679 per 10,000 working age population) compared with the average for rural areas across England (1,000 per 10,000 working age population). The proportion of VAT-registered local business units employing less than 5 people is higher in rural areas in Blaby compared with urban areas, with 76% of VAT-registered local business units in rural areas employing fewer than five people, compared with 67% in urban areas and 69% in Blaby. In total, 20% of these smaller businesses in Blaby are in rural areas (550 businesses).

Croft Quarry

- 118 Croft Quarry remains an important mineral resource of national significance which needs to be protected. Excavation has been going on for hundreds of years, but the quarry is nearing the end of its economic life. This has given rise to concerns about the loss of local jobs. From our 2017 questionnaire survey, we know that 77% of local residents agreed that we should be planning for the loss of jobs at the quarry.
- 119 The potential closure of the quarry has also raised worries about its potential for landfill. However, there are conditions controlling the restoration of the site. While the exact form of the restoration is not prescribed, restoration cannot go beyond agriculture, amenity (which includes nature conservation) or forestry uses without a separate, new planning permission. Landfilling of the final quarry void with waste is unlikely because of European, national and local policies and financial factors which would make a waste landfilling at Croft or any other hard rock quarry practically unviable. Any proposal for landfilling with waste would require a planning application.
- 120 The quarry is also the site of several businesses belonging to Aggregate Industries. The Marions Way site now has Masterblock, Bardon Concrete and the Asphalt plant as well as the main quarry operation. Responses to our 2017 questionnaire survey suggest that



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91% of local people support using the cement area at Croft Quarry could be used for general industrial use provided vehicles used Marion's Way.

- 121 The southern part of the site lies within a Flood Zone 2 but the remaining northern part lies in Flood Zone 1 where there is less than 0.1% chance of flooding in any year.

Policy FV14: Croft Quarry

Proposals for employment development (uses falling within class B of the Use Classes Order including offices (B1) manufacturing (B2) and small-scale warehousing and distribution (B8)) at the cement area at Croft Quarry, as defined on the Croft Polices Map, is supported provided:

1. the only vehicular access is from Marion's Way;
2. development should demonstrate appreciation of the surrounding historic environment through sensitive and responsive design;
3. a site specific flood risk assessment should be undertaken and submitted with the planning application; and
4. the potential for multifunctional green infrastructure networks and significant long-term positive effects should be maximised.

Employment Areas

- 122 As part of our strategy for generating new and better jobs for local people we want to support the retention and growth of key business areas in the Fosse Villages.

Policy FV15: Employment Areas

All of the following Employment Areas, listed below and as defined on the FVNP Policies Maps, will be safeguarded for employment development (uses falling within class B of the Use Classes Order including offices (B1) manufacturing (B2) and small-scale warehousing and distribution (B8)).

Development proposals in the Employment Areas located within the Limits to Built Development conforming to Policy DM1 of the Delivery DPD comprising;

EC1 Winston Avenue, Croft

EC2 Riverside Court, Croft

ESH Haulage Site, Aston Lane, Sharnford;

ESS1 Foxbank Industrial Estate, Stoney Stanton; and

ESS2 Highfields Farm Enterprise Centre, Stoney Stanton, will be supported.

Development proposals in the Employment Areas located beyond the Limits to Built Development, conforming to Policy DM2 of the Delivery DPD comprising;

EH1 Elms Farm Industrial Estate, Huncote

EH2 Green's Lodge Farm, Huncote

EPM1 Dovecote Court Business Park, Potters Marston; and

ESS3 Calor gas Centre, Stoney Stanton; and

ET1 Sawmill, Thurlaston, will be supported



Renewable Energy

- 123 To help increase the use and supply of renewable and low carbon energy, we recognise our responsibility to contribute to energy generation from renewable or low carbon sources.

Wind Energy

- 124 The Fosse Villages has an average wind speed of 6-7m/s (at 45 m above ground level) across most of its area. This is a good resource for large-scale wind turbine installations. However, with scattered villages, important roads and railways, landscapes (particularly the open unobstructed views of the area from Croft Hill) and heritage assets that need to be protected. Only 23% of respondents to our 2017 questionnaire survey supported large wind turbines and wind farms

Solar Farms

- 125 Solar farms (sometimes known as solar parks or solar fields) are the large-scale application of solar photovoltaic (PV) panels to generate green, clean electricity at scale, usually to feed into the grid. Solar farms can cover anything between 1 acre and 100 acres and are usually developed in rural areas.

Biomass

- 126 Biomass is fuel that is developed from organic materials, a renewable and sustainable source of energy used to create electricity or other forms of power. In biomass power plants, wood waste or other waste is burned to produce steam that runs a turbine to make electricity, or that provides heat to industries and homes.
- 127 Anaerobic digestion is a natural process in which micro-organisms break down the organic matter found in wet biomass waste (such as sewage sludge, animal manure and slurry and waste food) in the absence of oxygen, to produce biogas (mainly a mixture of around 60% methane and 40% carbon dioxide) and digestate (a nitrogen rich fertiliser). A biogas plant had been planned at Sutton Lodge Farm, to the east of Fosse Way, Sapcote.

Microgeneration Technologies

- 128 Many microgeneration technologies projects, such as solar photovoltaic panels, ground source and air source heat pumps are often permitted development which means they do not require planning permission providing certain limits and conditions are met. 84% of respondents to our 2017 questionnaire survey supported small-scale renewable energy technologies.

Policy FV16: Renewable Energy

Ground-mounted solar photovoltaic farms will be supported where:

- A. They are on previously developed or non-agricultural land;
- B. Their location is selected sensitively and well-planned so that the proposals do not impact on any heritage asset;
- C. The proposal's visual impact has been fully assessed and addressed in accordance with Planning Practice Guidance on landscape assessment (Planning Practice Guidance ref: 5-013-20150327); and



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D. The installations are removed when no longer in use and the land is restored to its previous use.

Wind turbines will not be supported.



Gypsies and Travellers

- 129 There is a large concentration of Gypsy and Traveller sites in the Aston Firs area, close to Junction 2 of the M69 in the parishes of Aston Flamville and Sapcote. The area is locally visible in the landscape, however its proximity to Freeholt Wood and Aston Firs Wood provide some screening.
- 130 There is a cluster of around 6 sites with some 165 caravans. Families tend to use services and facilities in Hinckley, but children also attend All Saints Primary School, Sapcote and Sharnford Primary School. The Gypsy and Traveller co-exists with the settled communities of the area.
- 131 We will discourage the provision of more sites in the area to ensure that the combined scale of the sites does not dominate the settled community and to avoid placing pressure on local services. We understand that residents of Aston Firs do not favour site expansion either. 68% of respondents to our 2017 questionnaire survey thought that the intensification, expansion or creation of new sites at Aston Firs should be discouraged.

Policy FV17: Aston Firs

Development proposals for new sites or the extension or intensification of existing sites at Aston Firs, whether for Gypsies and Travellers or other households, will not be supported.

Aston Flamville Settlement Statement

Location and context

- AF1. Aston Flamville is situated near Hinckley and Burbage, but on the other (eastern) side of the M69. It has a parish meeting rather than a parish council. The parish lies on the south-west boundary of Blaby district. The village was originally named Eston and was renamed in the 11th century by Lord Flamville.
- AF2. The village lies on slightly higher ground than the nearby motorway which helps to filter road noise and so remains a largely undisturbed and a very rural area. Strong planning restrictions and control have ensured that the historic village characteristics have been preserved. The village is a designated Conservation Area.

Community profile

- AF3. The parish amounts to 608 hectares with a population of 241 with 107 homes (2011 Census) about 1 mile (1.6 km) east of Burbage and 1 mile (1.63 km) north-west of Sharnford. There were 147 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- AF4. Aston Flamville is the largest settlement in the Aston Flamville Wooded Farmland landscape character area. This character area is situated on the edge of Blaby District along its south-western boundary. The character of the area is similar to the landscape beyond the district boundary.
- AF5. The landform includes a series of high points intersected by broad valleys which creates a wide variation through the area. This area includes the highest point in Blaby district at 130m AOD within the south-western most point of the district at High Cross.
- AF6. Land use is predominantly agricultural with an even mix of arable and grazing land. Recreational areas are scarce although more concentrated within the northern part of the character area and associated with urban fringes and blocks of woodland.
- AF7. Field pattern is quite variable across the character area, although generally includes large regular shaped fields with boundaries following contours. Field sizes become slightly smaller around watercourses and to the south of the district. Field size often reflects the land use within it with grazing land often being on smaller fields than arable.
- AF8. Fields are generally bounded by hedgerows many of which, particularly in the northern part of the character area, are mature and often scrubby in appearance. These tend to contain a high proportion of hawthorn although in places blackthorn, elder and hazel become more dominant. Hedgerows are generally mature and intact although often appear slightly scrubby in appearance through low intensity of management. Hedgerow trees are scattered throughout hedges and are a dominant feature on the horizon. There is an even mix of ash and oak species present although ash is more common towards the south of the character area.



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- AF9. There are numerous public rights of way which cross the character area linking Aston Flamville to Sharnford and the wider countryside including the Leicestershire Round. Public footpaths are concentrated around recreational facilities such as woodland at Aston Firs on the south-western boundary of the district and Burbage Common within the Borough of Hinckley and Bosworth.
- AF10. This area maintains a predominantly rural character although many urban influences are present. This is particularly evident within the northern part of the character area. Several pylon routes cross the area; however, these are generally not prominent as their siting in relation to topography reduces their prominence on the skyline. The M69 which crosses the character area is noticeable within the landscape due to the noise and movement of traffic. Prevailing road noise prevents the area from being a peaceful rural landscape and is a constant reminder of nearby urban development. Aston Firs Gypsy and Traveller site is locally visible in the landscape, however its proximity to Freeholt Wood and Aston Firs Wood provide screening.
- AF11. This character area contains the most significant block of woodland within the district at Aston Firs, which is ancient semi-natural woodland of importance as ecological habitat and is designated as an SSSI. Other smaller copses and clumps of woodland in regular shapes reflect the field pattern surrounding them. Woodland appears prominent within the landscape due to its location on high ground, ridge lines and prominent slopes. Although the majority is mixed oak-ash broadleaf woodland, evergreen and ornamental species are common within the village fringes.

Built form and settlement pattern

- AF12. Aston Flamville is a small linear settlement located on high ground. Vegetation around the edges and generally low height of development, prevent the village from being a prominent feature of the skyline.
- AF13. The settlement pattern is strongly linear following the route of the lanes Lychgate Lane and Hinckley Road running through Aston Flamville. The settlement is well screened from the wider landscape by mature vegetation. It contains a church, (the Church of St Peter), a manor house and several residential properties. Both the churchyard and Manor House grounds contain very large mature trees which create enclosure around the sites and restrict views of the buildings from the surrounding area.
- AF14. Buildings are often well spaced apart in substantial gardens and most are set back from the road with grass verges to the front.
- AF15. Most buildings in the Aston Flamville form the historic core. Aston Flamville has developed around the central Manor House opposite the church. Many of the surrounding houses are substantial cottages, farmhouses and converted farm buildings within courtyards, indicative of an historic association with agriculture. Modern development is relatively unobtrusive and has respected its small rural character although of a typical modern architectural style.
- AF16. A brick pigeoncote stands alone within an open field opposite the Manor House forming a significant landscape feature and historical reference within Aston Flamville. The



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structure is marked with the date 1715 giving an indication of the minimum age of settlement around The Manor.

- AF17. Generally, the roofline of the settlement is not prominent within the surrounding landscape due to the presence of tall mature vegetation. Buildings are low in height, two storeys or lower, with the church tower being the tallest structure. The church also is enclosed by substantial trees and is not visually prominent beyond Aston Flamville.
- AF18. The roofline of the contemporary dwellings to the southern fringe of the settlement is uniform. The buildings are situated slightly higher than the road although the view from this direction is broken by surrounding vegetation.

Heritage

- AF19. There are five Listed Buildings in Aston Flamville.

Nationally Designated Heritage Assets	Designation
K6 Telephone Kiosk, Lychgate Lane	Grade II
The Manor House, Lychgate Lane	Grade II
Church Farm Court and Boundary Wall, 1-3, Hinckley Road	Grade II
Pigeoncote at Manor Farm, Lychgate Lane	Grade II
Church of St Peter, Lychgate Lane	Grade II

- AF20. Aston Flamville Conservation Area was designated in 1975.

Architectural style

- AF21. Aston Flamville contains a mixture of building styles, either domestic or agricultural in nature and including cottages, detached and semi-detached dwellings and converted farm buildings. Several houses have attractive architectural detailing to the facades, gables and roofs.
- AF22. The Manor House at Lychgate Lane/ Burbage Lane marks the centre of the settlement and dates from the late 16th century. It is constructed from brick with plain tile and slate roofs. It also contains elements of stone and granite rubble although not visible from the public road. It has gated access and is enclosed by red brick walls and vegetation.
- AF23. A modern housing development has been incorporated into the settlement adjacent to the Manor House. This is reasonably successful in reflecting the local character and built form of Aston Flamville. The dwellings take advantage of views onto the brick pigeoncote and beyond to the east of the settlement across the surrounding countryside. The siting of the houses to the roadside respects the existing building line and they face on to the road as do adjoining cottages.
- AF24. Further houses to the rear are accessed via a road between the two frontage buildings. Although these modern houses lack some of the architectural detailing which can be seen in the facades of the adjoining buildings, they are constructed of a mixture of red and brown shades of brick with dark roof tiles, which is complementary to the existing colour palette.
- AF25. Boundary treatments are varied. Properties tend to be enclosed by low red brick walls. The front gardens of some houses are marked by timber garden fences and/or



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ornamental planting. More modern houses tend to lack brick walls and have planting to the boundaries. Vegetated boundaries, mature hedgerows, trees within gardens and belts of woodland contribute to the well vegetated character of the village.

- AF26. Buildings are predominantly constructed from red brick with dark slate or tiled roofs. Woodwork and timber detailing are often painted white. There is one thatched building which is rendered and painted cream. St. Peter's church is constructed from local granite. This material is not a common feature of building construction in Aston Flamville.

Local Green Spaces

- AF27. Aston Flamville contains no specifically allocated public open space, play facilities or recreation ground. However, residents have easy access to the immediate countryside via several public rights of way.

Gateway features

- AF28. The entrance to the Aston Flamville is denoted by dense overhanging vegetation along Sharnford Road. Mature trees and vegetation cover the roadside on both sides restricting views, creating visual narrowing, and a leafy shaded enclosure to this part of the settlement. This approach increases the perception of a remote and rural location.
- AF29. The thatched building, which comprises three cottages, is a very distinctive property and the first to be seen on entering Aston Flamville through the vegetated enclosed entrance on Sharnford Road. One of the cottages has a thatched garden gate facing onto the roadside.
- AF30. A line of large modern detached properties denotes the entrance to Aston Flamville from a westerly direction. These properties occupy a very desirable location overlooking Mickle Hill Spinney and the wider the countryside of Aston Flamville Wooded Farmland landscape character area.
- AF31. Aston Flamville contains a red painted and glazed panel telephone kiosk which stands outside the church at the junction of Lychgate Lane and Hinckley Road. This kiosk is a Grade II listed Type K6 designed 1935 by Sir Giles Gilbert Scott. Its position at this junction is within an open grass verge and is visually prominent opposite the thatched cottages forming a further gateway feature on entering the settlement.

Geodiversity and biodiversity

- AF32. Two compartments at Aston Firs are scheduled ancient semi-natural woodland.

Services and Facilities

- AF33. Aston Flamville has no services and facilities other than St Peter's church.
- AF34. Aston Flamville is on the infrequent Hinckleybus X55 route, with no service on Sunday or evenings.

Development

- AF35. Aston Flamville has a very poor range of services and facilities. Public transport services are also infrequent. Aston Flamville is not considered a 'sustainable' location for new development and no further growth is proposed.

Croft Settlement Statement

Location and context

- C1. Croft is bisected by the Birmingham to Peterborough railway line and is just off the B4114 at Croft Hill. The village adjoins Croft Quarry, the largest quarry in the area, which has had a significant influence on the form and character of the settlement.
- C2. Tradition has it that the parish stone pit at Croft, known as The Clevis, was worked by the Romans and that their engineers used its granite in constructing the foundations of bridges on Fosse Way. Large-scale quarrying was started around the mid-19th century and its output was primarily used for road making materials. In 1959 The Croft Granite and Brick Company was taken over by English China Clays and was later passed to Camas. Croft's granite quarry is now operated by Aggregate Industries.
- C3. Croft retains a distinctive core of historic buildings, although most the settlement has expanded to the south-east over the 20th Century. The two areas are separated by the River Soar and the railway.

Community profile

- C4. A Croft (parish) rural community profile has been prepared to help us identify local needs and priorities. This has been supplemented with data from the 2011 Census.
- C5. The Community profile shows that the population of Croft has been in decline. This is confirmed by the 2011 Census which records 1,639 people living in Croft compared with 1,731 in 2001. Of greatest concern is the reduction in the number of young people. In 2001 there were 342 children aged under-15, in 2011 there were 275. In 2011, 22% of residents were aged 65+ and only 18% aged under-16. While there has been a net outflow of people of all ages, the number of young people moving out is particularly significant.
- C6. Our 2017 Questionnaire Survey indicated that 54% of Croft's residents did not feel that the declining population was an issue.
- C7. There are relatively few children, working age adults and older people living on low incomes.
- C8. 21% of working age people have no qualifications compared with the Leicestershire average of 13%. Relatively few have the highest qualification level. In general, those with low or no skills are more likely to experience exclusion, and be vulnerable to changes in the economy, such as increased demand for higher-skilled workers.
- C9. There were 722 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- C10. Croft lies in the Croft Hill landscape character area. Croft Hill is a prominent igneous rock outcrop forming a distinctive landscape feature which rises 60m above the surrounding countryside and is currently designated as an Area of Local Landscape Value. Man-made ground is clustered around Croft Hill. The prominence of Croft Hill is emphasised further



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by the relatively flat landscape which extends across most the Fosse Villages area. There are now two circular walks taking in Croft, Huncote and Potters Marston.

- C11. Land-use across the area is strongly influenced by the presence of quarrying activities, associated buildings, infrastructure and spoil mounding. The area contains several informal recreational routes which includes Croft Hill and other publicly accessible woodland areas. Farming is fragmented and interrupted by quarrying activities which contributes to a relatively chaotic landscape character.
- C12. Croft quarry includes a large area of operational buildings, offices and the quarry itself. The buildings are generally well screened from the surrounding area. Expansive panoramic views are possible across most of the Fosse Villages from Croft Hill due to its elevated position and lack of vegetation on its summit. There are relatively open views across lower lying areas due to the fragmentation of hedgerow boundaries. Views are heavily influenced by quarrying activities and adjoining man-made hills. There are dramatic views into the quarry from the summit of Croft Hill with the rock strata, previous quarry working and turquoise lagoon in the base.
- C13. A local green corridor links Croft and Narborough into the Sub-Regional and wider Green Infrastructure network. This corridor broadly follows the line of the River Soar, therefore, opportunities to enhance this ecological corridor should also be considered. New developments should be encouraged to contribute to the route either through the creation of new links or the improvement of existing routes and networks.
- C14. Although there are no Green Wedges or Areas of Separation proposed for Croft, residents were keen to see the green spaces between Croft and Huncote, Stoney Stanton and the B4114 maintained. We have drawn limits to the built-up area of Croft. Outside these limits land will be designated as Countryside. Our 2017 Questionnaire Survey showed that 91% of respondents supported the proposed Limits to the Built-up Area of Croft.

Built form and settlement pattern

- C15. The core of the village is characterised by its sharp rise in the landscape towards the quarry and Croft Hill and the relatively narrow street pattern created by high granite stone walls, often up to 2m in height, which border the roads. The buildings are visible above the stone walls due to the sharp rise in the landscape.
- C16. The historic core of the village is also regarded as the village centre and is located at the junction of Station Road, Huncote Road and Hill Street which links to the edge of the quarry. The centre is mainly residential, and the only commercial building is the Heathcote Arms which is on higher ground at this junction.
- C17. The street pattern to the north of the village tends to be relatively narrow with a sense of enclosure created by a mix of mature trees, shrubs and hedges within private gardens and properties on higher ground which front almost directly onto the road.
- C18. Most of the village lies to the south of the river and railway line and is suburban in character with wide roads and houses set behind front gardens designed to accommodate car parking. This area does not reflect the character of the historic core of the village.



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- C19. The roofline is relatively uniform within most of the village; however, the ground rises sharply towards the church and buildings which are set within a wooded backdrop. The church tower is visible above this planting and is a localised feature on the horizon.

Heritage

- C20. Croft Hill is an important and well-known historic site in the area. Although now used for recreation and quarrying, many centuries ago it was said to be a meeting place for druids, and by the time of the Saxons its dominant position overlooking the surrounding countryside had ensured its pre-eminence as a meeting place.

Designated Heritage Assets

- C21. There are five Listed Buildings in Croft.

Nationally Designated Heritage Assets	Designation
War Memorial Cross and Enclosure, Huncote Road	Grade II
No. 5 And adjoining Boundary Wall and Butchers Shop, Hill Street	Grade II
Church of St Michael and All Saints, Huncote Road	Grade II
Stone Coffin 1.5m south of Nave at Church of St Michael, Huncote Road	Grade II
Hill Foot Farmhouse, Stanton Lane	Grade II

- C22. Croft Conservation Area was designated in September 2016. The boundary of the Conservation Area has been drawn around the historic core of the village, which lies primarily along Station Road, Huncote Road and Hill Street.

Features of Local Heritage Interest

- C23. During consultation with residents and from work undertaken in preparation for the designation of the Croft Conservation Area, several other local heritage assets were identified:

- Croft House, Huncote Road
- The Old Rectory, Huncote Road
- 1-8 Station Road
- The School House, Hill Street
- The former school, Hill Street
- 1 Hill Street
- 4-18 Hill Street
- 1-6 The Green
- 9 The Green
- Former agricultural buildings to the rear of 7-9 The Green
- Former Union Chapel

Architectural style

- C24. The older historic buildings tend to use granite stone in their construction. These buildings tend to be detached and relatively large with detail provided around windows including sandstone lintels and cornerstones. They are set behind high granite walls with mature trees and vegetation surrounding them.
- C25. Other buildings to the north of the river are built of granite with brick detailing on the edges and around windows. Cottages and terraces closer to the quarry are mainly built of brick and tend to front either directly onto the street or are set back slightly by a low stone wall. Some of the windows within these terraces have been designed to reflect the



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window style of the church and old rectory. Other properties have a simpler design although original window features have often been lost through the installation of uPVC windows and doors.

- C26. Windows in some older brick buildings tend to have architectural highlights provided by a darker blue/black coloured brick or sandstone. Although a mix of materials is used within the village the over-riding colours which these combinations create are soft pinks/reds and browns with smaller features and detailing using either buff coloured sandstone or dark blue brick. A small amount of white render paint is used on buildings, but this is not a prominent feature in the village.
- C27. To the south of the river and railway the buildings have little relationship with the older core and are more suburban in character. Houses are set back to enable off-street car parking, creating a relatively open and wide character which is emphasised by the general lack of mature vegetation within gardens or in public spaces.

Local Green Spaces

- C28. Early in 2011, Leicestershire County Council asked the public to say which local green spaces they particularly valued and why. Areas were identified by communities using an online interactive map-based application and at special sessions run at the 27 Community Forums. Important green spaces were also identified by local people during consultation on the Fosse Villages Neighbourhood Plan in September 2012 and more recently through our 2017 Questionnaire Survey. Eight Local Green Spaces have been identified for protection in Croft.

Gateway features

- C29. There is a strong gateway into the village from Huncote created by the high granite boundary walls, which edge the road, and which are reinforced by entering the village from higher ground.
- C30. Within the centre of Croft, the bridge over the railway and river in combination with the Heathcote Arms on higher ground provide a strong gateway into the historic core of the village. From Coventry Road to the east, Croft lacks a defined entrance; the two routes appear suburban and industrial in character and do not reflect the village's heritage. A village gateway can help to create 'a sense of place' when drivers enter the village and can be designed so that drivers are required to slow down before entry.

Geodiversity and biodiversity

- C31. The solid geology of the area is mainly made up of mudstone, with pockets of sandstone and an outcrop of granite at Croft Hill. The quarries at Croft and Huncote SSSI are important in exposing tonalitic igneous rocks of Ordovician age together with attendant zeolite mineralisation, and much younger manganese mineralisation of Triassic age.

Services and Facilities

- C32. With a primary school, pub, recreation ground, co-op and convenience store (with Post Office) there is a reasonable level of services and facilities in the village. In November 2017, planning permission was granted for the construction of a new pavilion building at



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the playing fields off Winston Avenue. The new building will include a multi-purpose function room, changing rooms and ancillary kitchen/offices/toilet facilities.

Housing Needs

- C33. An affordable housing needs study was carried out in Croft in the summer of 2005 by the Leicestershire and Rutland Rural Housing Enabler in conjunction with Croft Parish Council. The findings were updated in 2009 by contacting the original respondents to see if they were still in housing need and by examining Blaby District Council's Housing Register for the parish. The Study concluded that there was a need for affordable rented properties.
- C34. In July 2011, seven affordable homes in Poplars Road were built for people from the area. They were built by the East Midlands Housing Association after Croft Parish Council said affordable homes were needed in the village. The new houses were very popular and a further six affordable homes have been built there.

Jobs

- C35. Croft Quarry remains an important mineral resource of national significance which needs to be protected. The quarry is also the site of several businesses belonging to Aggregate Industries. The Marions Way site now has Masterblock, Bardon Concrete and the Asphalt plant as well as the main quarry operation. Quarry excavation has been the cause of local air quality problems.
- C36. Excavation has been going on for hundreds of years and the quarry is nearing the end of its economic life. This has given rise to concerns about the loss of local jobs.
- C37. The potential closure of the quarry has also raised worries about its potential for landfill. However, there are conditions controlling the restoration of the site. While the exact form of the restoration is not prescribed, restoration cannot go beyond agriculture, amenity (which includes nature conservation) or forestry uses without a separate, new planning permission. Landfilling of the final quarry void with waste is unlikely because of European, national and local policies and financial factors which would make a waste landfilling at Croft or any other hard rock quarry practically unviable.
- C38. Croft also has an industrial area on Winston Avenue with offices and manufacturing companies. However, vehicles must pass through the village to Winston Avenue and there are local concerns about HGV traffic that is generated.
- C39. Riverside Court is an office development comprising of eight semi-detached office units off Station Road.

Transport and Infrastructure

- C40. The Leicester to Nuneaton/Birmingham main railway line passes through the centre of the village; however, the passenger station has been closed for many years. In the past, land has been safeguarded for a rail passenger station at Station Road, Croft. The railway still provides an important service to the Quarry/Village as aggregate materials are still transported by rail.



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- C41. During consultation on the Fosse Villages Local Plan, local people highlighted other transport concerns:
- No evening, Sunday or Bank Holiday bus service;
 - No bus service to Hinckley; and
 - Traffic congestion and parking problems around the primary school at drop-off and pick-up times.

Housing

- C42. Since 2006, 16 houses have been built in the village (to 31 March 2017). 12 of these are affordable houses at Poplars Road.
- C43. Another 28 homes have planning permission (at 31 March 2017). These include nine houses on Primary School land on Broughton Road.
- C44. Taking account of these houses already built and in the pipeline, Croft needs to find a site for around 33 new homes to meet housing needs to 2029. Our 2017 Questionnaire Survey showed that 51% of respondents supported this level of growth.
- C45. Full planning permission has since been granted (August 2017) for 14 homes on the former school playing fields site (17/0323/FUL) and several smaller sites also have permission. Consequently, the housing needs of Croft have largely been met and it is expected that any residual requirement for housing can be met by development within the Limits to the Built-up Area. In particular, the former Croft Quarry offices and car park provide a brownfield redevelopment opportunity.

Huncote Settlement Statement

Location and context

- H1. Huncote is a small rural village lying some 10km (six miles) South West of the City of Leicester. The population is 1,745 with 1,459 persons on the electoral register. The parish contains 426.436 hectares of land, and forms 1.9% of the district population.
- H2. The nearby Croft Hill was an important meeting place as early as 836 A.D. when Wiglaf, King of Mercia, held a Council there. It also holds a macabre place in history as on one occasion, it was a place of execution for forty-one men, sometime after St. Andrew's Day (30th November) of 1124.
- H3. In the 18th Century the villagers' chief occupation was domestic framework knitting. This was replaced during Queen Victoria's reign by quarrying, which improved transport by providing better roadways. The old handmade setts can still be seen as kerb stones in the older parts of the village.
- H4. The population then was just over 500, and the village extended from an area bounded by Main or Bridge Street, Church Back Lane and Thurlaston Brook, with Cheney End, the Mill and Hall Farm on the opposite side of Main Street, to include new houses on Forest Road as far as Duncan Avenue.
- H5. The old school at the bottom of Brook Street was completed in 1852 and two new chapels were built; the Primitive Methodists on Cheney End in 1874 and the Baptist on Main Street in 1876. St James the Greater (Church of England) was dedicated in 1898 but was never fully completed. Huncote Cemetery was opened in 1897.
- H6. There are two churches currently in use in the village; St James the Greater (Church of England) on Narborough Road, and Huncote Methodist Church on Forest Road. Both churches have Church Halls.
- H7. There is an active community centre attached to the Huncote Primary School on Denman Lane. The Pavilion (previously known as the Huncote Leisure Centre) offers a wide range of activities for people of all ages. Huncote also has a BMX club (Huncote Hornets) with 8-lane BMX track, as well as football teams, and a model car club.
- H8. Most houses are semi-detached or terraced. The parish has two active sites for quarrying and aggregates and is dissected by the M69.
- H9. The village adjoins Croft Quarry, the largest quarry in the area, which has had a significant influence on the form and character of the settlement.

Community profile

- H10. A Huncote (parish) rural community profile has been prepared to help us identify local needs and priorities. This has been supplemented with data from the 2011 Census.
- H11. The Community profile shows that the population of Huncote has been in decline. This is confirmed by the 2011 Census which records 1,745 people living in Huncote compared with 1,774 in 2001. Of note is that in 2010, 18.6% of residents were aged 65+ and



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18.9% aged under-16. While there has been a net outflow of people of all ages, the number of young people moving out is particularly significant.

- H12. There are relatively few children, working age adults and older people living on low incomes.
- H13. 15.7% of working age people have no qualifications compared with 13.1% (Leicestershire) and 13.4% (England). 24.6% of working age people have the highest qualification level, compared to 32.7% nationally. In general, those with low or no skills are more likely to experience exclusion, and be vulnerable to changes in the economy, such as increased demand for higher-skilled workers.
- H14. The Community profile indicates crime rates are over 30% below the national average. However, access to services such as GP's, Secondary schools, hospitals and Job Centre's is significantly above the national average.
- H15. There were 816 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- H16. Huncote lies in the Croft Hill landscape character area. Croft Hill is a prominent igneous rock outcrop forming a distinctive landscape feature which rises 60m above the surrounding countryside and is currently designated as an Area of Local Landscape Value. Man-made ground is clustered around Croft Hill. The prominence of Croft Hill is emphasised further by the relatively flat landscape which extends across most the Fosse Villages area.
- H17. Land-use across the area is strongly influenced by the presence of quarrying and aggregate activities, associated buildings, infrastructure and spoil mounding, as well as pig farming. The area contains several informal recreational routes which includes Croft Hill and other publicly accessible woodland areas. Farming is mainly found in the North and East of the parish, with the South West a fragmented mix of quarrying activities and flood plain for the Thurlaston Brook as it approaches the River Soar.
- H18. Expansive panoramic views are possible across most of the Fosse Villages from Croft Hill and the viewing platform in the Huncote Nature Walk due to its elevated position and lack of vegetation on its summit. There are relatively open views across lower lying areas due to the fragmentation of hedgerow boundaries. Views are heavily influenced by quarrying activities and adjoining man-made hills. There are dramatic views into the quarry from the summit of Croft Hill with the rock strata, previous quarry working and turquoise lagoon in the base.
- H19. An Area of Separation (as defined in the Blaby Local Plan) is sited between Huncote and Narborough to the north and south of Narborough Road, which includes the SITA landfill site.
- H20. During consultation, local residents were keen to see the green spaces between Croft and Huncote, Stoney Stanton and the B4114 maintained. We have drawn limits to the built-up area of Huncote. Outside these limits land will be designated as Countryside where development will be restricted.



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Built form and settlement pattern

- H21. The historic core of the village is also regarded as the village centre and is located at the junction of Brook Street, Narborough Road, Main Street and Forest Road which links to the flood plain of Thurlaston Brook. The centre is a mix of residential and commercial buildings; with the Red Lion, Indian takeaway, garage, Post Office, Spar, chip shop, 3 hairdressers, newsagents, ancient pinfold, care home and mix of residential property types around the junction.
- H22. The street pattern on Brook Street is relatively narrow with a sense of enclosure created by a mix of hedgerows, courtyard gardens and older properties which front almost directly onto the road.
- H23. The historic properties of Forest Road have relatively little room at the front of the properties, causing the road to be reduced to a single lane, with cars parking at the side of the road in-front of properties.
- H24. The rest of the village is suburban in character with most roads being wide and houses set behind front gardens designed to accommodate car parking. This area does not reflect the character of the historic core of the village.
- H25. The roofline is relatively uniform within most of the village; however, the ground drops sharply towards Thurlaston Brook, with most buildings fronting directly onto the road.

Heritage assets

- H26. Croft Hill is an important and well-known historic site in the area. Although now used for recreation and quarrying, many centuries ago it was said to be a meeting place for druids, and by the time of the Saxons its dominant position overlooking the surrounding countryside had ensured its pre-eminence as a meeting place.

Designated Heritage Assets

- H27. There are three Listed Buildings in Huncote. Locally, the older houses on Brook Street, the older houses built for quarry workers, triangle of cottages, Mills and Chandlers Cottage on Croft Hill Road, along with the Old School House and Red Lion PH are considered important.

Nationally Designated Heritage Assets	Designation
The Thatched Cottage, 6, Brook Street	Grade II
2, Cheney End	Grade II
Elms Farmhouse, Narborough Road	Grade II

Features of Local Heritage Interest

- H28. During consultation with residents several other local heritage assets were identified:
- Chandlers Cottage, Croft Hill Road
 - Huncote Mill, Croft Hill Road
 - Mill House, Croft Hill Road
 - Former minerals line
 - Old School House, Brook Street
 - 6 Brook Street (The Thatched Cottage)
 - The Old Chapel, Cheney End
 - Baptist Chapel, Main Street



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- Red Lion PH
- The Pinfold, Main Street
- Triangle of cottages on Forest Road/Narborough Road/Main Street/Brook Street crossroads
- Methodist Church, Forest Road
- Church Rooms, Narborough Road
- St James the Greater Church, Narborough Road
- The Stone, Narborough Road

Architectural style

- H29. The older historic buildings in the village are mainly brick built. These buildings are a combination of detached, semi-detached properties and terraced, set relatively close to the kerb, with those set back often having a low brick wall. The bay windows on the triangle of cottages on Forest Road/Main Street are relatively unique locally in that they overhang the highway. Many of the central properties have a simple design to their windows, with original window features potentially having been lost through the installation of uPVC windows and doors.
- H30. The thatched cottage on Brook Street is of a unique style within the village and forms a part a noticeable street scene of the village.
- H31. Elms Farm was worthy of note for the Lime/Ash screed flooring to be found in the property which was one of only a very small number of examples of this type in the county.
- H32. All properties within Huncote are a maximum of 2 storeys before the roofline. Future developments of this ilk would be more in keeping with the overall architectural style of the village.
- H33. Windowsills and exterior lintels in some older brick buildings tend to have architectural highlights provided by a coloured brick or sandstone. Although a mix of materials is used within the village the over-riding colours which these combinations create are creams, reds and light browns with smaller features and detailing using either buff coloured sandstone or dark blue brick. A small amount of white render paint is used on buildings, but this is not a prominent feature in the village.
- H34. The properties on Denman Lane, and connected roads, have little relationship with the older core and are more suburban in character. Houses are set back to enable off-street car parking, creating a relatively open and wide character which is emphasised by the general lack of mature vegetation within gardens or in public spaces.

Local Green Spaces

- H35. Early in 2011, Leicestershire County Council asked the public to say which local green spaces they particularly valued and why. Areas were identified by communities using an online interactive map-based application and at special sessions run at the 27 Community Forums. Important green spaces were also identified by local people during consultation on the Fosse Villages Neighbourhood Plan in September 2012 and more recently through our 2017 Questionnaire Survey. Three Local Green Spaces have been identified for protection in Huncote.



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Gateway features

- H36. There is a strong gateway into the village as you pass over the narrow humpback bridge over the Thurlaston Brook, emphasised by the journey from Croft created by the high granite boundary walls, and hedgerows, which edge the road, and which are reinforced by entering the village from higher ground.
- H37. The railway bridge from Narborough forms a strong gateway feature when entering the village from the East. The marker stone near the Sita landfill site also contributes to creating a noticeable feature when entering the parish.
- H38. Other than the turning to Thurlaston, there is no defined gateway to the parish from the North, nevertheless the flow from open countryside to built-up area is quite distinct.

Geodiversity and biodiversity

- H39. The solid geology of the area is mainly made up of mudstone, with pockets of sandstone and an outcrop of granite at Croft Hill. The quarries at Croft and Huncote SSSI are important in exposing tonalitic igneous rocks of Ordovician age together with attendant zeolite mineralisation, and much younger manganese mineralisation of Triassic age.
- H40. Croft Hill SSSI supports a nationally rare vegetation type of short, tussocky grasses in a rather open sward. The site is the largest known area of this grassland type in Leicestershire.
- H41. The landscape surrounding Huncote is dominated by quarries on most sides. These works have created suitable habitat for sand martins (*R. riparia*), which have been frequently recorded within and surrounding the area. Ecological features of interest include:
- Thurlaston Brook which is likely to function as an important corridor for species dispersal across a landscape that is relatively poor in hedgerows.
 - An area of broad-leaved woodland to the rear of the leisure centre with some mature hedgerows connecting it to the wider landscape.

Services and Facilities

- H42. With a primary school, pub, recreation ground, Indian takeaway, Spar convenience store (with Post Office), newsagents, fish and chip shop, three hairdressers and service station there is a good level of services. However, there are concerns about the availability of a local community building.
- H43. There are two churches in the village. St James the Greater and Huncote Methodist Church.
- H44. The Pavilion (Leisure centre) and SureStart Children's Centre can also be found within the village.
- H45. Huncote Animal Aid is an animal sanctuary found on the opposite side of the M69 to the main village.



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- H46. The primary school teaches 4-11-year-old children and has a capacity of 180 and there is currently a school role of 179 pupils. Local people report that the school role has been approaching capacity following recent housing completions.

Housing Needs

- H47. A Housing Need consultation was carried out by Blaby District Council in August 2010 in conjunction with Huncote Parish Council. The findings suggested the level of development proposed were sufficient through to 2029 at 140 properties.
- H48. Seven affordable homes in Field View Close have been built as part of the overall development (09/0328/1/PX). In early 2011, redevelopment of prefabricated housing on Quarry View Close (Duncan Avenue) was completed by East Midlands Housing Association, with the demolition of 32 post-war homes and 49 new properties (9 privately owned, 10 shared-ownership and 30 rental properties) were built to replace them on the existing site. Further affordable houses are planned as part of the Denman Lane development.

Jobs

- H49. Huncote/Croft Quarry remains an important mineral resource of national significance which needs to be protected. The quarry is also the site of several businesses belonging to Aggregate Industries. The Marions Way site now has Masterblock, Bardon Concrete and the Asphalt plant as well as the main quarry operation. Quarry excavation has been the cause of local air quality problems.
- H50. Excavation has been going on for hundreds of years and the quarry is nearing the end of its economic life. This has given rise to concerns about the loss of local jobs.
- H51. The potential closure of the quarry has also raised worries about its potential for landfill. However, there are conditions controlling the restoration of the site. While the exact form of the restoration is not prescribed, restoration cannot go beyond agriculture, amenity (which includes nature conservation) or forestry uses without a separate, new planning permission. Landfilling of the final quarry void with waste is unlikely because of European, national and local policies and financial factors which would make a waste landfilling at Huncote or any other hard rock quarry practically unviable.
- H52. Acresford Sand and Gravel is located to the North West of the village and provided a large quantity of sand and gravel across the region. It is now being restored, with lots of soil being brought in from various building projects to infill where sand was removed. It is expected to be less than two years until it is fully restored to its previous condition.
- H53. Huncote also has an industrial area on Cheney End with offices and manufacturing companies. However, vehicles must pass through the village to Cheney End and there are local concerns about HGV traffic that is generated from all the sites mentioned above.

Transport and Infrastructure

- H54. During consultation on the Fosse Villages Local Plan, local people highlighted village transport concerns:
- No evening/Sunday bus service to Leicester;



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- Concerns of speeding vehicles travelling through the village;
- Vehicles parking in the street, reducing the roads to single lanes, particularly near the 8 terraced houses exiting the village on Narborough Road and Forest Road;
- Traffic congestion and parking problems around the primary school at drop-off and pick-up times;
- Vehicles travelling through the village above the permitted 7.5ton weight limit; and
- Vehicles using 'access only' Denman Lane as a 'rat-run'

H55. Comments were also raised about the provision of the Enderby Park-and-Ride service only running until 7pm. Alternative suggestions included opening the service later on 'match days' for the rugby/football to reduce traffic into Leicester.

Housing

H56. Over the period 2006 to 2017, 119 new homes were built in Huncote and at 31 March 2017 there was planning permission for 62 more. Most of the houses that have been built (75) are at the Jelson site south of Narborough Road. Most of the homes with planning permission are at Denman Lane where 60 homes were granted on appeal in April 2016.

H57. Taking account of what has already been built and permitted, Huncote does not need to find sites for more new houses on greenfield sites.



Leicester Forest West Settlement Statement

Location and context

LFW1. Leicester Forest West is a hamlet with a population of about 30, making it much smaller than its neighbour, Leicester Forest East. The hamlet takes its name from the ancient Leicester Forest. The hamlet has a parish meeting rather than a parish council.

Community profile

LFW2. The population of the village at the 2011 census was included in the civil parish of Thurlaston. There were 15 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

LFW3. Leicester Forest West lies in the Normanton Agricultural Parkland landscape character area which contains a mixture of agricultural farmland, both rough grazing and arable. Grazing tends to be located around properties and within the northern part of the character area; arable farmland covers much of the other parts.

LFW4. Landform is rolling, and fields are regular in layout and boundaries are marked by well-managed hedgerows and/or timber post and rail fences.

Heritage

LFW5. There are no Listed Buildings in Leicester Forest West.

Local Green Spaces

LFW6. Important green spaces were also identified by local people during consultation on the Fosse Villages Neighbourhood Plan in September 2012. Local residents were keen that the wood-land known as the Old Brake should be protected, however the Examination of the Fosse Villages Neighbourhood Plan did not support the proposed designation of this site as Local Green Space.

Services and Facilities

LFW7. The only facilities are the Bulls Head PH and the Desford Crossroads Service Station.

LFW8. Leicester Forest West is served by a frequent bus service to Leicester, Hinckley, Nuneaton, Bedworth and Coventry (Stagecoach 48) and the Arriva Midlands 158 service to Leicester, Earl Shilton, Barwell, Hinckley and Nuneaton.

Development

LFW9. Leicester Forest West has a very poor range of services and facilities and is not considered a 'sustainable' location for new development and no further growth is proposed.

Potters Marston Settlement Statement

Location and context

- PM1. Potters Marston is a village and civil parish in the district of Blaby in Leicestershire, England. It has a population of around 40, and is roughly between Huncote and Stoney Stanton, but closest to Croft. It has a view of the remaining side of croft quarry and has 12 houses. The hamlet has a parish meeting rather than a parish council.
- PM2. The Church has a congregation of around 10 people and was originally a barn which became a school house.

Community profile

- PM3. The population of the village at the 2011 census was included in the civil parish of Croft. There were 12 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- PM4. Potters Marston lies within the Stoney Stanton Rolling Farmland Landscape Character Area (LCA). It is a relatively large LCA situated within the south-western part of Blaby District, to the south of the M69. The LCA also includes Sapcote and Stoney Stanton.
- PM5. The landform across the area is very gently rolling with localised topography influenced by small streams around settlements, which are often on localised plateaux.
- PM6. Land use across the area is mainly agricultural which is primarily arable with some grazing land; particularly horse paddocks on the edge of settlements. There are a few watercourses that flow through the LCA, although these tend to be less distinct than in other areas with less defined vegetation along their route.
- PM7. There is a comprehensive network of public rights of way and bridleways through the character area leading from settlements into the wider countryside. Numerous roads cross the area; however, many are on lower topography and are not prominent in the landscape. The railway is well screened by mature woodland planting.
- PM8. Pylons are a common feature of the landscape and they are generally located on high ground. There is a general lack of mature woodland vegetation and other tall structures that means that pylons are visually prominent elements, often visible for a long-distance section of their route.
- PM9. There are relatively long-distance views across the LCA because of low hedgerows and absence of vegetation and woodland blocks. Views become slightly more restricted around settlement fringes and the railway where boundaries tend to be taller and more enclosed.

Heritage

- PM10. There are three Listed Buildings in Potters Marston. The dovecote north of Potters Marston Hall is a Scheduled Monument.



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Nationally Designated Heritage Assets	Designation
Potters Marston Hall and Adjoining Bakehouse and Boundary Wall, Pingle Lane	Grade II
Pigeoncote 100 Metres North of Potters Marston Hall, Pingle Lane	Grade II
Church of St Mary, Pingle Lane	Grade II
Dovecote 85m north of Potters Marston Hall	Scheduled Monument

Services and Facilities

PM11. Potters Marston has a bus service that runs between Hinckley- Leicester Arriva X55 with a request stop at the top of Pingle Lane.

Jobs

PM12. Dovecote Court Business Park, Potters Marston employs over 90 people, the majority live in the Fosse Villages. Dovecote Court has two high-speed fibre broadband connections: one from Sutton Elms and the other from Earl Shilton, the latter being recently installed. Dovecote Court has plans for a new office which will secure jobs for people on site and create another 30/40 jobs. Any extension of business development will have regard to its impact on heritage assets.

Development

PM13. Potters Marston has a very poor range of services and facilities. Potters Marston is not considered a 'sustainable' location for new housing development and no further housing growth is proposed.

Sapcote Settlement Statement

Location and context

- SA1. Sapcote lies on the B4669 which links M69 junction 2 with the B4114. Sapcote was mentioned in the Domesday Book as Scepecote. Its name came from the Anglo-Saxon Scēapcot - "shed or enclosure for sheep" - like Shepshed. An early Bronze Age occupation site has been discovered here, and a Roman villa and bathhouse dating from the 1st century AD. Druids, Saxons, Romans and Normans have been known to have inhabited the area in and around Sapcote.
- SA2. From the 12th-14th century the village was the home of the powerful Basset family. Ralph de Basset was High Sheriff of England and, possibly, the first Member of Parliament, being the first Lord to be called to the Barons Parliament by Simon de Montfort.
- SA3. The oldest surviving building in the village is the 12th century All Saints Parish Church, an elegant well-proportioned building of Early English style. The Wesleyans built their first church in Sapcote in 1805; the church is a fine example of the Arts and Crafts period.
- SA4. In 1806 a bathhouse was built by John Frewen Turner over the so-called Golden Well in Stanton Road, in an attempt to turn Sapcote into a Spa.
- SA5. Other historical buildings include several thatched cottages, Park Farm, a timber-framed house in Stanton Road which is dated 1683, the Old School, Leicester Road which was built in 1819, and the Stanley Burrough's Almshouses in Cooks Lane, erected in 1847.

Community profile

- SA6. A Sapcote (parish) rural community profile has been prepared to help us identify local needs and priorities. This has been supplemented with data from the 2011 census.
- SA7. The population in Sapcote marginally increased between 2001 and 2011. The population in 2001 was 2,404 and in 2011 had increased to 2,442. During the same period the number of households has increased from 985 in 2001 to 1,062 in 2011.
- SA8. In 2009 migration levels were broadly similar for all age ranges apart from those aged 1-14 where there was a difference of 41 (133 migrating outward and 92 migrating inward). The number of young people moving out is particularly significant. Many rural communities highlight that young groups, particularly families, move out of the area due to a lack of affordable housing or not having suitable employment or training opportunities.
- SA9. 49.7% of properties within the Parish are detached whilst only 11.4% of properties are terraced. A lack of smaller properties in rural communities may mean that local people may be priced out of the housing market in the area in which they grew up.
- SA10. The 2011 Census shows that 25.4% of the working age population have no qualifications compared with the Blaby average of 22.2% and the England average of 22.46%. In terms of qualifications, whilst there are lower than average numbers of the working age population with qualifications in Levels 1, 2 and 3 there are a higher number of those



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with Level 4 (highest) qualifications at 25.5% compared to the Blaby average of 24.9% and East Midlands average 23.6%.

- SA11. The 2011 Census identifies that there are a greater number (30.05%) of those employed in professional or associate professional occupations compared to the Blaby average of 28.9% and the East Midlands average of 26.5%.
- SA12. There are relatively few people living on low incomes.
- SA13. There were 1,366 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- SA14. Sapcote lies within the Stoney Stanton Rolling Farmland Landscape Character Area (LCA). It is a relatively large LCA situated within the south-western part of Blaby District, to the south of the M69. The LCA also includes Stoney Stanton and shares boundaries with five other Blaby LCAs.
- SA15. The landform across the area is very gently rolling with localised topography influenced by small streams around settlements, which are often on localised plateaux. The urban edges of Sapcote, Stoney Stanton, Sharnford and Croft are located on high ground with little boundary vegetation which increases their prominence within the landscape.
- SA16. Land use across the area is predominately agricultural and primarily arable although some grazing land is present, particularly horse paddocks, close to urban fringes. Field pattern varies considerably across the character area with field size becoming larger towards the northern part of the character area.
- SA17. There is a concentration of water related recreational activities within open land between Sapcote and Stoney Stanton. Many of the water-based facilities have developed because of former quarrying which created some deep man-made lagoons. Many of these are sunken into the ground and surrounded by sharp almost vertical rock slopes, such as Stoney Cove.
- SA18. There are a few watercourses that flow through the character area, although these tend to be less distinct than in other areas with less defined vegetation along their route.
- SA19. There is a comprehensive network of public rights of way and bridleways through the character area leading from settlements into the wider countryside. Numerous roads cross the area; however, many are on lower topography and are not prominent in the landscape.
- SA20. Pylons are a common feature of the landscape and they are generally located on high ground. The general lack of mature woodland vegetation and other tall structures means that they are visually prominent elements, often visible for long distance sections of their route.
- SA21. There are relatively long-distance views across the LCA however; views become slightly more restricted around settlement fringes where boundaries tend to be taller and more enclosed. The fringes of Sapcote have sharp urban boundaries, which make the change within the landscape abrupt.



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SA22. We have drawn limits to the built-up area of Sapcote. Outside these limits land will be designated as Countryside where development will be restricted.

Area of Separation

SA23. There is an Area of Separation (AoS) between Sapcote and Stoney Stanton, as defined in the Blaby Local Plan. Areas of Separation are designated areas of land between settlements which need to remain open to ensure that the character and identity of individual settlements is maintained by preventing them from merging. Development, which would result in a reduction of the separation between the built-up areas is resisted.

Sapcote and Granitethorpe Quarries

SA24. Sapcote and Granitethorpe Quarries are in pre-cambrian syenite. This is an impervious rock but is massively fissured and jointed and therefore has a free-flowing aquifer and drainage regime which results in the water levels interacting between quarries. Any pollution of this aquifer from the use of any of these sites for landfill would pollute not only Stoney Cove Diving Centre, but also the stream controlling the water table.

SA25. While the Neighbourhood Plan cannot consider minerals or waste matters, local people consider that the quarries should not be used for landfill or any other activity which could cause pollution to the Diving Centre or local watercourses.

Built form and settlement pattern

SA26. The historic core of Sapcote and the present centre are not in the same place. The historic core, including the church, the rectory, site of the castle and older housing along an enclosed street, is located on the southern fringe. There are thatched cottages located on winding back roads in this part of the village.

SA27. The street pattern is generally sinuous as the village is built around a semi-circular road which curves to the south off the main B4669 road at one end of the village and links back in at the other end. Newer residential development tends to be in a more geometric street pattern and is generally located to the north of the B4669.

SA28. The development to the north of the main road is where the village has extended through post-war development and has a weaker connection with the historic core of the village. These housing estates have a harder urban edge which is emphasised by the road running along the settlement boundary and by a lack of vegetation. This urban edge is visible from northern and eastern approach roads.

SA29. The roofline is varied. The church spire is clearly visible from outside the settlement. The unusually designed chimney of the Homestead House Nursing Home is a prominent feature in the roofline, although not visible from outside the settlement. Elsewhere the roofline is a mixture of flat and pitched roofs, generally no greater than two storeys, and is slightly rising in the in the south towards higher ground.

SA30. Views from the south of the settlement are long over the Soar Floodplain and surrounding landscape. From the north, it is possible to see Stoney Stanton rising on the opposite hillside with the lower vegetated landscape of the stream in the foreground.



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Heritage assets

Designated Heritage Assets

SA31. There are eight Grade II Listed Buildings within the Parish. Sapcote Castle and Moat is designated as a Scheduled Monument.

Nationally Designated Heritage Assets	Designation
Burrough's Almshouses, Cook's Lane	Grade II
Former Sapcote Church School, Leicester Road	Grade II
15 Sharnford Road	Grade II
17 Sharnford Road	Grade II
Church of All Saints, Church Street	Grade II
South View Farmhouse, Cook's Lane	Grade II
1 New Walk	Grade II
Sapcote Methodist Church, Leicester Road	Grade II
Sapcote Castle and Moat	Scheduled Monument

Features of Local Heritage Interest

SA32. The Fosse Villages Neighbourhood Plan Consultation highlighted other locations of heritage interest:

- Sapcote Village Sign
- Freeholt Wood, Aston Firs
- The M69 Island habitat for flora and fauna.
- The Gravel Pit
- The Limes Avenue
- The Village Washpit
- Donkey Lane
- The Pavilion, Sapcote playing fields
- The Old Fosseway
- Church Walk, one of the medieval footpaths or back lanes in Sapcote.
- The Cross
- The old village forge, the Cross including the old mounting block
- Sapcote Club built in 1906 in the Arts and Crafts style.
- Three thatched cottages, Leicester Road, originally part of the village workhouse
- Granitethorpe Cottages, Leicester Road.
- Granitethorpe Quarry
- Sapcote Quarry Leicester Road
- The Old Rectory Church Street
- Calver Hill Cottages Sharnford Road, former quarry worker's cottages.
- All Saints Church lych-gate, Church Street.
- The Stable and Coach House within the Old Rectory grounds.
- 16th-17th century stone boundary wall to the Old Rectory, approximately 200ft long.
- 1840 cottages adjacent to the Old Rectory.
- Eighteenth and nineteenth century cottages opposite The Red Lion, Church Street.
- The War Memorial and memorial garden, Church Street.
- The Red Lion, Church Street dates to the 18th century.
- Langdale House Church Street, a residential home.
- Period cottages and farmhouse, New Walk.
- The old abattoir in the garden of a house in New Walk.
- Old Park House Farm Stanton Road restored and converted into a housing complex.
- Park Farm Stanton Road dated 1683 is the oldest building in the village.
- The Bath House Stanton Road is the remaining part of the buildings erected in 1806.



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- 19th century cast iron milestone on Leicester Road/Grace Road corner
- The Black Piece and surrounding area in Leicester Road, the site of a Roman villa.
- The field in Park Road off the corner of Donkey Lane contains the remains of a medieval moat.
- The footpath between Basset Lane and the Recreation ground runs along the top of a medieval moat.

Architectural style

SA33. Sapcote has a mixed architectural style with no single defining character.

SA34. The core of the village consists of small-scale domestic cottages and houses, interspersed with occasional larger houses and focal buildings. Buildings are not tall and only occasionally important buildings such as churches and the chapel are taller than two storeys. Larger houses are enclosed within garden walls and mature vegetation, often not visually prominent. The older buildings in the historic core tend to be cottages or small terraces. There are several thatched cottages, often with white rendering, which are maintained in good condition. There are also a number of flat roofed modern buildings in the centre of the settlement. Newer development is varied and includes terraced housing along the busier roads and semi-detached properties in the residential areas in the north of Sapcote.

SA35. Building materials tend to be red brick, with occasional white rendering and clay tiles roofs. Some buildings have dark slate roofs, which look particularly striking on new buildings with white rendered walls and large dark dominant roofs. This is well demonstrated on the Homestead House Nursing Home development. The church is granite and because of the close association with Stoney Stanton and its quarrying, some of the older buildings also have granite stone walls.

SA36. There is a mixture of boundary treatments throughout the village. Rubble stonewalling is a significant feature, especially around properties near the church. Red brick walls are common in the centre. In the newer developments, ornamental hedgerows and garden vegetation form strong boundary features.

Local Green Spaces

SA37. The most significant area of open space is at the site of the Motte and Bailey castle in the centre of the settlement. This is a wide expanse of grassland with the archaeologically significant remains of the castle earth works visible in the centre. It is bounded on one side by tall scrub vegetation. Around the outskirts there are various recreational facilities including numerous benches and a children's play area. It is an important site for the heritage of the settlement and contributes to the settlement's individual character and in forming its sense of place. However the Examination of the Fosse Villages Neighbourhood Plan did not support the proposed designation of this site as Local Green Space.

SA38. The war memorial is located opposite the castle and is a small and well-maintained public square with floral planting including rose beds. It is raised from street level and bounded by hedges creating a peaceful enclosed space which fronts onto the street.



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SA39. Public consultation identified that local people valued many of the local green spaces in and around Sapcote, in particular the open space and recreation ground at the site of the Motte and Bailey castle for its leisure and recreation opportunities and land to the north of Sapcote between Spa Drive and Stanton Road was most appreciated for its amenity value. However the Examination of the Fosse Villages Neighbourhood Plan did not support the proposed designation of the site of the Motte and Bailey Castle as Local Green Space.

Gateway features

SA40. The northern approach to Sapcote is dominated by Stoney Cove National Diving Centre. This flooded disused quarry forms a striking feature between Stoney Stanton and Sapcote, although views are only glimpsed from the road. A small stream is a vegetated linear feature through a dip in the landscape between Stoney Stanton and Sapcote which also forms a gateway feature. Without these, there would be a lack of a distinctive boundary between the two settlements as they are near one another.

SA41. Other approaches have less significant gateway features. The north-eastern fringe is a harsh line of modern development and consequently the approach from the east is dominated by residential development. The western gateway is also residential, although this is softer as it is slightly more vegetated with a gentler transition from rural to urban.

Geodiversity and biodiversity

SA42. The dominant habitat type to the south of village is large arable field with species poor hedgerows between. However, to the north of Sapcote relatively large areas of broad-leaved woodland surround the disused quarries. Connecting hedgerows ensure that species can disperse between the woodland areas and the wider landscape.

SA43. White-clawed Crayfish have been recorded from Stoney Cove, and bats have been recorded in the wider area.

SA44. There are several wildlife corridors outside of the built-up area to all sides of the village.

SA45. Residents consider that woodland, nature areas and green areas important for wildlife should be protected from development.

Services and Facilities

SA46. There is a good level and range of services. Sapcote has a primary school, pub, recreation ground, Post Office and newsagents. Sapcote Library has been saved from closure thanks to a community group. The library was at risk after the county council announced it would scrap its funding in June 2015, but the Sapcote Community Library has stepped in to take-over the management of the building.

SA47. In terms of additional facilities and services residents identified most need for a doctor's surgery/pharmacy, youth facilities/play area and faster broadband.

SA48. The primary school teaches 4-11-year-old children and has a capacity of 280 but there is currently a school roll of 218 pupils. However, new housing development in the area should see an increase in pupils attending the school in the coming years. All Saints C of



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E primary school is in a federation arrangement with Sharnford C of E primary school sharing a board of governors, head teacher and management arrangements.

Transport and Infrastructure

- SA49. The B4669 through Sapcote is part of Leicestershire's Heavy Lorry Route and there are no restrictions on the size or weight of HGVs. HGVs are a problem and local residents consider that they should be diverted around the Sapcote, as they have to mount the kerb to get through the narrow s-bend in the centre of the village.
- SA50. The M69 motorway runs within the Parish, along the western boundary, there is an exit for southbound traffic and an access for northbound traffic. Many vehicles using the motorway already use Sapcote as a through route to and from the motorway. While there are no plans to open the southern access or northern exit, if it was to happen it could cause additional traffic through the village. Residents consider that the current access and egress arrangements at the M69 junction should remain as they are unless the village is bypassed.
- SA51. Also identified as part of the public consultation were excessive numbers of cars parked along pavements due to the lack of off-street parking. Speeding vehicles are also identified as an issue along several arterial roads as well as through the village centre.

Air Quality

- SA52. Residents have long been concerned that the volume and type of traffic that passes through village has an adverse impact on air quality in the centre of the village with potential health issues. Blaby District Council's 2018 Air Quality Annual Status Report demonstrates that NO₂ Annual results ($\mu\text{g}/\text{m}^3$) from the Hinckley Road monitoring location has not exceeded air quality objectives since 2013. Although diffusion tube monitoring ceased in Hinckley Road, Sapcote in 2017, there is now due to be a large development close by on the B4469 linking J2 on the M69. As a result, monitoring will be reinstated in January 2019.

Housing Needs

- SA53. In October 2012, a scheme to develop 12 affordable homes specifically for local people on Sharnford Road, Sapcote was completed. The houses were built on a rural exception site after a survey highlighted there were not enough affordable homes to enable local people to stay in the village. The homes are reserved for people with a local connection and there are eleven houses and one bungalow. Three of the houses are shared ownership and the other homes are for social-rent.
- SA54. The proposed Jelsons development for some 111 dwellings on Stanton Road is to include 26 affordable dwellings. This was an important factor weighing in support of the appeal. The proposed development of 'The Limes' is to include 32 affordable homes and the Sapcote Lea development off Grace Road will add another 24. With 12 recently built and over 80 with planning permission there is a good supply of affordable housing emerging.

Jobs

- SA55. Sapcote has very limited employment opportunities. There are no allocated employment sites or any sites with planning permission for employment use.



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- SA56. There has been some loss of employment land in recent years at the former Sapcote Site Supplies at Leicester Road; this site has been developed for 37 residential dwellings. Also, land at Rugby House, Hinckley Road has planning permission for demolition of the factory and erection of 8 residential dwellings.

Development options

Housing

- SA57. In the summer of 2013, we consulted on a housing provision for Sapcote to help guide the selection of housing sites. The minimum housing provision for the period 2006 to 2029 for Sapcote is 415 dwellings and, taking account of houses built and in the pipeline, this has already been achieved.
- SA58. Since 2006, 358 homes have been built in the village (to 31 March 2017). A further 130 houses had planning permission (at 31 March 2017). Many of the houses built and committed are on the following three large sites:

The Limes, Hinckley Road

- SA59. On 27 March 2013, planning permission was granted for 131 homes at The Limes (Ref: 12/1023/1/PX and 15/0171/FUL). Originally proposed as a 'retirement village', this development provides for around 70 homes less than previously planned but it now provides open-market housing. The development was completed in 2016/17.

Sapcote Lea, Grace Road

- SA60. Planning permission has been granted for David Wilson Homes to build 100 homes at Sapcote Lea, off Grace Road (Ref: 13/0592/1/PX and 15/0445/FUL). The development is now complete.

West of Stanton Road

- SA61. Jelsons have started the construction of 111 dwellings on land west of Stanton Road (Ref: 13/0795/1/MX).
- SA62. In June 2017, Blaby District Council's decided to grant outline planning permission for a further 125 homes on land south of Hinckley Road east of The Limes (Ref: 17/0247/OUT).

Employment

- SA63. We also asked local people to identify opportunities for new businesses. While there was support for the expansion of existing business, it was difficult to identify and new employment sites.

Sharnford Settlement Statement

Location and context

- SH1. Sharnford Parish extends in general terms from the A5 at High Cross at its southern extremity, to the line of the Fosse Way in the east, the Frolesworth Road in the North and the Soar Brook in the west. Sharnford village sits in the northern section of the Parish and is approximately 13 miles from Coventry in the south and 13 miles from Leicester in the north. The village is set in a predominately rural area and straddles the B4114 road which runs from Smockington Hollow on the A5 in the south to Narborough in the north.
- SH2. The name 'Sharnford' is derived from the Anglo Saxon 'Scarn' which means division. Until the construction of a foot and horse bridge, the two halves of the village were divided by a ford.
- SH3. The centre of Sharnford lies on either side of the B4114 and housing in this area consists of 19th century properties in the north end of the village on a hill around St Helens church and to the south predominantly 20th century contained on a one-way road system. Later built housing estates with more modern properties are located mainly to the west side of the village with limited development to the east side of the village restricted to older cottages and houses.

Community profile

- SH4. A Sharnford (parish) rural community profile has been prepared to help us identify local needs and priorities. This has been supplemented with data from the 2011 Census.
- SH5. The Community profile shows that the population of Sharnford has been in decline. This is confirmed by the 2011 Census which records 985 people living in Sharnford compared with 1,038 in 2001. Of concern is the reduction in the number of young people. In 2001 there were 191 children aged under-15, in 2011 there were 130. In 2011, 26% of residents were aged 65+ and only 13% aged under-16. While there has been a net outflow of people of all ages, the number of young people moving out is particularly significant.
- SH6. There are relatively few working age adults and older people living on low incomes. However, in 2010 there were more children in out of work families than the Leicestershire average.
- SH7. 21% of working age people have no qualifications compared with the Leicestershire average of 13%. Relatively few have the highest qualification level. In general, those with low or no skills are more likely to experience exclusion, and be vulnerable to changes in the economy, such as increased demand for higher-skilled workers.
- SH8. There were 457 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- SH9. Sharnford lies at the junction of three landscape character areas. To the north of the B4114 is the Stoney Stanton Rolling Farmland. The landform across the area is very



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gently rolling with localised topography influenced by small streams around settlements, which are often on localised plateaux.

- SH10. To the west of the village is the Aston Flamville Wooded Farmland landscape character area. The landform includes a series of high points intersected by broad valleys which creates a wide variation through the area. Land use is mainly agricultural with an even number of arable and grazing land. There are many rights of way which cross the area linking Sharnford to Aston Flamville and the wider countryside including the Leicestershire Round.
- SH11. To the south east of the village, south of the B4114, is the Soar Meadows landscape character area which stretches to the Fosse Way. The landform is low-lying and forms a wide, shallow valley with large areas of flat ground within the central part of the character area. Land use is a mix of agricultural farmland with both arable crops suited to wetter conditions and grazing land.
- SH12. Residents were keen to see the green spaces between Sharnford and Sapcote maintained. We have drawn limits to the built-up area of Sharnford. Outside these limits land will be designated as Countryside where development will be restricted.

Built form and settlement pattern

- SH13. The built-up area of the village is roughly circular, centred on the Soar Brook and the main road pattern. The village has developed around three noticeable areas. The first is on higher ground to the northeast where important community buildings such as St Helen's Church, the Methodist chapel and public house are situated. The second is a more modern extension to the north comprising mainly post-war housing on a geometric layout. The Soar Brook creates a visual break to the south and is adjoined by the third part of the village in a generally linear pattern. This part of the village is focussed around the junction of Coventry Road and Aston Lane/Hinckley Road and contains several older cottages and farmhouses.
- SH14. Older buildings to the north and south of the Soar Brook give the impression of two small historic centres, one around the two churches and the other around the B4114/Aston Lane junction.
- SH15. The village contains mainly small-scale low-rise buildings, rarely above two storeys. Only significant buildings such as the church, chapel and large farmhouses are of greater height.

Heritage assets

Designated Heritage Assets

- SH16. There are 11 Listed Buildings in Sharnford. There is also a Scheduled Ancient Monument—the High Cross Monument at the crossroads of the Roman Fosse Way and Watling Street, which is also a Listed Building. The Roman town at High Cross, which is also in Warwickshire is also a Scheduled Monument.



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Nationally Designated Heritage Assets	Designation
Sharnford Methodist Church, Chapel Lane	Grade II
Church of St Helen, Leicester Road	Grade II
Tudor Cottage, School Lane	Grade II
Sharnford Shade, Coventry Road	Grade II
Number 45, with adjoining outbuildings, Leicester Road	Grade II
High Cross House and adjoining outbuildings, Watling Street	Grade II
Pipalpen House and adjoining Former Cottages, Cart Shed and Barn, Aston Lane	Grade II
Number 8 with adjoining outbuilding and Stable, Coventry Road	Grade II
The High Cross Monument, Watling Street	Grade II Ancient Monument
Wayside Farmhouse with adjoining Cottage and Stables, Coventry Road	Grade II
The Barn, Watling Street	Grade II

SH17. The community have expressed concerns about the upkeep of some of these buildings.

Architectural style

- SH18. Buildings are a mix of ages and architectural styles. They include cottages, farms, detached and semi-detached houses, bungalows and country houses.
- SH19. Within the historic core, properties such as rows of cottages tend to front straight onto the road. Small front gardens are present with brick and stone boundary walls often wrapping around the sides of properties. In other areas boundaries are made up of a variety of hedgerows, fences and brick walls.
- SH20. Stone walling encloses St Helen's Church. Woodland forms the boundary to the cemetery and rectory and defines the extent of the village in this area.
- SH21. Occasional timber-framed buildings create focal points within the street scene.
- SH22. The use of local stone is most noticeable in focal buildings such as St Helen's Church and in stone walling throughout the village. Stone is a key traditional building material and present in many buildings.
- SH23. In addition to local granite, the other building materials are a mixture of red brick, painted render and painted brick.
- SH24. Views within the village are generally only over short distances, enclosed by landform and vegetation. Sharnford is well screened within the local landscape. Even St Helen's Church, which is on higher ground towards the edge of the village, is well screened by mature trees and shrubs.

Local Green Spaces

- SH25. Early in 2011, Leicestershire County Council asked the public to say which local green spaces they particularly valued and why. Areas were identified by communities using an online interactive map-based application and at special sessions run at the 27 Community Forums. Important green spaces were also identified by local people during consultation on the Fosse Villages Neighbourhood Plan in October 2012. The main green spaces identified are set out below.



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The Park

SH26. The Park is owned by Blaby DC off Park View. Children's play facilities are provided in the Park and a new Youth Club and Community Centre has been recently built by Sharnford Parish Council and will be leased back to the Youth Club for a peppercorn rent for a period of 25 years.

Poor's Meadow

SH27. The village currently supports two playing fields, one owned by the Parish Council on Poor's Meadow adjacent to the B4114 which contains youth play/sports facilities.

Bluebell Green

Fosse Meadows Country Park

SH28. Fosse Meadows Country Park is a good area for walking and bird spotting, there is a wildlife lake and two bird hides. A new hide opened in February 2014, this new hide has a much clearer view of the sandmartin bank. There are also bats and in summer evening bat walks are arranged. There are extensive paths through flower meadows and woodlands and a permissive bridleway around the site marked by white topped posts. The site also has a permanent orienteering course. There is a car park, picnic area, adventure playground and two wheelchair friendly gates.

Parsons Lane Allotments

SH29. Sharnford's allotments are located at Parson's Lane and have been an aspect of village life for many decades.

SH30. However the Examination of the Fosse Villages Neighbourhood Plan concluded that "There is insufficient evidence in support of these sites to allow an adequate assessment at present. However, there may be an opportunity to reconsider these on a future review of the FVNP, if the current Plan is made following a referendum."

Geodiversity and biodiversity

SH31. Sharnford lies in an area usually associated with rather more woodland cover than most of the Fosse Villages, however, much of the area surrounding the village is comprised of arable fields and improved grassland. Several intact, mature hedgerows exist, particularly to the south of Sharnford. These and the Soar Brook running through the village are likely to provide important wildlife corridors into the surrounding landscape, particularly out towards the Fosse Meadows Nature Park, a complex natural habitat likely to provide suitable foraging for many species.

SH32. There is a known long-eared bat roost to the south of the village, and features such as mature hedgerows and the brooks will provide commuting and foraging routes for species such as this.

Services and Facilities

SH33. With a primary school, pubs, recreation grounds, convenience store (with Post Office), community hall and youth club there is a good level of services. However, there are concerns about the availability of healthcare services.



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Evergreen Hall and GP Surgery

- SH34. The Evergreen Hall is in the centre of the village opposite The Bricklayers Pub. It has been used constantly as the Village Hall for the past 50 years and is used every day by 14 regular users. It has recently been refurbished to provide insulation to all outside walls to minimise energy costs and completely redecorated in the main areas. A new kitchen has also been installed.
- SH35. There is a main hall which has a well curtained stage and dressing rooms to provide entertainment. There is also a small meeting room which also doubles as a visiting clinic for two surgeries located in Burbage and Broughton Astley. Dr Jones and Partners from Burbage visit at 11 am on Tuesdays and Dr Beckley and Partners from Broughton Astley at 12.30 pm on Thursdays. Capacity for patients is considered insufficient under busy circumstances and the standard of both the patient waiting facilities and consulting room should be considered desirable for upgrade.
- SH36. No other medical facility exists in Sharnford so residents travel to surgeries in Burbage, Broughton Astley, Stony Stanton and Wolvey outside normal Sharnford visiting hours/days. There is also an open surgery at Ullesthorpe connected to the Broughton Astley practise which Sharnford residents can use. Whilst this situation is probably acceptable for mobile residents with personal transport, it can be difficult for those relying on public transport.

Village Shop

- SH37. Sharnford has one general store/post office that serves the whole community. It is located on the Leicester Road hill in the centre of the village but there is no car parking. This can be an issue for elderly or physically infirm residents. The shop is limited in size and concentrates on general provisions, newspapers and Post Office services. The current shop owners are serving the community well but at a time when they decide to retire, steps may need to be taken to establish a larger shop that will sell for a wider range of goods and have adequate car parking.

Allotments

- SH38. Sharnford's allotments are located at Parson's Lane. Currently all plots are in use and there is a waiting list for vacancies. Suggestions have been made that the current facilities should be extended to allow more residents to grow their own provisions.

Flooding

- SH39. The Soar Brook that flows from west to east through the centre of Sharnford has a history of flooding into the village approximately each decade from the early 20th Century to the present day. The extent of flooding and consequential property damage has varied but the worse damage occurs close to the B4114 directly south of the main road bridge. In the past this has resulted in damage and demolition of many buildings that originally stood close to the Brook and flooding of other older properties, including the Bricklayers Public House. In the most recent flood event in November 2012, 12-15 properties were affected, with more being at risk.
- SH40. The Soar Brook to the west of Sharnford is created from three separate tributaries originating in Burbage, Aston Flamville and Smockington Hollow on the A5 respectively. These tributaries join in the fields to the west of Sharnford where the combined flow



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proceeds to the village. The Environment Agency has confirmed there is a high clay content in the soil of the area which in times of heavy and prolonged rainfall allows water flow with very little resistance or hindrance, into the Soar Brook, greatly increasing water flow and raising the level in the Brook considerably. At the Soar Brook entrance to Sharnford at the Aston Lane Road Bridge if the water level exceeds the height of the bridge openings the bridge structure acts as a dam and the water rises at an even greater speed and spills into Aston Lane. Flood water flows down Aston Lane towards the Leicester Road (B4114) and then via Leicester Road into the centre of the village, flooding most of the properties on either side of the road on its way. Finally flood water accumulates in the lower section of the B4114 below the Leicester Road Bridge making it impassable to vehicle traffic.

SH41. In December 2012, a public flood debate in Sharnford Evergreen Hall was sponsored by the Environment Agency, Leicestershire County Council, Blaby District Council and Sharnford Parish Council. The purpose of the event was to gather information to allow the Environment Agency to establish the causal factors of the event and prepare plans for its resolution. The Environment Agency in conjunction with the other public agencies returned to Sharnford to present their findings to the Sharnford residents in April 2013. A set of statistical information and computer flood plain predictions was displayed and was generally in line with the information established by residents on the day of the flood. Initial proposals for retaining flood waters in the fields immediately to the west of Sharnford, which had previously been indicated as the potential ideal solution was rejected by the Environment Agency because the cost was not considered justified by the level of flood damage. The Environment Agency agreed to look at the ground further upstream to establish if further, more cost-effective proposals could be established.

Jobs

SH42. Sharnford currently has several small businesses that provide local employment. These are spread throughout the village and not centred in one area. They include 2 public houses, a garage, various engineering and farming companies, a photography business as well as a haulage/container company.

SH43. At the Neighbourhood Planning Consultation Event, we asked local people to identify opportunities for new businesses. There was some support for the protection of existing employment sites, the main one being on Aston Lane. Residents were also asked if 'are there any other sites you consider suitable for employment/business development?' - 75% replied 'No'.

Transport

SH44. The B4114 which runs parallel to the M69 motorway in a north-south direction runs through the centre of Sharnford via a one-way system at the south of the village and adjacent to 19th century properties and St Helens Church in the north of the village. It is estimated over 3 million vehicles pass through Sharnford each year of which over 1,000 per day are HGV's. It is considered that this appalling traffic situation on a B road will in due course be greatly exacerbated by the recent approval of the Lubbersthorpe development in south Leicester which will throw more traffic onto the B4114.



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SH45. The Sharnford Traffic Action Group was set up by residents in 2005 to lobby the Highway Authority, local Members of Parliament, the Leicestershire Police and District Councillors with a view to putting a case forward to reduce traffic congestion and speeding traffic. The Group have carried out Speed Watch exercises with the Leicestershire Police which clearly indicated the need for further action to be taken to reduce reckless driving through the village.

Sharnford Bypass

SH46. The majority of Sharnford residents have shown their preference for a bypass to be built on the B4114 from the north to the south of the village eliminating all transit traffic in either direction on the B4114 from passing through Sharnford. In February 2009 Leicestershire CC sponsored a Sharnford By-Pass Feasibility study prepared by Scott Wilson Ltd. This study both showed the practical viability of such a scheme and at a cost of approximately £7M to £10M.

SH47. Leicestershire County Council has started a 'South West Leicester and Leicestershire Transport Study', the primary aim of which is to identify and deliver measures that achieve the most effective and efficient access to and from the Strategic Road Network for Leicester and businesses in the study area. A range of options have been looked at and several schemes are being taken forward for further investigation. A Sharnford Bypass option is not being taken forward as it offers poor value for money.

Smockington Junction

SH48. This is the road junction between the two lane B4114 to the south of Sharnford and the A5 dual-carriageway running from the M69 in the west to the M1/M6 Motorway junctions to the east. Vehicles negotiating the A5 from the east into the B4114 and from the B4114 onto the A5 going west must pass through the central reservation of the A5. The A5 traffic travels at high-speed through this junction and traffic from B4114 turning west and traffic from the A5 east cut across each other's path at this point creating a highly dangerous set of vehicle manoeuvres. During peak traffic periods the vehicles can be stacked back for a considerable distance on both the B4114 and A5 eastern approach. Sharnford residents have indicated an urgent need to address this problem.

Air Pollution

SH49. Residents have long been concerned that the volume and type of traffic that passes through village has an adverse impact on air quality in the centre of the village with potential health issues. Blaby District Council's 2018 Air Quality Annual Status Report demonstrates that NO₂ Annual results ($\mu\text{g}/\text{m}^3$) from the Coventry Road monitoring location has not exceeded air quality objectives since 2013.

Vehicle Parking

SH50. Over the last few years Blaby Council owned garage sites, which were originally provided for residents, have been redeveloped. Thus, there is a lack of residents' car parking in locations such as Henson Way, Brookfield and Park View.

SH51. In the centre of the village where older properties front the B4114 on Leicester Road, residents often park cars at Bumble Bee Gardens Off the Old Leicester Road and adjacent to the Sharnford Arms car park. When the pub car park is full this causes



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extreme traffic congestion across the road and it has been suggested further public car parking should be found in the area.

Public Transport

- SH52. Currently the Hinckleybus X55 service connects Sharnford to Leicester and Hinckley. Sharnford is a rural location and as there is a substantial older population in the village and many either do not or cannot drive, the bus services are an essential service they rely upon for shopping and healthcare visits.

Development options

Housing

- SH53. Over the period 2006 to 2029, Sharnford is expected to provide for at least 25 new homes.
- SH54. Up to 31 March 2017, 20 new home had been built- most of them in 2015/16. They include six homes at 70 Leicester Road and eight affordable houses built for Leicestershire Rural Housing Association at Coopers Close, Leicester Road. The Coopers Close development has helped to provide accommodation that fills the need for local affordable housing and the homes are available to people already living in the area or to people that have ties to the existing community i.e. family members of residents. The new housing offers high quality homes, including a mix of two and three-bedroom units.
- SH55. At 31 March 2017, there was planning permission for 23 more houses. These include the development of 12 dwellings off Coventry Road.
- SH56. The number of homes built and committed exceeds the minimum housing requirement for Sharnford and there is no need to find additional Greenfield sites.

Stoney Stanton Settlement Statement

Location and context

- SS1. Stoney Stanton lies some ten miles from Leicester and five miles east of Hinckley, just to the east of the M69. It is the largest of the Fosse Villages and has the greatest level of services and facilities.
- SS2. Stoney Stanton is set on rocky outcrops of igneous rock, granodiorite, which has had influence on its history. Even in the eighteenth century, Parish records show that gravel and stone was being removed from Carey (or Quarry) Hill in the centre of the village. In the nineteenth and twentieth centuries, it continued to be quarried for its valuable stone, along with Lanes Hill (now the Stoney Cove Diving Centre), Clint Hill, and Hall's Court. Carey Hill and Hall's Court quarries were later filled in, but Clint Hill remains- a relic of the village's industrial heritage, now filled with water and a haven for wildlife.
- SS3. The village is of ancient origin, being mentioned in the Domesday Survey of Leicestershire (1086). Prior to the growth of industry, the village was mainly dependent on farming. Several old farmhouses can still be identified in the heart of the village. At the heart of the village, not far from the crossroads, stands the parish church of St. Michael, first recorded in 1149.
- SS4. Expansion took place during the late nineteenth century, with rows of terraced housing built to accommodate the workforce. In the early 1960s, housing began to be built in quantity, with the first estate roads being built on the old field known as the Fleet, named after the streams running through it. Further development followed with the village expanding outwards onto former industrial sites and fields.

Community profile

- SS5. A Stoney Stanton (parish) profile has been prepared to help us identify local needs and priorities. This has been supplemented with data from the 2011 census.
- SS6. The Community Profile and 2011 Census show that the population of Stoney Stanton has increased over the last 10 years. At the time of the 2011 Census the population of Stoney Stanton was 3,793 people with 1,540 households.
- SS7. There are a high number of detached properties within the Parish, at the 2011 Census the percentage of detached properties in Stoney Stanton was 47.4% with the figure for Blaby District at 36.3% and the East Midlands 32.5%. A high proportion of the properties within the parish are owner occupied.
- SS8. There are particularly high levels of multiple car or van ownership in Stoney Stanton.
- SS9. There are relatively few people living on low incomes.
- SS10. There were 1,817 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- SS11. Stoney Stanton lies within the Stoney Stanton Rolling Farmland Landscape Character Area (LCA). It is a relatively large LCA situated within the south-western part of Blaby



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District, to the south of the M69. The LCA also includes Sapcote and shares boundaries with five other Blaby LCAs.

- SS12. The landform across the area is very gently rolling with localised topography influenced by small streams around settlements, which are often on localised plateaux. The urban edges of Stoney Stanton are located on high ground with little boundary vegetation, this increases its prominence in the landscape.
- SS13. Land use across the area is mainly agricultural which is primarily arable with some grazing land; particularly horse paddocks on the edge of settlements. There is a concentration of water related recreational activities within open land between Stoney Stanton and Sapcote. Many of the water-based facilities have developed because of former quarrying which created deep man-made lagoons. Many of these are sunken into the ground and surrounded by sharp almost vertical rock slopes, such as Stoney Cove.
- SS14. There are a few watercourses that flow through the LCA, although these tend to be less distinct than in other areas with less defined vegetation along their route.
- SS15. There is a comprehensive network of public rights of way and bridleways through the character area leading from settlements into the wider countryside. Numerous roads cross the area; however, many are on lower topography and are not prominent in the landscape. The railway is well screened by mature woodland planting.
- SS16. Pylons are a common feature of the landscape and they are generally located on high ground. There is a general lack of mature woodland vegetation and other tall structures that means that pylons are visually prominent elements, often visible for a long-distance section of their route.
- SS17. There are relatively long-distance views across the LCA because of low hedgerows and absence of vegetation and woodland blocks. Views become slightly more restricted around settlement fringes and the railway where boundaries tend to be taller and more enclosed. Village fringes have sharp urban boundaries, which make the change within the landscape abrupt.
- SS18. In terms of future development within the LCA there is a risk that expansion around the edges of Stoney Stanton and Sapcote may result in the loss of their individual identities and result in the appearance of a large settlement rather than distinct villages within the LCA.
- SS19. We have drawn limits to the built-up area of Stoney Stanton. Outside these limits land will be designated as Countryside where development will be restricted.

Area of Separation

- SS20. There is an Area of Separation (AoS) between Stoney Stanton and Sapcote, as defined in the Blaby Local Plan. Areas of Separation are designated areas of land between settlements which need to remain open to ensure that the character and identity of individual settlements is maintained by preventing them from merging. Development, which would result in a reduction of the separation between the built-up areas is resisted.



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Built form and settlement pattern

- SS21. Stoney Stanton has a defined centre and associated historic buildings, such as the parish church, former school which is now the village hall, rectory, manor house and public house. The village has a modern, purpose-built row of retail units adjacent to the parish church.
- SS22. The centre of the village contains a small roundabout and wide road layout. The surrounding street pattern at the core of the village is compact and the streets are narrow. The road layout at the centre is wide, busy and contains a high number of road markings and signs. Thus, it is a prominent feature that detracts from the rural character of this part of the village.
- SS23. In terms of housing, the core of the village consists of small-scale cottages and houses, interspersed with occasional larger houses and focal buildings. Buildings are not tall and only occasionally important buildings such as the church and chapel are taller than two storeys. Larger houses are enclosed within garden walls and mature vegetation, often not visually prominent.
- SS24. The village fringes have expanded in various directions although mainly in northern and south-westerly directions where estates of modern housing (1970s to current) have been built. These are laid out in a geometric road pattern and give clearly defined straight edges to the south west, north and north-east edges of the village.
- SS25. New development introduces three storey dwellings to the village skyline. As buildings of this height are not characteristic of the village, this creates a prominent contrast with the surroundings.
- SS26. The former quarries at Clint Hill and Carey Hill form distinctive green spaces in the village centre. Both have relatively well vegetated boundaries, particularly Clint Hill which is a large water-filled quarry. Vegetation around its boundary screens the water from the surrounding roads. Views of Croft Hill and quarry are often seen between buildings from within the Broughton Road area of the village. Views of the northern fringes of Sapcote are prominent from the public open space area.

Heritage assets

Designated Heritage Assets

- SS27. There are six Grade II Listed Buildings within the parish and one Grade II* Listed Building.

Nationally Designated Heritage Assets	Designation
Church of St Michael, New Road	Grade II*
Soper's Bridge	Grade II
Stanton Lodge Farmhouse and adjoining outbuilding, Broughton Road	Grade II



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The Old Rectory, Nock Verges	Grade II
Tudor Cottage + adjoining house to the east, Carey Hill Road	Grade II
Stanton House + adjoining conservatory, Long Street	Grade II
No. 33, Yew Tree House + adjoining outbuildings, Long Street	Grade II

Features of Local Heritage Interest

- SS28. During consultation on the Fosse Villages Neighbourhood Plan, residents considered Mountsorrel Cottages, the Methodist Chapel and other granite-built buildings as key buildings and heritage assets within the village. Neither Mountsorrel Cottages nor the Methodist Chapel are Listed buildings.
- SS29. We could identify these buildings as Locally Listed Buildings which, whilst not listed by the Secretary of State, local people feel to be an important part of Stoney Stanton's heritage due to their architectural, historic or archaeological significance.

Architectural style

- SS30. The buildings within the village are of mixed style and age. Housing includes terraces, cottages, semi and detached dwellings. The older landmark buildings are located within the village core. Buildings often create a continuous built-up frontage to roadsides with varied roof height between separate buildings.
- SS31. Building frontages are often enclosed by natural stone walling and a typical style is random granite rubble construction. Many buildings, particularly those within the centre of the village, have no front gardens and are situated immediately to the back of footways.
- SS32. Many streets and lanes are of a small-scale and are enclosed due to the buildings facing immediately onto the roadside. This characteristic of the village core is not reflected in modern housing areas which are more suburban in nature and characterised by wider roads, footpaths and verges. Here buildings are set back from the road with front gardens.
- SS33. A sharp contrast in building style and materials exists between the character of the parish church area, constructed from natural stone in a traditional style and the modern row of shops immediately adjacent, a low-rise development with flat roof, painted cladding, railings and light-coloured bricks.
- SS34. In terms of housing development, the post-war and more recent housing estates largely comprise semi-detached dwellings. Though they have slightly differing building styles they lack distinctiveness. Red brick is the most common building material within the village. Natural granite forms a key component of the building materials within the historic core of the village. Roofs are generally dark in colour and are a mixture of materials including slate, concrete and clay tiles. New development has introduced red tiles to roofs and lighter yellow tones of brick, which are not characteristic of the village and create a notable contrast.



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SS35. Although predominantly residential the village contains pockets of industrial and commercial buildings. The largest area is Foxbank Industrial Estate on the north-eastern edge of the settlement.

Local Green Spaces

SS36. In early 2011, Leicestershire County Council asked the public to say which local green spaces they particularly valued and why. Areas were identified by communities using an interactive online map-based application and at special sessions run at the 27 Community Forums. In addition, local people identified important green spaces during the consultation on the Fosse Villages Neighbourhood Plan in October 2012.

SS37. The village contains a large area of open space with an arboretum, conservation area, play facilities and a newly opened adult outdoor gym. This is located to the southern edge of the village, within the Area of Separation between Stoney Stanton and Sapcote. There is also a seating/ commemorative area in the centre of the village overlooking the central roundabout and road junction.

SS38. The former quarries of Clint Hill and Carey Hill form important landscape areas within the village. However public access is prevented to Clint Hill and restricted to the edges of Carey Hill. There is local support for the disused quarries to be developed as green spaces with woodland and other habitats to be encouraged and maintained.

SS39. The Examination of the Fosse Villages Neighbourhood Plan did not support the designation of the former quarries of Clint Hill and Carey Hill, and the village's playing fields, as Local Green Spaces.

Gateway features

SS40. On entering the village along Hinckley Road, a row of stone-built terrace houses are a notable feature. The houses are constructed from the local stone which tends to be a more prominent building material within the historic core of the village. Their position towards the edge of the village and the use of stone as a building material makes these buildings prominent features on entering the village.

SS41. The former quarry at Stoney Cove creates a key landmark feature on approaching the village via Sapcote Road. Views of the lagoon and vertical rock face can be seen from the roadside.

SS42. The parish church of St Michael dates from the late 14th Century. The church is a key landmark of the village; it has a tall spire and is set at a higher level than the adjacent road. It is visually prominent from the surrounding area. Its prominence is increased by the openness of a wide grass verge to the roadside which gives clear views of the spire and side elevation of the church.

Services and Facilities

SS43. Stoney Stanton has a good level of services and facilities; they include a doctor's surgery, pharmacy, library, primary school, churches, a village hall, a Post Office and several public houses.



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SS44. Through the Fosse Villages Neighbourhood Plan Consultation residents raised issues regarding the services and facilities within the village. Of most concern was the capacity of the local doctor's surgery, the lack of high-speed broadband and the need for more shops or businesses.

Cemetery

SS45. The existing cemetery at Nock Verges has an estimated 15 years capacity on current usage. There may be an opportunity for the Parish Council to work with the County Council to provide additional cemetery facilities to the west of the village, providing the land is suitable for cemetery use.

Transport

SS46. Through the Fosse Villages Neighbourhood Plan consultation residents were most concerned about the need for improved public transport especially at weekend and in the evenings

SS47. Other concerns raised through the public consultation included:

- Volume and speed of heavy goods vehicles
- Relief Road/Bypass for HGVs to access the M69 without going through the village
- Parking
- Speeding traffic

Housing Needs

SS48. In July 2014, a Housing Needs Survey was undertaken by East Midlands Housing with the support of Stoney Stanton Parish Council. The survey identified a need for 22 affordable rented and six shared-ownership affordable homes. A site has been identified off Tansey Crescent, close to an existing affordable housing development. Due to lack of funding the new scheme has not progressed, but it is hoped that it will be built after 2018.

Development options

SS49. Stoney Stanton is the largest and best served of the Fosse Villages. It contains a range of retail, medical and education facilities and acts as a higher order centre for other nearby villages, including Sapcote and Sharnford. However, the village has only limited employment opportunities and public transport. The village is identified as a Rural Centre by the Blaby Local Plan (Core Strategy).

Housing

SS50. The Blaby Core Strategy requires Stoney Stanton to provide for 320 new homes over the period 2006 to 2029.

SS51. Since 2006, 350 homes have been built in the village (to 31 March 2017). A further 118 houses have planning permission (at 31 March 2017). Most of the houses remaining to be built are on two large sites:

Land off Station Road

SS52. Bellway Homes are to build 29 homes north of Station Road (Ref: 16/0205/RM).



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Mayfield off Huncote Road

- SS53. Planning permission has been granted for Jelsons to build 105 homes at Mayfield, off Huncote Road (Ref: 13/0523/1/PX). At 31 March 2017, 35 houses had been built and 38 were under-construction. 32 houses remain to be completed.
- SS54. With so many homes being built in Stoney Stanton, there is no need to allocate more greenfield sites for housing development.

Employment

- SS55. As part of the consultation on the Fosse Villages Neighbourhood Plan residents were asked to identify opportunities for new employment/businesses within the local area.
- SS56. Local people prioritised the protection of existing employment/business sites, having seen employment sites in the village being redeveloped for housing. Residents were happy to see the redevelopment or expansion of existing employment/business sites rather than new sites being developed for business use. Planning permission was granted to extend Highfields Farm Enterprise Centre in July 2017 for up to 8,460 sq.m of employment floor space for Class B1, B2 and B8 uses.
- SS57. Residents also wanted better provision of off-street parking in relation to employment/business uses as well as clear signage to employment, business and retail facilities. A need was identified for premises for small to medium-sized businesses which would allow local businesses to grow and remain within the parish.

Thurlaston Settlement Statement

Location and context

- T1. Thurlaston Parish lies to the southwest of Leicester. The Parish covers around 2,575 acres and includes the hamlet of Normanton Turville. Although small in population, with just over 800 inhabitants, Thurlaston geographically is the largest Parish within Blaby District. Thurlaston is located west of Enderby and northwest of Croft and Huncote.
- T2. Thurlaston is a small compact rural village centred around the village church and the junction of three roads.

Community profile

- T3. A Thurlaston (parish) rural community profile has been prepared to help identify local needs and priorities. This has been supplemented with data from the 2011 Census.
- T4. The population of Thurlaston has increased from 745 residents (2001 Census) to 807 (2011 Census). The age structure of the population has remained broadly the same but with increases in people aged 16-24, 45-64, 65-74 and 75+, whereas the number of those aged 0-4, 5-15 and 25-44 has decreased. The most notable increase is that of people aged 45-64 from 209 in 2001 to 272 in 2011 (+63 people). The biggest decrease is that of people aged 25-44 which has dropped from 214 in 2001 to 167 in 2011 (-47 people).
- T5. Thurlaston has a low percentage of benefit claimants with only 6% of the population claiming benefits compared to an England average of 14.1% (May 2011).
- T6. Thurlaston has a higher than England average (76.7%) level of economically active residents at 81.3% (2008-10). Many are self-employed, in 2011 17.01% of economically active residents were self-employed (without employees) and 9.54% self-employed (with employees) compared to England figures of 12.8% and 4.28% respectively.
- T7. The 2011 Census identifies that there are a significant number of working residents that work mainly at or from home (8.4%) compared to the figure for England of 5.4%.
- T8. A higher percentage (18.7%) of working age people have no qualification compared to the Leicestershire average of 13.4% with relatively few achieving the highest qualification level.
- T9. There were 326 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- T10. There are two Landscape Character Areas (LCAs) within the Parish; these are Thurlaston Rolling Farmland LCA and Normanton Agricultural Parkland LCA. Both are strongly characterised by their undeveloped rural nature and their rolling topography. The simple land use pattern and wide views beyond localised enclosure around Thurlaston village are significant elements within the surrounding landscape.



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Thurlaston Rolling Farmland

- T11. The Thurlaston Rolling Farmland Landscape Character Area (LCA) encompasses the eastern and central parts of the Parish and the Normanton Agricultural Parkland LCA covers the western part.
- T12. The Thurlaston Rolling Farmland LCA is characterised by a gently rolling landform, long open views and wide vistas, a simple land use pattern (primarily arable farming) with transport and communication corridors visibly and audible prominent. Both the communications and transport corridors are significant and often intrusive within the landscape with noise and movement on busy roads reducing the tranquillity of this landscape.
- T13. Although there is limited woodland cover in this LCA, small fields have been planted with woodland towards Thurlaston, which over time will increase the woodland content. The increase in the number of trees in hedgerows is also important in this LCA to improve diversity in the landscape, improve ecological and aesthetic value and to align the landscape with the over-riding character of the District.
- T14. Any removal of field boundary and roadside hedgerows could result in a simple and relatively featureless landscape. These elements are generally the only form of separation between open fields.

Normanton Agricultural Parkland

- T15. Normanton Agricultural Parkland is a distinctive LCA containing a mixture of agricultural farmland, both rough grazing and arable. Grazing tends to be located around properties and within the northern part of the character area; arable farmland covers much of the other parts.
- T16. Landform is rolling, and fields are regular in layout and boundaries are marked by well-managed hedgerows and/or timber post and rail fences.
- T17. A central swathe of parkland around Normanton Turville and Normanton Park has strong localised influence of the character of this area through the presence of large specimen trees in fields, open grazing and its long driveway to the main house.
- T18. The landscape has a strong association with water; Normanton Park includes both natural and man-made water bodies. There are substantial blocks of woodland and the presence of large country houses with their associated estate and farm buildings are key characteristics. Restricted and enclosed views mean that there are few notable urban influences, although glimpse of the A47 can be seen from some areas. Dense tree cover along its edges helps to reduce its impact on the surrounding area. Substantial tree coverage means that neighbouring settlements, transport corridors and communications are not highly visible within the landscape.
- T19. We have drawn limits to the built-up area of Thurlaston. Outside these limits land will be designated as Countryside where development will be restricted



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Built form and settlement pattern

- T20. While the parish is generally very rural with several large farms, Thurlaston village is compact with a well-defined centre, where the school, church and recreation ground are found. Outside of Thurlaston village there are scattered farmsteads which are characterised by their use of white or cream painted render.
- T21. Historically the village was associated with the textile industry. Prior to the Second World War it contained a small factory, which manufactured hosiery. Today the village is primarily a residential settlement with few amenities. Many lanes within the historic core of the village remain of small scale with narrow footpaths with buildings immediately abutting the roadside paths.
- T22. The core of the village has developed around an important road junction created by three incoming roads; Croft Road/Enderby Road north to south, Desford Road from the north-west and Earl Shilton Road from the south-west. Several of the village's oldest buildings are located at this part of the village, The Poachers Brasserie restaurant (c1670) and the church dating from the 13th century indicate that this has been a historic meeting place and important community focus.
- T23. There is a second public house, The Elephant and Castle and Thurlaston Chapel also located at the cross roads of Earl Shilton Road and Croft Road reinforcing this as the central focus of the village.
- T24. Buildings throughout the village are of a domestic scale, generally low rise and rarely above two storeys. Only landmark buildings such as the church, the rectory and large farmhouses are taller. The church tower is visible from various locations in and around the village however it is most prominent when viewed from the south above the lower level rooflines.

Heritage assets

Designated Heritage Assets

- T25. There are two Listed Buildings and two Scheduled Monuments in Thurlaston Parish. The Listed Buildings are the Church of All Saints, Church Street and the Ice House (located approximately 20 metres to the north of Normanton) both are Grade II Listed. The Scheduled Monuments are an Iron Age Enclosure to the northwest of New Hill Park Farm and a Moated Site at New Hall, Thurlaston.

Features of Local Heritage Interest

- T26. There is no conservation area in Thurlaston. Although Thurlaston Chapel, Thurlaston School, The Poachers Brasserie restaurant, The Holt, The Bier House at All Saints Church, the Village Hall, The Elephant & Castle Public House and the Mud Barn (Croft Road) are all considered important buildings within the community.
- T27. We could identify these buildings as Features of Local Heritage Interest which, whilst not listed by the Secretary of State, local people feel to be an important part of Thurlaston's heritage due to their architectural, historic or archaeological significance.



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Architectural style

- T28. A mixture of architectural styles is present throughout the village including cottages and converted farm and agricultural buildings. Materials include red/brown brick, granite and occasionally black and white timber facades.
- T29. All Saints Church at the village core is of Norman origin. It is constructed from granite rubble, has a modest tower and is accessed via a cobbled entrance with a lych gate off Earl Shilton Road. A granite rubble wall encloses the churchyard.
- T30. Most domestic buildings are constructed from red brick, slate and dark coloured roof tiles. A mixture of coloured painted render is present within a row of terraces along Desford Road. Other buildings include painted brick work and red brick as the main building material.
- T31. The Holt, a former rector's house was built in 1845. It is a strong feature of the northern approach to the village characterised by its brick walls, outbuildings and adjoining cottages.
- T32. A modern development at Hollies Close, a central location, reflects and integrates into the village pattern. Although new buildings are larger than some of the surrounding cottages, they face onto Main Street with a courtyard entrance to access properties behind, while boundaries are enclosed by brick walls. All are typical features of properties within the village. The use of red shades of brick and darker reds and greys of roof tiles is complementary to the existing buildings.
- T33. The presence of local granite stone is prevalent within the building at the historic village core. The colours associated with this material are muted shades of grey to warm reddish brown.

Local Green Spaces

- T34. In early 2011, Leicestershire County Council asked the public to say which local green spaces they particularly valued and why. Areas were identified by communities using an interactive online map-based application and at special sessions run at the 27 Community Forums. In addition, local people identified important green spaces during the consultation on the Fosse Villages Neighbourhood Plan in October 2012. The main green spaces identified are set out below.
- T35. A central recreation ground or 'green' is located at the village core to the rear of the churchyard. It contains an open, well-maintained field and play area, it provides a valuable green setting and important focal point at the predominantly built-up centre of the village. The recreation ground abuts the school playing field and jointly they provide physical separation and a pleasant outlook between buildings along Desford Road and Earl Shilton Road. The site is bounded by a public footpath along its length and provides an important pedestrian link between the two roads. Residents consider the recreation ground to be an asset that should be preserved and that the facilities for young people could be improved.
- T36. A consultation event was held at Thurlaston Primary School and children liked the recreation ground being close to the school and the play equipment. However, they did



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identify that some of the play equipment was damaged and that they would like to see more recreation facilities. The Parish Council has now made improvements to the area. Over the last two summers a mobile skatepark has also been provided.

- T37. In addition to the recreation ground in Thurlaston there are recreation areas located to the south of the Parish around Normanton Park. There are fishing pools and Normanton Wood, which is Woodland Trust woodland.
- T38. Residents consider that other areas within the Parish that should be protected are the areas of ridge and furrow opposite Moat Close and the green space on Croft Road, between Thurlaston and the M69. Residents also consider that Thurlaston should remain surrounded by open green space/agricultural land to maintain the identity of the village.

Gateway features

- T39. The village church tower is visible above surrounding roofs when approaching the village from the south along Croft Road forming a key focal and orientation point in the surrounding landscape.
- T40. At the eastern entrance to the village the old sawmill site is now occupied by a flooring company. This site provides an employment opportunity within the area.
- T41. On the western edge of the village is The Holt. The Holt is a large country house enclosed by a tall red brick wall which are strong landscape features in contrast with the surrounding more natural rural landscape. This property creates a sense of arrival to the village at a prominent turn in the road when approaching from this direction.

Geodiversity and biodiversity

- T42. Thurlaston is surrounded by large arable fields. Hedgerows are mainly well managed, although those to the northeast of the village tend to be slightly bushier and less managed. The key ecological features are considered to be:
- Broad-leaved semi-natural woodland around The Holt on Desford Road, particularly given the lack of woodland found in the area surrounding the village.
 - Broad-leaved plantation woodland incorporating a lake to the west of the survey area off Nursery Close.
 - Mature, less managed hedgerows to the northeast of the survey area.
- T43. There is a known badger sett within the buffer zone around the village, and further badger surveys would be required if development were to take place in the southeast corner of the survey area.
- T44. Residents considered that local wildlife habitats and nesting sites (including Mud Barn on Croft Road, Lake and area around Normanton Turville) should be enhanced and maintained. In addition, residents thought local trees (with particular attention to Ash) should be protected and enhanced.



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Flooding

- T45. Although flood risk is not a major issue within Thurlaston village, there have been problems with drain/sewer flooding at the junction of Desford Road and Main Street/ Enderby Road. The drains were unable to cope with the run off from heavy rain fall and the areas have all flooded in recent years. Remedial action has now been taken to prevent a reoccurrence. Flooding along Earl Shilton Road and within Moat Close has also occurred and steps have been taken to improve the situation.

Services and Facilities

- T46. Thurlaston has a limited range of services and facilities. The village has a primary school, village hall, public house, church and chapel.
- T47. The Village has a Rural Centre located on Croft Road. The Rural Centre is a developing asset with coffee shop and retail outlets (including hairdressers). The Garden retail area will reopen after refurbishment in January 2018.
- T48. A two-hourly bus service (X55) runs Monday to Saturday between Leicester Fosse Park and Hinckley and stops at Thurlaston. The service is limited in its suitability for those residents wishing to travel to work, college, etc. Without a GP surgery in the village, many local people are reliant on this service for access to health facilities, albeit the service is very limited.
- T49. The consultation undertaken at the primary school identified that the children thought the garden centre and shop and pub were positive features about their village.

Thurlaston C of E Primary School

- T50. The village primary school teaches children ages 4 to 11 in four classes. The number on roll varies but historically it has been just over 100. However, there were only 88 pupils on roll in August 2017. All year groups have spaces. The school was graded as good with outstanding behaviour at its last OFSTED in November 2017.

Sport & Recreation

- T51. A Sport, Open Space and Recreation Facilities (PPG17) Study was published in June 2009 and covers Blaby District. The findings for Thurlaston identified sufficient levels (when compared to a recommended minimum) of natural green space, outdoor sport, and park and recreation grounds. The Study found a very high provision of informal open space, with 25.27 hectares per 1000 population.
- T52. Both residents and school children have identified that it would be nice to have allotments or a community/children's garden within the village. The Parish Council is actively looking for land to establish additional allotments/community gardens.

Housing Needs

- T53. Most houses in the Parish are detached or semi-detached, so affordability is an issue.
- T54. A detailed housing needs survey was undertaken by the Leicestershire and Rutland Rural Housing Enabler in conjunction with Thurlaston Parish Council. The results of the survey were published in June 2010. A further Housing Needs Survey was carried out in March 2017.



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- T55. Both studies identify Thurlaston as an affluent parish containing professional households who aspire to be homeowners but because of high prices and the current economic situation are excluded from the market. The 2010 study concluded that there was a need for several shared ownership properties and it considered that a Rural Exception Site with up to 8 affordable homes would be suitable for the village. The outcomes of the 2017 Survey are currently being investigated.
- T56. Planning permission was granted for eight affordable homes on Land off Normanton Grove, Thurlaston and work took place during 2013. To be entitled to one of these affordable homes priority was given to people who live, work, or have family connections or responsibilities in the village. The eight houses at All Saints Close have now been completed and are fully occupied.

Jobs

- T57. There are a limited range of employment opportunities within the Parish. Other than the old Sawmill site there are no allocated employment sites or employment sites with planning permission (as at March 2016).
- T58. There is support from residents for protecting existing businesses and for the redevelopment or expansion of existing businesses to create additional jobs within the Parish.

Transport and Infrastructure

- T59. Speeding traffic through Thurlaston has been identified as a significant issue by residents as well as the local school children. In response to the issue of speeding traffic a small group of residents have formed Thurlaston Against Speeding (TAS) and together with the Parish Council have investigated options for long-term solutions to the problem. The main issues include Traffic travelling too fast past the nurseries on Croft Road, as well as the village being used as a cut-through.
- T60. TAS have worked with Leicestershire County Council to consider the installation of a Vehicle Activated Sign (VAS). VASs flash-up the set speed limit if it is being exceeded by an approaching vehicle, making the driver aware that they should slow down. The signs are battery operated can be moved around the village and positioned to optimise its effectiveness. TAS has successfully raised the funds needed to purchase a VAS and has been installed in the village. For the sign to be as effective as possible, it is regularly moved between two pre-determined locations around the village. These are Croft Road, near Hill View Nursery and Desford Road.
- T61. During consultation on the Fosse Villages Local Plan, local people highlighted other transport concerns:
- No evening bus service to Leicester;
 - Bus service to Hinckley runs just one day a week (the two hourly X55 service now features a Monday to Saturday service to and from Hinckley); and
 - Traffic congestion and parking problems around the primary school at drop-off and pick-up times.



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Development options

- T62. Thurlaston has a limited range of employment opportunities, services and facilities. The village is not well served by frequent public transport either and thus Thurlaston is not a good location for major development, but some small-scale housing and business development could be suitable.
- T63. As part of the consultation on the Fosse Villages Neighbourhood Plan residents were asked to identify opportunities for new employment/businesses within the local area.

Employment

- T64. We asked local people to identify opportunities for new businesses. There was some support for the provision of office premises for small to medium sized businesses and employment, business or retail development mixed with any future housing development.
- T65. Many residents identified the Thurlaston Sawmill site on Enderby Road as an opportunity for business development. This site is now fully operational, being used by Sylvan Flooring Ltd, although there remains potential for future development.

Housing

- T66. Over the period 2006 to 2017, 19 new homes were built in Thurlaston including eight affordable dwellings at All Saints Close. At 31 March 2017, there was planning permission for a further three new dwellings. Taking account of what has already been built and permitted, Thurlaston does not need to find sites for more new houses on greenfield sites

Wigston Parva Settlement Statement

Location and context

- WP1. Wigston Parva has a population of about 30. It is very near the county boundary with Warwickshire. Nearby places include Smockington and Sharnford.
- WP2. Wigston Parva has a very rural character despite its proximity to the A5. It is set on relatively flat ground which rises to the south and west helping to nestle the hamlet in the wider landscape.

Community profile

- WP3. The population of the hamlet at the 2011 census was included in the civil parish of Stanton and Flamville. There were 14 Council Tax properties on the Valuation List at 15 January 2018.

Landscape

- WP4. Wigston Parva lies in the Aston Flamville Wooded Farmland landscape character area. This character area is situated on the edge of Blaby District along its south-western boundary. The character of the area is similar to the landscape beyond the district boundary.
- WP5. The landform includes a series of high points intersected by broad valleys which creates a wide variation through the area. This area includes the highest point in Blaby district at 130m AOD within the south-western most point of the district at High Cross.
- WP6. Land use is predominantly agricultural with an even mix of arable and grazing land. Recreational areas are scarce although more concentrated within the northern part of the character area and associated with urban fringes and blocks of woodland.
- WP7. Field pattern is quite variable across the character area, although generally includes large regular shaped fields with boundaries following contours. Field sizes become slightly smaller around watercourses and to the south of the district. Field size often reflects the land use within it with grazing land often being on smaller fields than arable.
- WP8. Fields are generally bounded by hedgerows many of which, particularly in the northern part of the character area, are mature and often scrubby in appearance. These tend to contain a high proportion of hawthorn although in places blackthorn, elder and hazel become more dominant. Hedgerows are generally mature and intact although often appear slightly scrubby in appearance through low intensity of management. Hedgerow trees are scattered throughout hedges and are a dominant feature on the horizon. There is an even mix of ash and oak species present although ash is more common towards the south of the character area.
- WP9. This area maintains a predominantly rural character although many urban influences are present. This is particularly evident within the northern part of the character area. Several pylon routes cross the area; however, these are generally not prominent as their siting in relation to topography reduces their prominence on the skyline. The M69 which crosses the character area is noticeable within the landscape due to the noise and movement of



Fosse Villages Neighbourhood Plan: Referendum

traffic. Prevailing road noise prevents the area from being a peaceful rural landscape and is a constant reminder of nearby urban development.

Built form and settlement pattern

WP10. Wigston Parva comprises a small group of large farmhouses, dwellings, farm buildings and a parish church arranged around a central green. Wooded boundaries aid its integration with surrounding landscape.

WP11. The houses within the hamlet are almost all set around a central green. There are selective views between properties into the wider countryside; however, due to the rising topography these views are only over a short distance and always have woodland as a component of the view.

WP12. The hamlet feels remote and private in character due to its small size and entire focus set around the small green within the centre.

Heritage

WP13. There are eight Listed Buildings and three Scheduled Monuments in Wigston Parva Parish.

Nationally Designated Heritage Assets	Designation
Stables, Coach House and Bakehouse At Hall Farm, The Green	Grade II
Manor Farmhouse, The Green	Grade II
Hall Farmhouse, The Green	Grade II
Barn 5 Metres North East of Manor Farmhouse and Adjoining Stable, The Green	Grade II
Number 2 And Adjoining Horseshoe End, The Green	Grade II
Milestone at Smockington Junction, Watling Street	Grade II
Church of St Mary, Church Lane	Grade II
Water Pump 10 Metres South of Manor Farmhouse, The Green	Grade II
Roman Town at High Cross	Scheduled Monument
Bowl Barrow at Wigston Parva	Scheduled Monument
Crop Mark of A Bowl Barrow at Wigston Parva	Scheduled Monument

WP14. Wigston Parva Conservation Area was designated in 1975.

Architectural style

WP15. The properties are all detached and of individual style. Some are constructed of red brick and others are finished with pale coloured render. Most of the roofs are a mix of dull red tiles and grey slate which provides a distinctive pattern to the roofline as well as being steeply sloping. The only building to be constructed from granite is the church which is relatively modest in appearance and reflects the small size and nature of this settlement. Some of the brick work has simple detailing which provides variation.

WP16. Some properties have small paved courtyards which are visible through gated archways.

WP17. Property boundaries vary between open well-managed front gardens to small brick walls and informal driveways. The hamlet has a strong connection to its rural surrounding with a high proportion of barns and stables present, some of which have been converted into private residences.



Fosse Villages Neighbourhood Plan: Referendum

WP18. The church is set on slightly higher ground than the properties and provides a slight vista from the eastern corner of the green.

Local Green Spaces

WP19. This hamlet is very small and focused around a central green which makes it very distinctive. Local residents were keen that the village green on Church Lane should be protected.

Gateway features

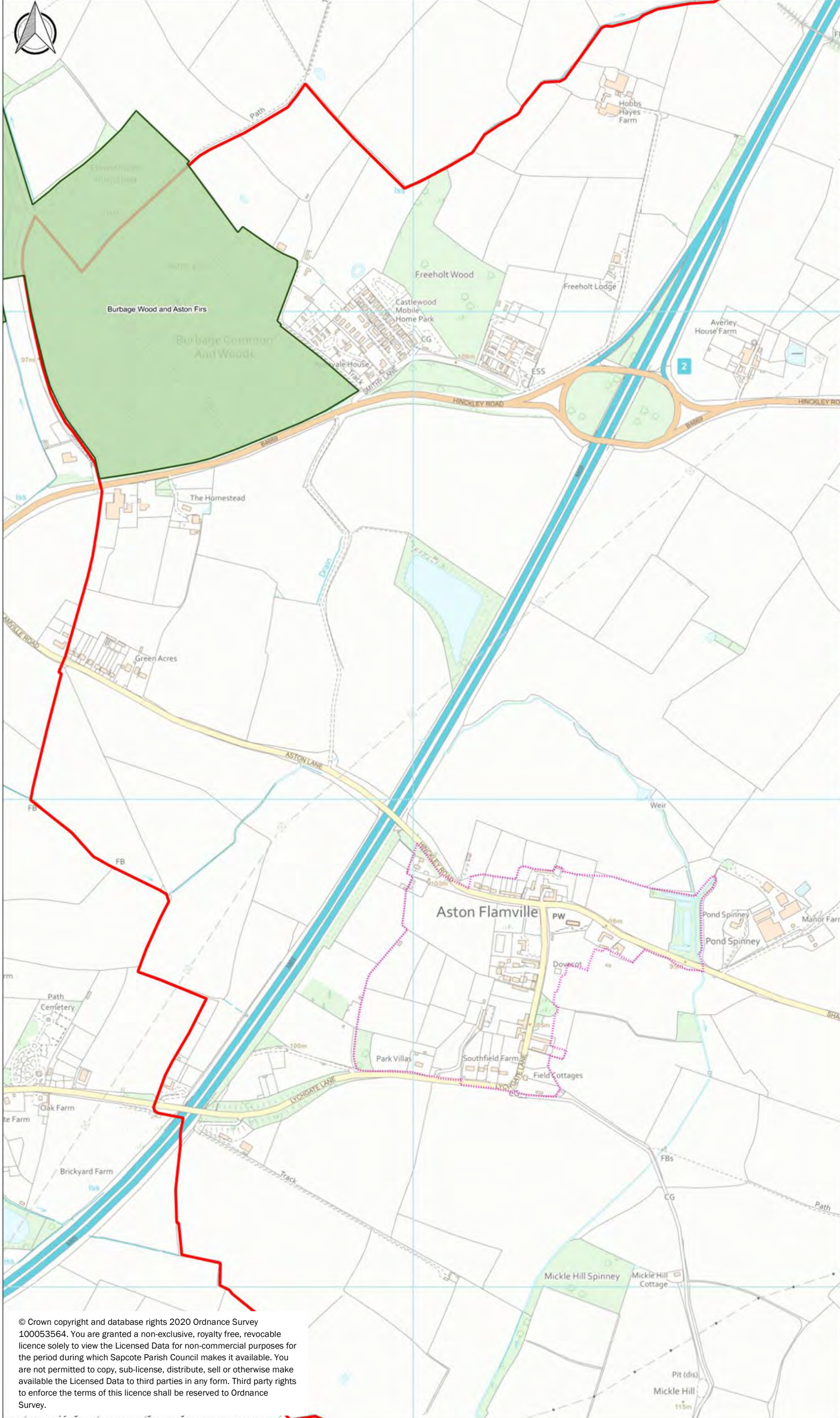
WP20. The hamlet is accessed by one small lane which then splits around a central green to individual properties' drives. These access roads have the appearance of long drives to private residences rather than roads. This entrance into the hamlet is enclosed and wooded in character which mostly screens the buildings until entering the central green where the hamlet opens up slightly. From the B4114 the hamlet is totally screened by mature vegetation and has the appearance of a small block of woodland with ornamental species within it.

Services and Facilities

WP21. Wigston Parva has no services and facilities other than the Church of St Mary.

Development

WP22. Wigston Parva has a very poor range of services and facilities. Public transport services are non-existent. Wigston Parva is not considered a 'sustainable' location for new development and no further growth is proposed.



- Sites of Special Scientific Interest (SSSI)**

- Scheduled Monuments**

- Fosse Meadows (Policy FV4)**

- Croft Quarry (Policy FV14)**

- Conservation Area**

- Fosse Village Boundary**

- Areas of Separation (Policy CS17 of the Blaby Local Plan: Core Strategy)**

- Limits to Built-up Area (Policies FV8)**

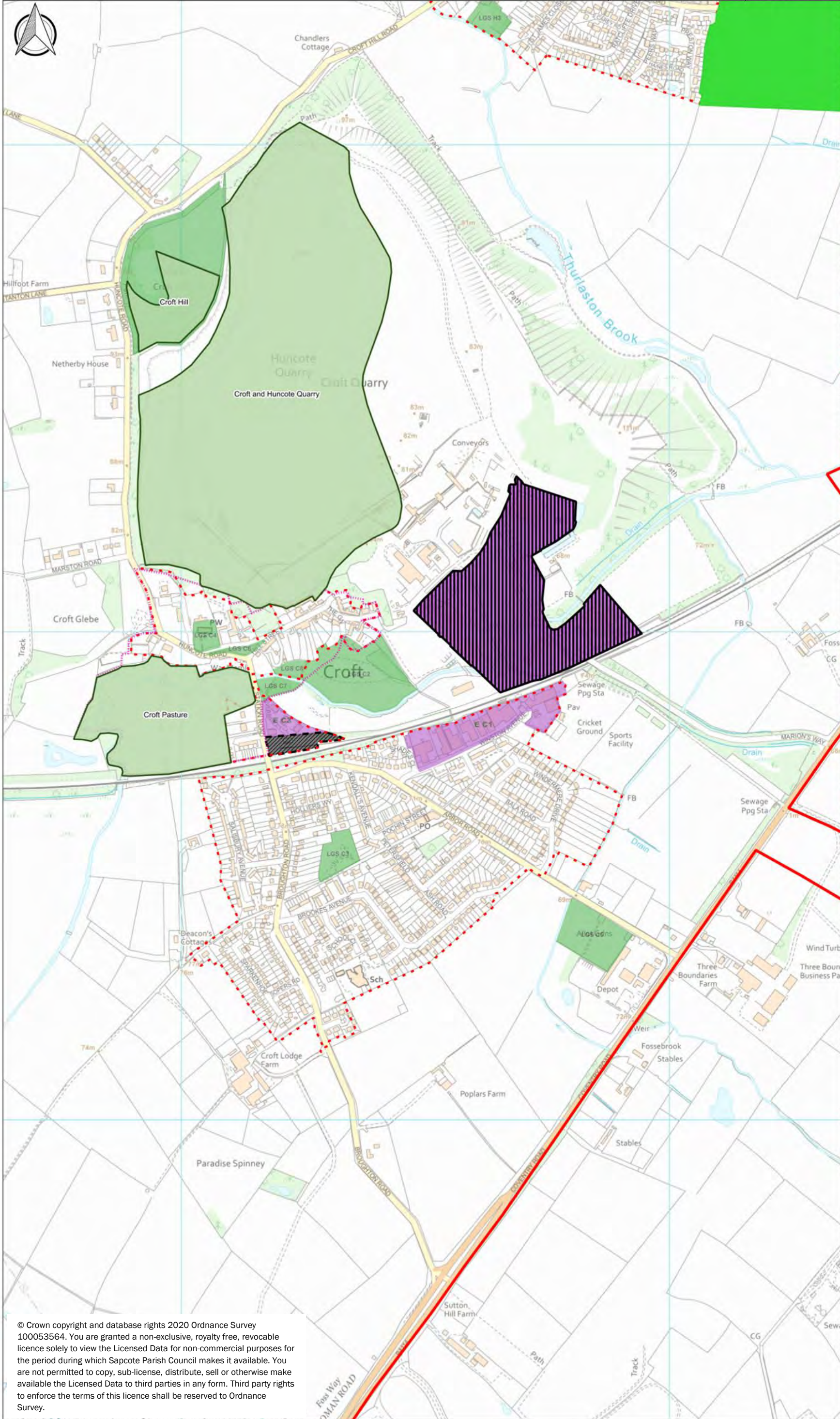
- Rail Station Safeguarding (Policy FV2)**

- Employment (Policy FV15)**

- Housing Commitment (10 or more dwelling)**

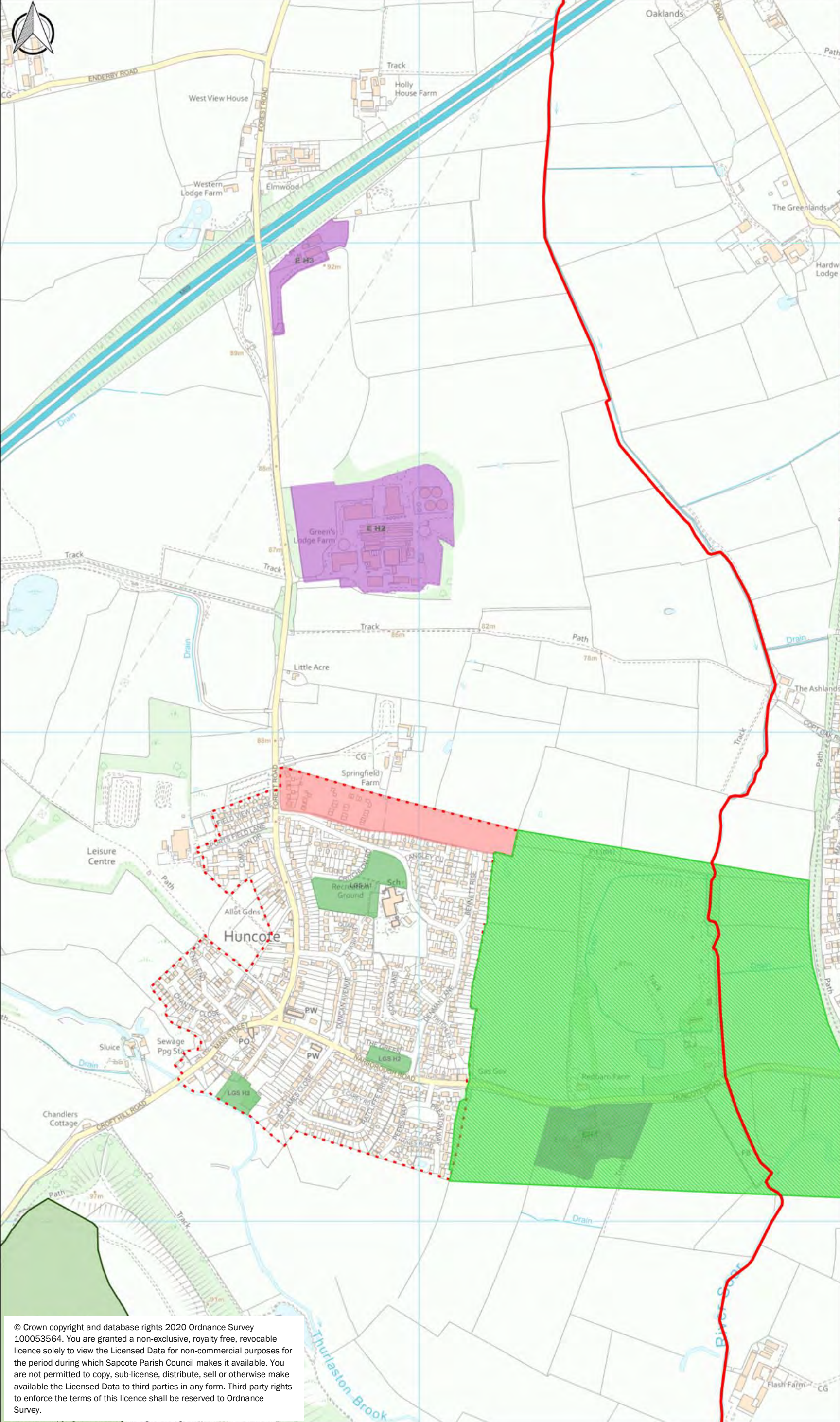
- Local Green Space (Policy FV5)**


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










Local Green Space (Policy FV5)

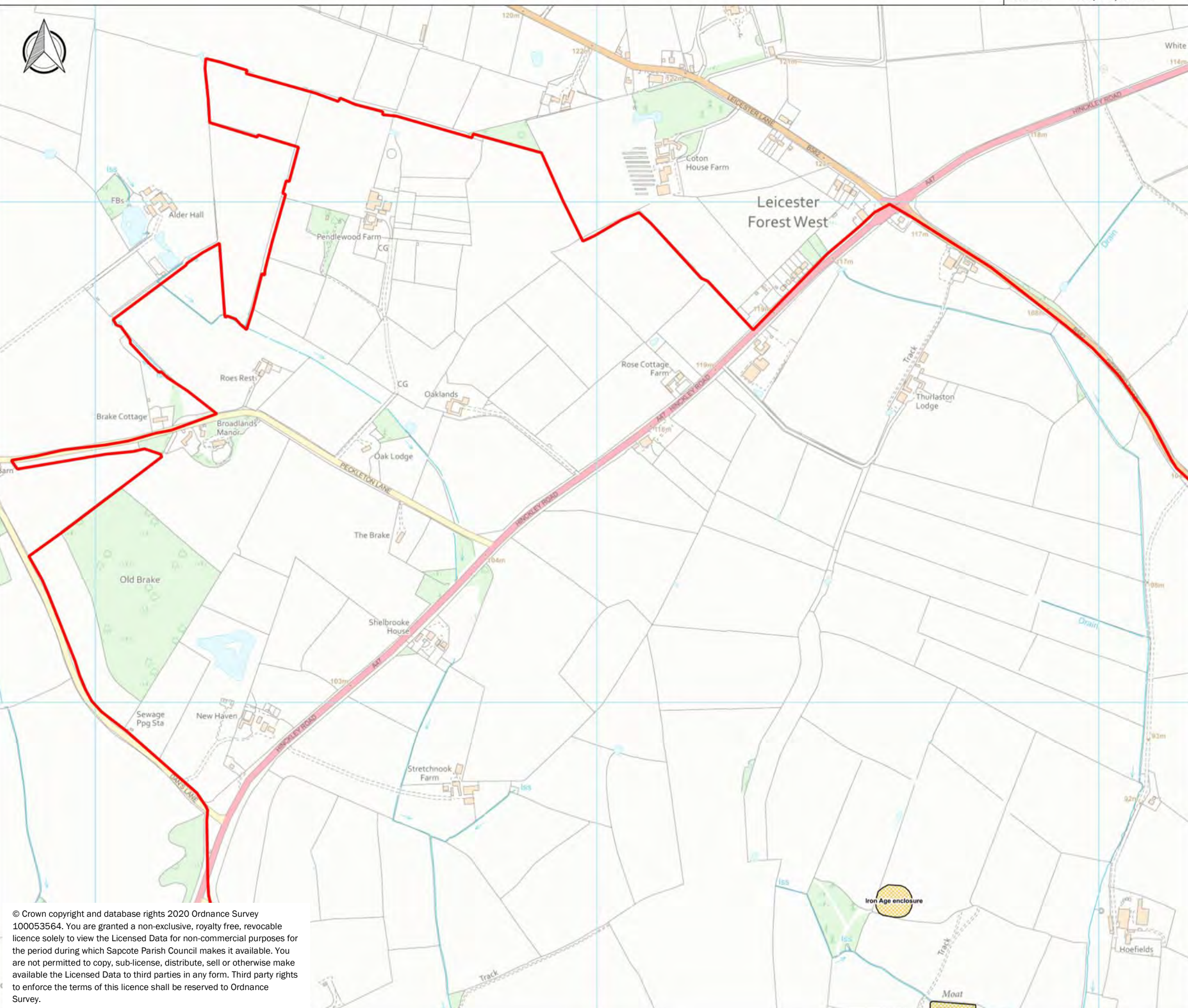


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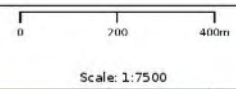


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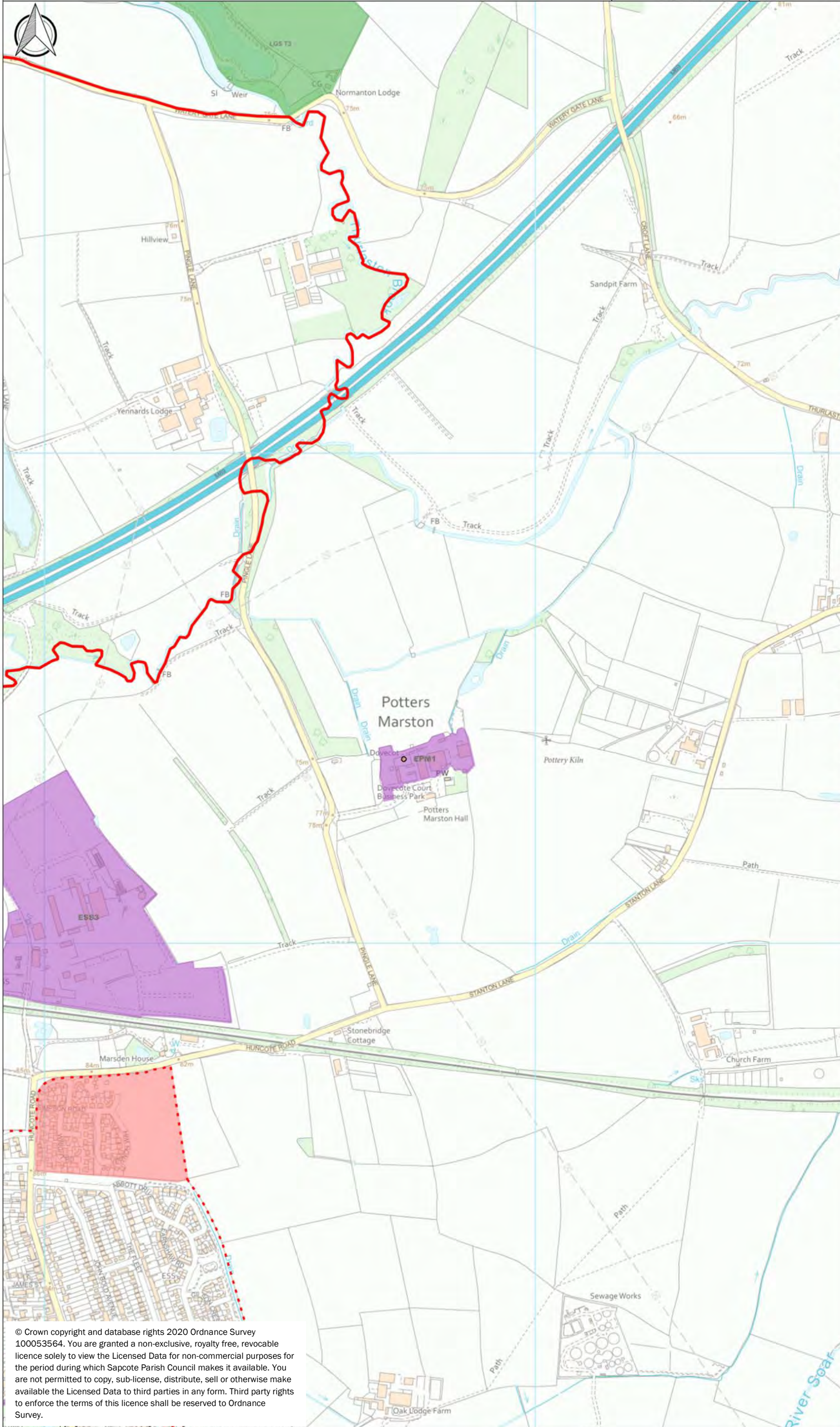


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Author:
Date: 05/03/2020

Fosse Villages













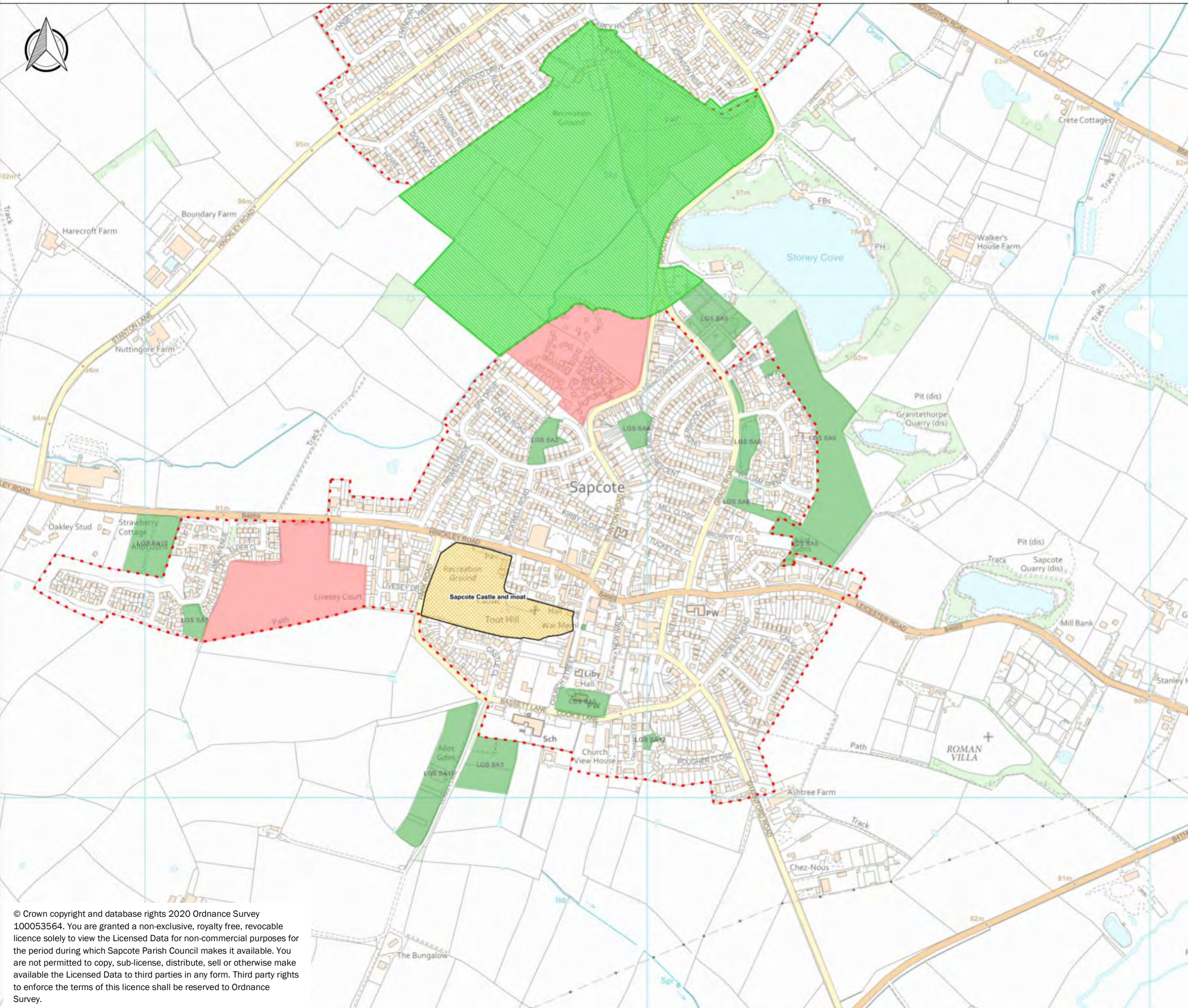
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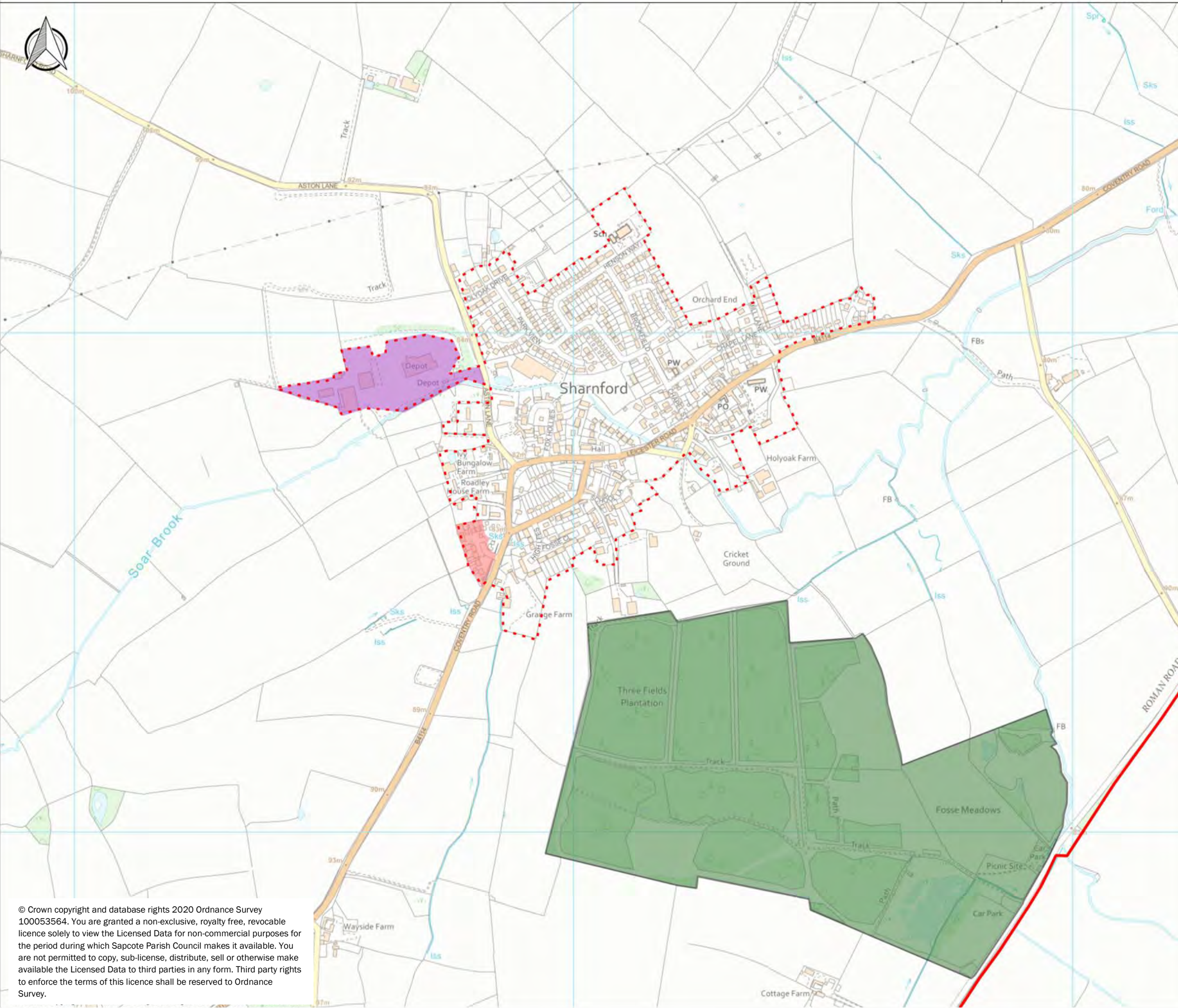


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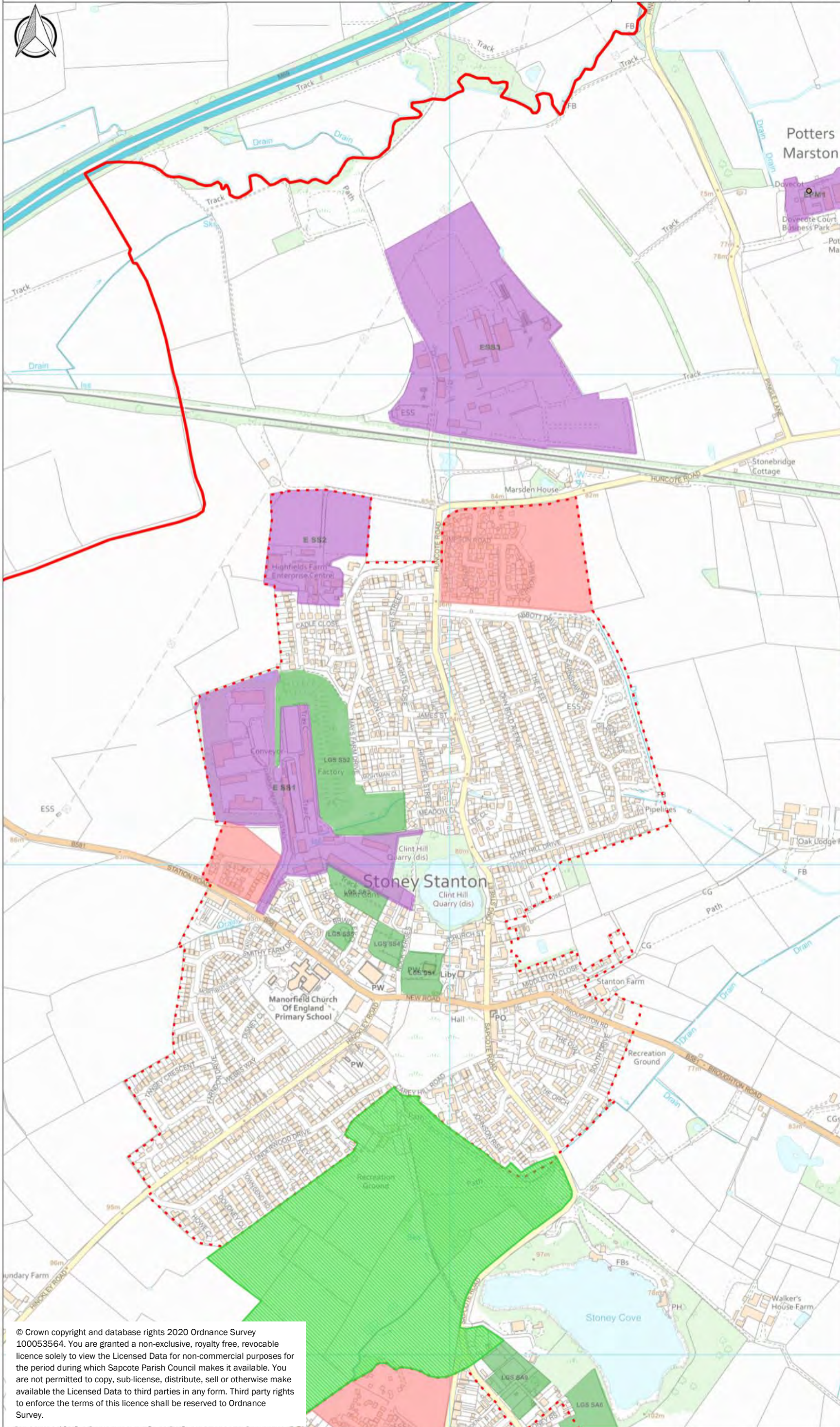
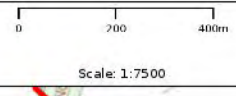


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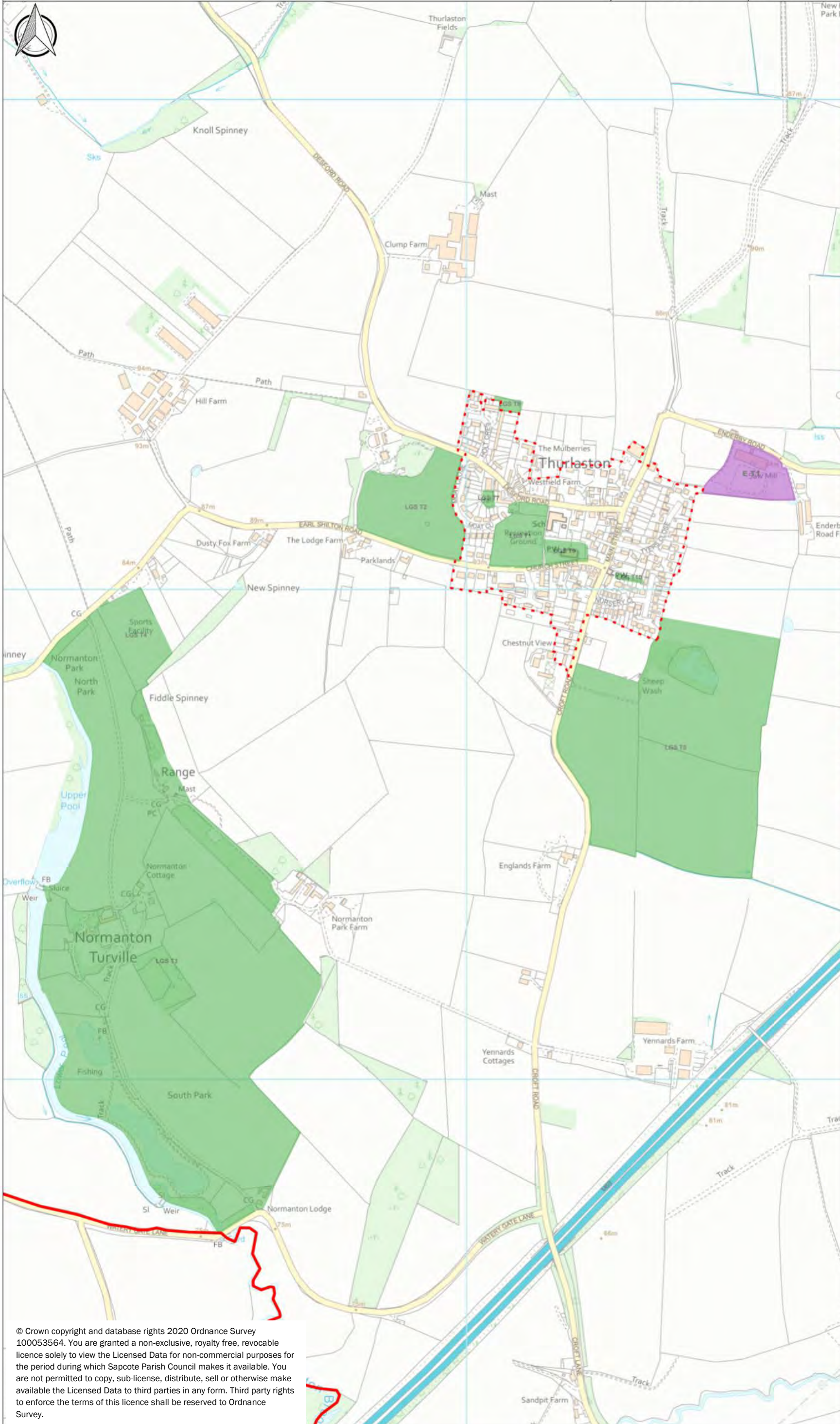
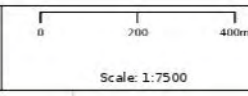
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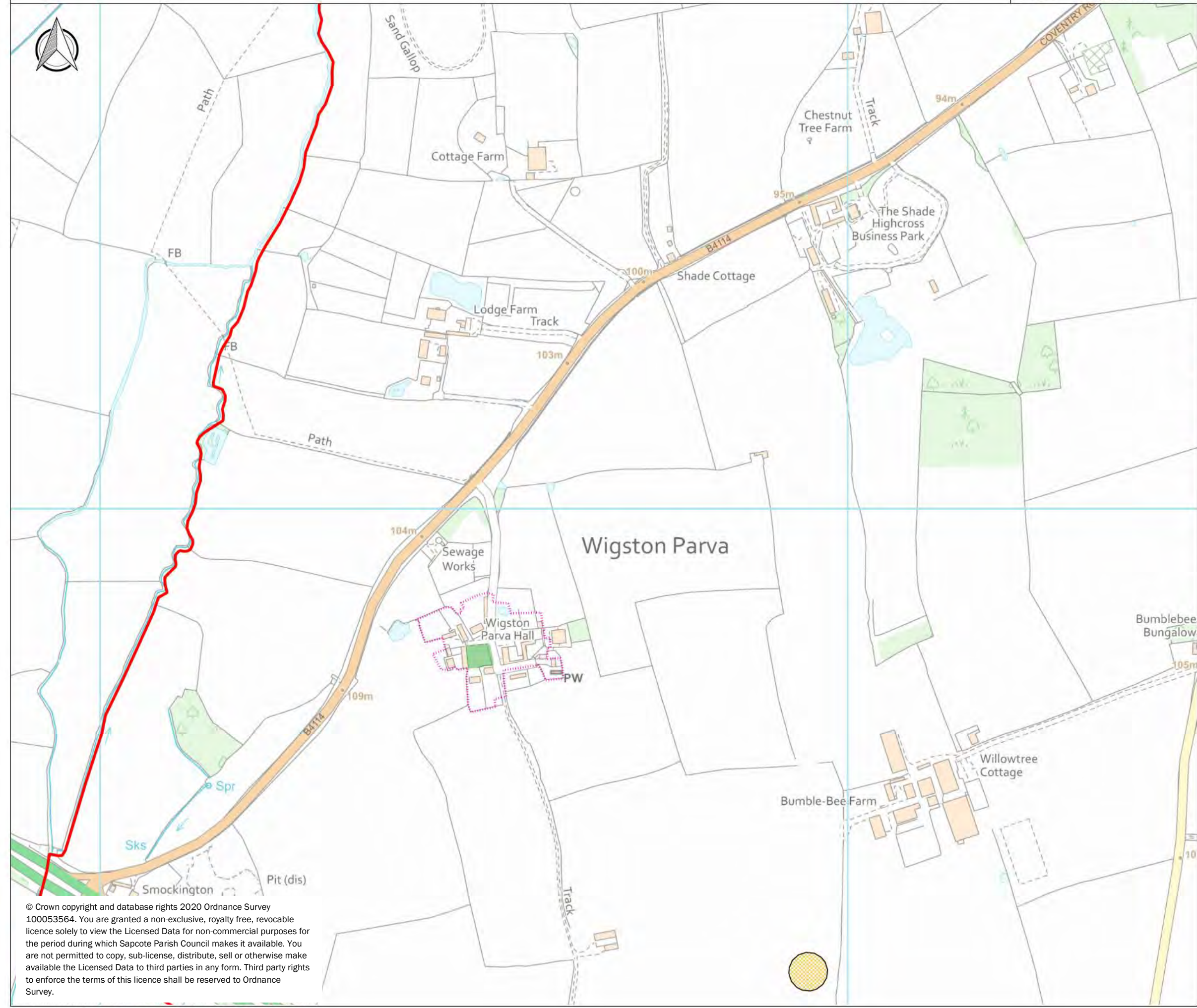


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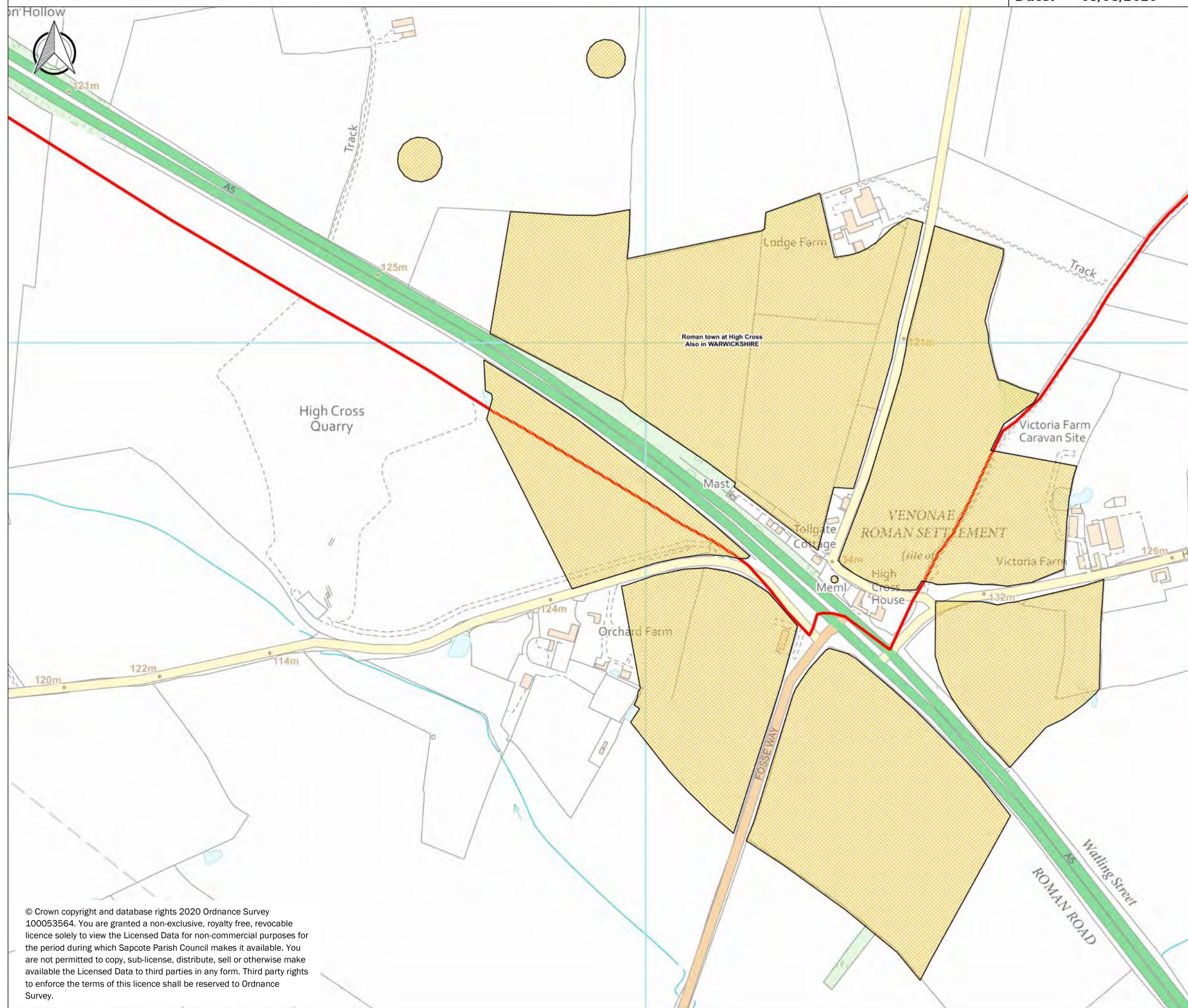
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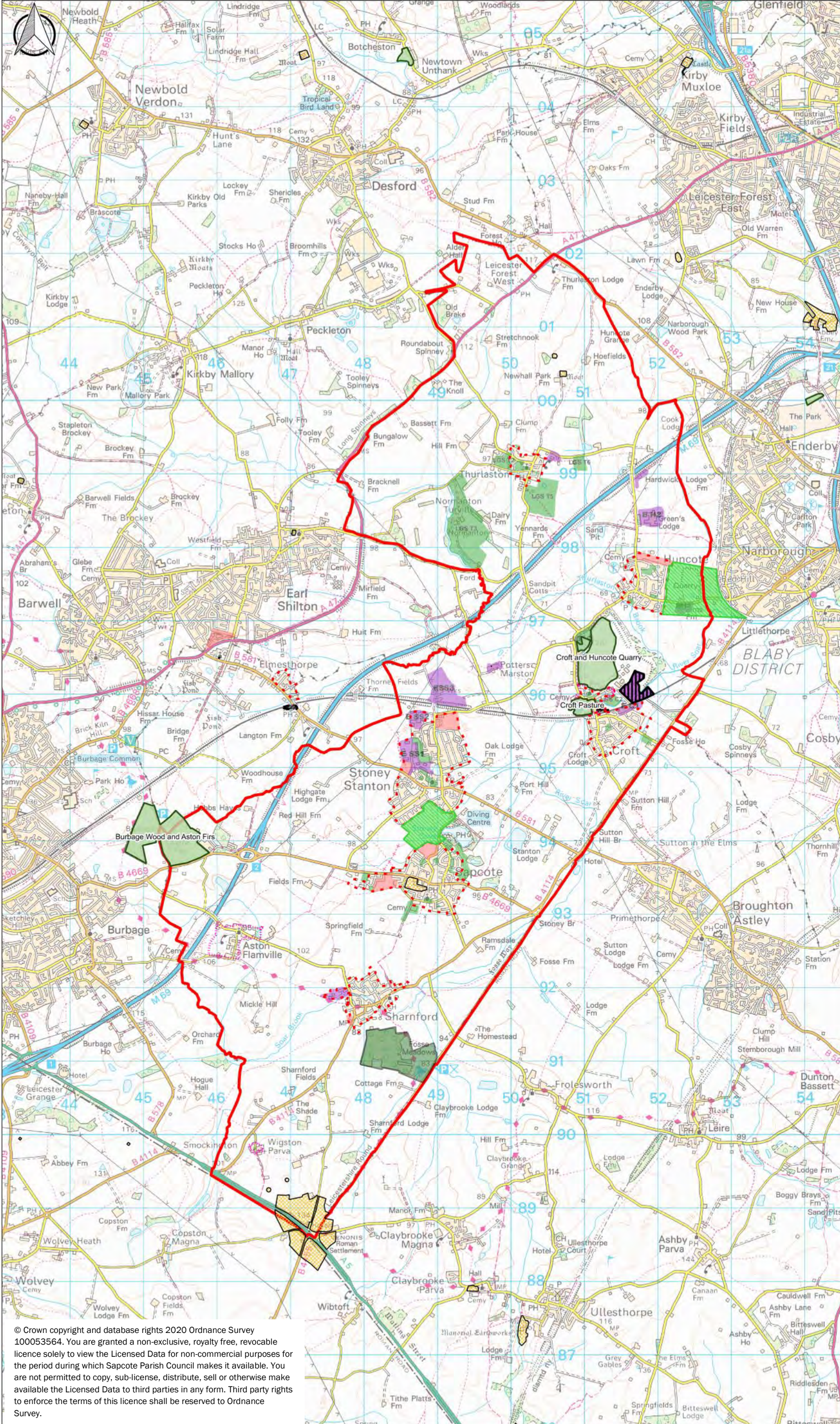
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Appendix 2 – Question 1.0.1. (b)
Blaby District Local Plan
Local Development Scheme
July 2023

Blaby District Local Plan

Local Development Scheme

July 2023

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Introduction

- 1.1 Planning law requires that planning applications must be determined in accordance with the statutory development plan unless material considerations indicate otherwise.
- 1.2 Local Planning Authorities must prepare an up-to-date Local Plan for their area. In order to keep local communities and other stakeholders informed they must also prepare, maintain and publicise an up-to-date timetable for producing a Local Plan. This information is contained within the Local Development Scheme (LDS).
- 1.3 The LDS must specify, amongst other things:
 - The documents that will be prepared to form the statutory development plan;
 - What will be included in each document and the geographic area to which it relates;
 - Whether the documents are to be prepared jointly with one or more other local planning authorities; and
 - The timetable for the preparation and revision of documents.
- 1.4 The Local Development Scheme sets out the timetable for replacing the Local Plan Core Strategy and Delivery DPD.

The Blaby District Local Development Scheme

- 2.1 Local Planning Authorities must prepare an up-to-date Local Plan for their area and maintain a Local Development Scheme (LDS).
- 2.2 The LDS is a public statement of the Council's intentions in terms of preparing a new Local Plan. It helps local communities and other interested parties to keep track of progress.
- 2.3 This LDS covers the period up to 2026 and replaces the version approved in December 2020.
- 2.4 It is not necessary for the Council to include documents in its LDS which are not Development Plan Documents (DPDs) such as Supplementary Planning Documents (SPDs). This gives the Council greater flexibility to respond to changing circumstances. Also, the LDS does not include Neighbourhood Development Plans as the responsibility for preparing these rests with the local community.

- 2.5 The LDS will be subject to annual monitoring. The Authority Monitoring Report (AMR) will assess whether the milestones set out in the LDS are being met. This will inform whether any further review of the LDS is required.

The Current Development Plan

- 3.1 The current Development Plan includes the Local Plan, Minerals and Waste Local Plan and Neighbourhood Plans for the area. In Blaby District, this currently includes:
- Blaby District Local Plan Core Strategy (2013);
 - Blaby District Local Plan Delivery Development Plan Document (DPD) (2019);
 - Leicestershire Minerals and Waste Local Plan up to 2031 (2019);
 - Blaby Neighbourhood Plan (2018)
 - Cosby Neighbourhood Plan (2022)
 - Fosse Villages Neighbourhood Plan (2021)
 - Leicester Forest East Neighbourhood Plan (2022)
- 3.2 The current Blaby Local Plan consists of the Core Strategy (2013) and the Delivery Development Plan Document (2019). The Core Strategy includes the vision, strategic objectives and core policies of the Local Plan. The Delivery DPD, was adopted in 2019 and includes site allocations and development management policies. The Local Plan is accompanied by a Policies Map which illustrates the policies and proposals of the Core Strategy and Delivery DPD.
- 3.3 The Minerals and Waste Local Plans are the responsibility of Leicestershire County Council. The Leicestershire Minerals and Waste Local Plan up to 2031 was adopted in 2019.
- 3.4 Supplementary Planning Documents (SPDs) provide additional information on policies and proposals in the Local Plan and are material considerations in the determination of planning applications. SPDs are not subject to independent examination and do not form part of the statutory development plan. The following Supplementary Planning Documents (SPD) are currently relevant for the District:

- Planning Obligations and Developer Contributions SPD (February 2010)
 - Housing Mix and Affordable Housing SPD (July 2013)
- 3.5 Neighbourhood Plans were introduced by the Localism Act 2011. Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Neighbourhood Plans form part of the development plan for the area.
- 3.6 At April 2023, a total of four Neighbourhood Plans were ‘made’ in the District of Blaby. Two remaining groups are continuing to produce Neighbourhood Plans Elmesthorpe and Glenfield.

Blaby Local Plan Review

- 4.1 The Council is preparing a new Local Plan which will replace the current Local Plan Core Strategy and Delivery DPD. The existing Local Plan is being replaced for a number of reasons:
- To ensure it is up to date and looks ahead at least 15 years;
 - To take account of new circumstances such as updated housing requirements as determined by the Government’s ‘Standard Method’;
 - To respond to cross boundary planning in the Leicester and Leicestershire Housing Market Area, including the Strategic Growth Plan and the following Statement of Common Ground’ that seeks to agree a strategic approach to the delivery of development;
 - To take account of revised national planning policy and guidance in the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 4.2 Policy LPR1 ‘Local Plan Review’ of the adopted Local Plan Delivery DPD includes the circumstances where a Local Plan review is triggered including where housing requirements are updated or where a ‘Memorandum of Understanding’ is signed by HMA partners and where ‘Changes occur within the HMA to the objectively assessed need’.
- 4.3 The Local Plan should be up to date and must be reviewed at least every five years. It should be prepared in line with the Government’s National Planning Policy Framework (2019) and be accompanied by a Strategic Environmental Assessment and Sustainability Appraisal.

- 4.4 The Local Plan will be prepared in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The 2012 regulations set out the stages to be completed before a Local Plan can be adopted and become part of the development plan.
- 4.5 Appendix A sets out the Schedule of Local Plan documents to be prepared, Appendix B includes detailed profiles of the Local Plan documents and Appendix C sets out the detailed programme and timetable.
- 4.6 A number of other key documents are also relevant to the preparation of the new Local Plan:
- Statement of Community Involvement – This sets out the District Council’s approach to involving the community and stakeholders when preparing Local Plans and in determining planning applications, amongst other matters.
 - Strategic Environmental Assessment (SEA) / Sustainability Appraisal (SA) – These assessments ensure that the social, economic and environmental effects of the spatial planning strategy and policies are taken into account at each stage in the preparation of the Local Plan. The requirements of the SEA will be integrated into the SA.
 - Habitats Regulation Assessment (HRA) is also required to assess the impact of the plan on internationally important designated sites.
 - Authority Monitoring Report (AMR) – A document published each year to assess whether Local Plan policies, targets and milestones have been achieved.

Supporting Statement

- 5.1 This statement explains the context for preparing the Local Plan as set out in the LDS. It also explains how the Council will manage resources during the preparation and assesses risks to the production of the Local Plan.

District Profile

- 5.2 The District of Blaby measures approximately 50 square miles in area and contains a population of 105,500 people (NOMIS 2020). The District contains both rural areas (mainly to the south of the District) and more urban areas to the north including a number of large villages, which are part of the Principal Urban Area of Leicester. The District has only one town centre (Blaby) but hosts

a large out of town retail facility (Fosse Park) which attracts visitors from the wider region.

Links to Other Strategies and Plans

- 5.3 When preparing the new Local Plan, internal and external plans and strategies with spatial implications for the District will be taken into account. This will ensure the strategic priorities contained in those plans and strategies, relating to the use and development of land within the District of Blaby, are integrated into the Local Plan. Figure 1 identifies the main documents that will be considered when preparing the new Local Plan.

Figure 1 – Links to Other Plans and Strategies



Joint Working

- 5.4 The Council has a legal requirement to engage with certain ‘Prescribed Bodies’ under the ‘Duty to Cooperate’ when preparing Local Plans which address strategic, cross-boundary matters. This includes engagement with other neighbouring and HMA Local Planning Authorities and other bodies, constructively, actively and on an ongoing basis.
- 5.5 Discussions have been ongoing with other Leicester and Leicestershire Local Planning Authorities and a number of joint studies have been prepared. This will continue as the plan evolves. Effective mechanisms are in place in Leicester and Leicestershire to work on strategic cross boundary planning matters. An officer and member structure is in place and the authorities in Leicester and Leicestershire have prepared a Strategic Growth Plan to consider longer term planning up to 2050.
- 5.6 At present there are no plans to prepare any joint Local Plans with other Local Planning Authorities. However, the following Statements of Common Ground been prepared and signed by Council, as a written record of the progress made by, and agreement between, the authorities during the process of planning for strategic, cross-boundary matters:
- Leicester & Leicestershire Statement of Common Ground Relating to Housing and Employment Land Needs, signed by Council 19 July 2023
 - South Leicestershire Local Plan Making Statement of Comment Ground and Leicester & Leicestershire Authorities, signed by council 14 December 2021
 - Statement of Common Ground relating to Warehousing & Logistics Need signed by council 14 December 2021

Resources

- 5.7 The Development Strategy Team will have primary responsibility for preparing the Local Plan.
- 5.8 Consultants may be engaged on specific projects where there is a lack of expertise or capacity within the District Council.

Programme Management

- 5.9 The Local Plan process will be project managed by the Development Strategy Manager who will report on a regular basis to the Group Manager. The Council's Senior Leadership Team and the Portfolio Holder for 'Planning, Economic Development and Housing Strategy' will be provided with progress reports as appropriate.

Council Decision-Making Procedures

- 5.10 The new Local Plan will be considered by appropriate Members at each stage. Full Council agreement will be required at Publication and Adoption stages.

Risk Assessment

- 5.11 An assessment has been carried out to identify factors which could impact on the delivery of the work programme set out in the LDS. The risks and actions to manage these risks are identified in Table 1.

Table 1 – Risks, Impacts and Management Actions

Risk Identified	Likelihood / Impact	Management Action
Staff turnover / long term absence/ reduction in staff numbers.	Medium / high. Impact could be considerable.	<ul style="list-style-type: none">• Provide appropriate training to encourage staff retention.• Provide a varied workload to keep staff engaged and motivated.• Recruitment to commence as soon as the current post holder submits their notice (subject to available funding).• Employ agency staff / consultants to cover periods of absence (subject to available funding).• Re-deploy suitable staff from the Development Services Team should opportunities arise.

Risk Identified	Likelihood / Impact	Management Action
Programme slippage	Medium / high. Impact could be considerable.	<ul style="list-style-type: none"> • Monitor progress and give priority to achieving the key milestones set out in the LDS.
Evidence gathering delays	Medium / high. Impact could be considerable.	<ul style="list-style-type: none"> • The Local Plan relies on substantial evidence on a range of issues. • Provide resources and funding to complete evidence gathering. • Encourage early engagement to secure evidence.
Web accessibility/GIS	Medium/high	<ul style="list-style-type: none"> • Implementing service plan and transformation programme and working with support services to remove blockages
Changes in Housing, Employment and other development requirements.	High. Impact could be considerable.	<ul style="list-style-type: none"> • Monitor changes to Standard method • Build in flexibility into Local Plan options for growth. • Early completions/reviews of the Statements of Common Ground with other HMA partners.
Substantial evidence requirements arising from Strategic Sites – including transport evidence, viability and deliverability (in terms of potential delivery of strategic infrastructure that relies on third parties).	High. Impact could be considerable.	<ul style="list-style-type: none"> • Early identification of key issues in relation to Strategic Sites and engagement with key partners (including infrastructure providers and site promoters).
Potential disconnect with emerging Neighbourhood Plans resulting in the two parts of the development plan diverging.	Medium / high. Impact could be considerable.	<ul style="list-style-type: none"> • Engage with Neighbourhood Plan Groups in order to seek alignment as far as practicable.

Risk Identified	Likelihood / Impact	Management Action
Competing work priorities. The Development Strategy Team is involved in a wide range of planning policy work.	Medium / high. Impact could be considerable.	<ul style="list-style-type: none"> The importance of the Local Plan is recognised within the Council. The Team's involvement in other work may need to be reduced at times.
Changes to legislation and/or Government policy including proposals for substantial change contained in the Levelling Up and Regeneration Bill and the national Planning Reforms.	Medium / high. Impact could be considerable.	<ul style="list-style-type: none"> Monitor Government statements to pre-empt legislation and policy changes. Take a flexible policy approach where appropriate.
Examination Process – Soundness of DPDs.	Low / medium. Impact could be considerable.	<ul style="list-style-type: none"> Work closely with DLUHC and the Planning Inspectorate (PINS). Follow procedures set out in the Planning Acts, Regulations, NPPF and the Planning Practice Guidance.
Duty to Co-operate failure	Low / medium. Impact could be considerable.	<ul style="list-style-type: none"> Continue to work with local authorities within the Housing Market Area and other partners on strategic, cross boundary matters and prepare Statements of Common Ground, as appropriate.
IT provision	Low / medium. Impact could be considerable.	<ul style="list-style-type: none"> Data will be 'backed up' on a daily basis.

Evidence Base

5.12 The Council will undertake and commission studies, both independently and in partnership, which will contribute to the 'evidence base' for its Local Plan. These will be made available on the Council's website.

Monitoring

- 5.13 The Council monitors, on an annual basis, how effective the policies and proposals in the Local Plan are in terms of meeting the Local Plan objectives. An Authority Monitoring Report (AMR) is prepared for this purpose.
- 5.14 The AMR will also give information about whether or not the Council is meeting the milestones set out in the LDS for preparing the new Local Plan. As a result, it may become necessary to revise the LDS in the future.

Appendix A: Schedule of Local Plan Documents

Document Title	Status	Role and Content	Geographic Coverage	Conformity	Publication	Submission	Adoption
Local Plan	DPD	Vision, strategic objectives, Strategic policies and allocations, Non-strategic policies	District wide	National Planning Policy Framework, Planning Practice Guidance, Strategic Growth Plan	September / October 2024	March 2025	March 2026
Local Plan Policies Map	Legally required	Illustrates policies and proposals of Local Plan	District wide	Local Plan	As per timetable for Local Plan above.	As per timetable for Local Plan above.	As per timetable for Local Plan above.

Appendix B: Local Plan Document Profiles

B1: Profile Local Pan	
	Overview
Role and Content	<p>Vision and strategic objectives for the District</p> <p>Strategic policies:</p> <ul style="list-style-type: none"> • To set an overall strategy for the pattern, scale and quality of development • To make sufficient provision for housing, employment, retail, leisure, commercial uses, infrastructure and community facilities • To conserve and enhance the natural, built and historic environment. <p style="text-align: center;">Non-strategic policies for specific areas, types of development including allocating sites, design principles and development management policies</p>
Geographic Coverage	<p>District wide*</p> <p>*Will not duplicate policies and proposals in made Neighbourhood Plans.</p>
Status	Development Plan Document
Conformity	General conformity with NPPF
	Timetable
Regulation 18 Consultation	January/February 2021
Publication of Local Plan	September / October 2024
Submission	March 2025
Examination hearings	July 2025
Adoption	March 2026

B1: Profile Local Pan	
	Arrangements for Production
Lead Section	Development Strategy Team
Project Manager	Planning Policy and Strategy Manager
Management Arrangements	Appropriate Council members will consider the Local Plan at each stage. Council agreement is required at Publication and Adoption stages
Internal Resources	Planning and Strategy Growth, Environmental Health Service, Housing and Communications teams
External Resources	Consultants will be appointed where necessary
External Stakeholder Resources	Technical advice from a range of external stakeholders, including highway authorities, utility and service providers, will inform the content of the Local Plan.
Approach to involving stakeholders and the community	Set out in Statement of Community Involvement
	Post Production
Monitoring and Review	Authority Monitoring Report will monitor progress towards preparing the Local Plan as well as policies to guide whether a review is required.

B2: Profile Local Plan Polices Map	
	Overview
Role and Content	<p>Policies Map illustrates on an Ordnance Survey base all the policies and proposals set out in the Local Plan.</p> <p>Inset Maps, where required, illustrate policies and proposals for specific parts of the District or specific settlements.</p>
Geographic Coverage	District wide
Status	Legally required to support Local Plan
Conformity	General conformity with NPPF
Timetable	The Policies Map and any relevant inset maps will be revised as the Local Plan is prepared and so the timetable will be the same as the Local Plan.
	Arrangements for Production
Lead Section	Development Strategy Team
Project Manager	Development Strategy Manager
Management Arrangements	Appropriate Council members will consider the Policies Map at each stage. Council agreement is required at Publication and Adoption stages.
Internal Resources	Planning and Economic Development department
External Resources	External resources required to prepare an electronic version of the Policies Map for web use and web accessible Local Plan and supporting documents, including evidence. Also, it may be necessary to use external printing resources to prepare paper copies.
External Stakeholder Resources	Technical advice from a range of external stakeholders, including highway authorities, utility and service providers, will inform the content of the Local Plan, which will be reflected on the Policies Map.
Approach to involving stakeholders and the community	Set out in Statement of Community Involvement
	Post Production

B2: Profile Local Plan Polices Map

Monitoring and Review

Authority Monitoring Report will monitor progress towards preparing the Local Plan as well as policies to guide whether a review is required. Policies Map will be updated when plans are reviewed and updated.

Appendix C: Detailed Programme Timetable

Document Title	2024							2025												2026				
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Evidence gathering																								
reg 18 Consult on draft version(s) of the Plan																								
reg 19 & 20 Proposed Submission version																								
reg 22 - Submission of the Plan																								
Reg 23 & 24 - Examination*																								
Reg 25 - Inspector report*																								
Reg 26 - Adoption																								

*indicative timing

Appendix D: Glossary

Authority Monitoring Report (AMR)

A report that reviews the Local Plan progress compared to the targets and milestones for Local Plan preparation set out in the LDS, as well as reviewing the effectiveness of policies within the Local Plan against targets set out in a monitoring framework.

Development Plan Document (DPD)

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

Local Development Documents (LDDs)

The set of documents which taken as a whole set out the development plan policies in force in the area.

Local Development Scheme (LDS)

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

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out Government's planning policies for England and how these are expected to be applied.

Planning Inspectorate (PINS)

The Planning Inspectorate is an agency of the Ministry of Housing, Communities and Local Government. It deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework.

Planning Practice Guidance

The National Planning Practice Guidance adds further context to the National Planning Policy Framework (NPPF) on specific issues and is intended to be read in conjunction with the NPPF.

Policies Map

This will illustrate, on an Ordnance Survey Base Map, all the policies and proposals contained in the Local Plan. This document was previously known as the Proposals Map.

Standard Method

The standard method identifies the minimum number of homes that a local authority should plan for in an area. It is determined through a formula contained within the Planning Practice Guidance.

Statement of Community Involvement (SCI)

This statement tells communities how and when they can be involved in the preparation of Local Plans. It shows how the Local Planning Authority plans will engage with communities when preparing Local Development Documents. The document also covers community involvement in the determination of planning applications.

Strategic Environmental Assessment (SEA)

Assessment of the environmental impacts of the policies and proposals contained within the Local Plan. An SEA is required only when a plan is likely to have a significant environmental effect.

Supplementary Planning Document (SPD)

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

Sustainability Appraisal (SA)

An SA must be carried out prior to plans being adopted. It involves an assessment of the social, economic and environmental implications of the plans and policies in the Local Plan to ensure that all decisions are made with the objective of sustainable development in mind. The SA can incorporate the requirements of the SEA.

Appendix 3 – Question 1.0.1. (c)
Blaby District Council
Strategic Housing and Economic
Land Availability
Assessment (SHELAA)
2019

Blaby District Council

Strategic Housing and Economic Land Availability Assessment (SHELAA)

2019

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Important Information

The SHELAA is not a decision-making document and does not allocate land for development. It forms part of the evidence base for the Local Plan and is the starting point for considering sites for potential housing and employment allocations in the new Local Plan.

In accordance with national guidance there is a requirement to assign a timeframe to every site capable of being developed at some point in the future. The inclusion of a site in a particular timeframe is indicative and new information may become available in the future that could change the development timeframe for a site.

Due to the strategic and broad nature of this assessment, the inclusion of a site within any of the timeframes does not guarantee the grant of planning permission should an application be made.

1. Introduction

- 1.1 This Strategic Housing and Economic Land Availability Assessment (SHELAA) report provides evidence on the potential supply of both housing and economic development land in the District of Blaby and forms part of the evidence base that will inform / underpin the Local Plan.
- 1.2 This document updates and combines the previous Blaby District Strategic Housing Land Availability Assessment (SHLAA) and Economic Development Land Availability Assessment (EDLAA) which were published in 2017, into one document. It builds on the information in the previous SHLAA and EDLAA and has updated site information where circumstances have changed.
- 1.3 The Blaby District Council SHELAA has been undertaken in accordance with the Leicester and Leicestershire Housing Market Area Strategic Housing and Economic Land Availability Assessment Joint Methodology Paper 2019 and follows the requirements set out in the NPPF and Planning Practice Guidance.
- 1.4 This document will form part of the evidence base for the Local Plan. **It is NOT a decision making document and does NOT allocate land for housing.**
- 1.5 In accordance with national guidance there is a requirement to assign a timeframe to every site capable of being developed at some point in the future. **Due to the strategic and broad nature of this assessment, the inclusion of a site within any of the timeframes does NOT guarantee the grant of planning permission.** Developers wishing to pursue planning permission will need to do so through the normal development management procedures.

2. Policy Context

National Policy Context

- 2.1 In accordance with the National Planning Policy Framework, Local Planning Authorities (LPAs) should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.

Planning Practice Guidance (2019)

- 2.2 The Planning Practice Guidance is an online resource and the relevant section in relation to undertaking assessments of land availability is called 'Housing and economic land availability assessment'. It provides practical advice on how to carry out the assessment including how to identify housing land (i.e. what sources of information should be used) and how to assess the deliverability and developability of sites (including how to assess suitability, availability and achievability).

- 2.3 Planning Practice Guidance says that the assessment of housing and economic land should be undertaken together to identify which sites or broad locations are the most suitable and deliverable for a particular use.

Local Policy Context

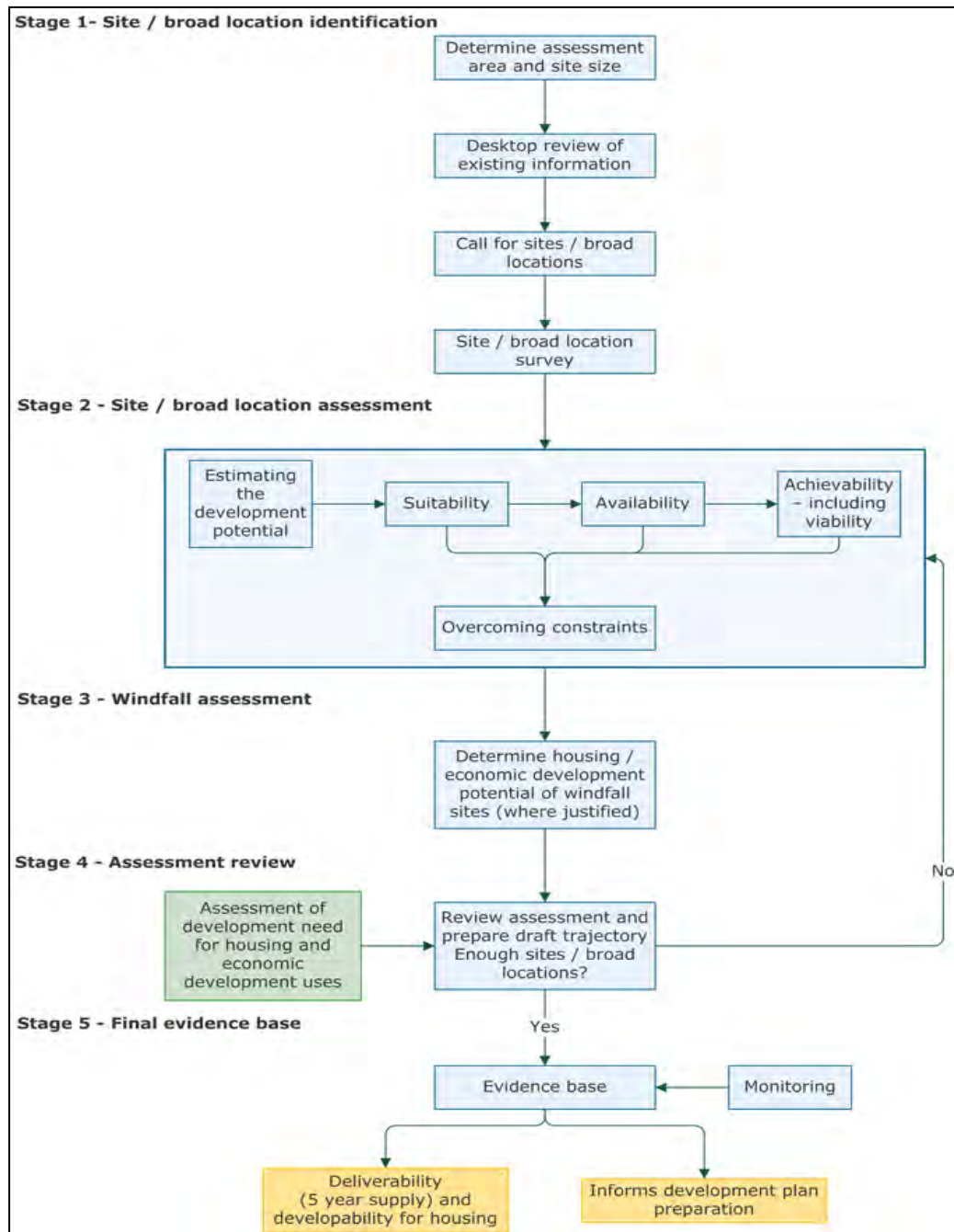
- 2.4 The development plan for the District consists of:
- The Blaby District Local Plan (Core Strategy) Development Plan Document (2013);
 - The Blaby District Local Plan (Delivery) Development Plan Document (2019); and
 - The Blaby Neighbourhood Plan (2018).
- 2.5 A number of the policies in the development plan have been used to identify current planning policy constraints in the SHELAA. Planning policy constraints have not caused any sites to be considered non-developable.

3. Methodology

Background

3.1 The Ministry for Housing, Communities and Local Government (MHCLG) produced a standard methodology within the 'Housing and economic land availability assessment' section of the National Planning Practice Guidance (NPPG) (2014), with five main stages, which can be seen in Figure 1 below.

Figure 1: Land Availability Assessment Methodology



Source: Ministry for Housing, Communities and Local Government (MHCLG) Housing and economic land availability assessment section, National Planning Practice Guidance (2019)

- 3.2 The methodology used for the Blaby District Council SHELAA is contained within the Leicester and Leicestershire Housing Market Area Housing and Economic Land Availability Assessment Joint Methodology Paper which is guided by the standard methodology produced by the MHCLG. This was produced in partnership with all participating authorities and agreed by stakeholders. The Leicester and Leicestershire HELAA Steering Group meets as appropriate to ensure the HELAA methodology is kept up-to-date with the latest changes in national policy and guidance.
- 3.3 There are some deviations between Local Planning Authorities with regard to the methodology to take local circumstances into account. Further details regarding how sites are appraised are explained in this covering SHELAA report.

Site / Broad Location Identification

- 3.4 Planning Practice Guidance advises that plan-makers should assess a range of different site sizes from small-scale sites to opportunities for large-scale developments such as village and town extensions and new settlements.
- 3.5 In line with national guidance and the Leicester and Leicestershire HELAA Joint Methodology Paper this assessment considers all sites and broad locations capable of delivering:
- five or more dwellings, or
 - economic development on sites of 0.25ha (or 500m² of floor space) and above.

Site Sources

- 3.6 Sites for inclusion in the SHELAA have come forward in a variety of different ways, including:
- Sites carried forward from previous SHLAA document where there is still demonstrable development interest
 - Call for sites exercise – site submissions
 - Formal SHLAA and EDLAA submissions
 - Existing housing and economic development allocations not yet with planning permission
 - Planning applications that have been refused or withdrawn
 - Expressions of Interest (for consideration in the Local Plan)
 - Sites with outstanding planning permissions (outline and detail)
 - Sites currently under construction
- 3.7 Sites with planning permission (outline and detailed), and those sites that are currently under construction as at 1st April 2019 are included within the SHELAA and are listed at Appendix 1. However, sites that were completed by 31st March 2019 are not included.
- 3.8 The ‘expression of interest’ sites have been submitted by landowners, developers and agents over a number of years inquiring about the possibility of pursuing residential or employment development on specific sites.
- 3.9 It is important to note that the complete site that was submitted is what has been appraised to its full size and extent. No smaller parts of larger individual

sites have been appraised separately unless they have been submitted separately.

- 3.10 Sites have been assessed on an individual basis on their own merits. Where a number of sites have been submitted for land relating to one particular settlement, the SHELAA appraisal does not take into account the cumulative effects of all the potential development sites around the settlement, only the potential impacts of the specific site referred to in the site appraisal form.
- 3.11 After a sieving process, duplicates were removed along with those sites that did not meet the minimum threshold of 5 dwellings or 500m² of economic floorspace (or 0.25ha) or were considered to be non-developable due to the presence of significant constraints ('red constraints'). A final number of 105 sites have been taken forward for inclusion in the SHELAA.

Carrying out the Survey

- 3.12 The assessment of sites involved: a desktop review; a site visit (where necessary); and, receipt of specialist comments on archaeology, ecology and highways matters.
- 3.13 Each submitted site was mapped on to the Council's GIS (Geographical Information System) software. This allowed a desktop review which recorded general site characteristics and an examination of the constraints affecting each site, including planning policy constraints.
- 3.14 The SHELAA will be reviewed and updated on a regular basis. If evidence can be provided demonstrating that a constraint can be overcome, this will be taken into account at the review stage. This may mean changes in how a site is viewed in terms of suitability, availability and achievability and its overall assessment, as well as possibly moving a site into a different development timeframe.
- 3.15 A template of the pro forma is illustrated below with a description of each factor:

Site Reference	Site Name	Parish	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
<i>Site size in hectares</i>	<i>The developable area of the site in hectares. This takes into account the quantity of any land that is affected by a red constraint.</i>	<i>Number of dwellings (density) or amount of floorspace in m²</i>	
Grid Ref	Current Use	Previously Developed	Yes / No
E <i>The site's eastings</i>	A description of the site's current use	Proposed Use	
N <i>The site's northings</i>		A description of the proposed use, e.g. housing or employment or mixed use	
SOCIAL Factors			
Proximity to large convenience store	<p><i>The distance to these services and amenities has been measured as if someone was walking from the centre of the proposed site to the service or amenity.</i></p> <p><i>In some instances, the services or amenities are in different villages or towns, or may be located outside of the District.</i></p> <p><i>The local employment locations are the Key Employment Sites identified in the Local Plan Delivery DPD (2019) and the Motorways Retail Area at junction 21 of the M1 that includes Fosse Park and the Grove Farm Triangle.</i></p> <p><i>The open spaces are over 1 hectare in size and include: parks and recreation grounds, outdoor sports space, children and young people's play space, informal open space, and natural green space.</i></p>		
Proximity to GP surgery			
Proximity to primary school			
Proximity to secondary school			
Proximity to local employment			
Access to public transport			
Proximity to open space			
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	<i>All sites have been assessed by Leicestershire County Council to establish if they have ecological value. Each site has been screened against the County Council's Local Validation criteria triggers for likely presence of protected species and comments have been made accordingly.</i>		
Townscape and landscape	<i>The Blaby District Council Landscape and Settlement Character Assessment (2008) is used to identify the character area in which submitted sites are located.</i>		
Heritage assets	<i>The heritage potential of each site has been assessed by Leicestershire County Council. This has included the identification of designated heritage assets and how far they are from the site (i.e. listed buildings / Scheduled Monuments and whether they are onsite / in the vicinity, etc.). Broader heritage comments are also made, and a final conclusion on the heritage potential of the site, i.e. whether it is high, medium or low.</i>		

Soil resources	<i>All sites have been assessed in terms of their soil quality. The Blaby District Council Landscape and Settlement Character Assessment (2008) looked at the soil quality in the District via the Agricultural Land Classification (ALC), and found there is no Grade 1 agricultural land in the District (the highest quality soil), and there are only a couple of pockets of Grade 2. Most of the soil in the District is Grade 3 and Grade 4.</i>
Previously developed land	<i>It is assessed whether the site is previously developed land (brownfield) or greenfield, or a mix of both.</i>
Flood risk	<i>Each site is checked against the latest flood risk maps from the Environment Agency and the Council's Strategic Flood Risk Assessments (2014 and 2017). The percentage of the total site area at risk is recorded. To reflect the importance of Flood Zone 3b as a constraint, where necessary, the developable area of a site has been reduced to reflect the area of a site at flood risk.</i>
Land contamination, pollution and hazards	<i>For all contaminated or unstable land, an area radiating out up to 250m from the source has been identified as potentially at risk. This information has been supplied by the Environmental Health department of Blaby District Council. Sites have been checked whether they are located within the 'cordon sanitaire' of sewage treatment works, are close to known sources of air and noise pollution, contain electricity pylons / overhead power lines, or are within hazard consultation zones.</i>
Minerals and waste	<i>Sites have been checked to establish whether they are located in a minerals consultation zone or are protected for a waste facility.</i>
ECONOMIC Factors	
Available and achievable	<p><i>In accordance with Planning Practice Guidance, a site can be considered available for development, when, on the best information available, there is confidence that there are no legal or ownership impediments to development. Legal / ownership problems can include unresolved multiple ownerships, ransom strip tenancies and operational requirements of landowners.</i></p> <p><i>A site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the particular site at a particular point in time.</i></p> <p><i>Sites in multiple ownership or currently occupied by an alternative land-use (e.g. industrial land) may affect the availability of the site and this will be recorded.</i></p>

Site access and impact on road network		<i>The accessibility constraints have been assessed by Leicestershire County Council. The accessibility constraints are concerned with problems or limitations relating to access on to the site, the potential infringement of public rights of way, and the impacts on adjacent highways. The highways comments are based on a strategic-level assessment and do not prejudice any further comments and considerations to be made by the highway authority should a planning application for development be forthcoming. No sites have been excluded from the assessment on the basis of the highways comments provided.</i>		
Overall Assessment				
Identified Red Constraints		<p><i>Constraints that are considered 'red' are constraints that render a site undevelopable and unworthy of further consideration and assessment. In some instances, only part of a site is affected by a red constraint. Where this is the case, this will be clearly stated and the developable area of the site reduced accordingly. Sites will only be excluded where the whole of the site is affected by the red constraint.</i></p> <p><i>The red constraints are:</i></p> <p><i>The functional flood plain (Flood Zone 3b) (as set out in the relevant Strategic Flood Risk Assessment);</i></p> <p><i>Scheduled Monuments (nationally important sites as listed by Historic England);</i></p> <p><i>Internationally and Nationally Designated Sites of Biodiversity and Geological Interest (SSSI, SPA) as designated by Natural England or the European Commission;</i></p> <p><i>Major hazardous facilities (as defined by the Health and Safety Executive).</i></p>		
Policy Designations		<i>Identification of any relevant Local Plan or Neighbourhood Plan policy designations, for example Countryside or Green Wedge.</i>		
Suitable	Yes / No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes / No	<i>Developable</i>	<i>Number of dwellings (density) or amount of floorspace in m²</i>	<i>Either: 6 – 10 or 11 – 15</i>
Achievable	Yes / No			
Additional information		<i>Any additional information that may be of relevance.</i>		

4. Estimating the Development Potential

Housing Sites

- 4.1 Throughout the Leicester and Leicestershire housing market area, the following gross to net development ratios have been agreed based on site size. This allows for items such as roads, green infrastructure and sustainable drainage systems to be taken into account when identifying the developable land available on a site. These ratios have been drawn up in discussion with stakeholders at Developer Panels and applied to past SHELAAs. Specific site information may result in a deviation from the ratios below and it will be clearly stated in the pro forma where this has occurred.

Table 1: Housing Site Development Ratios

<i>Site Size</i>	<i>Gross to Net Development Ratio</i>
Up to 0.4 hectares	100%
0.4 – 2ha	82.5%
2 – 35ha	62.5%
Over 35ha	50%

- 4.2 Density is also used to calculate the housing potential of a site. Sites within and adjoining the Principal Urban Area will generally be 40 dwellings per hectare, and all other sites will generally be 30 dwellings per hectare.

Table 2: Housing densities to be used in the SHELAA

<i>Location</i>	<i>Density</i>
Within and adjoining the Principal Urban Area of Leicester. For Blaby District, this includes the parishes of Braunstone Town, Glen Parva, Glenfield, Kirby Muxloe, Leicester Forest East and Lubbesthorpe.	Minimum of 40 dwellings per hectare
Other locations	Minimum of 30 dwellings per hectare

- 4.3 The estimated dwelling numbers are designed as a guide to how many dwellings a site could yield if it was found to be 'developable'. It is understood that dwelling numbers are subject to change depending on site specific circumstances. To keep the appraisals consistent, the dwelling numbers have been estimated using the same formula throughout unless a site is promoted for more than one land use and, in these instances, the site promoter's estimated yield is used. Where this is undertaken, this will be clearly stated. Where part of a site is subject to a red constraint, the estimated dwelling yield has been proportionately reduced to reflect this.

Economic Development Sites

- 4.4 Economic development sites to be assessed include sites promoted for retail, leisure, cultural, office, industrial or warehousing uses (or any combination of the above).

Plot ratios for Employment uses

- 4.5 The potential amount of development an employment site can deliver is dependent on the likely density of development. Calculations of employment potential are based upon plot ratios of gross floorspace to site area for different classes of employment use as outlined in the Housing and Economic Development Needs Assessment (HEDNA 2017) and Strategic Distribution Study (SDS 2014) and for Blaby District are as follows:

- 0.35 for B1(a) / B1(b) offices;
- 0.42 for B1(c) and B2 industrial uses; and
- 0.40 for B8 storage and distribution uses.

- 4.6 An estimate of employment potential will be calculated for each site using the following formula:

$$\text{Developable site area} \times \text{plot ratio} = \text{employment potential (m}^2\text{)}$$

- 4.7 In cases where a mix of B uses are assessed as potentially appropriate on a single site, an average of the densities for the appropriate uses will be taken and multiplied by the site area, i.e. 0.39 for B1 / B2 / B8 uses. For some sites, the site promoter may have provided additional information where they have estimated their own yield for employment floorspace. This may be where a site is promoted for a mix of housing and employment land. Where this is the case, the site yield will be based on the site promoter's information and this will be clearly stated.

Plot ratios for other Economic Development uses

- 4.8 There is no national policy that sets out a national indicative minimum floorspace density for other economic development uses. Guidance on floorspace densities for use class B development is used to assess the development potential of a site, but no guidance exists on floorspace density for non-employment uses, for example retail and leisure floorspace.
- 4.9 In this SHELAA, one site is assessed for a range of economic development uses (B1, B2 and B8 employment floorspace and A1 – A5 retail uses) and the site promoter has provided an estimated yield which will be used for this SHELAA. Therefore, the plot ratios for other Economic Development uses will not be set out in this report as they are not required.

5. Assessing a Site's Developability

- 5.1 Assessing the suitability, availability and achievability of a site will provide the information necessary to determine whether a site can be considered deliverable within the first five years of the plan period or developable over a longer period.
- 5.2 The assessment of suitability, availability and achievability is based on what is known about the site at the time of the assessment.

Assessing Suitability

- 5.3 A site or broad location can be considered suitable if it would provide an appropriate location for development when considered against relevant constraints and their potential to be mitigated.
- 5.4 When considering constraints, the PPG indicates that plan-makers may wish to consider the information collected as part of the initial site survey, as well as other relevant information, such as:
- National policy;
 - Appropriateness and likely market attractiveness for the type of development proposed;
 - Contribution to regeneration priority areas; and
 - Potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation.
- 5.5 As part of the initial site survey, information is collected on whether any sites are affected by current Local Plan policies. Sites may be considered to be not suitable for development when assessed against the current Local Plan policies. The suitability of a site may change in the future when the Local Plan policies are reviewed.
- 5.6 In addition to the above, if a site has planning permission or is allocated in an existing development plan it will be considered suitable for development.

Assessing Availability

- 5.7 The Planning Practice Guidance considers a site to be available for development; when, on the best information available (confirmed by the 'call for sites' and information from land owners and legal searches where appropriate), there is confidence that there are no legal or ownership problems. For the purposes of the above, legal / ownership problems can include unresolved multiple ownerships, ransom strip tenancies and operational requirements of landowners.
- 5.8 As stated above, a number of sites are carried forward from the previous SHLAA and EDLAA documents. In some instances, no site information has recently been submitted to the Council proposing the site for development and, where this is the case, the sites are not assessed as they are considered to be no longer actively promoted for development and so not available. These sites are listed in Appendix 6.

- 5.9 The sites may be reconsidered in future SHELAAAs if they are re-promoted for development.

Assessing Achievability

- 5.10 According to Planning Practice Guidance: “A site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time. This is essentially a judgement about the economic viability of a site, and the capacity of the developer to complete and let or sell the site over a certain period.”
- 5.11 Achievability will be considered through discussions with external stakeholders, including through developer panels and individual correspondence with the parties that have submitted sites, where necessary.

Identifying Deliverable and Developable Sites

- 5.12 Paragraph 67 of the NPPF notes that planning policies should identify a supply of:
- a) specific, deliverable sites for years one to five of the plan period; and
 - b) specific, developable sites or broad locations for growth, for years 6 – 10 and, where possible, for years 11 – 15 of the plan.
- 5.13 The definition of ‘deliverable’ is set out in the Glossary of the NPPF. To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:
- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans);
 - b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.
- 5.14 To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.
- 5.15 Where a site is subject to a severe constraint to development in its entirety, i.e. a red constraint, then it will be classed as non-developable. Where a site is partially subject to a red constraint, the developable area will be proportionately adjusted and the yield calculated accordingly.

Timeframe for Development

- 5.16 Each site will be classified based on their ability to come forward:
- Within 0 – 5 years (2019 – 2024) : Deliverable
 - Within 6 – 10 years (2024 – 2029) : Developable
 - Within 11 – 15 years (2029 – 2034) : Developable
- 5.17 The development timeframes are not definitive and reflect the individual characteristics of a site. Sites will be assessed in more detail when site selection work commences on the New Local Plan.
- 5.18 Every assessed site has been assigned one of the three timeframes for development as illustrated above. This has been based on a set of assumptions which have been applied consistently to all sites. These assumptions are:

Deliverable Sites

- 5.19 For sites to be placed in the 0 – 5 years timeframe they must be deliverable sites. In accordance with the NPPF definition of deliverable, only sites with planning permission, allocated in a development plan, with a grant of permission in principle, or identified on a brownfield register, will be considered deliverable where it is considered that housing completions will begin on site within five years.
- 5.20 For the purposes of this SHELAA, the Council will be placing the majority of sites of five or more dwellings that are either under construction or with planning permission in the 0 – 5 year timeframe for development. These sites are listed at Appendix 1 of the document.
- 5.21 In some instances, sites with planning permission or allocated for development will take many years for the site to be completed and so the whole site will not be included in the 0 – 5 year timeframe as this is unrealistic. Instead, the site's development trajectory will be taken from the Local Plan Delivery DPD (2019) Housing Trajectory and Five Year Housing Land Supply calculations to more accurately reflect the anticipated level of development on the site within years 0 – 5. The remaining yield of these sites will then be assessed as developable.

Developable Sites

- 5.22 All of the sites assessed in Appendix 2 are developable sites because they do not have any form of planning permission or planning status and so cannot be defined as deliverable and placed in a development timeframe of 0 – 5 years. These sites will have a development timeframe of either 6 – 10 years or 11 – 15 years, depending on the following factors:
- Whether the site adjoins the nearest settlement;
 - Whether the site is under option to a developer, or is promoted by a house-builder or land agent;
 - The size of the proposed development and whether significant infrastructure is likely to be required to support the development of the site;
 - Whether the site is in multiple ownership;

- Whether the site is occupied by one or more businesses that would need time to relocate;
- The presence of a red constraint that could affect delivery of the site, but not result in the site being non-developable.

5.23 Assigning a timeframe for development to a site does not indicate that the site will be built out in its entirety within that time period. Planning Practice Guidance suggests that allowance should be made for several developers to be involved on the largest sites, however in some instances this information is not known or could change from that indicated by a site promoter.

6. Summary of Findings

- A total of 106 sites were assessed in the SHELAA.
- One site was found to be non-developable due to the presence of red constraints.
- 91 sites were assessed for housing development.
- 7 sites were assessed for a mix of housing and employment development.
- 7 sites were assessed for employment and retail development.
- The dwelling yield of 9 sites is removed to avoid double-counting with other sites that overlap.

Housing Development Potential

Deliverable (0 – 5 years)	Developable (6 – 10 years)	Developable (11 – 15 years)	TOTAL
2,577	6,264	21,047	29,888 dwellings

Employment Development Potential (Use Class B development)

Deliverable (0 – 5 years)	Developable (6 – 10 years)	Developable (11 – 15 years)	TOTAL
41,719m ²	230,660m ²	1,344,659m ²	1,617,038m²

Retail Development Potential (Use Class A development)

Deliverable (0 – 5 years)	Developable (6 – 10 years)	Developable (11 – 15 years)	TOTAL
26,801m ²	9,250m ²	0m ²	36,051m²

6.1 Appendices 2, 3 and 4 provide a completed appraisal pro forma for every site included within the SHELAA with an accompanying map to show the site's location. Appendix 7 shows the estimated housing numbers by each parish.

Appendix 1 - Sites with planning permission, under construction or allocated for development, as at 1 April 2019 (yield of 5 or more dwellings)

Parish	Address	Planning application reference	Housing yield (no. of dwellings)			Employment floorspace yield (m ²)			Retail floorspace yield (m ²)			
			0 - 5 years	6 - 10 years	11 - 15 years	0 - 5 years	6 - 10 years	11 - 15 years	0 - 5 years	6 - 10 years	11 - 15 years	
Housing sites with planning permission, under construction or allocated for development												
Blaby	Leicester Lions Rugby Club, Lutterworth Road	15/1031/RM	44									
Blaby	Land at Keepers Farm, off Saville Road	17/0302/FUL	24									
Blaby	Former Torclad Factory, adj. 85 Park Road	07/1068/1/PX	6									
Blaby	Land at Wykeham Close	18/1706/FUL	6									
Braunstone Town	2 - 4 Westover Road	16/1330/FUL	6									
Cosby	Land south of Cambridge Road	16/0216/OUT	120	60								
Cosby	Land at Croft Road	17/0747/FUL	32									
Countesthorpe	Land to rear of 35-39 Winchester Road	14/0403/1/PX and 16/1117/FUL	6									
Countesthorpe	Countesthorpe Conservative Club	14/0737/1/PX	7									
Countesthorpe	Unit 1, 29 Wigston Street	16/1584/FUL	5									
Croft	Land at Broughton Road	17/0323/FUL	14									
Elmesthorpe	Land at the Depot, Church Farm, Station Road	17/1597/RM	7									
Glenfield	Land rear of 66-106 Station Road	15/1134/FUL	10									
Glenfield	Land off Nursery Rise	17/1253/RM	29									
Glenfield	Land at 17 Poachers Close	14/0943/1/PX	6									
Glen Parva	Land off Cork Lane	15/0176/OUT	60	105								
Glen Parva	Land west of 23 Blue Banks Avenue	18/1383/FUL	10									
Huncote	Land off Denman Lane	16/1334/RM	24									
Kirby Muxloe	Land off Barry Close	18/0635/RM	69									
Kirby Muxloe	Land north of Hinckley Road (A47)	Delivery DPD Allocation	210	300	240							
Kirby Muxloe	Land at Ratby Lane / Desford Road	Delivery DPD Allocation	20	32								
Kirby Muxloe	1-3 Castle Road (former Kirby Footwear)	17/0606/CLASPA	7									
Kirby Muxloe	Land adj. Travelodge, Hinckley Road	17/0906/FUL	6									
Kirby Muxloe	2 Barry Close	19/0049/FUL	7									
Leicester Forest East	Land at Grange Farm	Delivery DPD Allocation		55								
Leicester Forest East	Land at Webb Close	Delivery DPD Allocation		21								
Narborough (Littlethorpe)	Land south and east of 62A and 64 Cosby Road	14/0096/1/MX	8									
Narborough (Littlethorpe)	Land off Warwick Road	18/0466/FUL	46									
Narborough (Littlethorpe)	Land off Cosby Road	13/0884/1/OX	25									
Narborough (Littlethorpe)	The Mechanical Workshop, 45 Station Road	18/0863/FUL	7									
Sapcote	Land west of Stanton Road	13/0795/1/MX	52									
Sapcote	Land south of Hinckley Road	17/0247/OUT	125									
Stoney Stanton	Former Stoney Stanton WMC, Hinckley Road	18/1400/FUL	6									
Whetstone	85 High Street (formerly the Wheatsheaf Inn)	18/0078/FUL	5									
Whetstone	90 High Street	17/0409/FUL	10									
Whetstone	Plot 1, Whittle Estate, Cambridge Road	17/1176/OUT	78									
Whetstone	Plots 4 and 5, Whittle Estate, Cambridge Road	17/1178/OUT	85									
		TOTAL	1,182	573	240							
Mixed use sites with planning permission or under construction												
Lubbesthorpe	Lubbesthorpe SUE	11/0100/1/OX	1,395	1,575	1,009		51,100			3,850		
Employment and retail sites with planning permission, under construction or allocated for development												
Blaby	Rose Business Park, Lutterworth Road	18/0775/RM					2,730					
Blaby	Blaby Hall, Church Street, Blaby	09/0465/1/PX					1,633					
Blaby	Rose Business Park, Lutterworth Road	17/0360/RM					639					
Blaby	Rose Business Park, Lutterworth Road	15/1084/OUT					2,892					
Enderby	Land west of St Johns	Delivery DPD Allocation						120,000				
Enderby	Unit 4, Thorpe Way, Grove Park	16/0348/FUL					600					
Enderby	Land at Enderby substation, Desford Road, Enderby	13/0030/1/PX and 17/0393/NMAT					4,751					
Enderby	Land at junction of Soar Valley Way and Narborough Road South	18/1125/RM					2,440		600			
Enderby	Leicestershire Police HQ	17/1284/FUL					2,463					
Enderby	Castle Acres, Everard Way	15/0577/FUL							26,201			
Glenfield	Glenfield Park Land at Kirby Road / Ratby Lane Glenfield	12/0457/1/VY					5,866					
Glenfield	Unit B, Plot 40B, Devana Avenue, Optimus Point	18/0679/RM					2,418					
Glen Parva	Land at Wharf Way	17/0856/FUL					815					
Kirby Muxloe	Land at junction of Ratby Lane and Oak Spinney Park	07/0600/1/PX					1,586					
Kirby Muxloe	Land at junction of Ratby Lane and Oak Spinney Park	18/0683/FUL					1,180					
Narborough	Land at junction of Soar Valley Way and Narborough Road South	15/0888/VAR					4,050					
Narborough	Land at Regent Street Industrial Estate	17/0097/OUT					1,480					
Sharnford	John Brindley Ltd, The Farm, Aston Lane	18/0792/FUL					836					
Stoney Stanton	Cobley Transport, Coventry Road	13/0335/1/PX					1,964					
Stoney Stanton	Land adj Highfields Farm Enterprise Centre, Huncote Road	16/1654/OUT						8,460				
Stoney Stanton	Unit 18, Highfields Farm Enterprise Centre, Huncote Road	14/1029/1/PX					821					
Thurlaston	Manor Farm, Enderby Road	17/1646/FUL					1,605					
Whetstone	Imperial, Whiteacres, Cambridge Road	18/0355/FUL					950					
		TOTALS	2,577	2,148	1,249		41,719	179,560	-	26,801	3,850	-
			5,974 dwellings				221,279m²			30,651m²		

Appendix 2 – SHELAA sites assessed for housing development

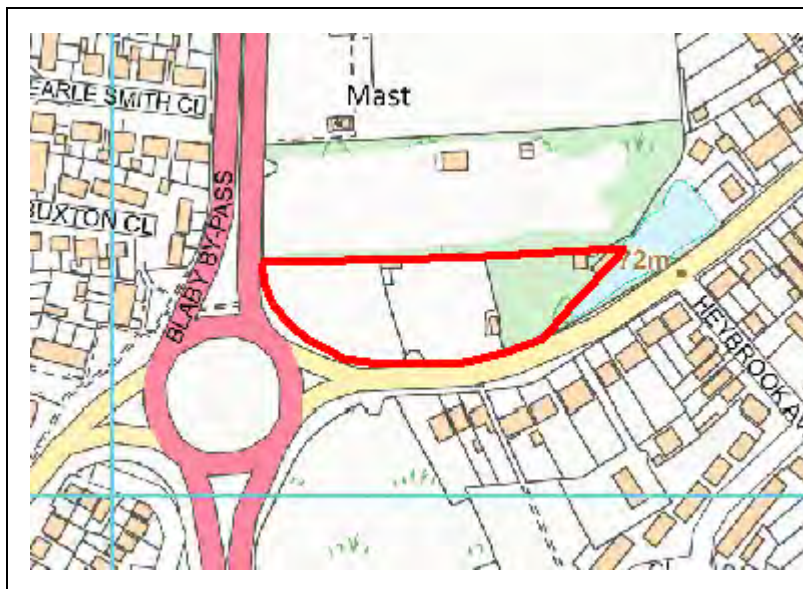
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Parish: Blaby

Site Reference	Site Name	Parish
BLA007	Land north of Grove Road	Blaby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.84	0.84	20 (30dph)
Grid Ref	Current Use	Previously Developed No
E 456163	Grazing land / woodland	Proposed Use
N 297102		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 570m of a Co-op at Whetstone.	
Proximity to GP surgery	The site is within 690m of Hazelmere Medical Centre.	
Proximity to primary school	The site is within 680m of Blaby Stokes Church of England Primary School.	
Proximity to secondary school	The site is within 2330m of Countesthorpe Leysland Community College, Countesthorpe.	
Proximity to local employment	The site is within 890m of the Whittle Estate, Cambridge Road, Whetstone.	
Access to public transport	The site is within 700m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 150m of open space over 1 hectare at Cranmer Close and 1130m Bouskell Park, Blaby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Potential protected species; surveys needed.	
Townscape and landscape	<p>The site is within the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area.</p> <p>The western part of the site is used for the grazing of horses and the field is bound by tall hedgerows. The eastern part of the site is overgrown woodland which provides a strong edge to the settlement.</p> <p>Settlement expansion into the character area is a key pressure which may reduce the individual character of the settlements of Blaby and Whetstone.</p>	
Heritage assets	No designated heritage assets on site but LCC Archaeology indicate that site is adjacent to a fishpond (MLE16566) and heritage potential for this site is medium.	
Soil resources	The site is Grade 3 agricultural land but despite the site being greenfield, records indicate that the site is unlikely to be best and most versatile due to its location between Whetstone and Blaby.	
Previously developed land	Part of the site is currently grazing land for horses with some small outbuildings / stables and the eastern part of the site is woodland. It is greenfield.	
Flood risk	The site is located in Flood Zone 1 and part of the site is at 1 in 1,000 year risk of surface water flooding.	
Land contamination, pollution and hazards	<p>The site is unlikely to be affected by land contamination, landfill or to cause groundwater pollution.</p> <p>The site is not close to sources of pollution or other environmental quality issues.</p>	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	

ECONOMIC Factors				
Available and achievable		No recent site information aside from recent planning history.		
Site access and impact on road network		LCC Highways comments that there are no apparent fundamental reasons for this site to be excluded providing access is taken from Grove Road. The site does not currently have a suitable access, and is in close proximity to the roundabout. Further investigation is required		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Green Wedge (Policy CS16 and defined on Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	20 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		Planning application for 22 dwellings refused in 2017 (application reference: 17/0732/FUL)		

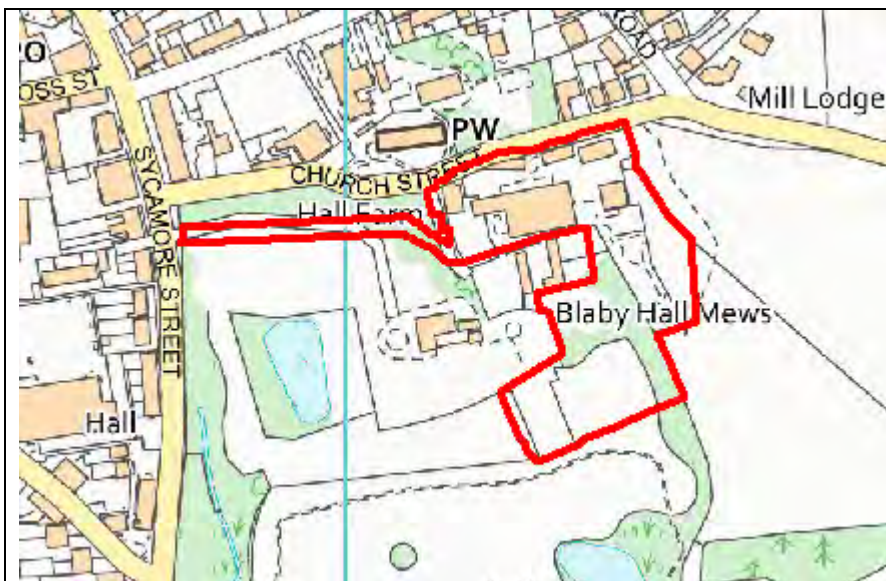


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Site Reference	Site Name	Parish
BLA025	Land south of Church Street and rear of Blaby Hall	Blaby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.48	1.43	7 (planning application)
Grid Ref	Current Use	Previously Developed N
E 457148	Agricultural buildings	Proposed Use
N 297780		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 490m of Aldi in Blaby town centre.	
Proximity to GP surgery	The site is within 620m of Northfield Medical Centre.	
Proximity to primary school	The site is within 1010m of Thistly Meadow Primary School.	
Proximity to secondary school	The site is within 2028m of Countesthorpe Leysland Community College, Countesthorpe.	
Proximity to local employment	The site is within 460m of Blaby town centre and 900m of Blaby Industrial Estate, Winchester Avenue, Blaby.	
Access to public transport	The site is within 520m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 600m of a open space over 1 hectare at Bouskell Park, Blaby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Possible protected species; surveys required.	
Townscape and landscape	<p>The site is located in the Blaby Settlement Character Area, and abuts the historic parkland to the east of the character area which is a key feature.</p> <p>Any small scale development would require the replication of the mature woodland edge to ensure that no roofline could be seen within the wider landscape of Blaby. Future changes in development or land management would also need to respect the rural parkland character of Bouskell Park to retain its perceived connection with the wider countryside.</p>	
Heritage assets	The site lies within the grounds of Blaby Hall and associated outbuildings, many of which are Grade 2 listed. All Saints Church to the north of the site is Grade 1 listed. The site is within the Blaby conservation area and Bouskell Park is adjacent. Heritage potential is high.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site consists of agricultural buildings and therefore is greenfield.	
Flood risk	According to the SFRA 2014, part of the site is in Flood Zones 2 and 3a and this area is at the site's access. The site access and pockets of land in the centre of the site are at 1 in 1,000 year risk of surface water flooding. Further investigation is required.	
Land contamination, pollution and hazards	<p>The site is unlikely to be affected by land contamination, landfill or to cause groundwater pollution.</p> <p>The site is not close to sources of pollution or other</p>	

Site Reference	Site Name	Parish		
BLA025	Land south of Church Street and rear of Blaby Hall	Blaby		
	environmental quality issues.			
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is the subject of a planning application.			
Site access and impact on road network	The Highway Authority raised concerns about intensification of traffic on Church Street. There are no apparent fundamental reasons for this site to be excluded from consideration.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	7 (planning application)	6 – 10 years
Achievable	Yes			
Additional information	There is an outstanding planning application for 7 dwellings (see planning application reference: 16/0238/FUL)			

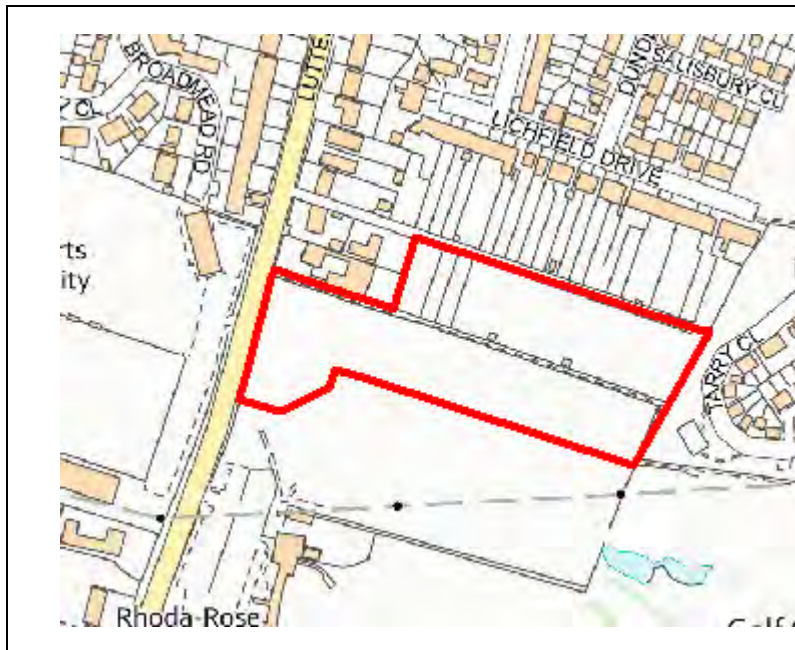


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Site Reference	Site Name	Parish
BLA030	Land off Lutterworth Road	Blaby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.02	2.02	51 (Blaby Neighbourhood Plan reserve housing site)
Grid Ref	Current Use	Previously Developed No
E 456593	Former allotments and golf course land	Proposed Use
N 296613		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1060m of Co-op at Whetstone (Dog and Gun).	
Proximity to GP surgery	The site is within 990m of Hazelmere Medical Centre.	
Proximity to primary school	The site is within 796m of Badgerbrook Primary School.	
Proximity to secondary school	The site is within 1170m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 550m of the Rose Business Park, Blaby.	
Access to public transport	The site is within 730m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 700m of an open space over 1 hectare at Cranmer Close, Blaby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Potential protected species; surveys needed.	
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area. The site has strong urban fringe characteristics with tall hedgerows typical of the character of the area. Any change in land management or development at the urban edge which increases the prominence of development in the landscape could have a detrimental effect on landscape character.	
Heritage assets	LCC archaeology comments that heritage potential on the site is high. There are no designated heritage assets on site.	
Soil resources	The site is Grade 3 agricultural land and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site was formerly used as allotments and so is greenfield.	
Flood risk	The site is located in Flood Zone 1 and a small part of the site is at 1 in 1,000 year risk of surface water flooding.	
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination, landfill or to cause groundwater pollution. The site is not close to sources of pollution or other environmental quality issues.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	Site promoted by a housebuilder.	
Site access and impact on road network	The Highways Authority indicates that there are no apparent fundamental reasons to exclude this site. A suitable access needs to be created on to Lutterworth Road.	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Green Wedge (Policy CS16 and Policies Map) Reserve Housing Site BNP6 (b) in the Blaby Neighbourhood Plan		
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	51	6 – 10 years
Achievable	Yes			
Additional information		Blaby Neighbourhood Plan reserve housing site (BNP6) allocated for up to 51 dwellings.		



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Site Reference	Site Name	Parish
BLA031	Land north of Hospital Lane	Blaby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.58	5.58	104 (30dph)
Grid Ref	Current Use	Previously Developed No
E 457472	Agricultural land	Proposed Use
N 297203		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1130m of Aldi in Blaby town centre.	
Proximity to GP surgery	The site is within 1400m of Hazelmere Medical Centre.	
Proximity to primary school	The site is within 490m of Thistly Meadow Community Primary School.	
Proximity to secondary school	The site is within 2390m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 1300m of Blaby town centre..	
Access to public transport	The site is within 1000m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 100m of a open space over 1 hectare at Oakfield Park / Blaby Oaks, Blaby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Retention of hedges and new plantation woodland with 5m buffer zones natural open space; 5m buffer also to woodland along western edge. OK with mitigation.	
Townscape and landscape	The site is located in the Sence and Soar Floodplain Landscape Character Area. Key pressures include: Expansion of new housing around settlement edges increases urbanising influences in the landscape.	
Heritage assets	There are no designated heritage assets on the site. LCC Archaeology: medium risk. Prehistoric enclosures in the vicinity and ridge and furrow across the area.	
Soil resources	The site is Grade 3 agricultural land and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so is greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination, landfill, pollution or other environmental quality issues.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	Site promoted on behalf of a single landowner who is willing to sell / develop the site. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Access to the site is likely to be from Hospital Lane, which is an unclassified road with a 60mph speed limit. This is contrary to policy IN 5 of the Leicestershire Highway Design Guide (LHDG), which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed limit of 40mph or less which are essentially rural in nature.	

Site Reference	Site Name	Parish		
BLA031	Land north of Hospital Lane	Blaby		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map). Western part of site is designated Local Green Space (BNP4).		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	104	6 – 10 years
Achievable	Yes			
Additional information		The developable area excludes the land designated as Local Green Space. The site promoter indicates that this land would be landscaped for open space.		

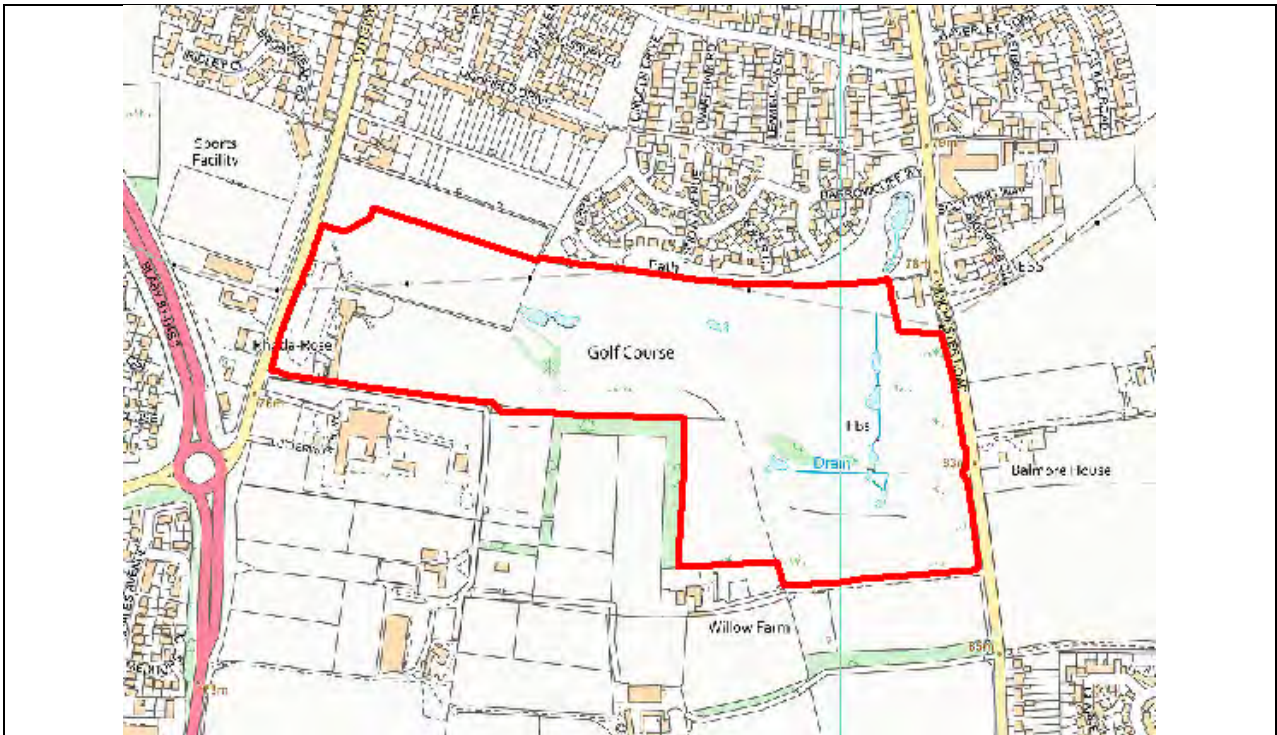


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Site Reference	Site Name	Parish	
BLA032	Land at Glebe Farm	Blaby	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
16.34	16.34	306 (30dph)	
Grid Ref	Current Use	Previously Developed	Mixed (mostly Greenfield)
E 456776	Golf course	Proposed Use	
N 296462		Housing (with community facilities)	
SOCIAL Factors			
Proximity to Local Centre with convenience store	The site is within 1100m of Co-op at Whetstone (Dog and Gun).		
Proximity to GP surgery	The site is within 1360m of Hazelmere Medical Centre.		
Proximity to primary school	The site is within 1320m of Thistly Meadow Community Primary School.		
Proximity to secondary school	The site is within 1280m of Countesthorpe Leysland Community College.		
Proximity to local employment	The site is within 590m of Rose Business Park and 1810m to Blaby town centre.		
Access to public transport	The site is within 450m of a bus stop with a regular frequency service.		
Proximity to open space	The site is within 1510m of an open space over 1 hectare at Oakfield Park / Blaby Oaks, Blaby and a similar distance to Bouskell Park		
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	LCC Ecology: golf-course may have species-rich grassland and further ponds may meet LWS criteria. Ponds need to be retained and Phase 1 habitat survey needed. Includes 5 locations that meet the criteria for Local Wildlife Sites. Further surveys needed before making a decision on the site.		
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character. Key pressures include: Expansion of new housing around settlement edges increases urbanising influences in the landscape and affect on settlement identity of Blaby, Countesthorpe and Whetstone.		
Heritage assets	There are no designated heritage assets on site. LCC archaeology: medium risk. No known archaeological remains on site but Iron Age roundhouse (MLE22906), early Bronze Age burial (MLE22907) 130m to NW, Roman Road (MLE1902) and possible palaeochannel at west end of site (MLE21823) in the vicinity.		
Soil resources	The site is Grade 3 agricultural land and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.		
Previously developed land	The majority of the site is a golf course and so greenfield but includes a number of buildings to the western part of the site.		
Flood risk	The site is within Flood Zone 1 (EA Maps).		
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination, landfill or pollution. Electricity pylons cross the site east to west across the northern part of the site.		

Site Reference	Site Name	Parish		
BLA032	Land at Glebe Farm	Blaby		
Minerals and waste		The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.		
ECONOMIC Factors				
Available and achievable		Site promoted on behalf of single landowner who intends to sell / develop the land. There are no known legal constraints.		
Site access and impact on road network		LCC Highways: Access could be either via Lutterworth Road, which is a C class road with a 40mph speed limit or Winchester Road which is a C class Road with a 40mph speed limit. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. It is important to note that a maximum of 150 dwellings can be served from a single access point.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Green Wedge (Policy CS16 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	306 (30dph)	11 – 15 years
Achievable	Yes			
Additional information		Site promoter indicates potential for between 377 dwellings (at 38dph and with community facilities) and 420 dwellings for a residential only development.		



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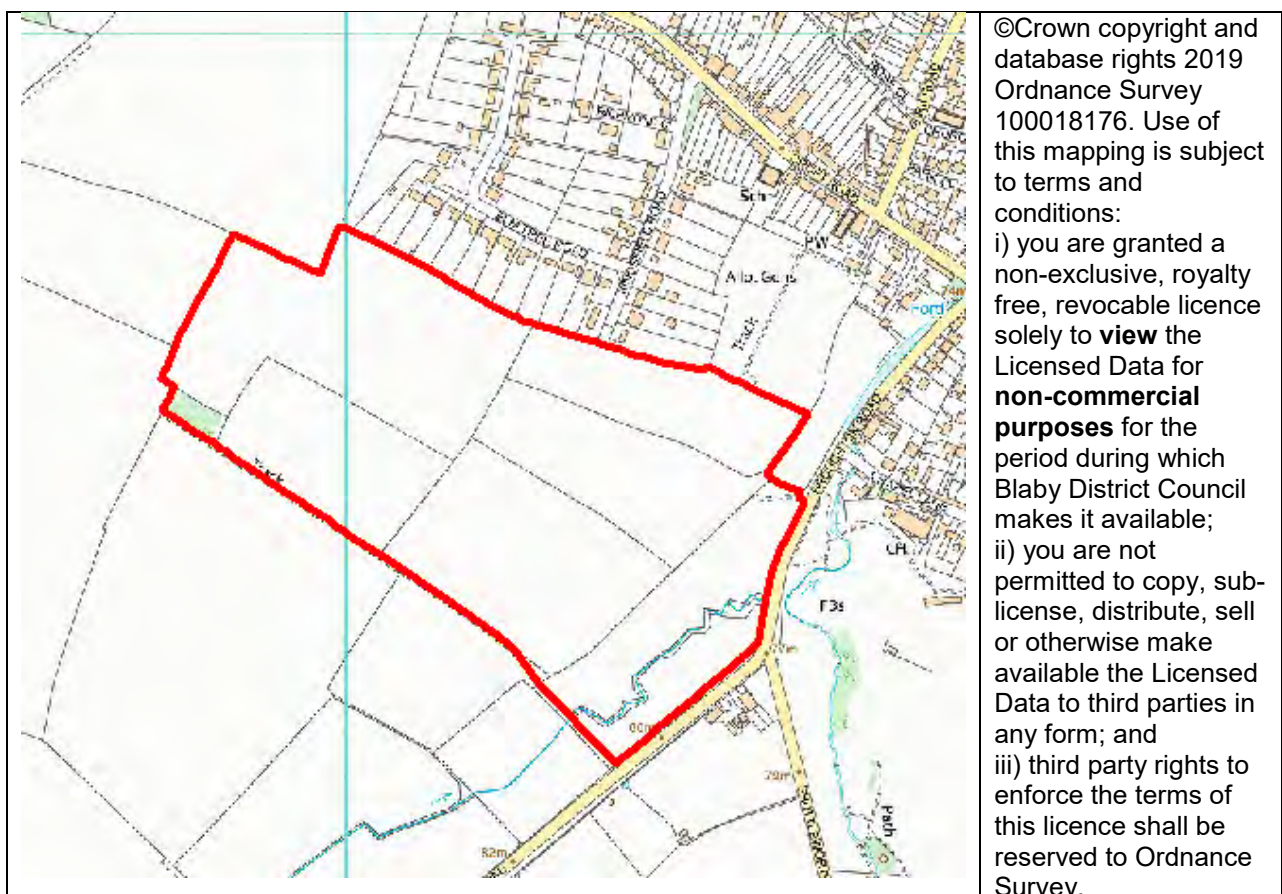
Site Reference	Site Name	Parish
BLA033	Land at Keepers Farm	Blaby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
22.63	22.63	300 dwellings (based on site promoter information)
Grid Ref	Current Use	Previously Developed No
E 457452	Agricultural land and related farm buildings	Proposed Use
N 296443		Housing (and Country Park)
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1660m of Aldi at Blaby Town Centre.	
Proximity to GP surgery	The site is within 1770m of Hazelmere Medical Centre.	
Proximity to primary school	The site is within 1280m of Thistly Meadow Community Primary School.	
Proximity to secondary school	The site is within 1190m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 1770m of Rose Business Park and 1850m to Blaby town centre.	
Access to public transport	The site is within 350m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 1490m of open space over 1 hectare at Oakfield Park / Blaby Oaks, Blaby and a similar distance to Bouskell Park by road (but the site adjoins Oakfield Park).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Mostly arable, but some woodland, wetland; also hedges, trees, and possibly some spp-rich grassland. Avoidance of these habitats needed; retention hedges with 5m buffer; 10m buffer to off-site woodland plantation along E edge and 10m buffer to watercourse; buffer zones to be natural open space. Presence of GCN to south would affect layout. OK with mitigation.	
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area. Key pressures include: Expansion of new housing around settlement edges increases urbanising influences in the landscape and affect on settlement identity of Blaby and Countesthorpe.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. No known archaeological remains on site, ridge and furrow to the south.	
Soil resources	The site is Grade 3 agricultural land and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so is greenfield. It includes some farm buildings and farm house.	
Flood risk	Approx. 3% of the site is within Flood Zones 2 and 3 (including 1.9% in 3b) along the eastern edge of the site. Similarly, surface water flooding along the east and northern boundaries.	

Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination, landfill or pollution. Electricity pylons cross the site east to west across the northern part of the site.			
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	Site promoted on behalf of a single landowner who intends to sell / develop the land. There are no known legal issues.			
Site access and impact on road network	LCC Highways: Access is likely to be via Winchester Road which is a C class Road with a 40mph speed limit. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	Yes. A small part of the site is within Flood Zone 3b.			
Policy Designations	Green Wedge (Policy CS16 and Policies Map) and part of the site is a reserve housing site in the Blaby Neighbourhood Plan 2018.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	300	11 – 15 years
Achievable	Yes			
Additional information	The site promoter indicates that 11.9 hectares of the 22.1 hectare site will be a Country Park and that the remainder of the site will accommodate 300 dwellings.			

Parish: Cosby

Site Reference	Site Name	Parish
COS009	Land west of Broughton Road	Cosby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
19.85	19.56	366 (30dph)
Grid Ref	Current Use	Previously Developed No
E 454164	Agricultural land	Proposed Use
N 294549		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 800m of Co-op and local centre, Cosby	
Proximity to GP surgery	The site is within 3200m of the Orchard Medical Practice, Broughton Astley.	
Proximity to primary school	The site is within 1770m of Cosby Primary School.	
Proximity to secondary school	The site is within 3680m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 2620m of employment opportunities at Cambridge Road Industrial Estates, Whetstone.	
Access to public transport	The site is within 690m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 1210m of open space over 1 hectare at Victory Park, Cosby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Site appears to be grassland; that to SE along watercourse appears potentially species-rich. Further survey needed before decision.	
Townscape and landscape	The site is within Cosby Agricultural Parkland Landscape Character Area. Key pressures include: Expansion beyond robust and mature landscape boundaries would increase the visual prominence in the landscape.	
Heritage assets	There are no designated heritage assets on site but the Conservation Area and Listed Buildings are within 150m of the northern boundary of the site. LCC Archaeology: medium risk. Both probably and certain ridge and furrow on the site. Northern boundary of the site adjoins the Cosby Land Settlement estate (MLE24344).	
Soil resources	The site is Grade 3 agricultural land and there is a high and moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	A small part of the site on the eastern boundary is within Flood Zones 2 and 3 (EA maps).	
Land contamination, pollution and hazards	The site is within 250m of former landfill and so further investigation is required. There are no other known pollution, hazards or other environmental quality issues affecting the site.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	

ECONOMIC Factors				
Available and achievable		The site is promoted by a housebuilder who intends to develop the site. There are no known legal issues.		
Site access and impact on road network		LCC Highways: Access to the site is likely to be from Broughton Road, which is an unclassified road with a 60mph speed limit. This is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed limit of 40mph or less which are essentially rural in nature.		
Overall Assessment				
Identified Red Constraints		Yes, a small part of the site is in Flood Zone 3.		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	366 (30dph)	11 - 15 years
Achievable	Yes			
Additional information		The site promoter indicates a scheme of 200 dwellings with public open space and other green infrastructure. A small part of the site is Flood Zone 3 which may affect the developable area.		



Site Reference	Site Name	Parish
COS010	Land at Cosby Hill	Cosby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.59	2.59	48 (30dph)
Grid Ref	Current Use	Previously Developed No
E 455615	Agricultural land and related farm buildings	Proposed Use
N 292846		1 st choice: Housing 2 nd choice: Employment
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 800m of Co-op and local centre, Cosby	
Proximity to GP surgery	The site is within 3050m of the Orchard Medical Practice, Broughton Astley.	
Proximity to primary school	The site is within 3300m of Old Mill Primary School, Broughton Astley and 3600m of Cosby Primary School.	
Proximity to secondary school	The site is within 3300m of Thomas Estley Community College, Broughton Astley and 4000m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 4200m of employment opportunities at Cambridge Road Industrial Estates, Whetstone.	
Access to public transport	The site is within 1500m of a bus stop with a regular frequency service (route 84).	
Proximity to open space	The site is within 3.1km of open space over 1 hectare at Victory Park, Cosby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Site appears to be grassland; potentially species-rich. Further survey needed before decision.	
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. Earthwork mound (MLE45) seen from aerial photograph. Farm complex (MLE23478) on north-east corner of site.	
Soil resources	The site is Grade 3 agricultural land and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	The site is close to the M1 and so there is potential for noise and air pollution. There is no known land contamination or hazards.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted by a single landowner who intends to sell / develop the site. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Access to the site would be from either Lutterworth Road, which is an A Class road with a 60 mph speed limit, or Cosby Lane, which is an unclassified road with a 60mph speed limit. This is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed	

Site Reference	Site Name		Parish	
COS010	Land at Cosby Hill		Cosby	
limit of 40mph or less which are essentially rural in nature.				
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	48 (30dph)	11 – 15 years
Achievable	Yes			
Additional information		<p>The site alone is not a sustainable location and so is not suitable for development. The site could accommodate 10,101sqm employment floorspace (mix of B uses). Overlaps with WHE027 and potential to develop alongside.</p> <p>Do not count towards final housing numbers to avoid double-counting with WHE027.</p>		



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Site Reference	Site Name	Parish
COS011	Land off Narborough Road	Cosby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
9.45	9.45	177 (30dph)
Grid Ref	Current Use	Previously Developed No
E 454572	Agricultural land	Proposed Use
N 296107		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1450m of a Co-op and local centre, Cosby	
Proximity to GP surgery	The site is within 2000m of the Limes Medical Centre, Narborough.	
Proximity to primary school	The site is within 760m of Cosby Primary School.	
Proximity to secondary school	The site is within 4520m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 2270 of employment opportunities at Coventry Road, Narborough and 2390m Cambridge Road Industrial Estates, Whetstone.	
Access to public transport	The site is within 1340m of a bus stop with a regular frequency service and 1500m of Narborough railway station	
Proximity to open space	The site is within 1150m of open space over 1 hectare at Victory Park, Cosby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Previously identified as arable (although eastern field now looks like hay meadow). OK with mitigation and retention hedges with 5m buffer natural open space - but presence of GCNs in off-site ponds to north might affect layout.	
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area. Key pressures include: Expansion of new housing around settlement edges increases urbanising influences in the landscape and affect on settlement identity of Cosby and Littlethorpe.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. Ring ditch crop mark within possible barrow cemetery. Continuation of barrow cemetery to the south west.	
Soil resources	The site is Grade 3 agricultural land and there is a high and moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps) but the site adjoins areas of Flood Zone 2 and 3.	
Land contamination, pollution and hazards	A small part of the site to the south is within 250m of a source of potentially contaminated land / former landfill site. There is no known pollution or hazards.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a developer who intends to sell / develop the site. It is in single ownership and there are	

Site Reference	Site Name	Parish		
COS011	Land off Narborough Road	Cosby		
Site access and impact on road network		no known legal issues. LCC Highways: Access is likely to be via Narborough Road, which is an unclassified road with a 40mph speed limit. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Green Wedge (Policy CS16 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	177 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				

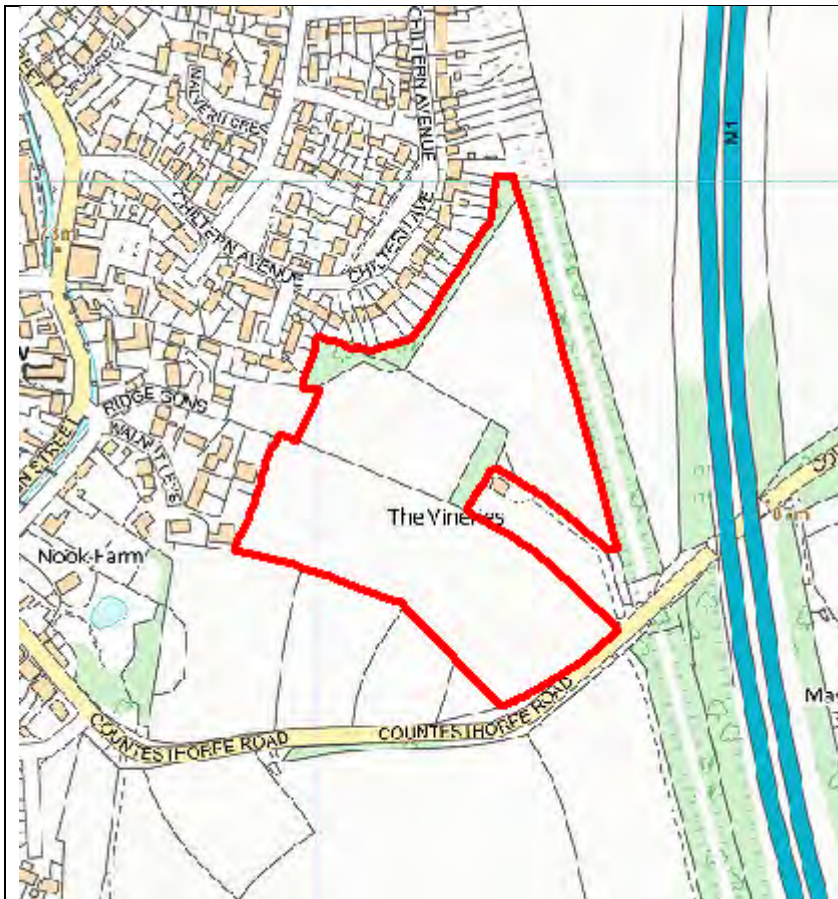


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Site Reference	Site Name	Parish
COS012	Land north of Countesthorpe Road	Cosby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.3	5.3	99 (30dph)
Grid Ref	Current Use	Previously Developed No
E 455058	Agricultural land	Proposed Use
N 294792		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 430m of Co-op and local centre, Cosby.	
Proximity to GP surgery	The site is within 3400m of the Limes Medical Centre, Narborough.	
Proximity to primary school	The site is within 1150m of Cosby Primary School.	
Proximity to secondary school	The site is within 3660m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 1900 of employment opportunities at Cambridge Road Industrial Estates, Whetstone.	
Access to public transport	The site is within 760m of a bus stop with an hourly bus service (no. 84 bus).	
Proximity to open space	The site is within 560m of open space over 1 hectare at Victory Park, Cosby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Possibly reject, subject to survey results. Grassland appears to be old (ridge and furrow) and therefore may be species-rich. Good hedges and wooded belt to NW and eastern edge (railway); needs 10m buffer. Retention of hedge to south with buffer.	
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area. Key pressures include: Expansion of new housing around settlement edges increases urbanising influences in the landscape.	
Heritage assets	There are no designated heritage assets on site but Cosby Conservation Area and Listed Buildings are within 150m of the eastern boundary of the site. LCC Archaeology: medium risk. Ridge and furrow over southern half of area. Western edge bounded by Cosby Historic Settlement Core.	
Soil resources	The site is Grade 3 agricultural land and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps).	
Land contamination, pollution and hazards	The site is close to the M1 and so there is potential for noise and air pollution. There is no known land contamination or hazards.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a single landowner who intends to sell / develop the site. There are no known legal issues.	
Site access and impact on	LCC Highways: Countesthorpe Road is a C class road with a	

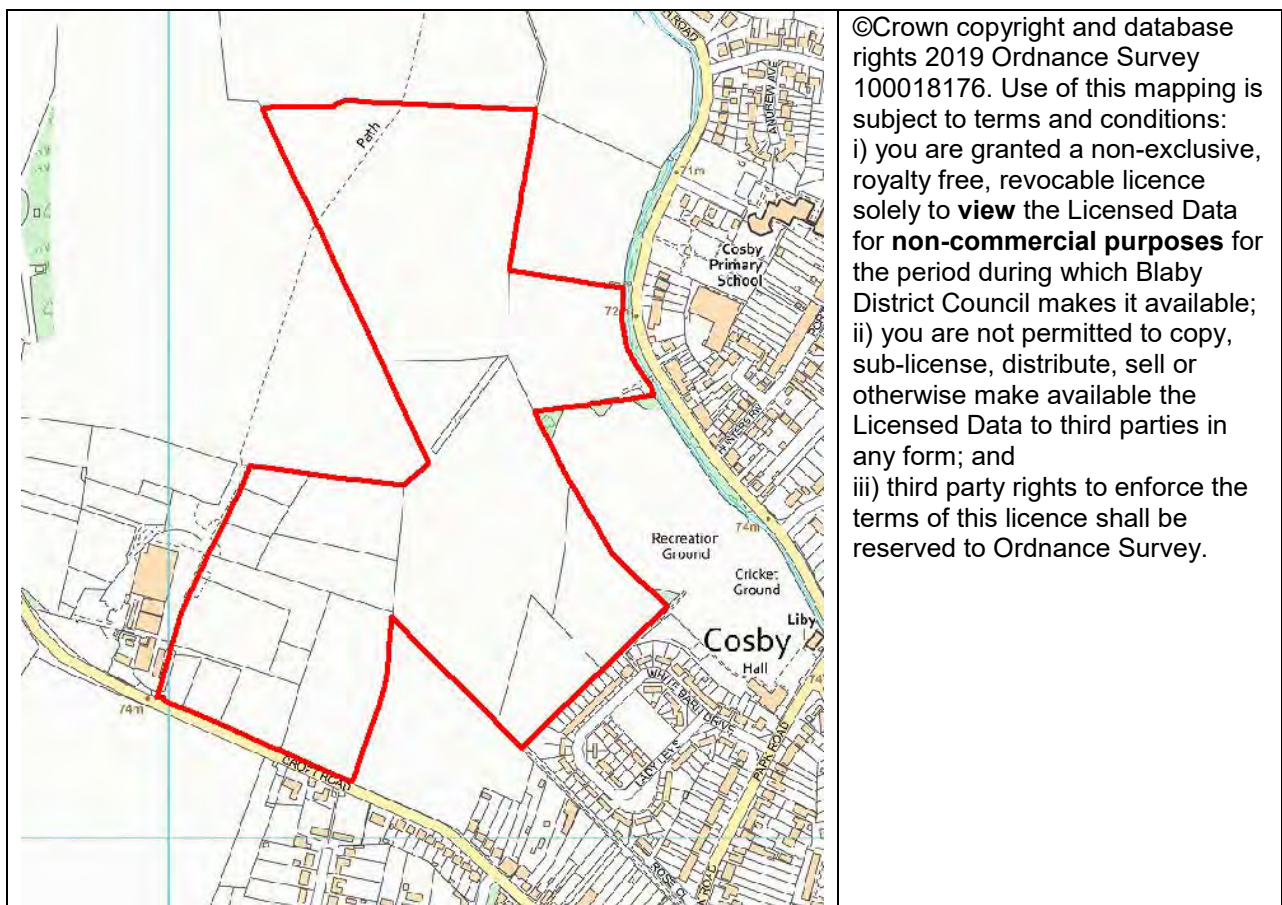
Site Reference		Site Name	Parish		
COS012		Land north of Countesthorpe Road	Cosby		
road network		60mph Speed Limit. Access from this road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed limit of 40mph or less which are essentially rural in nature.			
Overall Assessment					
Identified Red Constraints		No			
Policy Designations		Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development	
Available	Yes	Developable	99 (30dph)	6 – 10 years	
Achievable	Yes				
Additional information		The site promoter suggests an estimated yield of 125 dwellings including self build plots.			



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Site Reference	Site Name	Parish
COS013	Land west of Cosby	Cosby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
23.20	20.58	385 (30dph)
Grid Ref	Current Use	Previously Developed No
E 454357	Agricultural land	Proposed Use
N 295482		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 640m of Co-op and local centre, Cosby	
Proximity to GP surgery	The site is within 3950m of the Limes Medical Centre, Narborough.	
Proximity to primary school	The site is within 560m of Cosby Primary School.	
Proximity to secondary school	The site is within 3990m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 1930 of employment opportunities at Cambridge Road Industrial Estates, Whetstone.	
Access to public transport	The site is within 610m of a bus stop with a regular frequency service	
Proximity to open space	The site is within 800m of open space over 1 hectare at Victory Park, Cosby (and adjoins the site).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: OK with mitigation. Mostly arable; part to SW is small paddocks, and may be spp-rich - but overall this is OK with mitigation. Retention hedges and any other features, with buffer zones; 10m buffer zone to short section of watercourse.	
Townscape and landscape	The site is within both the Cosby Parkland and Blaby, Countesthorpe and Whetstone Fringe Landscape Character Areas. Key pressures include: continuing pressures to expand the urban edges increasing the urban influence and expanding urban fringe issues.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. Possible Bronze Age barrow cemetery (MLE20931), Iron Age site (MLE22358), cropmarks (MLE36 & 16365), linear feature (MLE32), ring ditch (MLE40) and enclosure MLE34. Continuation of barrow cemetery to the east and north. High archaeological potential.	
Soil resources	The site is Grade 3 agricultural land and there is a high likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	Eastern parts of the site are within Flood Zones 2 and 3 (EA Maps)	
Land contamination, pollution and hazards	Part of the site to the north is within 250m of a source of potentially contaminated land / former landfill site. There is no known pollution or hazards on the site.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a developer. There is a single landowner and no known legal constraints.	

Site Reference	Site Name	Parish		
COS013	Land west of Cosby	Cosby		
Site access and impact on road network	LCC Highways: Croft Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	Yes, part of the site is in Flood Zone 3.			
Policy Designations	Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	385	11 – 15 years
Achievable	Yes			
Additional information	The site promoter estimates a site yield of about 200 dwellings on a reduced area of the submitted site. A planning application (16/0639/OUT) for residential development (200 dwellings) and associated infrastructure on part of the site was refused (2016) and dismissed at appeal (2017).			



Parish: Countesthorpe

Site Reference	Site Name	Parish
COU022	Land to the west of Leicester Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
9.67	9.67	181 (30dph)
Grid Ref	Current Use	Previously Developed No
E 457914	Agricultural land	Proposed Use
N 295479		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1070m of Tesco Express in Countesthorpe local centre	
Proximity to GP surgery	The site is 1070m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1200m of Greenfield Primary School	
Proximity to secondary school	The site is within 2100m of Countesthorpe Leysland Community college	
Proximity to local employment	The site is within 2.6km of employment opportunities at South Wigston district centre and 3.3km of employment opportunities at Blaby Town Centre	
Access to public transport	The site is within 610m of a bus stop for a regular bus service	
Proximity to open space	The site is within 500m of open space of a least 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: Good tree belt with potential mature trees, good boundary features. The site has the potential for protected species. Surveys will be required. Mitigation measures would be required.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe.	
Heritage assets	The site has no designated heritage asset on site but is near an Iron Age / Roman settlement (MLE19061). LCC Archaeology indicate that heritage potential is high.	
Soil resources	The land is identified as Grade 3 and there is a moderate likelihood of some land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	Agricultural land and so is greenfield.	
Flood risk	The site is Flood Zone 1 and no surface water flooding issues have been identified.	
Land contamination, pollution and hazards	The northern boundary of the site is within 250m of a landfill site and so further investigation is needed. It has no known pollution or other environmental quality issues.	
Minerals and waste	The site is not within a mineral consultation zone or a safeguarded waste site.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues.	
Site access and impact on road network	LCC Highways: The site will be a considerable distance from the local public transport network. There are no apparent fundamental reasons for this site to be excluded from consideration. More detailed consideration is required as part of the usual Development Control process.	

Site Reference		Site Name		Parish	
COU022		Land to the west of Leicester Road		Countesthorpe	
Overall Assessment					
Identified Red Constraints		No			
Policy Designations		Countryside (Policy CS18 and Policies Map) Adjoins route of important recreation resources/valuable wildlife habitats (Policy CS14)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development	
Available	Yes	Developable	181 (30dph)	6 – 10 years	
Achievable	Yes				
Additional information					



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Site Reference	Site Name	Parish
COU024	Land to the east of Willoughby Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
4.16	4.16	78 (30dph)
Grid Ref	Current Use	Previously Developed No
E 457586	Agricultural land	Proposed Use
N 295148		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is 1840 from Co-op in Countesthorpe local centre	
Proximity to GP surgery	The site is 1900m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1730m of Greenfield Primary School	
Proximity to secondary school	The site is within 680m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 2.8km of employment opportunities at Rose Business Park, Blaby	
Access to public transport	The site is within 810m of a bus stop with a regular bus service	
Proximity to open space	The site is within 1490m of open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	There are ponds nearby. The site has the potential for protected species Potential for species-rich grassland. A survey will be required. Mitigation measures may be required to protect species and habitats.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe.	
Heritage assets	No designated heritage assets. Iron Age / Roman settlement on site (MLE19061). LCC indicate that the heritage potential is high.	
Soil resources	The land is identified as Grade 3 and there is a moderate likelihood of some land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	Agricultural land and so greenfield.	
Flood risk	The site is located in Flood Zone 1 and some parts of the site may be at risk of 1 in 30 year chance of surface water flooding (SFRA 2014).	
Land contamination, pollution and hazards	The site has no known contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is not within a mineral consultation zone or a safeguarded waste site.	
ECONOMIC Factors		
Available and achievable	The site is under option to a housebuilder who intends to develop the site. No known legal issues.	
Site access and impact on road network	The walking distance to bus stops may exceed recommended distances set out in the LHDG. If this can be addressed there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. Further assessment is required as part of the DC process.	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	78 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site promoter estimates a yield of 75 dwellings. The site overlaps with COU042; do not count towards final housing numbers to avoid double-counting.		

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Site Reference	Site Name	Parish
COU025	Land to the south of Hospital Lane and east of Leicester Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.03	1.03	25 (30dph)
Grid Ref	Current Use	Previously Developed No
E 458646	Agriculture and grazing	Proposed Use
N 296594		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1360m from Tesco Express at Countesthorpe local centre	
Proximity to GP surgery	The site is 1390m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1520m of Greenfield Primary School	
Proximity to secondary school	The site is within 2850m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 2.5km of employment opportunities in Blaby town centre and South Wigston district centre	
Access to public transport	The site is within 200m of a bus stop for a regular bus service	
Proximity to open space	The site is within 1330m of open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	There are ponds nearby. The site has the potential for protected species. Potential for species-rich grassland. Surveys will be required. Mitigation measures may be required to protect species and habitats.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe. The site is isolated and development has the potential for adverse impacts on the landscape.	
Heritage assets	LCC Archaeology advise that the heritage potential is high.	
Soil resources	The land is identified as Grade 3 and there is a moderate likelihood of some land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and grazing and so greenfield.	
Flood risk	The site is located in Flood Zone 1 and some parts of the site may be at risk of 1 in 30 year chance of surface water flooding (SFRA 2014).	
Land contamination, pollution and hazards	The site is within 250m of former landfill sites. Part of the site previously used as disposal for building materials. Further site investigation is required. No other pollution or other environmental quality issues have been identified.	
Minerals and waste	The site is not within a mineral consultation zone or a safeguarded waste site.	
ECONOMIC Factors		
Available and achievable	Multiple landowners willing to sell / develop the land.	
Site access and impact on road network	The site is not acceptable as a stand- alone site in terms of highway sustainability (LHDG IN6 policy). Therefore, the Highway Authority is likely to seek to resist a planning application for this location.	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	25 (30dph)	11 – 15 years
Achievable	Yes			
Additional information		The site is isolated from the settlement and so is not suitable for development.		



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Site Reference	Site Name	Parish
COU037	Land rear of 33 Willoughby Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.62	1.62	40 (30dph)
Grid Ref	Current Use	Previously Developed No
E 457255	Agricultural land and residential property	Proposed Use
N 295022		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1800m of Tesco Express at Countesthorpe local centre	
Proximity to GP surgery	The site is within 1840m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1670m of Greenfield Primary School	
Proximity to secondary school	The site is within 620m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 2.5km of employment opportunities at Rose Business Park, Blaby.	
Access to public transport	The site is within 740m of a bus stop with a regular service	
Proximity to open space	The site is within 1430m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site abuts a candidate Local Wildlife Site along the disused rail line. It has the potential for protected species. Surveys will be required. Mitigation required.	
Townscape and landscape	The site is located in the Blaby, Countesthorpe and Whetstone Fringe landscape character area and is characteristic of that. Key pressures include settlement expansion and the landscape is important in protecting the separate identities of each settlement and continuing pressures to expand urban edges increase the urban influence and expand the urban fringe issues.	
Heritage assets	There are no designated assets within the vicinity. LCC Archaeology indicate that there is evidence of an Iron Age settlement and Prehistoric, Roman, Medieval and Post-Medieval activity in the immediate vicinity of the site. The former Midlands County Railway forms the northern boundary of the site and the former Countesthorpe Brick and Tile Works lay to the north-east. More detailed archaeological investigation may be required.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and a house.	
Flood risk	The site is Flood Zone 1 (EA maps)	
Land contamination, pollution and hazards	The site's southern boundary adjoins the Hazard Consultation Zone for the high pressure gas pipeline. The site has no known land contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues.	

Site Reference	Site Name	Parish		
COU037	Land rear of 33 Willoughby Road	Countesthorpe		
Site access and impact on road network		The Highway Authority consider the residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the NPPF, subject to conditions and contributions.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	40 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site has been subject to a number of planning applications and appeals (see planning applications 14/1097/1/OX, 15/0575/OUT and 16/1005/OUT) which were either withdrawn or dismissed at appeal.		



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Site Reference	Site Name	Parish
COU038	Land north of Foston Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
7.8	7.8	146 (30dph)
Grid Ref	Current Use	Previously Developed No
E 458869	Agricultural land	Proposed Use
N 296041		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 810m of Tesco Express at Countesthorpe local centre	
Proximity to GP surgery	The site is within 810m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1030m of Greenfield Primary School	
Proximity to secondary school	The site is within 2290m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 3km of employment opportunities at South Wigston district centre and other nearby employment areas.	
Access to public transport	The site is within 380m of a bus stop with a regular service	
Proximity to open space	The site is within 1100m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site has some potential for protected species.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe. Key pressures include: settlement expansion encroaching into the character area; and continuing pressures to expand the urban edges in the district increasing the urban influence and expanding the urban fringe issues.	
Heritage assets	The site has no designated heritage assets on site. LCC Archaeology advise that heritage potential is high. Roman and Medieval finds have been recorded within the site. Prehistoric remains, including Mesolithic- Early Neolithic remains and Early Bronze Age cremations, are recorded to the immediate west of the site.	
Soil resources	The site is Grade 3. Approx. 95% of the site has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so is greenfield.	
Flood risk	The site is Flood Zone 1. Small parts of the site are affected by the 1000 year surface water extent.	
Land contamination, pollution and hazards	The site is close to a former sewage works and within 250m of a former landfill site. There may be some potential for contaminated land. The site has no other known pollution or environmental quality issues.	
Minerals and waste	The site is not within a mineral consultation zone. It is close to the safeguarded waste facility at Countesthorpe Sewage Treatment Works.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a developer. There is a single owner who intends to sell / develop the site. There are no known legal issues.	
Site access and impact on road network	There are no apparent fundamental reasons for this site to be excluded from consideration. More detailed consideration is	

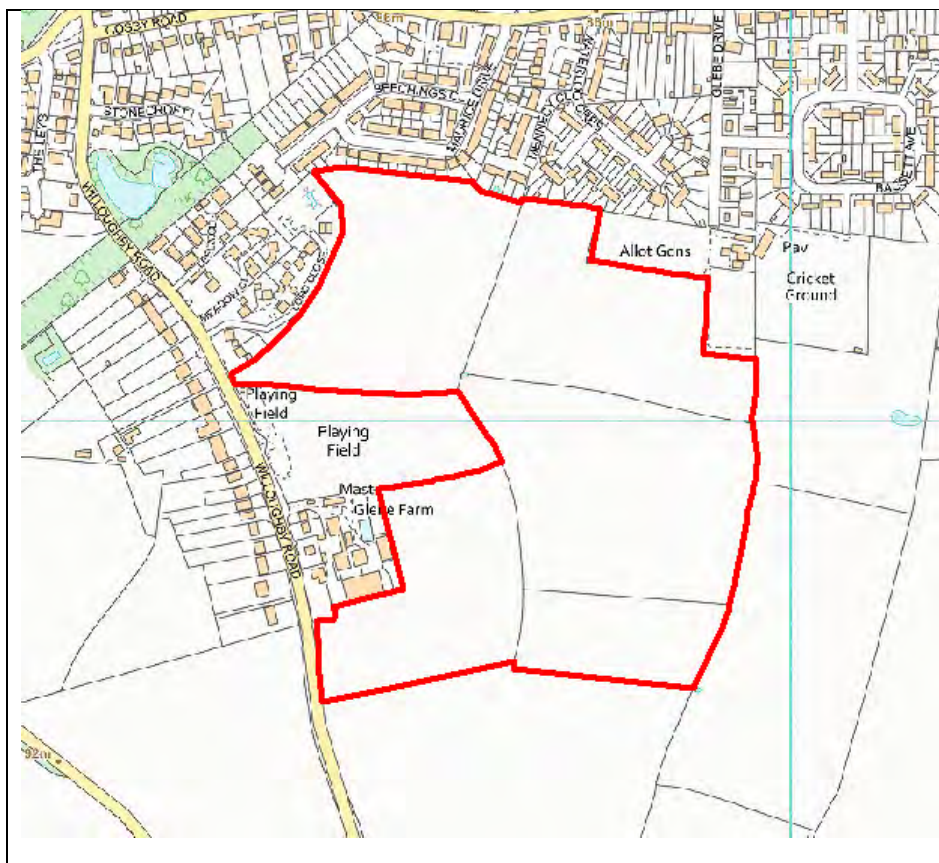
Site Reference	Site Name	Parish		
COU038	Land north of Foston Road	Countesthorpe		
required through the Development Control process.				
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	146 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site promoter estimates a yield of 170 dwellings. The site has been the subject of a recent planning application and appeal for 170 dwellings. The appeal was dismissed.		



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Site Reference	Site Name	Parish
COU042	Land east of Willoughby Road (large site)	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
18.13	12.5	234 (30dph)
Grid Ref	Current Use	Previously Developed No
E 457762	Agricultural land	Proposed Use
N 294987		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1970m of Tesco Express at Countesthorpe local centre	
Proximity to GP surgery	The site is within 1980m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1850m of Greenfield Primary School	
Proximity to secondary school	The site is within 800m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 2.8km of employment opportunities at Rose Business Park, Blaby.	
Access to public transport	The site is within 920m of a bus stop with a regular service	
Proximity to open space	The site is within 1590m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: needs further surveys before a decision. Mostly grassland, with evident ridge and furrow, so may be old / species-rich. Several ponds off-site, but close, and one on boundary. Retain hedges with 5m buffers. Presence of spp-rich grassland and or GCNs would affect possible layout, but on a large site it should be possible to avoid some impacts.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe. Key pressures include continuing pressures to expand urban edges increase the urban influence.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. Iron Age site on-site (MLE19061); medieval pottery found 260m west of site, brick and tile works 140m west.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	Approx. 30% of the site is within the consultation zone for the high pressure gas pipeline. The site has no known contamination or pollution issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is under option to a housebuilder who intends to develop the land. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Access is likely to be via Willoughby Road which is a C class Road with a 40mph speed limit. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in	

Site Reference	Site Name	Parish		
COU042	Land east of Willoughby Road (large site)	Countesthorpe		
		more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		Yes. Approx. 30% of site is within the consultation zone for high pressure gas pipeline.		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	234 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site promoter estimates a yield of 485 dwellings but site yield is constrained by the high pressure gas pipeline consultation zone.		

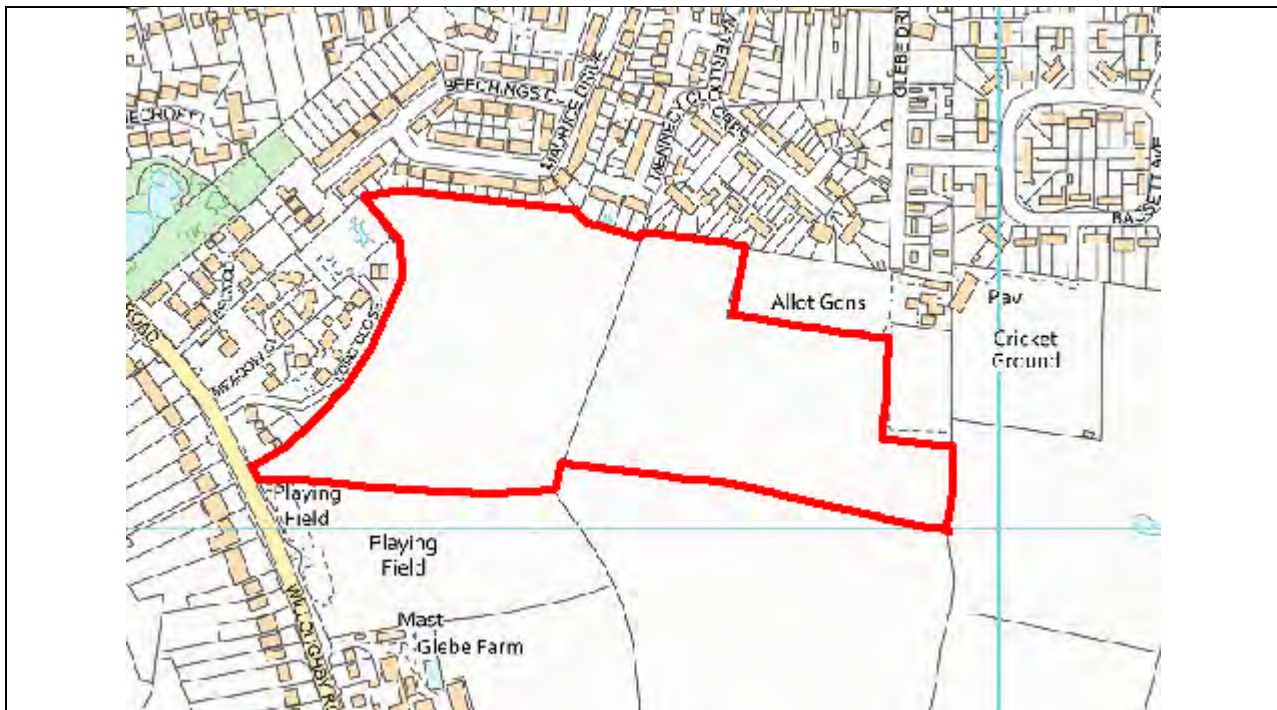


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Site Reference	Site Name	Parish
COU043	Land to the east of Willoughby Road (smaller site)	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
7.94	7.94	148 (30dph)
Grid Ref	Current Use	Previously Developed No
E 457692	Agricultural land	Proposed Use
N 295138		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 2030m of Tesco Express at Countesthorpe local centre	
Proximity to GP surgery	The site is within 2040m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1910m of Greenfield Primary School	
Proximity to secondary school	The site is within 860m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 2.7km of employment opportunities at Rose Business Park, Blaby.	
Access to public transport	The site is within 970m of a bus stop with a regular service	
Proximity to open space	The site is within 1660m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: needs further surveys before a decision. Mostly grassland, with evident ridge and furrow, so may be old / species-rich. Several ponds off-site, but close, and one on boundary. Retain hedges with 5m buffers. Presence of spp-rich grassland and or GCNs would affect possible layout, but on a large site it should be possible to avoid some impacts.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe. Key pressures include continuing pressures to expand urban edges increase the urban influence.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. Iron Age site (MLE19061), both probably and certain ridge and furrow over southern half of the area. Medieval pottery found 260m west of site. Brick and tile works (MLE21571) 140m west.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps).	
Land contamination, pollution and hazards	The site has no known contamination, pollution or hazard issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is under option to a housebuilder who intends to develop the site. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Access is likely to be via Willoughby Road which is a C class Road with a 40mph speed limit. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in	

Site Reference	Site Name	Parish		
COU043	Land to the east of Willoughby Road (smaller site)	Countesthorpe		
		more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	148 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site promoter estimates a yield of 190 dwellings. The site overlaps with COU042. Do not count towards final housing numbers to avoid double-counting with COU042.		

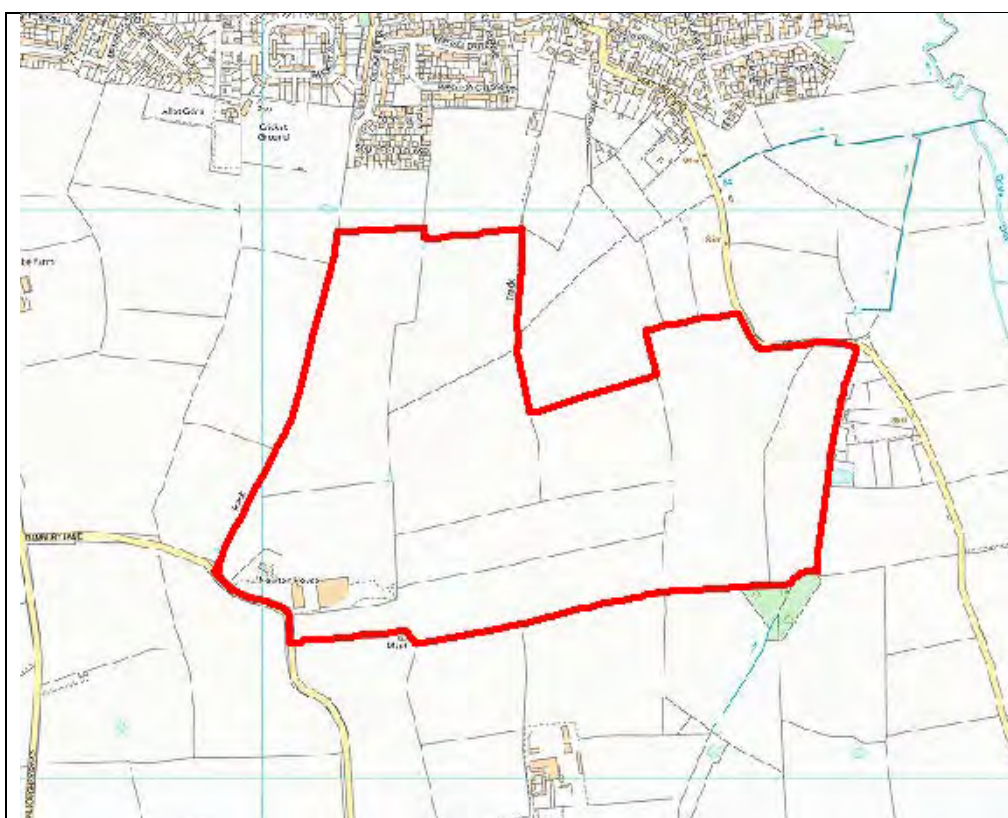


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Site Reference	Site Name	Parish
COU044	Land at Newton House, Banbury Lane	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
52.4	6.88	129 (30dph)
Grid Ref	Current Use	Previously Developed No
E 458472	Agricultural land	Proposed Use
N 294517		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1140m of Co-op at Countesthorpe local centre	
Proximity to GP surgery	The site is within 1280m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1700m of Greenfield Primary School	
Proximity to secondary school	The site is within 2710m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 3.8km of employment opportunities at Rose Business Park, Blaby and 4.5km from South Wigston district centre and other nearby employment areas.	
Access to public transport	The site is within 1240m of a bus stop with a regular service	
Proximity to open space	The site is within 2140m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: OK with mitigation and avoidance. Large area, mainly arable, but central field has excellent ridge and furrow, and may be old / spp-rich. OK with retention of this field, and depending on results of GCN surveys (a lot of ponds, including off-site). Retention of hedges with buffers of 5m natural open space, protective 10m buffer to off-site woodland to SE; layout will depend heavily on results of GCN surveys as this could affect layout, requiring retention of ponds, buffer zones and corridors.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. The site is isolated from the existing built area of Countesthorpe. Key pressures include continuing pressures to expand urban edges increase the urban influence.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: medium risk. Ridge and furrow over central and northern portion of the area. Countesthorpe historic settlement core lies at the northern boundary of the area.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	Approx. 87% of the site is within the consultation zone for the high pressure gas pipeline which cuts across the centre of the site leaving the rest of the site bisected.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for a waste facility.	

ECONOMIC Factors				
Available and achievable		The site is in single ownership and there are no known legal issues.		
Site access and impact on road network		LCC Highways: Access to the site is likely to be via either Bambury Lane, which is an unclassified road with a 60mph Speed Limit, or Peatling Road, a class C road with a 60mph speed limit. Access from these roads is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed limit of 40mph or less which are essentially rural in nature.		
Overall Assessment				
Identified Red Constraints		Yes. Approximately 87% of the site is within the consultation zone for the high pressure gas pipeline which cuts across the centre of the site.		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	129 (30dph)	11 – 15 years
Achievable	No			
Additional information		A significant part of the site is affected by the high pressure gas pipeline consultation zone.		



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Site Reference	Site Name	Parish
COU045	Land off Cosby Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.32	5.32	99 (30dph)
Grid Ref	Current Use	Previously Developed No
E 456745	Agricultural land	Proposed Use
N 295225		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 2050m of Tesco Express at Countesthorpe local centre	
Proximity to GP surgery	The site is within 2090m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1920m of Greenfield Primary School	
Proximity to secondary school	The site is within 780m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 1.7km of employment opportunities at the key employment site (Rose Business Park).	
Access to public transport	The site is within 990m of a bus stop with a regular service	
Proximity to open space	The site is within 1670m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: OK with mitigation. Grassland appears improved from aerial photos. Retain hedges with 5m buffers of open space.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe. Key pressures include continuing pressures to expand urban edges increase the urban influence.	
Heritage assets	The site is approx. 150m from a number of listed buildings to the north of Cosby Road at 'The Drive'. LCC Archaeology: medium risk. Probable ridge and furrow covers the eastern half of the area. Three mounds immediately north of area but no longer visible, Hill Farm farmstead 100m south of the site, medieval pottery scatter south-east of the site, with some prehistoric and Roman findspots.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1.	
Land contamination, pollution and hazards	The site has no known contamination or pollution or hazard issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a landowner trust who intends to sell the land to a developer. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Cosby Road is a class C road with a 60mph speed limit and Hill Lane is an unclassified road with a 60mph speed limit. Access from these roads is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads	

Site Reference	Site Name		Parish	
COU045	Land off Cosby Road		Countesthorpe	
		with a speed limit of 40mph or less which are essentially rural in nature.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	99 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site promoter estimates a yield of about 100 dwellings. A larger version of the site has been the subject of a planning application (14/0211/1/OX) for 150 dwellings but was refused and dismissed at appeal.		

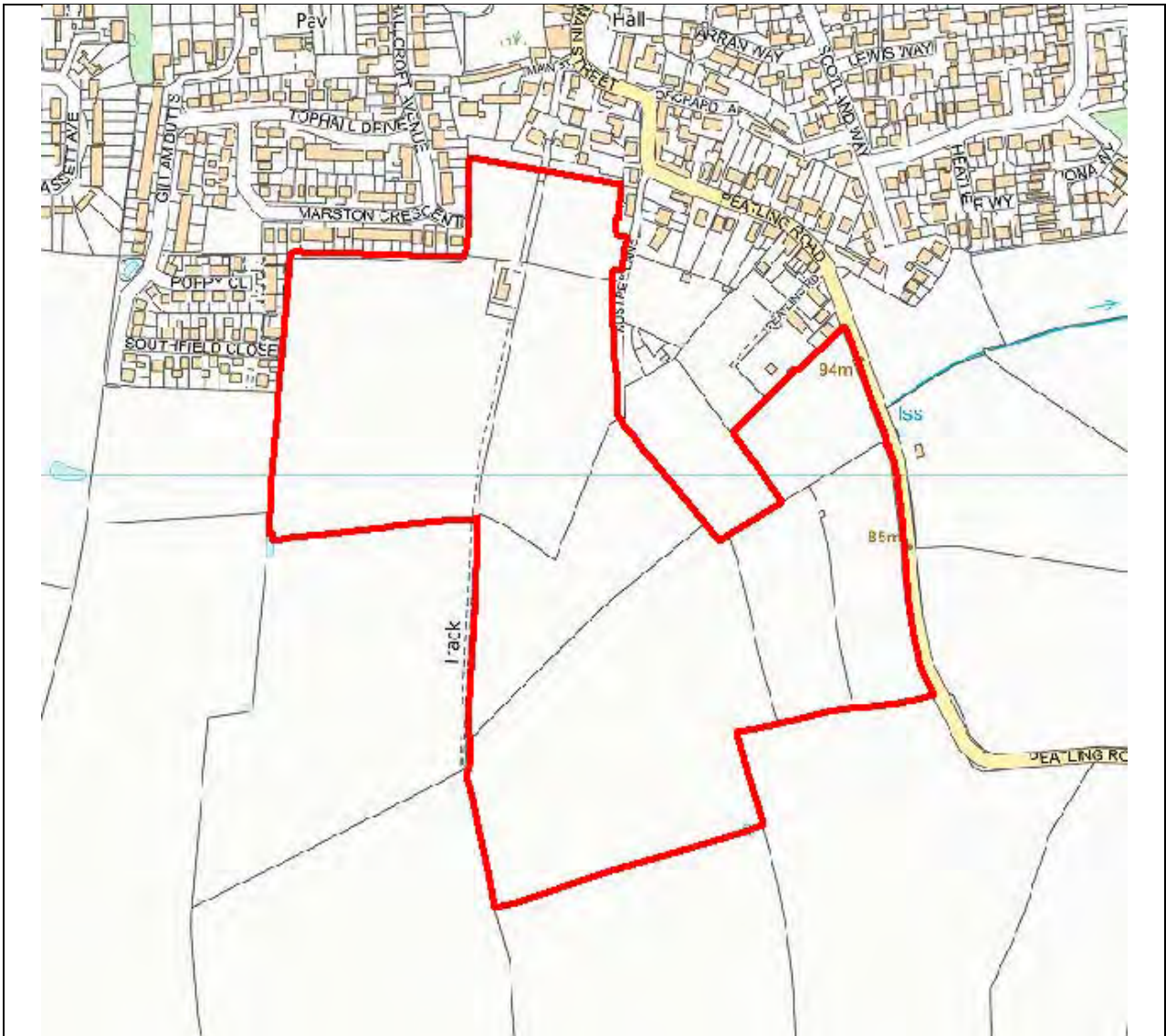


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Site Reference	Site Name	Parish
COU046	Land off Peatling Road	Countesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
17.56	12.8	240 (30dph)
Grid Ref	Current Use	Previously Developed No
E 458567	Agricultural land	Proposed Use
N 294929		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 880m of Co-op at Countesthorpe local centre	
Proximity to GP surgery	The site is within 1040m from Countesthorpe Health Centre	
Proximity to primary school	The site is within 1440m of Greenfield Primary School	
Proximity to secondary school	The site is within 2450m of Countesthorpe Leysland Community College	
Proximity to local employment	The site is within 4.3 km of employment opportunities from South Wigston district centre and other nearby employment areas.	
Access to public transport	The site is within 980m of a bus stop with a regular service	
Proximity to open space	The site is within 1880m of the nearest open space over 1 hectare at Countesthorpe Country Park	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: Needs further surveys before making a decision. This is a large area of grassland, some of which may be spp-rich - some is marked by Ridge and Furrow and is therefore old. Depending on the results of a habitat survey, some may need to be conserved; it may be possible to do this within a layout. Veteran trees and hedges should be retained with 5m buffer of natural open space; in the case of veteran trees, there should not be any private / public open space other than informal under the crowns.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. It sits on the fringes of Countesthorpe. Key pressures include continuing pressures to expand urban edges increase the urban influence.	
Heritage assets	There are no designated heritage assets on site but the northern part of the site adjoins the Countesthorpe Conservation Area. There are Listed Buildings within 100m of the site at Main Street. LCC Archaeology: ridge and furrow across the entirety of the area. Historic settlement core of Countesthorpe to the immediate north.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1.	
Land contamination, pollution and hazards	Approx. 27% of the site is with the consultation zone for the high pressure gas pipeline which cuts across the southern part of the site. The site has no known contamination or pollution issues.	
Minerals and waste	The site is not in a Minerals Consultation Zone and the site is not protected for a waste facility.	

ECONOMIC Factors				
Available and achievable		The site promoter states that the site has multiple landowners who intend to sell / develop the site. There are no known legal issues.		
Site access and impact on road network		LCC Highways: Peatling Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Peatling Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance.		
Overall Assessment				
Identified Red Constraints		Yes. Approx. 27% of the site is with the consultation zone for the high pressure gas pipeline.		
Policy Designations		Countryside (Policies CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	240	11 – 15 years
Achievable	Yes			
Additional information		The site promoter indicates that the site yield is 250 dwellings and could include affordable housing, homes for older people and self build plots. The site is in a longer timeframe because there are seven landowners involved in the site. Parts of the site were subject to planning applications (17/0405/OUT and 17/0403/OUT) for housing but these were refused.		



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Parish: Croft

Site Reference	Site Name	Parish
CRO003	Land to the north of Hill Street and Station Road and east of Huncote Road	Croft
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3	3	56 (30dph)
Grid Ref	Current Use	Previously Developed Partly
E 451089	Offices, car park, informal open space	Proposed Use
N 296054		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 710m of the nearest convenience store (CO-OP at Croft).	
Proximity to GP surgery	The site is within 3,800m of Orchard Medical Practice (Broughton Astley by road).	
Proximity to primary school	The site is within 860m of Croft C of E Primary School	
Proximity to secondary school	The site is within 5,250m of Thomas Estley Community College	
Proximity to local employment	The site is some 500m from employment opportunities at Aggregate Industries, Croft. The nearest key employment site is some 3,400m away at Coventry Road Industrial Estate, Narborough.	
Access to public transport	The site is within 192m of a bus stop with an infrequent service.	
Proximity to open space	The site is within 600m of Croft Fun Park 175m of the nearest small area of open space.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	A designated Site of Special Scientific Interest (SSSI), Croft quarry, lies directly north of this site, and immediately abuts the northern boundary of this site. Consideration would need to be given to the impact of any development on this. The site is in a sensitive location in terms of potential for protected species and habitats. A habitat survey is required. Possible species-rich grassland adj. to quarry. A LWS verge adjacent, on Hill St / Huncote Rd. Impacts would be limited if development is just on the car park / footprint of existing built form.	
Townscape and landscape	The site is within the Croft Hill landscape character area. It sits in an elevated and exposed location to the north of Croft and has potential implications for the character of the townscape.	
Heritage assets	St Michael and All Angels church (a grade 2 listed building) is adjacent to the site. LCC have indicated that heritage potential is high. The site forms part of the old centre of the village of Croft in an area of heritage importance. The site is within a Conservation Area. Any development would need to be sympathetic in this regard.	
Soil resources	The site is partly within an area which contains previously developed land and there is limited potential for impact on BMV. The remainder of the site is Grade 3 with a moderate likelihood of being best and most versatile agricultural land.	
Previously developed land	The site is partly previously developed land.	
Flood risk	The site is within Flood Zone 1 and there are no other known	

Site Reference	Site Name	Parish		
CRO003	Land to the north of Hill Street and Station Road and east of Huncote Road	Croft		
		sources of flood risk (source: SFRA 2014).		
Land contamination, pollution and hazards	The site has no known contamination issues. The site lies close to Croft quarry where noise pollution and vibrations may result from blasting activity. This is potentially harmful to the amenities of residents. Residential development may not be appropriate on this site until such time as quarrying operations cease.			
Minerals and waste	The site is located in a Mineral Consultation Zone and is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is not currently available as it is in use as offices in association with the adjacent quarry. The site promoter has indicated that the site may be available over the longer term (10+ years), subject to restoration works taking place at the quarry once mineral extraction has finished.			
Site access and impact on road network	Access to the site will be difficult to achieve as visibility on Huncote Road is restricted and the unnamed road to the south of the site is not suitable for access (single lane). If this can be addressed, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.			
Overall Assessment				
Identified Red Constraints	The site is adjacent to two SSSIs.			
Policy Designations	The site is mostly located within the settlement boundary of Croft. The northern part of the site is located in Countryside (see policy CS18).			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	56 (30dph)	11 – 15 years
Achievable	Yes			
Additional information	Site not currently available, but developable in the longer term when the quarrying activities end.			

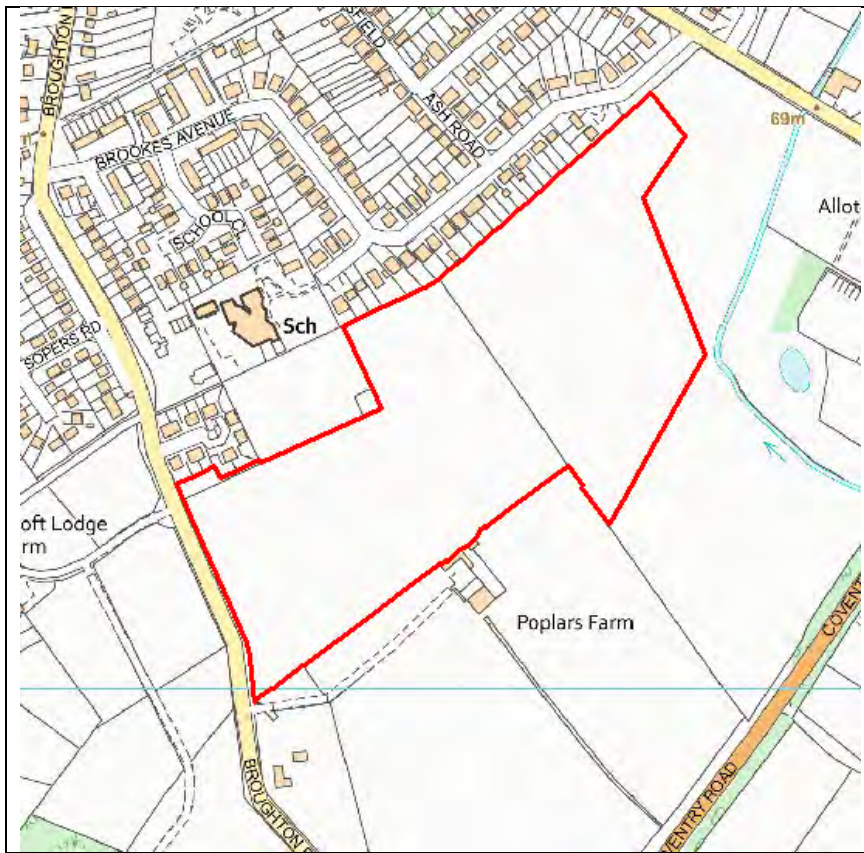


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Site Reference	Site Name	Parish
CRO006	Land at Poplars Farm	Croft
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
8.11	6.57	123 (30dph)
Grid Ref	Current Use	Previously Developed No
E 451546	Agriculture	Proposed Use
N 295240		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 580m of the nearest convenience store (CO-OP at Croft).	
Proximity to GP surgery	The site is within 3,800m of Orchard Medical Practice (Broughton Astley by road).	
Proximity to primary school	The site is within 860m of Croft C of E Primary School	
Proximity to secondary school	The site is within 4,000m of Thomas Estley Community College	
Proximity to local employment	The site is some 500m from Leicestershire County Council highways depot providing some local employment opportunities. The nearest key employment site is some 2,700m away at Coventry Road Industrial Estate, Narborough.	
Access to public transport	The site is within 500m of a bus stop with an infrequent service.	
Proximity to open space	The site is within 600m of Croft Fun Park.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: need further surveys before a decision. Grassland, some with ridge and furrow and therefore old. Survey is needed to confirm whether it is species-rich. Retain hedges with buffer zones 5m natural open space.	
Townscape and landscape	The site is within the Croft Hill landscape character area. It sits on the fringes of Croft.	
Heritage assets	There are no listed buildings or Scheduled Monuments in or adjacent to the site. Probable ridge and furrow covers north-east half of the area; more ridge and furrow to south and east. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 with a moderate likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is mostly greenfield	
Flood risk	Part of the site (some 20%) is within flood zones 2 and 3.	
Land contamination, pollution and hazards	The site has no known contamination issues. A small part of the south-west of the site lies within a hazard consultation zone (Gas pipeline).	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues.	
Site access and impact on road network	LCC Highways: Access is likely to be from Broughton Road which is a C class road with a 60mph speed limit, Access from this road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed limit of 40mph or less which are essentially rural in nature.	

Site Reference	Site Name		Parish	
CRO006	Land at Poplars Farm		Croft	
Overall Assessment				
Identified Red Constraints		Yes, part of the site in the southern corner is in the high pressure gas pipeline consultation zone.		
Policy Designations		Countryside (Core Strategy policy CS18)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	123 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				



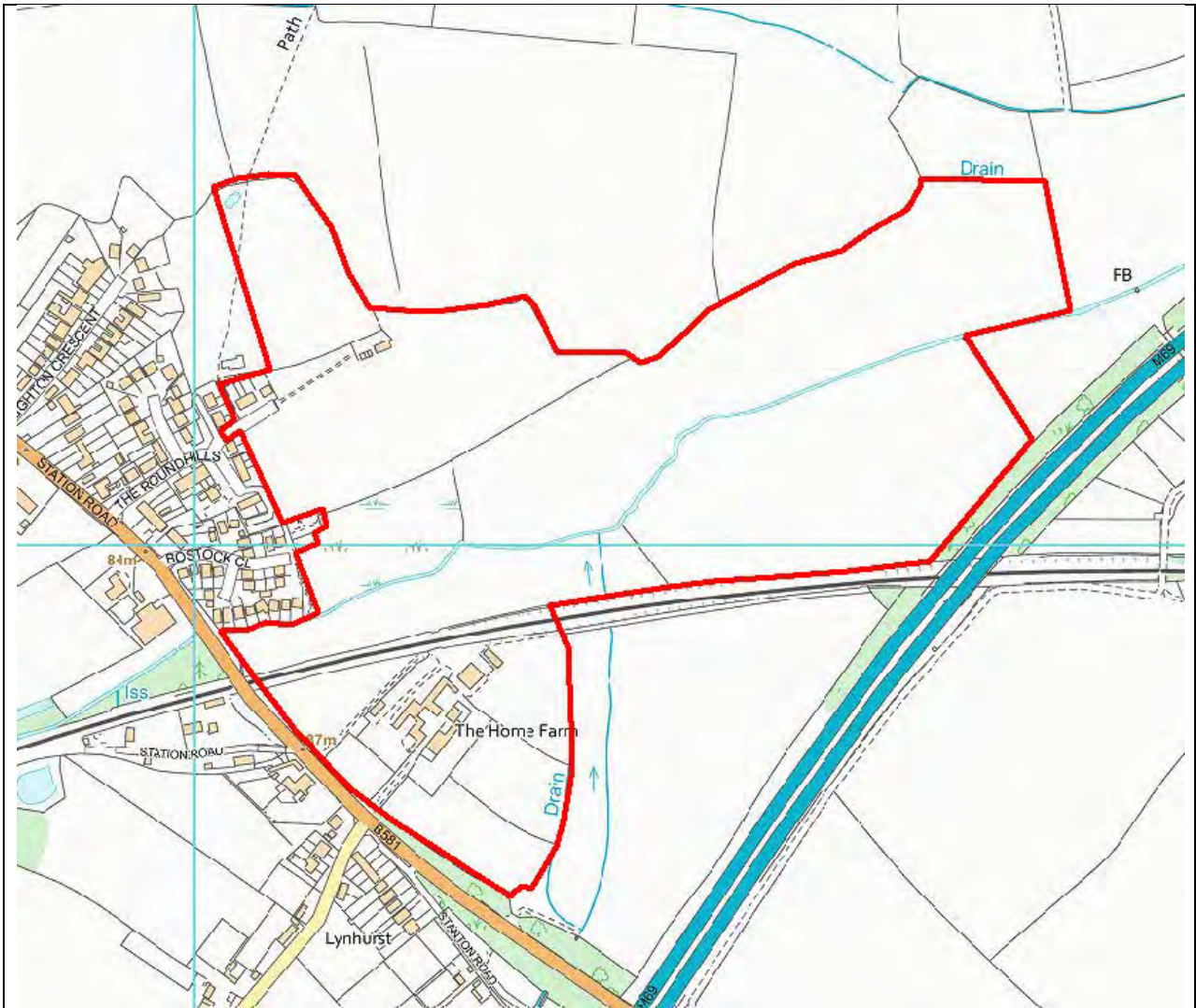
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Parish: Elmesthorpe

Site Reference	Site Name	Parish
ELM001	Land north of The Home Farm	Elmesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
26.25	19.12	358 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 447335	Agricultural land	Proposed Use
N 296062		1 st choice: Housing 2 nd choice: Retail, leisure, mixed use, other
SOCIAL Factors		
Proximity to large convenience store	The site is within 2660m of the Co-operative at New Road, Stoney Stanton.	
Proximity to GP surgery	The site is within 2670m of The Old School Surgery, Stoney Stanton.	
Proximity to primary school	The site is within 2380m of Manorfield C of E Primary School, Stoney Stanton.	
Proximity to secondary school	The site is within 3230m of Heath Lane Academy, Earl Shilton	
Proximity to local employment	The site is within 1980m of employment opportunities at Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 1380m of a bus stop with a low frequency bus service (X55, Leicester to Hinckley)	
Proximity to open space	The site is within 2750m of open space over 1 hectare at Memorial Playing Fields, Stoney Stanton	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	There are 5 Local Wildlife Sites within the site. Protected species and habitat surveys needed.	
Townscape and landscape	The site is located within the Elmesthorpe Floodplain LCA. Key pressures include: the edges of Elmesthorpe are well vegetated reducing its effects on the wider landscape, and are sensitive to change that would increase the prominence of Elmesthorpe in the landscape and reduce its linear pattern. Site is of a considerable size in relation to the settlement of Elmesthorpe.	
Heritage assets	The site contains a listed building, Home farmhouse (and adjacent outbuildings), towards the south of the site.	
Soil resources	Majority of the land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The majority of site is greenfield agricultural land	
Flood risk	25.9% of the site is covered by Flood Zones 2 and 3 (16.1% of site is within Flood Zone 3b) which runs across the centre of the site (source: SFRA 2014). There is also some surface water flood risk at a 30 year event.	
Land contamination, pollution and hazards	The site has no known land contamination or landfill constraints. There is potential for noise pollution due to railway line along the eastern boundary and cuts through the centre of the southern end of the site. The M69 motorway is also adjacent to part of the eastern boundary of the site.	
Minerals and waste	A relatively small part of the site in the northwest corner overlaps slightly with a Minerals Consultation Zone.	

Site Reference	Site Name	Parish		
ELM001	Land north of The Home Farm	Elmesthorpe		
ECONOMIC Factors				
Available and achievable	The site is promoted by a single landowner but they have not indicated an intention to sell / develop or whether there are any legal issues.			
Site access and impact on road network	The Highway Authority indicate that the walking distance to bus stops may exceed recommended distances set out in the LHDG. There may also be a viability issue when connecting the two parcels of land via a bridge over the rail line and parts of the site experience flooding. The Highway Authority would need the site promoter to demonstrate these issues can be addressed			
Overall Assessment				
Identified Red Constraints	Yes, 16% of the site is within Flood Zone 3b.			
Policy Designations	The site is in Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	358 (30dph)	11 – 15 years
Achievable	No			
Additional information	Inadequate infrastructure to support the scale of development proposed. Ownership / legal constraints are unclear and viability of providing access make the site not available or achievable for development.			

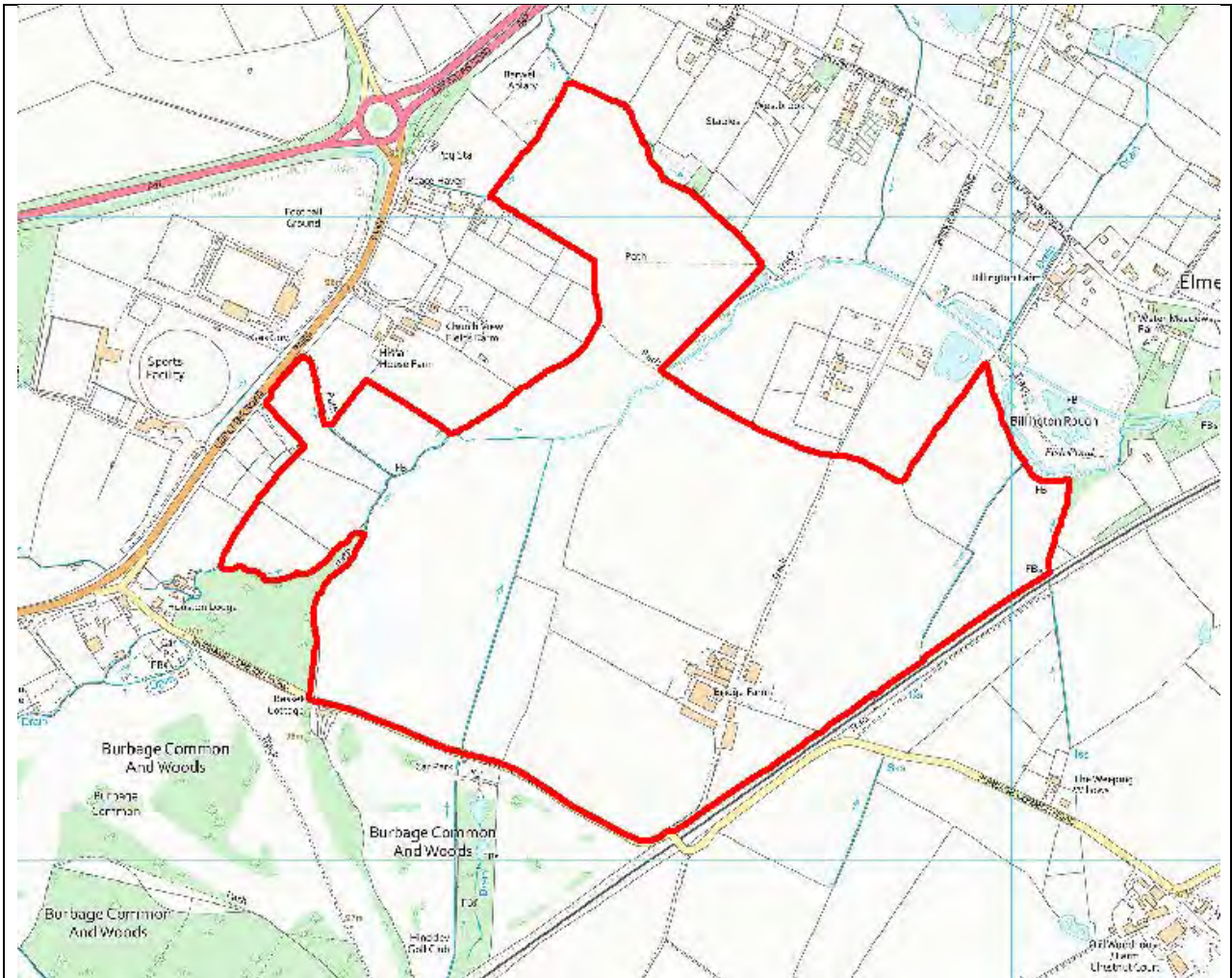


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Site Reference	Site Name	Parish
ELM008	Land north of the railway line	Elmesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
Whole site: 68.61ha Area within Blaby District: 63.06ha	Whole site: 65.95ha Area within Blaby District: 60.66ha	1,100 (based on information provided by site promoter)
Grid Ref	Current Use	Previously Developed No
E 445419	Agricultural land	Proposed Use
N 295501		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 2110m of the Co-op in Barwell local centre	
Proximity to GP surgery	The site is within 3180m of Heath Lane Surgery, Earl Shilton	
Proximity to primary school	The site is within 1980m of Barwell C of E Academy. Potential to provide new primary school due to scale of development	
Proximity to secondary school	The site is within 2840m of Heath Lane Academy, Earl Shilton	
Proximity to local employment	The site is within 2270m of employment opportunities at Moat Way, Barwell	
Access to public transport	The site is within 1440m of a bus stop on The Common, Barwell with a regular service (Nos 48 and 158 to Leicester and Hinckley).	
Proximity to open space	The site is within 990m of open space over 1 hectare at Burbage Common but also adjoins.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: OK with mitigation and avoidance. Mainly arable. Retention of hedges and watercourses with buffer zones - 10m to section at north-west. Adequate buffer zones to Burbage Common and Billington Rough; complementary habitat creation in zones adjacent. Presence of protected species on site (in centre) would impact on possible layout; would need to retain dispersal corridors. Burbage Common is special site, and development must avoid impacts through disturbance, lighting, etc.	
Townscape and landscape	The site is within the Elmesthorpe Floodplain LCA which is generally rural and enclosed.	
Heritage assets	There are no designated assets on site or nearby. LCC Archaeology: medieval fish pond (MLE72) lies at the northern extend of the area. Some ridge and furrow within the area but some appears to have been ploughed-out. Elmesthorpe Land Settlement area along northern boundary of the area. Overall, medium risk heritage potential.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is affected by Flood Zone 2 and 3 (EA Maps) due to the watercourse crossing the northern portion of the site (and this may affect the site access).	
Land contamination, pollution and hazards	The site may be affected by noise (and air quality) issues from the railway to the south and the A47 Earl Shilton Bypass to the north of the site. Further assessment and potentially	

Site Reference	Site Name	Parish		
ELM008	Land north of the railway line	Elmesthorpe		
		mitigation measures will be required. The site has no known land or water contamination constraints.		
Minerals and waste		The site is not located within a Minerals Consultation Zone or protected as a safeguarded waste facility.		
ECONOMIC Factors				
Available and achievable		Site is promoted on behalf of two landowners who intend to sell / develop the site. No known legal issues. Proposed link road between A47 and M69 J2.		
Site access and impact on road network		LCC Highways: Access is likely to be from Burbage Common Road, which is a C class road with a 60mph speed limit. Access from this road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph or roads with a speed limit of 40mph or less which are essentially rural in nature. Without a link road the site may reduce the capacity of signal junctions on the A47 (Station Road junctions).		
Overall Assessment				
Identified Red Constraints		Yes. A small % of the site is affected by Flood Zone 3.		
Policy Designations		Green Wedge (Policy CS16 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	1,100 (based on site promoter's information)	11 – 15 years
Achievable	Yes			
Additional information		Isolated development unlikely to provide sufficient on-site facilities to be considered sustainable. Crosses into the administrative boundary of Hinckley and Bosworth Borough Council.		



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Parish: Enderby

Site Reference	Site Name	Parish
END017	Land to the west of the M1 (adjacent the public footpath)	Enderby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.21	1.21	29 (30dph)
Grid Ref	Current Use	Previously Developed No
E 454313	Grassland	Proposed Use
N 298368		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1260m of Co-op, Narborough	
Proximity to GP surgery	The site is within 840m of The Limes Medical Centre, Narborough.	
Proximity to primary school	The site is within 1060m of Enderby Danemill Primary School	
Proximity to secondary school	The site is within 860m of Brockington College, Enderby	
Proximity to local employment	Site is within 810m of employment opportunities at Carlton Park, Narborough	
Access to public transport	The site is within 700m of a bus stop (Carlton Avenue, Narborough) for a low frequency bus routes (Arriva No. X44 Leicester to Rugby). It is also within 1270m of Narborough Railway Station	
Proximity to open space	The site is within 850m of open space over 1 hectare at Leicester Road Recreation Ground and 920m of Narborough Recreation Ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Possible species rich grasslands present. Protected species surveys needed. Good tree belt. Boundary hedges should be retained.	
Townscape and landscape	The site is within the Lubbesthorpe Agricultural Parkland landscape character area. The strong presence of infrastructure, including the M1 is a key pressure with further expansion along the fringes of adjacent settlements increasing the urban influences of the character area, particularly to the south.	
Heritage assets	There are no designated heritage assets but the site adjoins the route of the Fosse Way. LCC Archaeology advise that the heritage potential is considered to be high.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of 50% of the site being best and most versatile land and the other half is considered urban, however the whole site is greenfield. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land	
Previously developed land	The site is greenfield.	
Flood risk	3.2% of the site along the southern boundary is in Flood Zones 2 and 3 (including 1.3% in Flood Zone 3b) and there is a risk of surface water flooding at a 30 year extent.	
Land contamination, pollution and hazards	The entire site is within 250m of a source of unstable or contaminated land. It is within very close proximity to the M1 motorway, on this stretch declared as an Air Quality Management Area. Further investigation is required in terms of contamination, noise and air quality.	

Site Reference	Site Name	Parish		
END017	Land to the west of the M1 (adjacent the public footpath)	Enderby		
Minerals and waste		Site is not within the Mineral Consultation Zone and is not a site protected for a waste facility		
ECONOMIC Factors				
Available and achievable		The site is promoted. It has 3 landowners and there is possible intention to sell / develop the site. There are no known legal issues.		
Site access and impact on road network		The site appears to be land-locked. Access appears to be via a farm access, which has no footway. Substantial infrastructure work is required to provide a surfaced footway. The Highway Authority is likely to seek to resist (LHDG Policy IN6).		
Overall Assessment				
Identified Red Constraints		Yes, 1.3% of the site is within Flood Zone 3b.		
Policy Designations		The site is in Green Wedge (Policies CS16 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	29 (30dph)	11 – 15 years
Achievable	No			
Additional information		The site is not considered to be achievable as it is land-locked with no suitable access.		



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Site Reference	Site Name	Parish
END022	Land off Blaby Road	Enderby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
4.49	4.49	84 (30dph)
Grid Ref	Current Use	Previously Developed No
E 454732	Agricultural land	Proposed Use
N 299014		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1390m of Co-op in Enderby District Centre	
Proximity to GP surgery	The site is within 1490m of Enderby Medical Centre	
Proximity to primary school	The site is within 1130m of Enderby Danemill Primary School	
Proximity to secondary school	The site is within 670m of Brockington College	
Proximity to local employment	The site is within 1280m of employment opportunities at Grove Park but adjoins the allocated employment site to the west of St Johns.	
Access to public transport	The site is within 130m of a bus stop (on Blaby Road) for a regular bus route (Arriva 50 Narborough to Leicester)	
Proximity to open space	The site is within 1070m of open space over 1 hectare at Mill Hill Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Protected species known on northern part of site, which is potential Local Wildlife Site. The site is also within a SSSI impact risk zone. LCC Ecology advise that protected species and Phase 1 habitat survey required but refusal is recommended.	
Townscape and landscape	The site is within the Sence and Soar Floodplain character area and is characteristic of that. The role of land as a green buffer between settlements is recognised. There are a number of urban influences nearby, including Grove Park and Fosse Park, as well as residential development etc. Key pressures include expansion of new housing development around the settlement edges increasing urbanising influences in the landscape.	
Heritage assets	No designated heritage assets on site but there is a Scheduled Monument within 600 to the east of the site (St. John's Church, Aldeby). The western boundary of the site is a Roman road and forms an important historic separation between Enderby and Leicester. LCC Archaeology advise that heritage potential is high.	
Soil resources	The land is Grade 3 and for the majority of the site there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is currently in agricultural use and so greenfield.	
Flood risk	The site is in Flood Zone 1 and there are small areas of the site (particularly in the north east part) at risk from surface water flooding at a 30 and 100 year extent.	
Land contamination, pollution and hazards	The site is close to, although not adjacent, Air Quality Management Area 2 (M1 corridor in Enderby and Narborough). It is close to the M1 and the B4114, both busy roads, which can be congested at times. The site has no known land contamination issues.	

Site Reference	Site Name	Parish		
END022	Land off Blaby Road	Enderby		
Minerals and waste	The site is not within a Mineral Consultation Zone and is not protected for a waste facility			
ECONOMIC Factors				
Available and achievable	The site is carried forward from a previous SHLAA. It was previously promoted on behalf of a developer through the Delivery DPD.			
Site access and impact on road network	Blaby Road is a class B road and subject to a 40mph speed limit. There are a high number of accidents at the Foxhunter roundabout (junction of B582 and B4114) which requires further investigation. The existing site access from Blaby Road is unacceptable due to the close proximity with Fosse Close and so an alternative site access is needed. Improvements to the narrow footpath along the site frontage may need to be explored. Trip generation and suitable site access to be agreed.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Within the settlement boundary			
	Suitable	Yes	Conclusion	Estimated number of dwellings (density)
	Available	Yes	Developable	84 (30dph)
	Achievable	Yes		
Additional information				

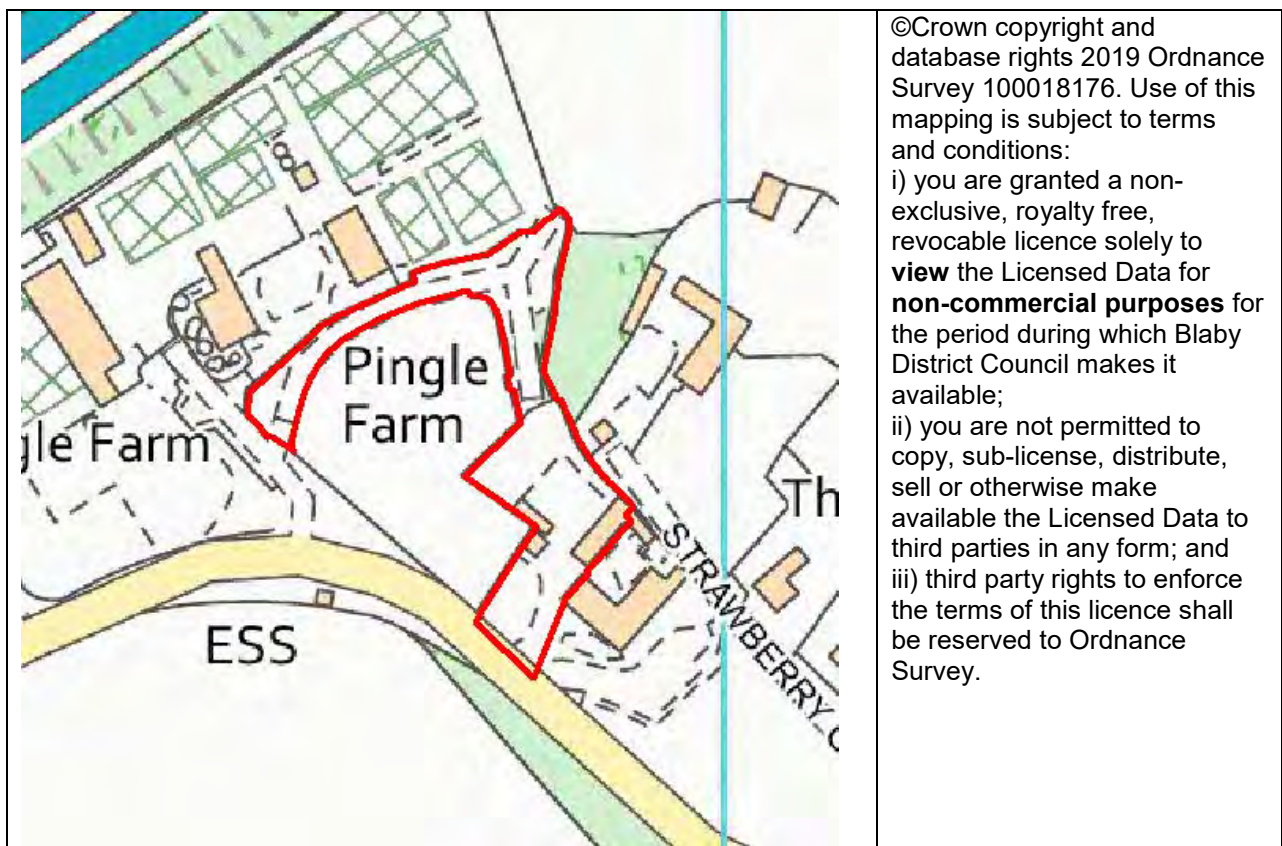


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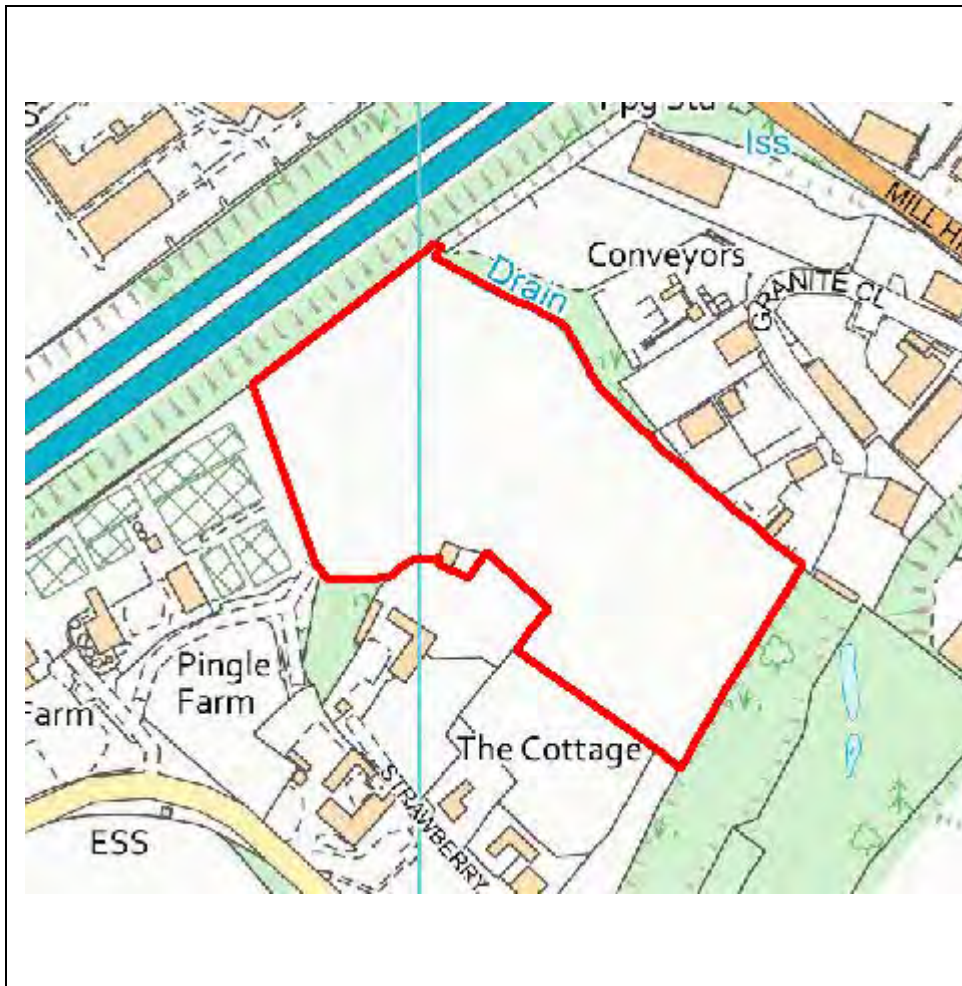
Site Reference	Site Name	Parish
END023	Enderby Metals	Enderby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.36	0.36	8 (30dph)
Grid Ref	Current Use	Previously Developed Yes
E 452943	Former scrapyard	Proposed Use
N 299679		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 860m of Co-op in Enderby district centre.	
Proximity to GP surgery	The site is within 950m of Enderby Medical Centre	
Proximity to primary school	The site is within 1310m of Enderby Danemill Primary School	
Proximity to secondary school	The site is within 1490m of Brockington College, Enderby	
Proximity to local employment	The site is within 900m of employment opportunities at Enderby district centre and 990m of Mill Hill Industrial Estate	
Access to public transport	The site is within 1010m of a bus stop (on Cross Street) for a regular frequency bus service (Arriva 50 Leicester to Narborough). Also within 850m of a low frequency service (Arriva X55 Leicester to Hinckley)	
Proximity to open space	The site is within 1030m of open space over 1 hectare at Wimpey Park / Southey Close Recreation Ground and within 190m of Whistle Way.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology advise that the site is OK. No recommendations: currently hardstanding and low-value vegetation.	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland LCA where key pressures include urban pressures along the edges of settlements that could reduce the distinction between urban and rural character.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: no known archaeological remains on site; low risk.	
Soil resources	The land is Grade 3 and for the majority of the site there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land but it has been used as a scrapyard.	
Previously developed land	Previously used as a scrapyard and so previously developed land.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	Further investigation required in terms of land contamination due to previous use as scrap yard and being with 250m of former landfill site. Also within close proximity to M69 in terms of potential noise and air pollution.	
Minerals and waste	The site is within the Minerals Consultation Zone for igneous rock and part of the site is safeguarded for waste facilities (B14).	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a property developer. There is a single landowner who intends to sell / develop the site and there are no known legal issues.	
Site access and impact on road network	LCC Highways advise that there are no apparent fundamental reasons for this site to be excluded from consideration at this	

Site Reference	Site Name	Parish		
END023	Enderby Metals	Enderby		
		stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the Leicestershire Highway Design guide. Access is proposed off Seine lane, which is an unclassified road with a 30mph speed limit. Due consideration should be given to site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance and careful consideration to whether appropriate visibility can be achieved.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policies CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	8 (30dph)	11 – 15 years
Achievable	Yes			
Additional information		The site is currently occupied by a business and safeguarded as a waste facility, so may not be immediately available for development. The identified constraints mean that the site may not be suitable for development.		



Site Reference	Site Name	Parish
END024	Land rear of Strawberry Gardens	Enderby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.97	2.97	55 (30dph)
Grid Ref	Current Use	Previously Developed No
E 453053	Agricultural land	Proposed Use
N 299802		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1100m of the Co-op in Enderby district centre.	
Proximity to GP surgery	The site is within 1170m of Enderby Medical Practice	
Proximity to primary school	The site is within 1530m of Enderby Danemill Primary School	
Proximity to secondary school	The site is within 1730m of Brockington College, Enderby	
Proximity to local employment	The site is within 1100m of Enderby district centre and Mill Hill Industrial Estate	
Access to public transport	The site is within 1200m of a bus stop (on Equity Road) for a regular frequency bus service (Arriva 50 Leicester to Narborough). Also within 960m of a low frequency service (Arriva X55 Leicester to Hinckley)	
Proximity to open space	The site is within 1330m of open space over 1 hectare at Wimpey Park / Southey Close Recreation Ground (and 440m of Whistle Way)	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology advise that the site needs further surveys before a decision can be made. Grassland appears improved, but survey needed to confirm this. Development to include 10m buffer to adjacent woodland habitats to south east.	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland LCA where key pressures include urban pressures along the edges of settlements that could reduce the distinction between urban and rural.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: no known archaeological remains on site. London and NW and Midland Railway (MLE16185) bounds eastern edge of area; Enderby Hill Quarry (MLE21541) to north and east, off-site. Little indication of on-site archaeological remains, but large area. Medium risk heritage potential.	
Soil resources	The land is Grade 3 and for the majority of the site there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	Previously used as a scrapyards and so previously developed land.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	The site is within 250m of former landfill site. Also adjoins the M69 in terms of potential noise and air pollution. Further investigation required.	
Minerals and waste	The site is within the Minerals Consultation Zone for igneous rock and the site is close to a safeguarded site for waste facilities (B14).	

ECONOMIC Factors				
Available and achievable		The site is promoted on behalf of a single landowner who intends to sell / develop the site. There are no known legal issues.		
Site access and impact on road network		LCC Highways advise based on the information provided, this site has no access to the highway network and therefore we are unable to provide more detailed comments at this time from a highway development management perspective.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policies CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	55 (30dph)	11 – 15 years
Achievable	No			
Additional information		No access to the highway. If this can be overcome, the site can be considered achievable.		



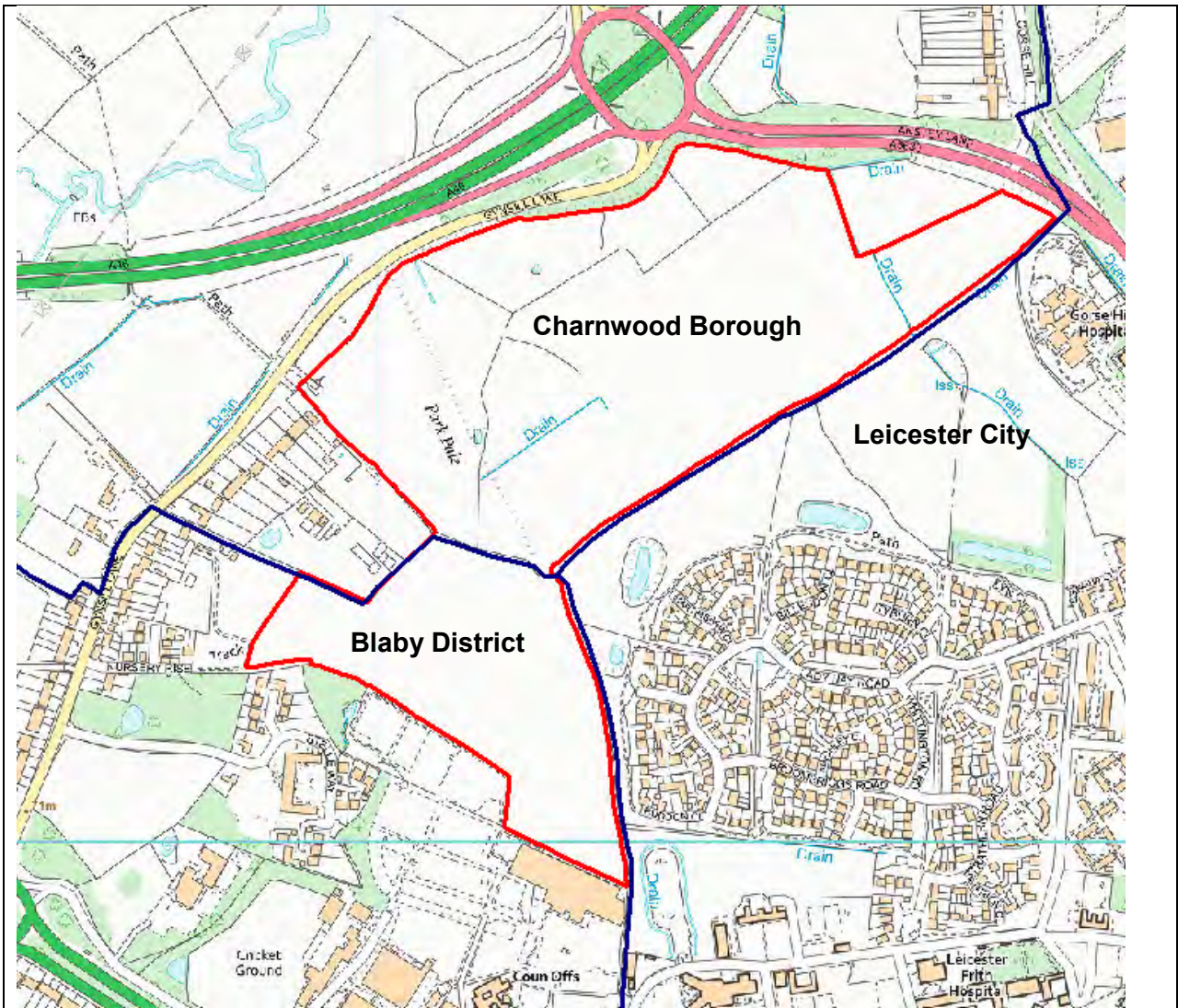
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Parish: Glenfield

Site Reference	Site Name	Parish
GLE030	Land rear of County Hall	Glenfield
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
27.82 ha (7.4 ha within Blaby District)	Whole site: 27.82ha. 7.4 ha within Blaby District.	185 dwellings (40dph) (in Blaby District)
Grid Ref	Current Use	Previously Developed No
E 455113	Agriculture / Garden land / paddock	Proposed Use
N 307212		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1,690m of a Co-op at Glenfield.	
Proximity to GP surgery	The site is within 870m of Glenfield Surgery.	
Proximity to primary school	The site is within 1,900m of Glenfield Primary School.	
Proximity to secondary school	The site is within 2,500m of New College, Leicester.	
Proximity to local employment	The site is within 150m of County Hall, Glenfield.	
Access to public transport	The site is within 530m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 400m of open space over 1 hectare at Stelle Way Meadow, Gynsills arboretum, Glenfield. Millennium Green Play area is some 1,400m away.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: needs further surveys before making a decision. The site is all grassland, some of which is likely to be species-rich; there are signs of ridge and furrow, fragmented hedges, mature and ponds are also present. Presence of BAP habitats could remove part of land for development.	
Townscape and landscape	The site falls within the Rothley Brook Fringe landscape character area and is characteristic of urban fringes located on higher ground.	
Heritage assets	The site has no designated assets in the vicinity. Heritage potential is medium. Medieval Park (MLE17056) with an old Park Pale (MLE397) running N/S across the site. The remains of Anstey Pastures country house (MLE388) partially lies within the development area. Some ridge and furrow across the northern portion.	
Soil resources	The site is classified as urban / industrial and is not best and most versatile agricultural land.	
Previously developed land	The site consists of agricultural land, garden land and paddock.	
Flood risk	The land is Flood Zone 1. There may be some potential for surface water flooding.	
Land contamination, pollution and hazards	The part of the site that lies within the administrative area of Blaby District has no known contamination issues.	
Minerals and waste	The site is not located in a mineral consultation zone or affected by a protected waste facility.	
ECONOMIC Factors		
Available and achievable	The site is available and achievable.	
Site access and impact on road network	LCC Highways: Access to the site is likely to be from Gynsill lane which is a C-class road with a 60mph speed limit. This is contrary to policy IN 5 of the LHDG, which restricts access	

Site Reference	Site Name	Parish		
GLE030	Land rear of County Hall	Glenfield		
		points to roads where measured vehicle speeds are in excess of 40mph. The A46 around the west and north of Leicester and the M1 between Junction 21a and Junction 21 experience significant congestion, accident and journey time unreliability problems, and this would need to be reflected / considered in any transport assessment work.		
Overall Assessment				
Identified Red Constraints		None identified		
Policy Designations		The site is identified as Green Wedge in both the Blaby District Local Plan and Charnwood Borough Local Plan.		
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	185 dwellings (40dph) (in Blaby District)	11 - 15 years
Achievable	Yes			
Additional information		Part of a wider proposal to the north of Leicester. Longer timeframe because of the location of the area of land in Blaby District in relation to the proposed access of Gynsill Lane / A50.		

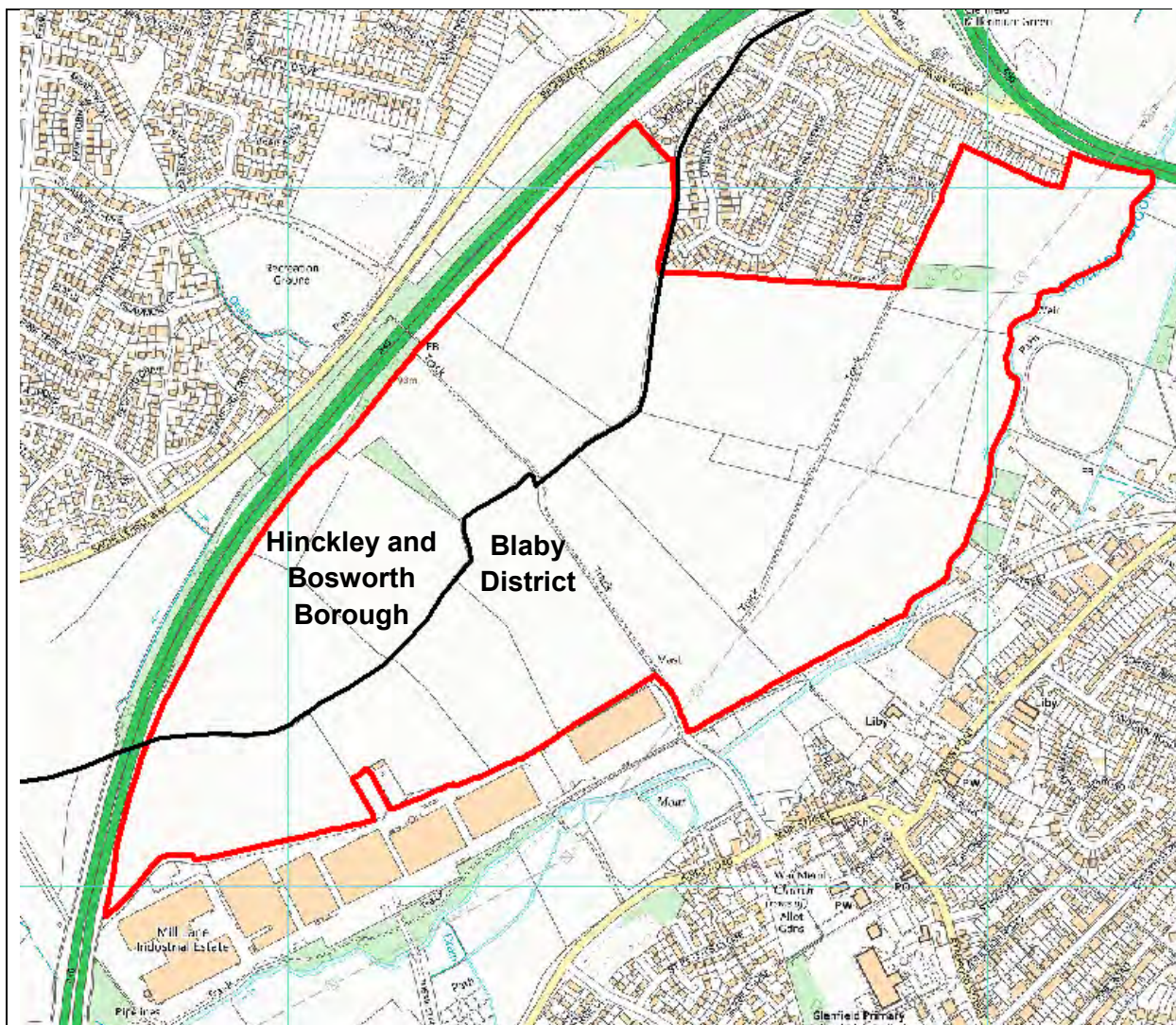


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Site Reference	Site Name	Parish
GLE032	Land north of Glenfield	Glenfield
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
74.34 ha (50.73 ha within Blaby District, 23.61 ha is within Hinckley and Bosworth Borough)	Whole site is 70.97 ha. 47.36 ha within Blaby District.	947 dwellings (40dph) in Blaby District. 1,419 dwellings (40dph) across the whole site.
Grid Ref	Current Use	Previously Developed No
E 453436	Agriculture	Proposed Use
N 306548		Housing
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1,000m of a Co-operative food store at Glenfield.	
Proximity to GP surgery	The site is within 1,480m of Groby Surgery, Rookery Lane, Groby.	
Proximity to primary school	The site is within 980m of Glenfield Primary School.	
Proximity to secondary school	The site is within 1,880m of Brookvale High School, Groby.	
Proximity to local employment	The site is within 250m of Mill Lane Industrial Estate, Glenfield.	
Access to public transport	The site is within 690m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 560m of open space over 1 hectare at Stamford Memorial Park and Marina Park, Groby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Large area and mainly arable; it should be possible to organise layout around any features of interest such as LWS hedges, trees, grassland and GCN ponds. Some grassland in central area may be spp-rich. Buffer zones 5m to retained hedges, ponds etc., 10m buffer natural open space to Rothley Brook.	
Townscape and landscape	The site falls within the Rothley Brook Fringe landscape character area and is characteristic of that. Key pressures include expansion of built form on high ground towards the motorway corridor would increase its visual prominence in the landscape and contribute to the loss of the existing separation between settlements.	
Heritage assets	The site is within 70m of the moated site and garden enclosure Scheduled Monument and is likely to impact on its setting. The Glenfield Conservation Area and Listed Buildings are also in the vicinity. Heritage potential is medium risk: Glenfield Historic Settlement Core (MLE9282) and medieval settlement site (MLE128) on-site; Leicester to Swannington Railway (MLE18026) runs along southern boundary of the site.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. The rest is urban/industrial land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is mainly in agricultural use.	

Site Reference	Site Name	Parish		
GLE032	Land north of Glenfield	Glenfield		
Flood risk	Potential access to the site crosses Flood Zone 3. A small part of the south of the site is Flood Zones 3a and 3b and part Flood Zone 2. There is some potential for Surface Water flooding. The site access may cross the Rothley Brook. The site will have to pass the Sequential Test and Exception Test.			
Land contamination, pollution and hazards	The site has possible migrating landfill gas that will need to be assessed.			
Minerals and waste	The site is within a Minerals Consultation Area for sand and gravel. The Minerals Planning Authority indicates that the potential impact on mineral resources would not appear to be significant given the site's location. The site is within the vicinity of a protected waste facility.			
ECONOMIC Factors				
Available and achievable	Access to the site is potentially across Flood Zone 3 so the site is not currently achievable.			
Site access and impact on road network	National Cycle Network route 63 runs east-west along the site's southern boundary. Public footpaths R40 and R51. LCC Highways: there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. There is existing congestion on the A50 Groby Road, between the A46 and County Hall roundabouts (am and pm). If the new access is constructed near to the bus gate signals then SCOOT co-ordination between the A46 and County Hall roundabouts may need to be considered. Additional traffic may need to be mitigated by improvements to the A46 and County Hall roundabouts.			
Overall Assessment				
Identified Red Constraints	Yes, part of the site is in Flood Zone 3.			
Policy Designations	The site is within Green Wedge as identified in the Blaby District Local Plan and Hinckley and Bosworth Borough Local Plan.			
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	947 dwellings (40dph)	11 – 15 years
Achievable	No			
Additional information	The site promoter indicates that the proposed access from the A50 has the potential to support up to 1,000 dwellings.			



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Parish: Glen Parva

Site Reference	Site Name	Parish
GPA010	Land at Glen Ford Grange, Little Glen Road	Glen Parva
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.58 ha	0.58 ha	19 dwellings (40dph)
Grid Ref	Current Use	Previously Developed Yes
E 457527	Industrial units / car breaker's yard	Proposed Use
N 298262		Residential
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 770m of the Co-operative convenience store at Hillsborough Road, Glen Parva.	
Proximity to GP surgery	The site is within 1160m of Northfield Medical Centre in Blaby.	
Proximity to primary school	The site is within 1190m of Rolleston Junior School at Hillsborough Road, Glen Parva.	
Proximity to secondary school	The site is within 990m of South Wigston High School.	
Proximity to local employment	The site is within 1240m of Blaby Industrial Estate.	
Access to public transport	The site is within 620m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 250m of open space over 1 hectare at Featherstone Drive, Glen Parva (north of the canal and railway line, in Leicester City administrative area).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology comments: protected species and Phase 1 survey required.	
Townscape and landscape	The site is within the Sence and Soar Floodplain landscape character area but the site is not representative of the landscape character area as it consists of former agricultural buildings in commercial use.	
Heritage assets	LCC archaeology comments: inside historic core of the village, known archaeology on site, near moated site. Scheduled monument and grade II listed building in the vicinity, heritage potential is high.	
Soil resources	The site is identified as being predominantly in urban use / grade 4 (poor quality).	
Previously developed land	The site is previously developed land.	
Flood risk	The site is in Flood Zone 1 (source: EA maps).	
Land contamination, pollution and hazards	The site may be affected by land contamination / pollution associated with its current use as a car breaker's yard. No other known hazards.	
Minerals and waste	The site is in a Minerals Consultation Zone and is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is not currently available as it is in use by one or more businesses. There have been no recent planning applications on the site since permission expired in March 2018 and the site has not been promoted for development since.	
Site access and impact on road network	The site was found to have suitable access arrangements through a previously approved planning application (planning application reference: 13/0912/1/OX).	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is within Green Wedge.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	19 (40dph)	6 – 10 years
Achievable	Yes			
Additional information		Planning permission for 14 dwellings expired in March 2018.		

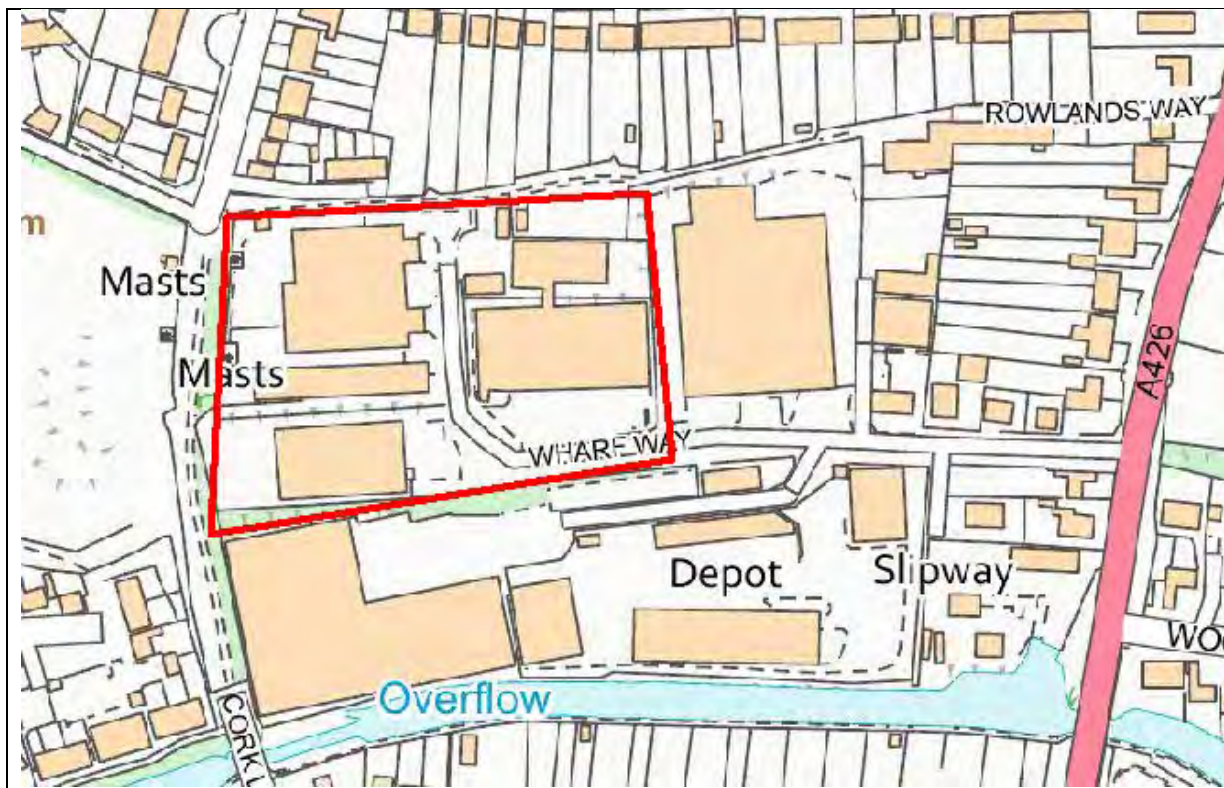


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Site Reference	Site Name	Parish
GPA023	Summit Engineering, Wharf Way	Glen Parva
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.97	1.97	65 dwellings (40dph)
Grid Ref	Current Use	Previously Developed Yes
E 456553	Industrial buildings	Proposed Use
N 298764		Residential
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1390m of Aldi in Blaby Town Centre.	
Proximity to GP surgery	The site is within 1310m of Northfield Medical Centre in Blaby.	
Proximity to primary school	The site is within 1190m of Glen Hills Primary School in Glen Parva.	
Proximity to secondary school	The site is within 2310m of South Wigston High School.	
Proximity to local employment	The site is within 1220m of Blaby Industrial Estate.	
Access to public transport	The site is within 540m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 880m of open space over 1 hectare at Northfield Park in Blaby.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology comments: OK. Small amount of woodland to west. Retain trees.	
Townscape and landscape	The site is within the urban area of Glen Parva.	
Heritage assets	There are no designated heritage assets on site and the Grand Union canal conservation area is approximately 75m to the south of the site's southern boundary. LCC archaeology comments: medium risk heritage potential.	
Soil resources	The site is identified as being in urban use.	
Previously developed land	The site is previously developed land.	
Flood risk	The site is in Flood Zone 1 and small parts of the site appear to be affected by 1 in 1,000 year risk of surface water flooding.	
Land contamination, pollution and hazards	The site adjoins a former landfill site to the west. Further investigation may be required to determine possible land contamination associated with the adjoining landfill or historic uses on the site.	
Minerals and waste	A small part of the site to the west is in a Minerals Consultation Zone for sand and gravel. The site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	Single landowner and no legal issues identified. Redevelopment of the site for housing would require the relocation of the existing business.	
Site access and impact on road network	LCC highways: Access to Summit Engineering is currently via Wharf Way, which is an unadopted road that serves properties outside the redline boundary. It is likely that improvement works to ensure the road is to an adoptable standard would be required. Therefore, access to the site should be given careful consideration.	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is within the settlement boundary of Glen Parva		
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	65 (40dph)	11 – 15 years
Achievable	Yes			
Additional information		The site is not currently available and is occupied by multiple businesses. Time would need to be allowed for their relocation.		



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Parish: Huncote

Site Reference	Site Name	Parish
HUN013	Land south of Narborough Road	Huncote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
12.95	9.75	182 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 451808	Agricultural land	Proposed Use
N 296995		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 2060m of Tesco Express at Copt Oak, Narborough	
Proximity to GP surgery	The site is within 2780m of the Limes Medical Centre, Narborough	
Proximity to primary school	The site is within 720m of Huncote Community Primary School	
Proximity to secondary school	The site is within 3920m of Brockington College, Enderby	
Proximity to local employment	Site is within 1950m of employment opportunities at the Coventry Road Industrial Estate, Narborough.	
Access to public transport	Site is within 580m of a bus stop on Main Street for a low frequency bus service (X84 Arriva Leicester to Rugby) and within 1640m of a regular frequency bus route (Arriva No 50 Leicester to Narborough).	
Proximity to open space	The site is within 830m of open space over 1 hectare at playing fields off Sportsfield Lane, Huncote.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation and avoidance. Part reject. OK on arable land, but wide belt of land along watercourse is high quality habitat, and must be retained and buffered; it could serve as informal POS, with some protection of watercourse against disturbance (which has Water voles/Otters). Small area of woodland in north of site to retain/enhance also needs 5m buffer of natural OS.	
Townscape and landscape	Site is within the Croft Hill character area, a fragmented landscape, with relatively open views which are heavily influenced by quarrying activities and Croft Hill and adjacent man-made hills. Change has the potential to restore farmland connectivity, and should provide improved links between newly created public open space and the wider countryside to restore coherence in the landscape and offer recreational routes	
Heritage assets	There are no designated assets on site. Listed buildings are in the vicinity. Parts of site have previously been archaeologically investigated and archaeological remains are present including Prehistoric, Roman, and Medieval remains, a probable Bronze Age burial barrow and Iron Age, Roman Anglo-Saxon, Medieval and Post-Medieval coins and brooches. A Lower Palaeolithic hand axe was recovered from adjacent field and a Prehistoric field system and former Medieval house are also recorded adjacent. Parish Boundary follows eastern and south-western boundaries and a watercourse (Thurlaston Brook) along the western boundary previously meandered into site. The earthworks of a disused	

Site Reference	Site Name	Parish		
HUN013	Land south of Narborough Road	Huncote		
		tramway follow the north-eastern boundary and tramway previously crossed site, connecting Huncote Quarry and Narborough Quarry. LCC Archaeology advise that further information required prior to determination to ascertain significance of archaeological remains within site.		
Soil resources		The land is Grade 3 and there is high likelihood of 70% of the site and a moderate likelihood of 30% of the site being best and most versatile land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile		
Previously developed land		The site is greenfield.		
Flood risk		About 31% of the site is at risk of flooding (to the west and south), lying within a mix of flood zones 2 and 3 (EA maps)		
Land contamination, pollution and hazards		The southern part of the site is within 250m of a source of unstable or contaminated land and so will need to be investigated. The site is within close proximity of Croft Quarry, which is operational, and so associated issues such as dust, noise, vibration etc. need to be considered		
Minerals and waste		The site is within the Minerals Consultation Area for igneous rock but the potential impact on mineral resources would not appear to be significant given their location		
ECONOMIC Factors				
Available and achievable		The site is promoted on behalf of a developer. There is a single landowner and no known legal issues. It is indicated that site access will be through the adjoining recently developed site.		
Site access and impact on road network		Access to be obtained through the adjoining recently developed site.		
Overall Assessment				
Identified Red Constraints		Yes, part of the site is in Flood Zone 3.		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	182 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				



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Site Reference	Site Name	Parish
HUN016	Land east of Huncote	Huncote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
6.72	6.72	126 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 452201	Agricultural land	Proposed Use
N 297443		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1750m of Tesco Express, Copt Oak, Narborough	
Proximity to GP surgery	The site is within 2440m of the Limes Medical Centre	
Proximity to primary school	The site is within 860m of Huncote Community Primary School	
Proximity to secondary school	The site is within 3760m of Brockington College, Enderby	
Proximity to local employment	The site is within 1630m of employment opportunities at Coventry Road Industrial Estates, Narborough	
Access to public transport	The site is within 740m of a bus stop for a low frequency bus service (X84 Arriva Leicester to Rugby) and within 1290m of a regular frequency bus route (Arriva No 50 Leicester to Narborough).	
Proximity to open space	Site is within 1km of open space over 1 hectare at playing fields off Sportsfield Lane.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Arable, low value apart from hedges, to retain all with buffer zones 5m natural open space. May need to adjust layout to retain GCN corridors, if found on site.	
Townscape and landscape	The site is within the Croft Hill character area, a fragmented landscape, with relatively open views which are heavily influenced by quarrying activities and Croft Hill and adjacent man-made hills. Change has the potential to restore farmland connectivity, and should provide improved links between newly created public open space and the wider countryside to restore coherence in the landscape and offer recreational routes.	
Heritage assets	There are no designated heritage assets on the site. LCC Archaeology: earthwork of disused tramway runs east / west across the site. Narborough Quarry to eastern border of the area. Possible enclosure 200m to south-west. Large area, medium risk heritage potential.	
Soil resources	The land is Grade 3 and there is a high likelihood of the land being best and most versatile on the majority of the site. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land	
Previously developed land	The site is agricultural land and so greenfield	
Flood risk	The site is located within flood zone 1, but does have an element of surface water flood risk at a 30 year extent.	
Land contamination, pollution and hazards	The site is within 250m of a landfill site that adjoins the site on its eastern boundary. The site is also close to Croft Quarry, which is operational, which raises issues of dust and noise etc. Further investigation required.	
Minerals and waste	The site is within the Minerals Consultation Zone for igneous rock, but the potential impact on mineral resources would not	

Site Reference	Site Name	Parish		
HUN016	Land east of Huncote	Huncote		
appear to be significant given their location				
ECONOMIC Factors				
Available and achievable	The site is promoted on behalf of a developer. There is a single landowner and no known legal issues.			
Site access and impact on road network	LCC Highways advise that there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the Leicestershire Highway Design guide. Huncote Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Huncote Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in an Area of Separation (Policy CS17 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	126 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				

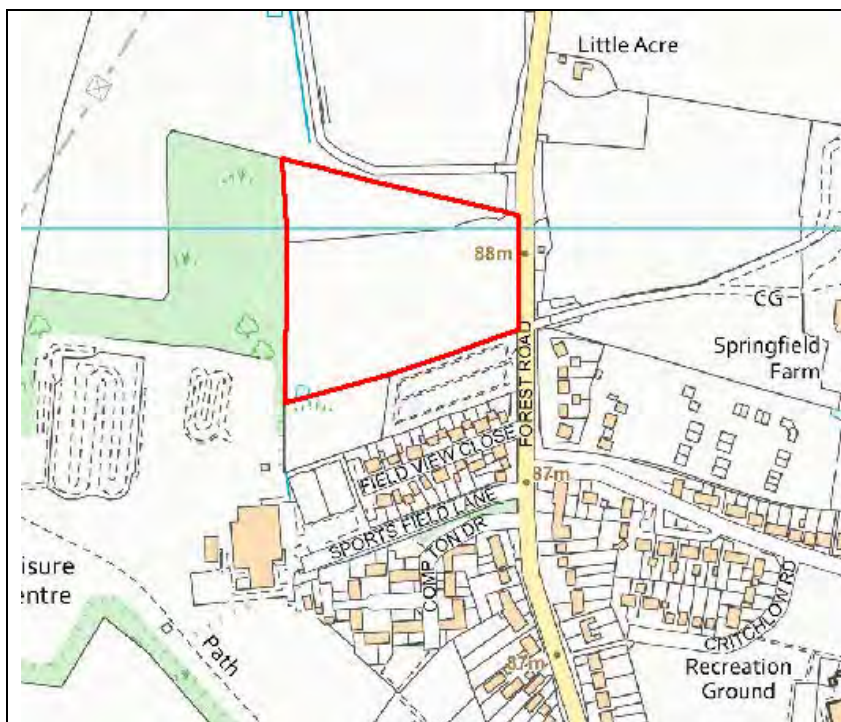


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Site Reference	Site Name	Parish
HUN017	Land west of Forest Road	Huncote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.18	2.18	40 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 451611	Agricultural	Proposed Use
N 297968		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1880m of Tesco express at Copt Oak, Narborough.	
Proximity to GP surgery	The site is within 3280m of the Limes Medical Centre, Narborough.	
Proximity to primary school	The site is within 560m of Huncote Community Primary School.	
Proximity to secondary school	The site is within 3850m of Brockington College, Enderby	
Proximity to local employment	The site is within 2560m employment opportunities at Coventry Road Industrial Estates, Narborough.	
Access to public transport	The site is within 630m of a bus stop for a low frequency bus service (X84 Arriva Leicester to Rugby)	
Proximity to open space	The site is within 350m of open space over 1 hectare at playing fields off Sportsfield Lane.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: needs further surveys before making a decision. GCN known on site, so need to accommodate these in layout. Retain excellent central hedge + trees, with 5m buffers, and 10m buffer of natural open space to woodland west. Development is limited because of these constraints, and if grassland is species-rich, it may rule it out.	
Townscape and landscape	The site is within the Croft Hill character area, a fragmented landscape, with relatively open views which are heavily influenced by quarrying activities and Croft Hill and adjacent man-made hills.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: Huncote cemetery (MLE23626) to immediate south. Ridge and furrow. Huncote sand and gravel quarry (MLE23624) surrounds the area to the north, west and south. Heritage potential is medium risk.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile on the majority of the site. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1.	
Land contamination, pollution and hazards	The site is within 250 of a landfill site and further investigation is needed.	
Minerals and waste	The site is within the Mineral Consultation Zone for sand and gravel. The site is close to the safeguarded waste site at Huncote Quarry.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a developer. There is a single landowner and no known legal issues.	
Site access and impact on road network	LCC Highways advise that there are no apparent fundamental reasons for this site to be excluded from consideration at this	

Site Reference	Site Name	Parish		
HUN017	Land west of Forest Road	Huncote		
<p>stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. Forest Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Forest Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance.</p>				
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policies CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	40 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				



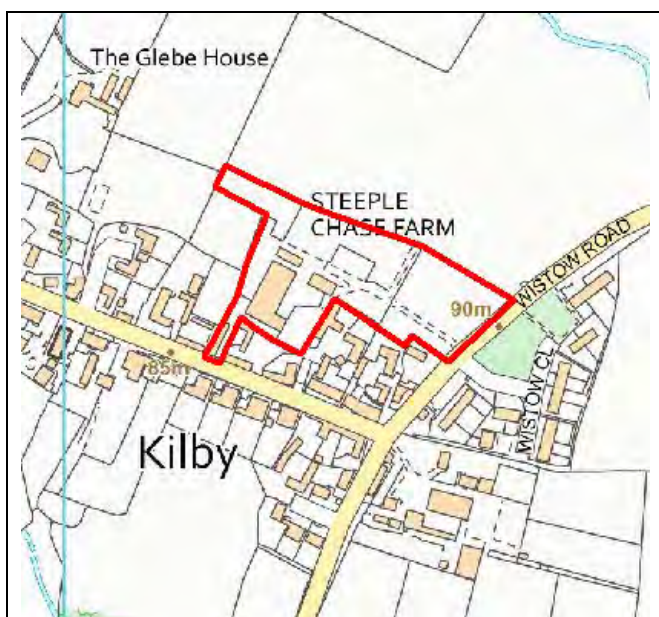
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Parish: Kilby

Site Reference	Site Name	Parish
KIL002	Steeple Chase Farm, Main Street	Kilby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.25	1.25	30 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 462181	Agricultural land	Proposed Use
N 295442		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is located approximately 3750m from Fleckney Co-op Food (however this is via public footpaths through fields and so the route may not be suitable in adverse weather conditions).	
Proximity to GP surgery	The site is located approximately 3750m from Kibworth Medical Centre – Fleckney (however this is via public footpaths through fields and so the route may not be suitable in adverse weather conditions).	
Proximity to primary school	The site is located approximately 250m from Kilby St Marys C of E Primary School.	
Proximity to secondary school	The site is located approximately 4880m from Wigston Academy.	
Proximity to local employment	The site is located approximately 4710m from employment opportunities in Wigston town centre and 5590m from Magna Road, South Wigston (a key employment site in Oadby and Wigston borough).	
Access to public transport	The site is located approximately 100m from a bus stop (on Main Street) with a half hourly bus route - Arriva No. 49B, Leicester to Kibworth.	
Proximity to open space	The site is located approximately 2220m from a source of open space over 1 hectare at Wistow Estate countryside stewardship.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site has the potential for protected species. Detailed surveys should be carried out and mitigation measures would be required.	
Townscape and landscape	The site is on the southern edge of the Kilby Meadows character area, with the very southern part of the site (i.e. site access) falling within the primarily residential area of Kilby. The rooftops of Kilby are visible on the southern edge of the character area (i.e. where this site is located), but are generally well screened by mature boundary vegetation. Agriculture is the main land use within the area, and changes along the edge of Kilby which if altered, may fragment the character of the area. Changes in development would need to remain inconspicuous in the landscape and retain and enhance the lush riparian vegetation. Should be noted there are some buildings on site currently.	
Heritage assets	The site is partly inside historic core of the village. There is a listed building within the vicinity of the site. Heritage potential is considered to be high	
Soil resources	The site is categorised as urban / industrial land, with therefore no best and most versatile land, though some parts	

Site Reference	Site Name	Parish		
KIL002	Steeple Chase Farm, Main Street	Kilby		
	of the site are greenfield			
Previously developed land	The site is greenfield (the buildings on the site are used for agriculture, and therefore classed as greenfield)			
Flood risk	The site is in Flood Zone 1 and part of the site is at risk of surface water flooding in a 1,000 year event.			
Land contamination, pollution and hazards	The site is not within 250m of a source of unstable or contaminated land, and there is no indication of groundwater pollution issues at this stage. There are no known sources of pollution or environmental quality issues at this stage.			
Minerals and waste	Just under half of the site (the northern part) is within the Mineral Consultation Zone, and the site is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is in single ownership and there is an intention from the site owner to develop the site for housing. There are no known legal issues. The site may be available subject to the existing agricultural buildings no longer being needed, and may be achievable subject to overcoming the constraints identified.			
Site access and impact on road network	The County Highway Authority is of the view that there are no fundamental reasons for this site to be excluded from consideration at this stage.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in Countryside (policy CS18)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	30 (30dph)	11 – 15 years
Achievable	Yes			
Additional information	The site is not currently available due to the existing commercial enterprise on site.			



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Site Reference	Site Name	Parish
KIL006	Land to the south of Chapel Close and Main Street	Kilby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.8	0.71	17 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 461934	Paddocks / grazing land	Proposed Use
N 295340		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is located approximately 3730m from Fleckney Co-op Food (however this is via public footpaths through fields and so the route may not be suitable in adverse weather conditions).	
Proximity to GP surgery	The site is located approximately 3730m from Kibworth Medical Centre – Fleckney (however this is via public footpaths through fields and so the route may not be suitable in adverse weather conditions).	
Proximity to primary school	The site is located approximately 200m from Kilby St Marys C of E Primary School.	
Proximity to secondary school	The site is located approximately 4640m from Wigston Academy (part of the route is via public footpaths through fields and so the route may not be suitable in adverse weather conditions).	
Proximity to local employment	The site is located approximately 4540m from employment opportunities in Wigston town centre and 5370m from Magna Road, South Wigston (a key employment site in Oadby and Wigston borough).	
Access to public transport	The site is located approximately 90m from a bus stop (on Main Street) with a half hourly bus route - Arriva No. 49B, Leicester to Kibworth.	
Proximity to open space	The site is located approximately 2380m from a source of open space over 1 hectare at Wistow Estate countryside stewardship.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Possible species rich grassland. Possible protected species. Protected species and phase 1 habitat surveys needed. Hedges with trees to east and trees along watercourse to south should be retained with buffer zone, and managed as natural open space.	
Townscape and landscape	Site is within the Kilby Rural Rolling Farmland. The area retains a rural and remote character due to low human influence. Expansion of Kilby could change the village character by weakening its strong association with farm buildings and increasing prominence of the development in the landscape.	
Heritage assets	Site is inside the historic core of the village, medieval feature recorded right on the edge. There is a listed building within the vicinity of the site. Heritage potential is high.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of it being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best	

Site Reference	Site Name	Parish		
KIL006	Land to the south of Chapel Close and Main Street	Kilby		
	and most versatile.			
Previously developed land	The majority of the site is greenfield land.			
Flood risk	18% of the site is at risk of flooding (through Flood Zones 3b, 3a and 2) mostly along the southern and eastern edges. A larger part of the site is subject to surface water flood risk (approx. 40% in total).			
Land contamination, pollution and hazards	The site is not within 250m of a source of unstable or contaminated land, and there is no indication of groundwater pollution issues at this stage. There are no known sources of pollution or environmental quality issues at this stage.			
Minerals and waste	The site is not within the Mineral Consultation Zone and is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site may be available, and may be achievable subject to the constraints identified.			
Site access and impact on road network	The County Highway Authority considers that the site appears to be land-locked and has no frontage onto an adopted highway. If this can be addressed, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in Countryside (policy CS18)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	17 (30dph)	6 – 10 years
Achievable	Yes			
Additional information	Subject to the creation of a suitable access, the site is considered achievable.			



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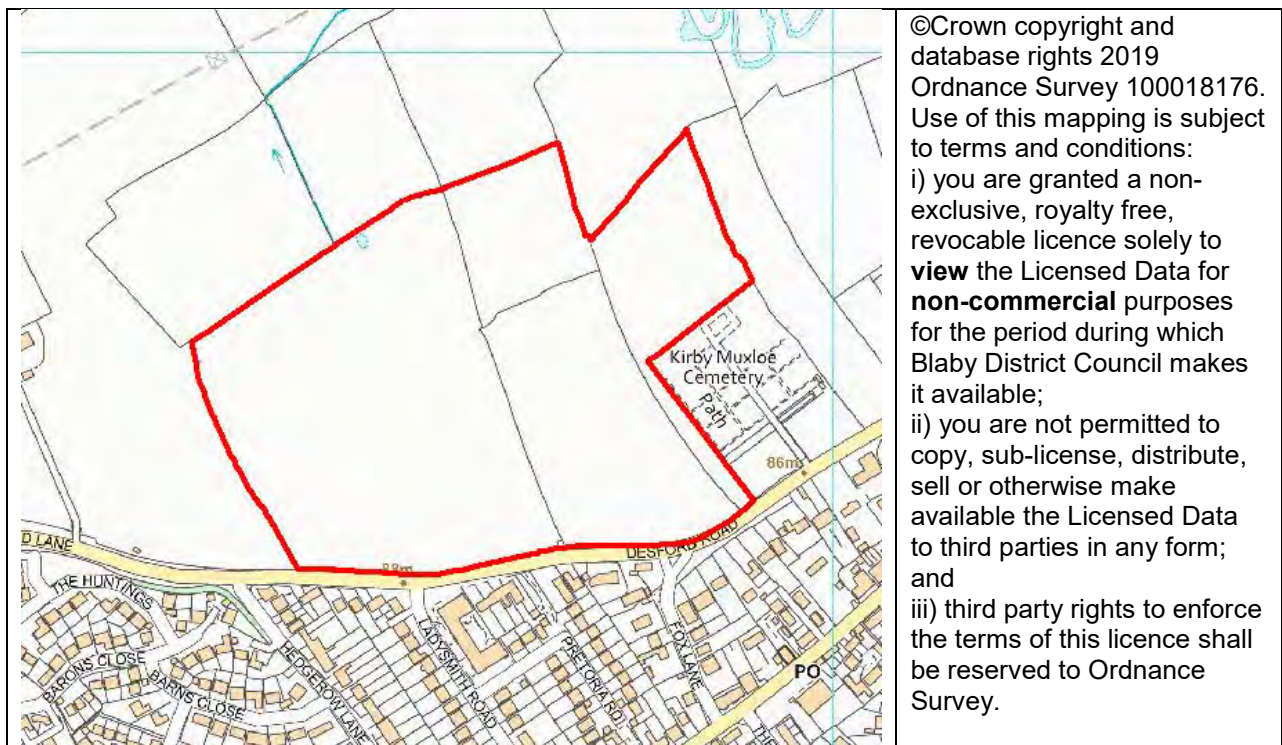
Site Reference	Site Name	Parish
KIL008	Land rear of 40 Main Street	Kilby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.26	0.26	7 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 462109		Proposed Use
N 295446		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is located approximately 3770m from Fleckney Co-op Food.	
Proximity to GP surgery	The site is located approximately 3770m from Kibworth Medical Centre – Fleckney.	
Proximity to primary school	The site is located approximately 220m from Kilby St Marys C of E Primary School.	
Proximity to secondary school	The site is located approximately 4650m from Wigston Academy.	
Proximity to local employment	The site is located approximately 4560m from employment opportunities in Wigston town centre and 5370m from Magna Road, South Wigston (a key employment site in Oadby and Wigston borough).	
Access to public transport	The site is located approximately 80m from a bus stop (on Main Street) with a half hourly bus route - Arriva No. 49B, Leicester to Kibworth.	
Proximity to open space	The site is located approximately 2260m from a source of open space over 1 hectare at Wistow Estate countryside stewardship.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Protected species and Phase 1 habitat surveys required. Retention of hedges/trees. Needs survey before making decision.	
Townscape and landscape	The site is on the southern edge of the Kilby Meadows character area, with the very southern part of the site (i.e. site access) falling within the primarily residential area of Kilby. The rooftops of Kilby are visible on the southern edge of the character area (i.e. where this site is located), but are generally well screened by mature boundary vegetation. Agriculture is the main land use within the area, and changes along the edge of Kilby which, if altered, may fragment the character of the area. Changes in development would need to remain inconspicuous in the landscape and retain and enhance the lush riparian vegetation.	
Heritage assets	The former Bakehouse at 30 Main Street is a listed building directly adjacent the southwest boundary of the site. The site is partly within the historic core. The heritage potential is medium. Roman, Anglo-Saxon and Medieval finds are also recorded in the vicinity.	
Soil resources	The land in this area is Grade 3. However, the site is categorised as urban / industrial land, with therefore no best and most versatile land. However it is greenfield land so further investigation may be required to identify whether the land is best and most versatile	
Previously developed land	The site is greenfield land.	
Flood risk	The site is in Flood Zone 1, and there is no other known form	

Site Reference	Site Name	Parish		
KIL008	Land rear of 40 Main Street	Kilby		
		of flood risk on the site.		
Land contamination, pollution and hazards	The site is not within 250m of a source of unstable or contaminated land, and there is no indication of groundwater pollution issues at this stage.			
Minerals and waste	The northernmost part of the site is within the Mineral Consultation Zone for sand and gravel. The site is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is carried forward from a previous SHLAA. No recent site information has been received.			
Site access and impact on road network	LCC Highways comments on planning application 15/0905/FUL: the proposed access is restricted in width and lacks pedestrian visibility splays at the access. The access has limited visibility to the left of the access due to the property boundary of the access being set back from the property boundary of 42 therefore making the visibility splays substandard. Accessibility was also a reason for the appeal to be dismissed.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The majority of the site is in Countryside (Policy CS18). The part of the site closest to Main Street is in the settlement boundary for Kilby.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	7 (30dph)	6 – 10 years
Achievable	Yes			
Additional information	Planning application for one dwelling refused in 2015 and subsequent appeal dismissed in 2016. The lack of a suitable access inhibits the site's suitability to be developed.			
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Parish: Kirby Muxloe

Site Reference	Site Name	Parish
KMU009	Land north of Desford Road	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
12.74	12.74	216 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 451757	Agriculture	Proposed Use
N 304670		Housing
SOCIAL Factors		
Proximity to large convenience store	There is a small 'One-stop' convenience store on Main Street some 465m walking distance away from the site. The nearest large convenience store is 2,180m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 2,960m of Warren Lane Surgery	
Proximity to primary school	The site is within 540m of Kirby Muxloe Primary	
Proximity to secondary school	The site is within 2,236m of Brookvale High School	
Proximity to local employment	The site is within 2,000m of Optimus Point Employment Site (Glenfield)	
Access to public transport	The site is within 320m of a bus stop for a low frequency service	
Proximity to open space	The site is within 600m of the nearest large open space at Kirby Muxloe Recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site consists of possible spp. rich grassland (ridge and furrow) hedges and potential protected species in the vicinity. Protected species and habitat surveys required.	
Townscape and landscape	The site is within the Rothley Brook Fringe Landscape Character Area and is characteristic of that. The land slopes down towards the Rothley Brook giving views towards Ratby. Key pressures include expansion of built form on high ground would increase its visual prominence in the landscape, loss of existing separation between settlements. Development of the site would cause the village to extend beyond Desford Road which forms the northern extent of development within the village.	
Heritage assets	The site is within 680m (as the crow flies) of Scheduled Monument (Kirby Muxloe Castle) to east, within 135m (at its closest point) of Listed St Bartholomew's Church GII* to east. There are other Listed Buildings in vicinity. The heritage potential is very high including large quantity of Medieval metal finds recorded within site that may indicate activity contemporary with nearby Kirby Muxloe Castle. Also Roman, Early Medieval and Post-Medieval metal finds and Ridge & Furrow earthworks on site. Prehistoric flints, Iron Age, Roman, Early Medieval, Medieval and Post-Medieval finds and sites recorded in vicinity. Adjacent historic settlement core. Further pre-determination archaeological evaluation would be required if the site were to be considered a suitable option.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	

Site Reference	Site Name	Parish			
KMU009	Land north of Desford Road	Kirby Muxloe			
Previously developed land	The site is agricultural land.				
Flood risk	The site is Flood Zone 1 and within the surface water 1 in 1,000 year extent				
Land contamination, pollution and hazards	The site has no known contamination issues				
Minerals and waste	The site is within a Minerals Consultation Zone for sand and gravel. The site is not protected for a waste facility.				
ECONOMIC Factors					
Available and achievable	The site is in multiple ownership but there is an intention from the land owners to sell or develop the site. There are no known legal issues.				
Site access and impact on road network	There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.				
Overall Assessment					
Identified Red Constraints	No. Within the setting of a grade II* listed church.				
Policy Designations	Green Wedge (Policy CS16 of the Core Strategy)				
	Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
	Available	Yes	Developable	318 dwellings (40dph)	11 - 15
	Achievable	Yes			
Additional information					



Site Reference	Site Name	Parish
KMU020	Blood's Hill (small)	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
6.25	6.25	156 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 452816	Agriculture	Proposed Use
N 304482		Housing
SOCIAL Factors		
Proximity to large convenience store	There is a small 'One-stop' convenience store on Main Street some 1,200m away from the site. The nearest large convenience store is 2,370m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 1,900m of Forest House Medical Centre.	
Proximity to primary school	The site is within 950m walking distance of Kirby Muxloe Primary School.	
Proximity to secondary school	The site is within 3,700m walking distance of Brookvale Secondary School, Groby and 3,500m from Winstanley School.	
Proximity to local employment	The site is c.650m from Optimus Point employment site at Glenfield.	
Access to public transport	The centre of the site is some 650m to the nearest bus stop on Ratby Lane.	
Proximity to open space	The centre of the site is some 600m to the nearest large area of Open Space at Kirby Muxloe Recreation ground (direct route).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: arable, possible protected species; surveys needed. Retain 5m buffer to hedge to north; buffers / boundary features must not be included in back gardens or form back garden boundaries, but hedge / buffer strip to be managed as continuous corridor of natural open space.	
Townscape and landscape	The site is within the Rothley Brook Fringe Character Area and is characteristic of that. Key pressures include expansion of built form on high ground towards the motorway corridor would increase visual prominence in the landscape. The site is isolated and has the potential to result in increasing separation between the settlements of Glenfield and Kirby Muxloe.	
Heritage assets	The site is close to a Scheduled Monument (Kirby Muxloe Castle) and Listed Building. The site is potentially within the setting of the Kirby Fields Conservation Area and other Listed Buildings are within the vicinity. Kirby Muxloe Park (MLE207) on-site; Sub-circular feature (MLE22151) to south-east. Undated linear features (MLE22150) to south-west. (Both off-site). Large area with some indications of archaeology on-site. Heritage potential is medium risk.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is greenfield.	
Flood risk	The site is within flood zone 1 with some potential for surface water flooding.	

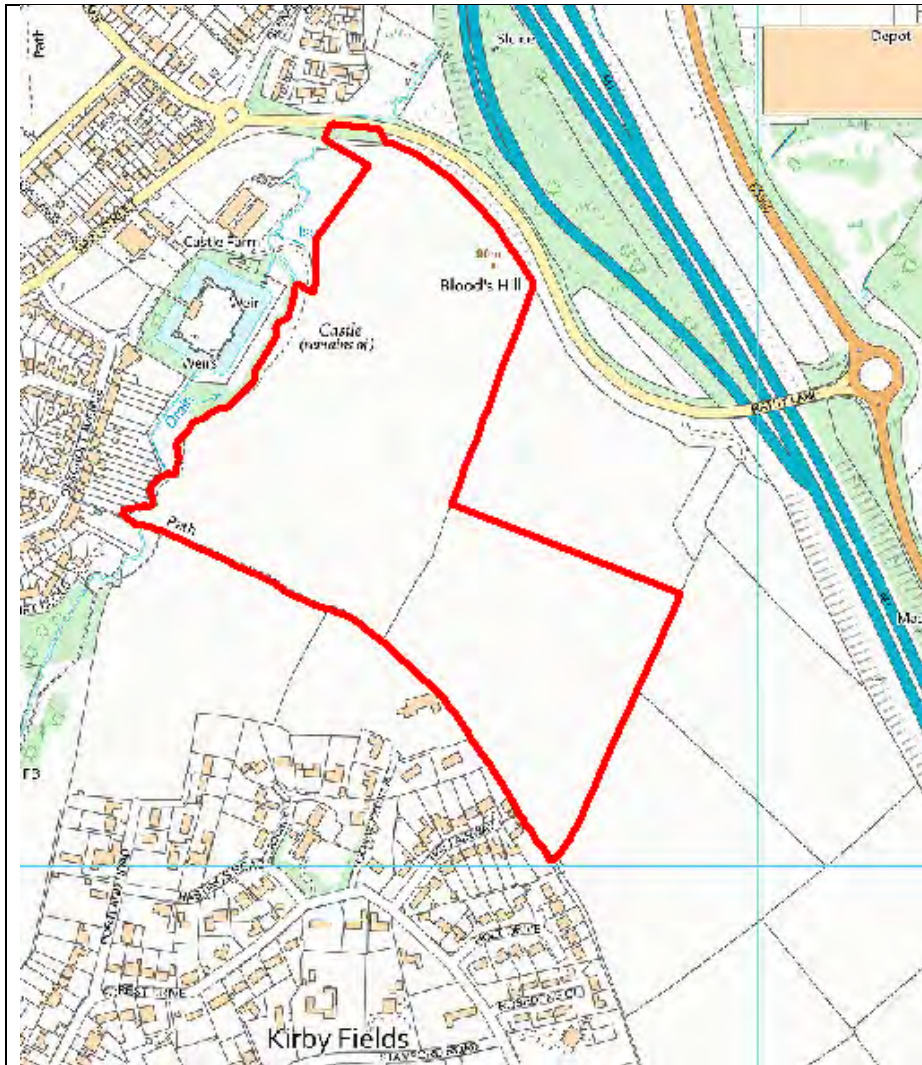
Site Reference	Site Name	Parish		
KMU020	Blood's Hill (small)	Kirby Muxloe		
Land contamination, pollution and hazards	No contamination issues have been identified. The site is adjacent to the M1 with potential for poor air quality and noise.			
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.			
ECONOMIC Factors				
Available and achievable	The site is in single ownership and there are no known legal issues.			
Site access and impact on road network	Ratby Lane experiences congestion in peak periods. It would require substantial infrastructure work to provide a surfaced footway to / from Kirby Muxloe. It is not acceptable as a "stand-alone" site. The Highway Authority is therefore likely to seek to resist a planning application on highway sustainability grounds.			
Overall Assessment				
Identified Red Constraints	No. However, the site is within the setting of a Scheduled Monument and grade 1 listed building.			
Policy Designations	Green Wedge (Policy CS16 of the Core Strategy)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	156 (40dph)	11 – 15 years
Achievable	Yes			
Additional information	The site promoter estimates 100 dwellings.			



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Site Reference	Site Name	Parish
KMU021	Blood's Hill (large)	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
19.11	18.73	468 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 452597	Agriculture	Proposed Use
N 304478		Housing
SOCIAL Factors		
Proximity to large convenience store	There is a small 'One-stop' convenience store on Main Street some 1,200m away from the site. The nearest large convenience store is 2,170m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 1,900m of Forest House Medical Centre.	
Proximity to primary school	The site is within 900m walking distance of Kirby Muxloe Primary School.	
Proximity to secondary school	The site is within 3,600m walking distance of Brookvale Secondary School, Groby and 3,600m from Winstanley School.	
Proximity to local employment	The site is c.850m from Optimus Point employment site at Glenfield.	
Access to public transport	The centre of the site is some 750m to the nearest bus stop on Ratby Lane.	
Proximity to open space	The centre of the site is some 500m to the nearest large area of Open Space at Kirby Muxloe Recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site includes a potential Local Wildlife Site of grassland / marsh to south which should be retained and enhanced. Possible protected species. Protected species surveys required.	
Townscape and landscape	The site is within the Rothley Brook Fringe Character Area and is characteristic of that. Key pressures include expansion of built form on high ground towards the motorway corridor would increase visual prominence in the landscape, loss of existing separation between settlements. The northern part of the site has steeply sloping topography.	
Heritage assets	The site is immediately adjacent to a Scheduled Monument (Kirby Muxloe Castle) and Listed Building. The Kirby Fields Conservation Area and other Listed Buildings are within the vicinity. The heritage potential is certain (due to survey) including Mancetter Roman Road, Neolithic and Bronze Age flint, Roman coin, Medieval and Post-Medieval finds, historic settlement core. Prehistoric, Bronze Age, Iron Age, Roman and Medieval finds and sites recorded in the near vicinity.	
Soil resources	Natural England Agricultural Land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is mainly in agricultural use.	
Flood risk	Potential access to the site crosses Flood Zone 3. A small part of the south of the site is Flood Zones 3a and 3b and part Flood Zone 2. There is some potential for Surface Water	

Site Reference	Site Name	Parish		
KMU021	Blood's Hill (large)	Kirby Muxloe		
		flooding. The site access may cross the Rothley Brook. The site will have to pass the Sequential Test and Exception Test.		
Land contamination, pollution and hazards		The site is adjacent to the M1 with potential for poor air quality and noise. There are no other known sources of pollution of land contamination.		
Minerals and waste		The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.		
ECONOMIC Factors				
Available and achievable		The site is in single ownership and there are no known legal issues.		
Site access and impact on road network		LCC Highways: Ratby Lane is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Ratby Lane is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance.		
Overall Assessment				
Identified Red Constraints		The site is within the setting of a Scheduled Monument and grade 1 listed building.		
Policy Designations		Green Wedge (Policy CS16 of the Core Strategy)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	468 (40dph)	11 – 15 years
Achievable	Yes			
Additional information				

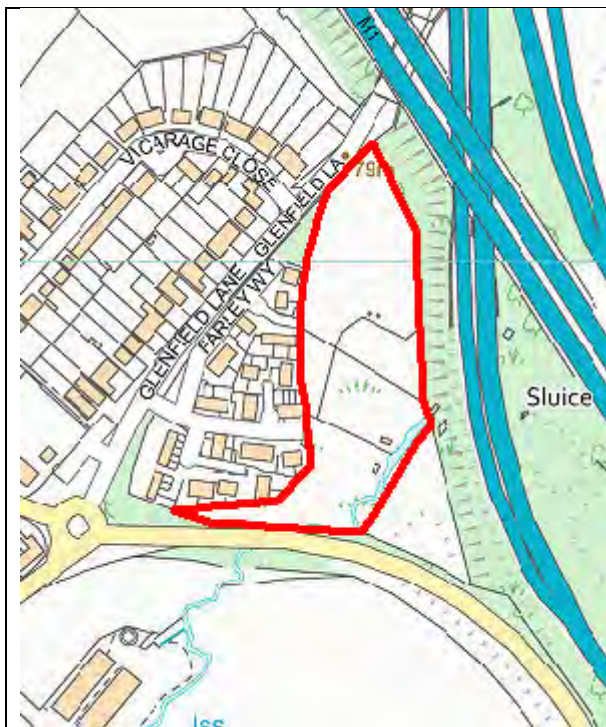


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Site Reference	Site Name	Parish
KMU022	Land off Farley Way	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.69	0.7	23 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 452601	Agricultural / Paddock	Proposed Use
N 304938		Housing
SOCIAL Factors		
Proximity to large convenience store	There is a small 'One-stop' convenience store on Main Street some 920m away from the site. The nearest large convenience store is 1,700m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 2,600m of Forest House Medical Centre.	
Proximity to primary school	The site is within 1,190m walking distance of Kirby Muxloe Primary School.	
Proximity to secondary school	The site is within 3,200m walking distance of Brookvale Secondary School, Groby.	
Proximity to local employment	The site is c.1,350m from Optimus Point employment site at Glenfield.	
Access to public transport	The centre of the site is some 220m to the nearest bus stop on Ratby Lane.	
Proximity to open space	The centre of the site is some 1,200m to the nearest large area of Open Space at Kirby Muxloe Recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: needs further surveys before making a decision. Retain 5-10m buffers to watercourse and adjacent woodland – depends on presence of protected species. Phase 1 habitat survey required.	
Townscape and landscape	The site is within the Rothley Brook Fringe Character Area and is characteristic of that. Key pressures include expansion of built form on high ground towards the motorway corridor would increase visual prominence in the landscape, loss of existing separation between settlements.	
Heritage assets	The site is close to a Scheduled Monument (Kirby Muxloe Castle) and Listed Building. The site is potentially within the setting of the Kirby Fields Conservation Area and other Listed Buildings are within the vicinity. Circular cropmarks within area; known archaeology. The heritage potential is medium risk.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is greenfield land.	
Flood risk	The majority of the site falls within Flood Zone 3. Potential access to the site also crosses Flood Zone 3. The site would have to pass the Sequential Test and Exception Test.	
Land contamination, pollution and hazards	No contamination issues have been identified. The site is adjacent to the A46 and M1 with potential for poor air quality and noise.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.	

ECONOMIC Factors				
Available and achievable		The site is in single ownership and there are no known legal issues.		
Site access and impact on road network		LCC Highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage, providing suitable access can be achieved.		
Overall Assessment				
Identified Red Constraints		Yes. A large part of the site is within Flood Zone 3. There is also potential for the site to be within the setting of a Scheduled Monument and grade 1 listed building (Kirby Muxloe Castle).		
Policy Designations		Green Wedge (Policy CS16 of the Core Strategy)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	23 (40dph)	6 – 10 years
Achievable	Yes			
Additional information				



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Site Reference	Site Name	Parish
KMU023	Land at Roundhill	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.21	1.21	39 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 452524	Agriculture	Proposed Use
N 304202		Housing
SOCIAL Factors		
Proximity to large convenience store	There is a small 'One-stop' convenience store on Main Street some 780m walking distance away from the site (if access available across fields), some 1,600m by road. The nearest large convenience store is 2,770m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 1,860m of Forest House Medical Centre.	
Proximity to primary school	The site is within 650m walking distance of Kirby Muxloe Primary School (1,400m by road).	
Proximity to secondary school	The site is within 3,900m walking distance of Winstanley Secondary School, Braunstone.	
Proximity to local employment	The site is c.3,400m from Braunstone Frith Industrial Estate.	
Access to public transport	The centre of the site is some 720m to the nearest bus stop on Ratby Lane.	
Proximity to open space	The centre of the site is some 280m to the nearest large area of Open Space at Kirby Muxloe Recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: OK with mitigation. Appears to be amenity grassland, but maybe surrounded by plantation. Retain some, and hedges, with buffer zones.	
Townscape and landscape	The site is within the Rothley Brook Fringe Landscape Character Area. The site adjoins Kirby Muxloe village. The site is adjacent to Kirby Fields which has a distinctive character and forms the built edge of the village.	
Heritage assets	The site is adjacent to Kirby Fields Conservation Area and within 400m of the Scheduled Monument (Kirby Muxloe Castle) to the north. The site has the potential to directly impact on heritage assets and their settings. Within Kirby Muxloe Deer Park (MLE207). Heritage potential is medium risk.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is in agricultural use.	
Flood risk	The site is within Flood Zone 1 (EA data).	
Land contamination, pollution and hazards	The site has no known contamination issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues.	
Site access and impact on road network	No access point identified. LCC Highways: no apparent fundamental reasons for this site to be excluded from consideration at this stage, subject to provision of suitable	

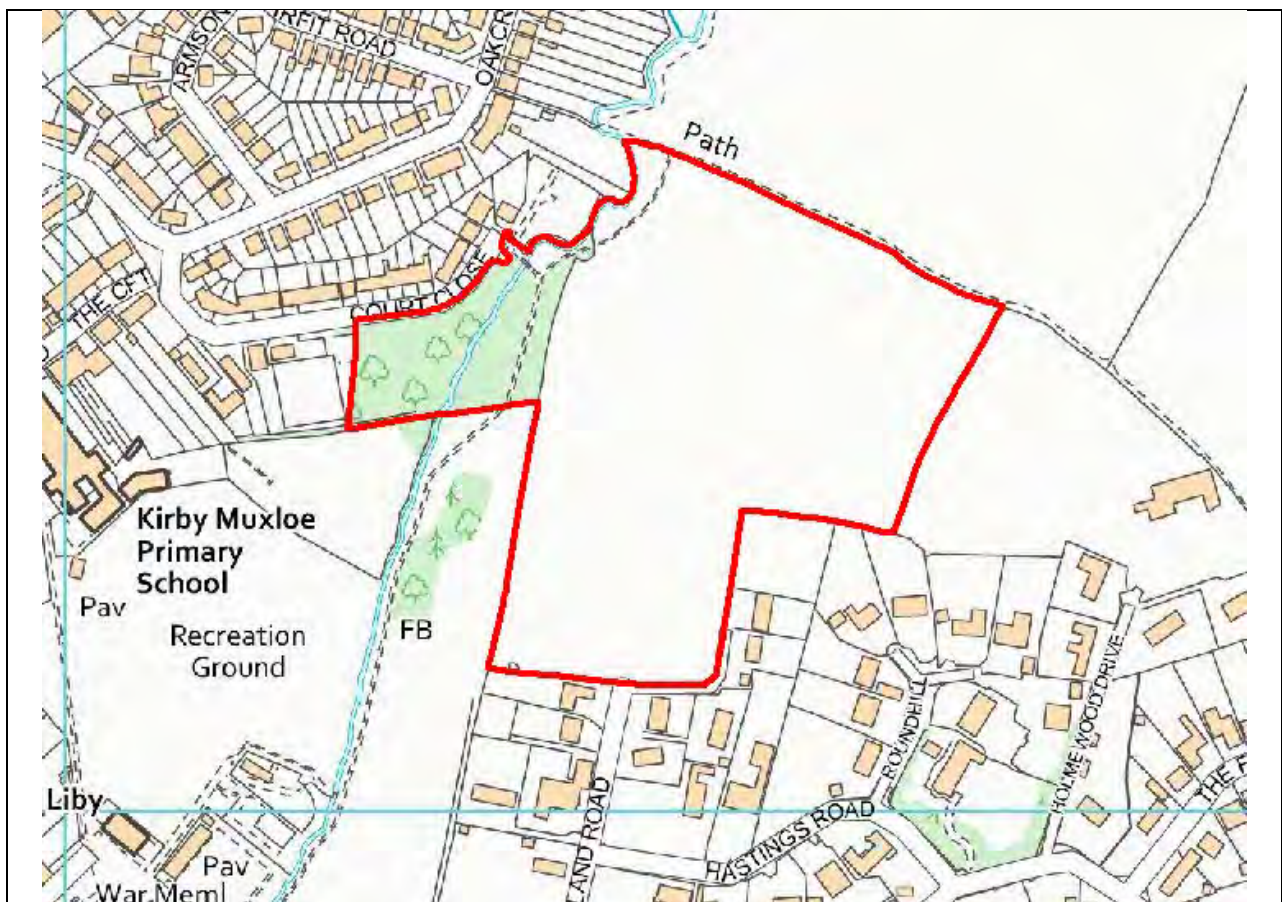
Site Reference	Site Name	Parish		
KMU023	Land at Roundhill	Kirby Muxloe		
		access from Roundhill. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No. The site is potentially within the setting of a Scheduled Monument and Grade I listed building.		
Policy Designations		Green Wedge (Policy CS16 of the Blaby Core Strategy).		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	39 (40dph)	6 – 10 years
Achievable	Yes			
Additional information		No access point identified, potentially through Roundhill (unadopted road).		



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Site Reference	Site Name	Parish
KMU024	Land off Portland Road	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.88	5.12	128 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 452333	Agricultural	Proposed Use
N 304264		Housing
SOCIAL Factors		
Proximity to large convenience store	There is a small 'One-stop' convenience store on Main Street some 560m walking distance away from the site (if accessed from the west). The nearest large convenience store is 2,250m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 1,860m of Forest House Medical Centre.	
Proximity to primary school	The site is within 650m walking distance of Kirby Muxloe Primary School (1,400m by road).	
Proximity to secondary school	The site is within 3,900m walking distance of Winstanley Secondary School, Braunstone.	
Proximity to local employment	The site is c.3,400m from Braunstone Frith Industrial Estate.	
Access to public transport	The centre of the site is some 720m to the nearest bus stop on Ratby Lane.	
Proximity to open space	The centre of the site is some 180m to the nearest large area of Open Space at Kirby Muxloe Recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: reject. Part of LWS at Kirby Muxloe park. Habitat loss is not mitigatable and once buffer zone maintained along the brook (10m) there will be little land left to develop without unacceptable tree loss.	
Townscape and landscape	The site is within the Rothley Brook Fringe Landscape Character Area. The site adjoins Kirby Muxloe village. The site is adjacent to Kirby Fields which has a distinctive character and forms the built edge of the village.	
Heritage assets	The site is adjacent to Kirby Fields Conservation Area and within 400m of the Scheduled Monument (Kirby Muxloe Castle) to the north. The site has the potential to directly impact on heritage assets and their settings. Within Kirby Muxloe Deer Park (MLE207). Heritage potential is medium risk.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is in agricultural use.	
Flood risk	The majority of the site is within Flood Zone 1. However, the western section of the site is within flood zone 3.	
Land contamination, pollution and hazards	The site has no known contamination issues	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues.	
Site access and impact on	LCC Highways: The proposal would be accessed from	

Site Reference	Site Name	Parish		
KMU024	Land off Portland Road	Kirby Muxloe		
road network		Portland Road, which is unadopted. Portland Road is accessed from Forest Drive, which is also unadopted. We would advise imposing a requirement to build the development in accordance with highway requirements in the LHDG.		
Overall Assessment				
Identified Red Constraints		Yes. Part of the site is within flood zone 3. There is sufficient land in flood zone 1 to enable some development.		
Policy Designations		Green Wedge (Policy CS16 of the Blaby Core Strategy).		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	128 (40dph)	11 - 15 years
Achievable	No			
Additional information		The site may not be achievable because of the identified access constraints.		

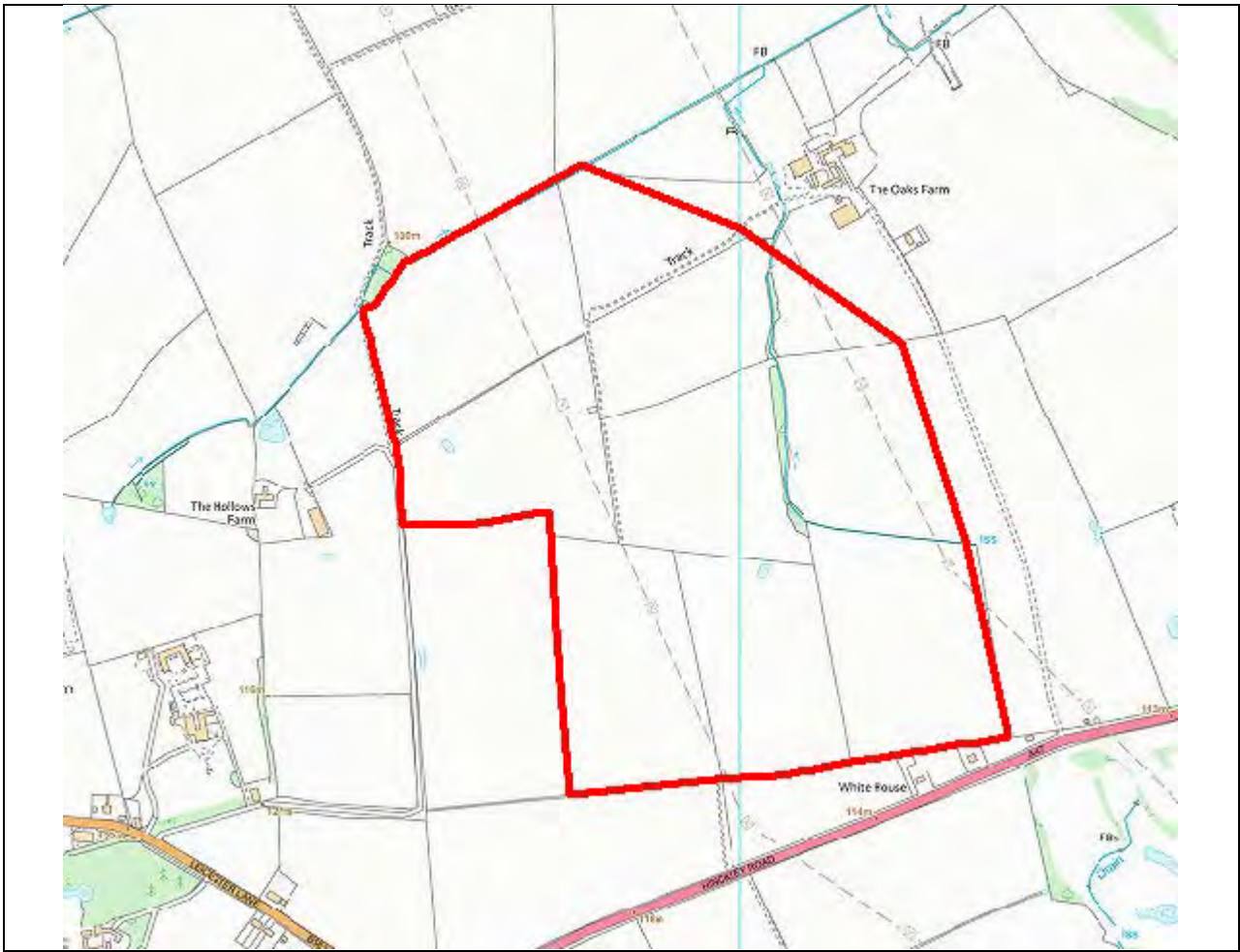


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Site Reference	Site Name	Parish
KMU025	Land north of Hinckley Road	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
37.42	37.42	748 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 451002	Agriculture	Proposed Use
N 302630		Housing
SOCIAL Factors		
Proximity to large convenience store	The nearest large convenience store is 4,390m away (Co-op at Desford). The Sainsbury's Local is some 3,000m away.	
Proximity to GP surgery	The site is within 2,250m of Warren Lane Surgery, Leicester Forest East.	
Proximity to primary school	The site is within 2,750m of Stafford Leys Primary School.	
Proximity to secondary school	The site is within 3,000m of Bosworth Academy, Desford.	
Proximity to local employment	The site is within 2,670m of Caterpillar, Desford.	
Access to public transport	The site is within 500m of a bus stop with a low frequency service at Desford Crossroads.	
Proximity to open space	The site is within 1,750m of the nearest large open space at Beggars Lane informal open space.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Mostly arable, but with some ponds and some LWS habitat. As it is a large site, it should be possible to retain these with buffer zones of natural open space - 10m to stream, as it is a LWS.	
Townscape and landscape	The site is within the Gently Rolling Farmland Landscape Character Type and Thurlaston Rolling Farmland Landscape Character Area. The site is currently isolated from the built form but is adjacent to an existing allocation.	
Heritage assets	There are no known heritage assets on the site however Oaks Farmhouse to the north-east is a Grade 2 listed heritage asset. Site is located within the former extent of Leicester Forest at the junction of two turnpike roads. Heathley Lodge, the Medieval Chief Lodge of Leicester Forest, lies to the south. The Roman Mancetter Road lies to the north and finds recorded in the vicinity include early Roman military cart fittings and the arm of a Roman statuette, as well as other Roman and medieval metalwork, indicating high-status activity in the vicinity. Little previous archaeological investigation has been undertaken in this area.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is in agricultural use.	
Flood risk	The site is within Flood Zone 1 (EA data)	
Land contamination, pollution and hazards	The site has no known contamination issues.	

Minerals and waste	The site is located close to, but not within, a Mineral Consultation Zone and is not a site protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is in single ownership and there are no known legal issues.			
Site access and impact on road network	LCC Highways: It is understood that site access will be obtained through the adjoining land to the east, which is a housing allocation in the Blaby Local Plan Delivery DPD, which is also under the site promoter's control. The site access for the housing allocation is from Hinckley Road and is likely to be a roundabout access. The IN5 Policy, set out in the LHDG, sets out a framework for maintaining traffic flow and safety when development is proposed on classified A roads and will need to be considered in relation to this site. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration should be given to the impact onto the surrounding network through the normal process and consultation with the emergency services in terms of the points of access being acceptable given the increased number of dwellings in comparison to the previous allocation.			
Overall Assessment				
Identified Red Constraints	None identified.			
Policy Designations	Countryside (Policy CS18)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	748 dwellings (40dph)	11 – 15 years
Achievable	Yes			
Additional information	Site promoter estimates 880 dwellings. Overhead powerlines cross the site. The site is currently remote from the built-up area so is not currently suitable.			



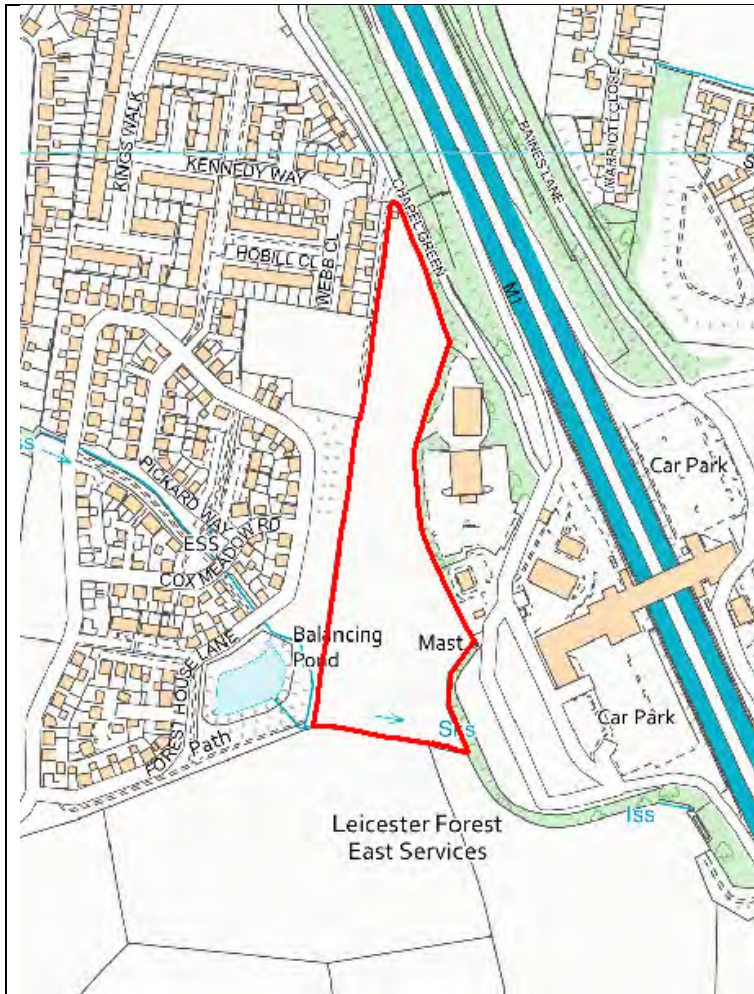
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Parish: Leicester Forest East

Site Reference	Site Name	Parish
LFE018	Land at Baines Lane	Leicester Forest East
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.62	2.62	65 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 453654	Agricultural	Proposed Use
N 302709		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 970m from the Cooperative food-store at Hinckley Road.	
Proximity to GP surgery	The site is within 1,650m of Forest House Medical Centre	
Proximity to primary school	The site is within 1,150m of Fossebrook Primary School	
Proximity to secondary school	The site is within 2,740m of Winstanley Community College	
Proximity to local employment	The site is within 1,600m of Braunstone Frith Industrial estate	
Access to public transport	The site is within 690m of a bus stop for a regular service. The site is within 690 m of a bus stop with a regular frequency service. The Lubbethorpe development includes a proposal to create a 'bus only' route along Baines Lane.	
Proximity to open space	The site is within 170m of open space at King's Walk play area.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The hedge to the south-west is a species-rich hedge and designated as a Local Wildlife Site. Retain hedges to south with buffer zones of at least 5m of natural vegetation, outside back gardens. Phase 1 habitat and protected species surveys required before making decision.	
Townscape and landscape	The character is 'Agricultural Parkland' and the site is located within the Lubbethorpe Agricultural Parkland landscape character area. However, the site adjoins the LFE M1 Services to the east and residential development to the west.	
Heritage assets	There are no designated assets within the vicinity of the site. Heritage potential is very low. Site is located within the former extent of Leicester Forest. Previous archaeological investigation within part of this site found no evidence of significant archaeological remains.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is agricultural land.	
Flood risk	The land is Flood Zone 1.	
Land contamination, pollution and hazards	The site has no known contamination issues.	
Minerals and waste	The site is not located within a Mineral Consultation Zone or affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	Site carried forward from a previous SHLAA. No recent site information received.	
Site access and impact on road network	The proposed bus and emergency services route for the Lubbethorpe development runs along the western perimeter	

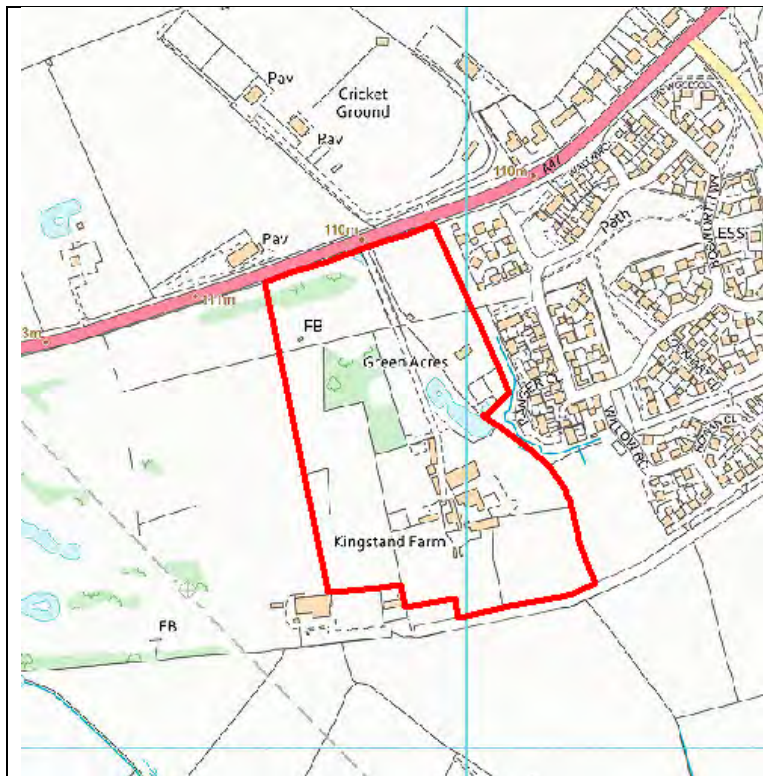
Site Reference	Site Name	Parish		
LFE018	Land at Baines Lane	Leicester Forest East		
		<p>of the site. This may impact on the accessibility and therefore deliverability of the site for residential development. However, details of the proposed bus / emergency access are not yet known until further reserved matters applications are submitted.</p> <p>LCC Highways comments: the site does not appear to be able to have access to the public highway. The site abuts public footpaths to the west and south. Baines Lane at present is unadopted, with a 'no motors except access' restriction – it is also a public footpath (W3) with no footway. It will be subject to improvements as a consequence of the Lubbesthorpe SUE development (circa 4000 houses); however residential development was limited to a maximum of 150 dwellings to protect the nature of the link being a primary public transport route. It is unlikely that the LHA would support the use of this access to protect bus journey times through the link to the SUE.</p>		
Overall Assessment				
Identified Red Constraints		None identified.		
Policy Designations		Within settlement boundary		
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	65	11-15
Achievable	No			
Additional information		The site is considered to be not available as it is required for the operational requirements of the Lubbesthorpe SUE to the south (proposed bus / emergency access) and so the site is not achievable.		



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Site Reference	Site Name	Parish
LFE019	Land at Kingstand Farm	Leicester Forest East
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
7.99	7.99	199 dwellings (40dph)
Grid Ref	Current Use	Previously Developed Mixed
E 451955	Agricultural / Golf Club	Proposed Use
N 302299		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1,600m of a convenience store (Sainsbury's Local) at Hinckley Road.	
Proximity to GP surgery	The site is within 1,100m of Warren Lane Surgery	
Proximity to primary school	The site is within 1,800m of Lubbesthorpe Primary School	
Proximity to secondary school	The site is within 3,850m of Bosworth Community College	
Proximity to local employment	The site is within 2,900m of Braunstone Frith Industrial estate	
Access to public transport	The site is within 470 m of a bus stop for a regular service.	
Proximity to open space	The site is within 400m of open space (larger than 1ha) at Lubbesthorpe.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site consists of possible species-rich grassland, hedges and ponds. Protected species may be present. Protected species and Phase 1 habitat surveys required.	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland Landscape Character Area. Key pressures include urban pressures along the fringes of settlements could reduce the distinction between urban and rural and increased urban influences from new roads and developments could degrade rural and village character.	
Heritage assets	The site is within 280m Scheduled Monument (Rabbit Warren at Lubbesthorpe) to the north-west. The heritage potential is low/medium including Parish Boundaries following boundaries of site; adjacent King's Stand Farm; Bronze Age, Iron Age, Roman, Medieval and Post-Medieval sites and finds recorded in vicinity. Developed as a golf course post-1991, so large areas of ground disturbance but below-ground archaeological remains could survive in areas of fill or minimal ground reduction.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	There are some buildings on the site, although the majority of land is in agricultural use.	
Flood risk	The site is within Flood Zone 1 but within the surface water 30 year extent.	
Land contamination, pollution and hazards	The site has no known land contamination issues. There is evidence of some previous storage use on site associated with the former agricultural use. This may require further evidence.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in multiple ownership and both site owners have	

Site Reference	Site Name	Parish		
LFE019	Land at Kingstand Farm	Leicester Forest East		
		expressed an intention to sell or develop the site. There are no legal covenants or ransom strips that could impede development.		
Site access and impact on road network		LCC Highways: Sustainability is likely to be a concern as the site is located some distance from existing services. The A47 is also subject to the national speed limit (60mph). The Highway Authority may therefore seek to resist a planning application on policy grounds (6CsDG policy IN5 and IN6).		
Overall Assessment				
Identified Red Constraints		No – Ancient Monument to the south of the site.		
Policy Designations		Policy CS18 - Countryside		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	199 (40dph)	6 – 10 years
Achievable	Yes			
Additional information		Planning application 17/1735/FUL for 160 dwellings withdrawn prior to determination. A highways scheme that was acceptable to the Highways Authority was prepared as part of the planning application process.		



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Site Reference	Site Name	Parish
LFE020	Land at Kingstand Golf Course	Leicester Forest East
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
13.36	13.36	334 dwellings (40dph)
Grid Ref	Current Use	Previously Developed No
E 451640	Golf course	Proposed Use
N 302266		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1,800m of a convenience store (Sainsbury's Local) at Hinckley Road.	
Proximity to GP surgery	The site is within 1,300m of Warren Lane Surgery	
Proximity to primary school	The site is within 2,000m of Lubbesthorpe Primary School	
Proximity to secondary school	The site is within 3,650m of Bosworth Community College	
Proximity to local employment	The site is within 3,100m of Braunstone Frith Industrial estate	
Access to public transport	The site is within 690 m of a bus stop with a regular service.	
Proximity to open space	The site is within 600m of open space (larger than 1ha) at Lubbesthorpe.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: needs further survey before making a decision. GCN in pond in middle of site and to south - need to accommodate this, and maintain connectivity. This will constrain development footprint. There may be spp-rich grassland. Retain ponds, and boundary hedges, with buffer zones (5m for hedges).	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland Landscape Character Area. Key pressures are felt at the fringes of settlements which could reduce the distinction between urban and rural and increased urban influences from new roads and developments could degrade rural and village character.	
Heritage assets	The site is within 400m Scheduled Monument (Rabbit Warren at Lubbesthorpe) to the north-west. The heritage potential is low/medium. Bronze Age, Iron Age, Roman, Medieval and Post-Medieval sites and finds recorded in vicinity adjacent to King's Stand Farm. Developed as a golf course post-1991, so large areas of ground disturbance but below-ground archaeological remains could survive in areas of fill or minimal ground reduction.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site is mostly greenfield being mostly used as a golf course.	
Flood risk	The site is within Flood Zone 1 but within the surface water 30 year extent.	
Land contamination, pollution and hazards	The site has no known land contamination issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or site protected for waste facility.	
ECONOMIC Factors		
Available and achievable	The site is under option to a housebuilder and there are no known legal constraints.	

Site Reference	Site Name	Parish		
LFE020	Land at Kingstand Golf Course	Leicester Forest East		
Site access and impact on road network		LCC Highways: Sustainability is likely to be a concern as the site is located some distance from existing services. The A47 is also subject to the national speed limit (60mph). The Highway Authority may therefore seek to resist a planning application on policy grounds (6CsDG policy IN5 and IN6).		
Overall Assessment				
Identified Red Constraints		No. Scheduled Monument to the south of the site.		
Policy Designations		Countryside		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	334 (40dph)	11 – 15 years
Achievable	Yes			
Additional information		The site is not considered to be suitable for development as it is isolated from the built-up area of the parish and is not sustainable as a standalone development.		



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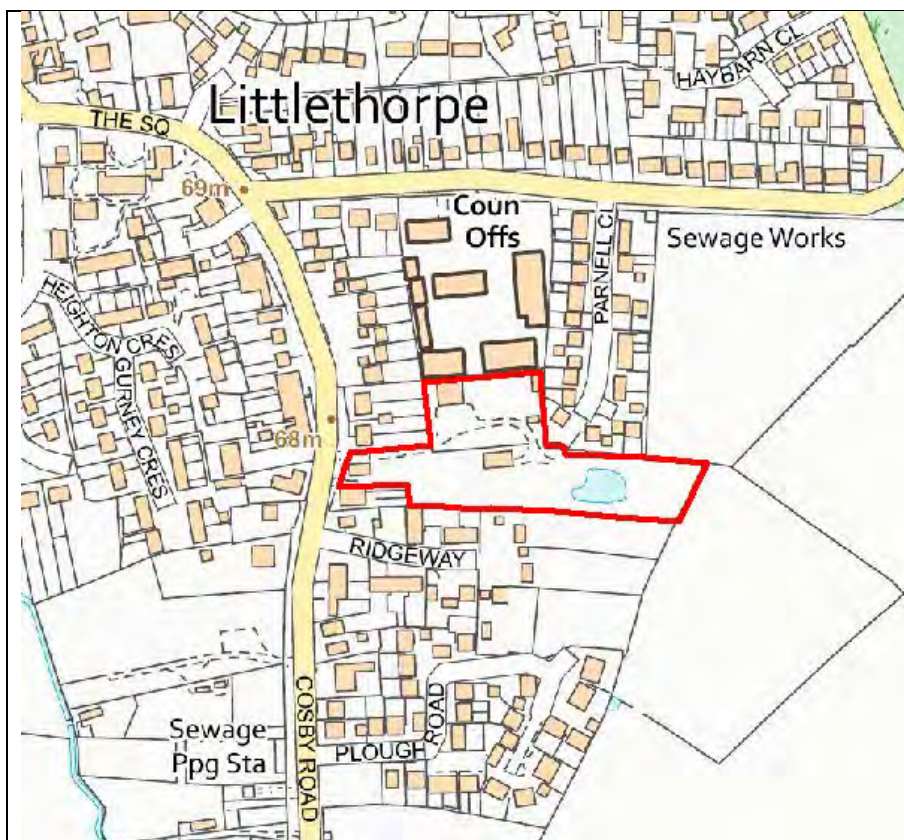
Site Reference	Site Name	Parish
LFE021	Land north and east of Desford Crossroads	Leicester Forest East
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
53.85	53.85	807 (30dph as the site is remote from the PUA).
Grid Ref	Current Use	Previously Developed No
E 450768	Agriculture	Proposed Use
N 302052		Residential-led mixed use development
SOCIAL Factors		
Proximity to large convenience store	The site is within 3,300m of a convenience store (Co-op store, Desford).	
Proximity to GP surgery	The site is within 2,180m of Warren Lane Surgery	
Proximity to primary school	The site is within 2,800m of Lubbesthorpe Primary School	
Proximity to secondary school	The site is within 2,500m of Bosworth Community College	
Proximity to local employment	The site is within 3,250m of Desford Caterpillar site	
Access to public transport	The site is within 690m of a bus stop with a regular service.	
Proximity to open space	The site is within 2,200m of open space (larger than 1ha) at Lubbesthorpe.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Arable land. Numerous ponds and GCNs close by. Presence of GCNs will constrain layout, but should be accommodated, with connecting habitat if needed. Retain hedges with 5m buffer natural open space.	
Townscape and landscape	The site is mainly agricultural parkland but also some gently rolling farmland. The site is within the Thurlaston Rolling Farmland and Normanton agricultural parkland Landscape Character Areas.	
Heritage assets	The site is within 400m of Desford Hall (a grade II listed building). Roman finds (MLE197) at northern extent of area, Leicester Forest (MLE22664). Large area with some known archaeology; heritage potential is medium risk.	
Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 (good to moderate) likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The land is mostly greenfield used for agriculture.	
Flood risk	The site is within Flood Zone 1 but within the surface water 1 in 30 year extent.	
Land contamination, pollution and hazards	The site has no known land contamination issues.	
Minerals and waste	Part of the section of land to the north of Hinckley Road is within a Mineral Consultation Zone. Further work would be required in order to identify the economically workable reserves.	
ECONOMIC Factors		
Available and achievable	The site is in multiple ownership but there is an intention from the landowners to bring forward a comprehensive development scheme. There are no known legal constraints.	
Site access and impact on road network	LCC Highways: A development of the scale suggested is very unlikely to support a sufficient level of facilities to be	

Site Reference	Site Name	Parish		
LFE021	Land north and east of Desford Crossroads	Leicester Forest East		
		considered 'free-standing'. However, there may be opportunities to at least partially overcome these issues if this site is taken forward in conjunction with the adjoining growth option to the north east (KMU025) and the nearby allocated land immediately beyond this. Growth of this scale in this location would have significant impacts on Desford Crossroads; as such it is likely to be appropriate for a contribution to be sought towards the planned improvement scheme for Desford Crossroads and there may be a requirement for further enhancements to the junction over and above this. Moreover, both parcels forming part of the site are directly adjacent to Desford Crossroads and would need to make allowance (reserve land etc.) as appropriate to facilitate the delivery of the scheme. Hinckley Road is a class A road with a 60mph speed limit and Desford Road is a Class B road with a 60mph speed limit. Access from these roads is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph.		
Overall Assessment				
Identified Red Constraints	No.			
Policy Designations	The site is in Countryside.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	807 (30dph)	11 – 15 years
Achievable	Yes			
Additional information	The site promoter's information indicates potential for 1,500 dwellings. As this indicates a very high density, the SHELAA density figures have been used to estimate the site's yield.			

Parish: Littlethorpe

Site Reference	Site Name	Parish	
LIT003	40 Cosby Road	Littlethorpe	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
0.92	0.92	22 dwellings (30dph)	
Grid Ref	Current Use	Previously Developed	Mixed
E 454430	Garden land	Proposed Use	
N 296746		Residential	
SOCIAL Factors			
Proximity to large convenience store	The Narborough Co-operative is located approximately 900m away.		
Proximity to GP surgery	The Limes Medical Centre is located approximately 1330m away.		
Proximity to primary school	Greystoke Primary School is located approximately 1240m away.		
Proximity to secondary school	Brockington College is located approximately 2820m away.		
Proximity to local employment	Employment opportunities at Coventry Road Industrial Estates are located approximately 1800m away.		
Access to public transport	Narborough Train Station is located approximately 870m away. There are no regular buses services for the village.		
Proximity to open space	Littlethorpe recreation ground is located approximately 660m away.		
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	The site has the potential for protected species. Detailed surveys should be carried out and mitigation measures would be required.		
Townscape and landscape	The site is partly within the defined settlement of Littlethorpe and partly within the Sence and Soar Floodplain Landscape Character Area. The rural transition is relatively defined and there are few urban fringe land uses. The southern edge between Littlethorpe and Cosby is the least defined. Any expansion along this edge would need to reinforce the identity of Littlethorpe.		
Heritage assets	No designated assets. Listed buildings in the vicinity. The heritage potential is uncertain due to former reservoir, possibly associated with former Victoria Mills (illustrated on 19th century mapping) continued into northern part of site; Historic settlement core and prehistoric remains in near vicinity; Prehistoric, Iron Age, Roman, Early Medieval, Medieval and Post-Medieval finds recorded in vicinity; and Parish Boundary previously followed eastern and north-eastern boundaries.		
Soil resources	The site is Grade 3. Approx. 60% of the site has a high likelihood of being BMV and the rest of the site has a moderate likelihood of being BMV agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.		
Previously developed land	The site is part brownfield and part greenfield. It includes a workshop, parking area, storage land and garden.		
Flood risk	The site is within Flood Zone 1 and there is a surface water 30 year extent.		
Land contamination, pollution and hazards	The western part of the site is on top of aquifer. The former use of the site will need investigating and if there is potential		

Site Reference	Site Name	Parish		
LIT003	40 Cosby Road	Littlethorpe		
		to cause contamination then a contamination assessment will be required. The site has no known pollution or other environmental quality issues.		
Minerals and waste		The site is not within a mineral consultation zone of affected by a safeguarded waste facility.		
ECONOMIC Factors				
Available and achievable		The site is understood to be in single ownership and there are no known legal constraints.		
Site access and impact on road network		LCC highways: There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is within the settlement boundary of Littlethorpe.		
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	22 dwellings (30dph)	6 – 10 years
Achievable	Yes			
Additional information				

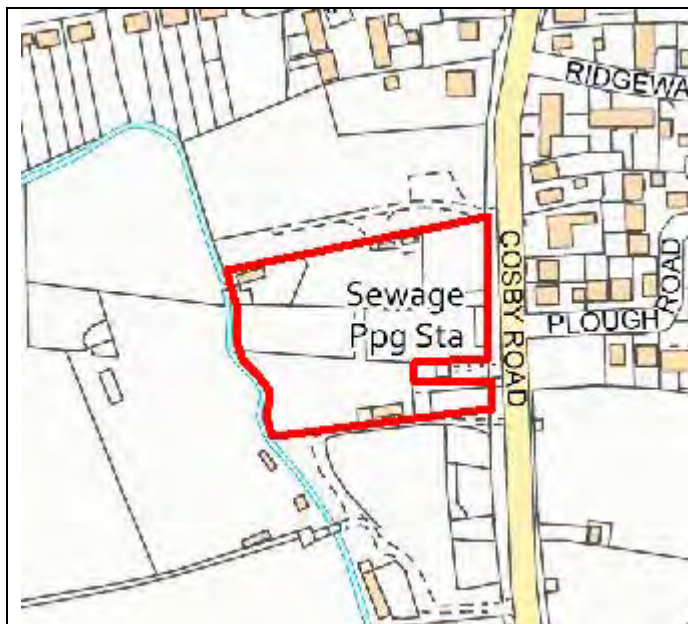


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Site Reference	Site Name	Parish
LIT008	Land south of Tysoes Nursery and west of Cosby Road	Littlethorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.95	0.60	14 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Y/N/M
E 454249		Proposed Use
N 296569		
SOCIAL Factors		
Proximity to large convenience store	The Narborough Co-operative is located approximately 980m away.	
Proximity to GP surgery	The Limes Medical Centre is located approximately 1410m away.	
Proximity to primary school	Greystoke Primary School is located approximately 1320m away.	
Proximity to secondary school	Brockington College is located approximately 2900m away.	
Proximity to local employment	Employment opportunities at Coventry Road Industrial Estates are located approximately 1860m away.	
Access to public transport	Narborough Train Station is located approximately 940m away. There are no regular buses services for the village.	
Proximity to open space	Littlethorpe Recreation Ground is located approximately 770m away.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site includes possible species-rich grassland and a watercourse to west. Possible protected species. Protected species and habitats surveys required.	
Townscape and landscape	The site is within the Sence and Soar Floodplain Landscape Character Area. The settlement character assessment states that the rural transition is relatively defined and there are few urban fringe land uses. The southern edge between Littlethorpe and Cosby is the least defined. Any expansion along this edge would need to reinforce the identity of Littlethorpe.	
Heritage assets	No designated assets. Listed buildings in the vicinity. The heritage potential is uncertain and includes a watercourse follows western boundary with bridge crossing into site; Prehistoric remains, Prehistoric flint, possible barrow cemetery, Medieval and Post-Medieval archaeological remains recorded in vicinity.	
Soil resources	The site is Grade 3 and has a high likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is a small holding and greenfield.	
Flood risk	Approximately 63% of the site is located in Flood Zone 3. Parts of the site are also affected by surface water flooding.	
Land contamination, pollution and hazards	The whole of the site is on top of aquifer. The former use of the site will need investigating and if there is potential to cause contamination then a contamination assessment will be required.	
Minerals and waste	This site lies within Sand and Gravel Mineral Consultation Areas (and proposed Mineral Safeguarding Areas) and has the potential to sterilise sand and gravel resources. A mineral	

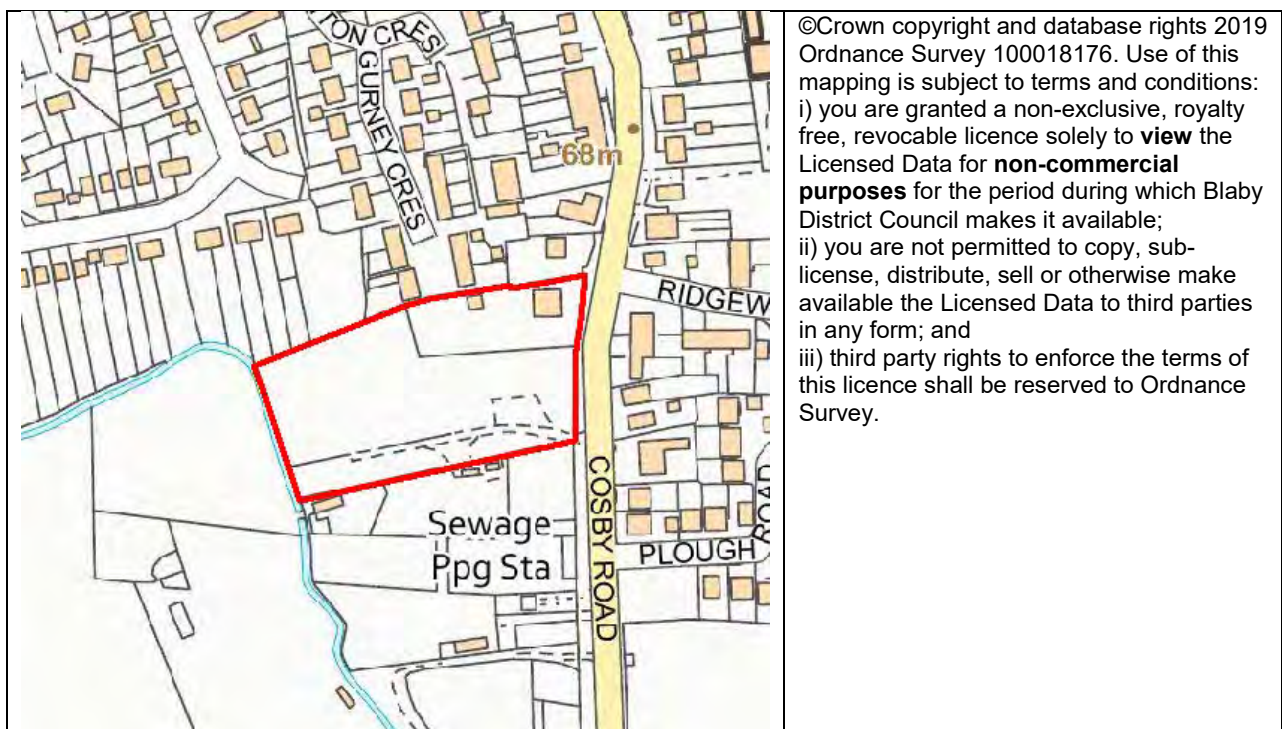
Site Reference	Site Name	Parish		
LIT008	Land south of Tysoes Nursery and west of Cosby Road	Littlethorpe		
		assessment of the potential effect of the proposed development on the mineral resource beneath and adjacent to the site should be carried out. It is not affected by a safeguarded waste site.		
ECONOMIC Factors				
Available and achievable	The site is understood to be in single ownership and there are no known legal constraints.			
Site access and impact on road network	As a "stand-alone" development it would require a footway connection adjacent to the site on Cosby Road. Depending on the location of the access the 30mph speed limit may need to be extended. Otherwise, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.			
Overall Assessment				
Identified Red Constraints	Yes, part of the site is in Flood Zone 3.			
Policy Designations	The site is in Countryside.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	14 dwellings (30dph)	6 – 10 years
Achievable	Yes			
Additional information				



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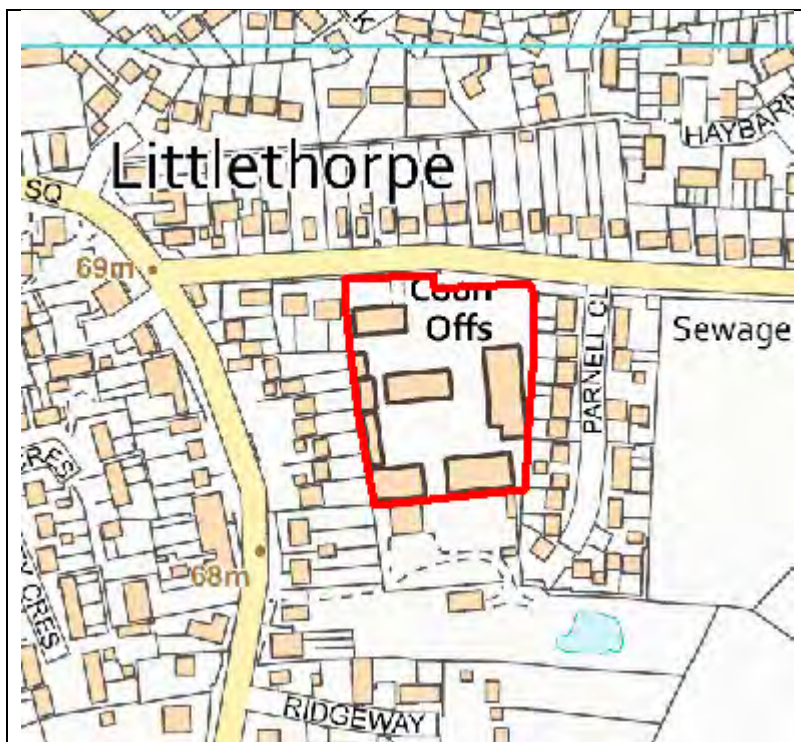
Site Reference	Site Name	Parish
LIT009	Tysoes Nursery and 53 Cosby Road	Littlethorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.02	0.48	11 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Y/N/M
E 454242	Residential property and a plant nursery	Proposed Use
N 296647		
SOCIAL Factors		
Proximity to large convenience store	The Narborough Co-operative is located approximately 900m away.	
Proximity to GP surgery	The Limes Medical Centre is located approximately 1310m away.	
Proximity to primary school	Greystoke Primary School is located approximately 1240m away.	
Proximity to secondary school	Brockington College is located approximately 2820m away.	
Proximity to local employment	Employment opportunities at Coventry Road Industrial Estates are located approximately 1780m away.	
Access to public transport	Narborough Train Station is located approximately 860m away. There are no regular buses services for the village.	
Proximity to open space	Littlethorpe recreation ground is located approximately 640m away.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site includes possible species-rich grassland and a watercourse to west. Possible protected species. Protected species and habitats surveys required.	
Townscape and landscape	The site is within the Sence and Soar Floodplain Landscape Character Area. The settlement character assessment states that the rural transition is relatively defined and there are few urban fringe land uses. The southern edge between Littlethorpe and Cosby is the least defined. Any expansion along this edge would need to reinforce the identity of Littlethorpe.	
Heritage assets	No designated assets. Listed buildings in the vicinity. The heritage potential is uncertain and includes a watercourse follows western boundary; Prehistoric remains, Prehistoric flint, possible barrow cemetery, Medieval and Post-Medieval archaeological remains recorded in vicinity.	
Soil resources	The site is Grade 3 and has a high likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is a nursery and considered to be greenfield.	
Flood risk	Approximately 47% of the site is in Flood Zone 3 and parts of the site are affected by surface water flooding.	
Land contamination, pollution and hazards	The whole of the site is on top of aquifer. The former use of the site will need investigating and if there is potential to cause contamination then a contamination assessment will be required.	
Minerals and waste	This site lies within Sand and Gravel Mineral Consultation Areas (and proposed Mineral Safeguarding Areas) and has	

Site Reference	Site Name	Parish		
LIT009	Tysoes Nursery and 53 Cosby Road	Littlethorpe		
		the potential to sterilise sand and gravel resources. A mineral assessment should be carried out. It is not affected by a safeguarded waste site.		
ECONOMIC Factors				
Available and achievable	Development would require closure and/or relocation of Tysoes Nursery. Information has been received to say that there remains an intention to sell or develop the site for housing.			
Site access and impact on road network	Part of the site may be subject to flooding. As a stand-alone development it would require a footway connection adjacent to the site on Cosby Road. There are no other apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.			
Overall Assessment				
Identified Red Constraints	Yes, part of the site is in Flood Zone 3.			
Policy Designations	53 Cosby Road and it's garden are within the settlement boundary for Littlethorpe. The remainder of the site is in Countryside.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	11 dwellings (30dph)	11 - 15
Achievable	Yes			
Additional information	The site is not currently available as it would require the closure / relocation of the nursery business.			



Site Reference	Site Name	Parish
LIT014	Former Council Depot, Warwick Road	Littlethorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.83	0.83	20 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Yes
E 454413	Vacant	Proposed Use
N 296839		Residential
SOCIAL Factors		
Proximity to large convenience store	The Narborough Co-operative is located approximately 760m away.	
Proximity to GP surgery	The Limes Medical Centre is located approximately 1180m away.	
Proximity to primary school	Greystoke Primary School is located approximately 1100m away.	
Proximity to secondary school	Brockington College is located approximately 2680m away.	
Proximity to local employment	Employment opportunities at Coventry Road Industrial Estates are located approximately 1630m away.	
Access to public transport	Narborough Train Station is located approximately 720m away. There are no regular buses services for the village.	
Proximity to open space	Littlethorpe recreation ground is located approximately 470m away.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Protected species surveys required.	
Townscape and landscape	The site is within the settlement of Littlethorpe and generally surrounded by 20 th and 21 st century residential development.	
Heritage assets	There are no designated assets on site but Listed Buildings and the historic core of Littlethorpe settlement in the vicinity. The heritage potential is low but the site of the Victoria Mills 19th century paper mill and subsequently elastic web factory. Also, prehistoric remains and Prehistoric, Iron Age, Roman, Early Medieval, Medieval and Post-Medieval finds recorded in near vicinity. Parish Boundary previously followed eastern boundary. Site largely disturbed, below-ground archaeological remains unlikely to survive. Unclear whether any remnants of early mill or factory complex survive, if so would probably warrant historic building recording.	
Soil resources	The site is within the existing urban area. However, approx. 85% of the site has a high likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site was previously in use as the District Council's Waste Management and Maintenance Vehicle Depot.	
Flood risk	The site is within Flood Zone 1 but parts of the site are affected by the surface water 100 year extent.	
Land contamination, pollution and hazards	The whole site is underlain by an aquifer. The previous use is one that has the potential to cause contamination. A contamination assessment will be required.	
Minerals and waste	The site is not affected by a Mineral Consultation Area or a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there is an intention from	

Site Reference	Site Name	Parish		
LIT014	Former Council Depot, Warwick Road	Littlethorpe		
		the landowner to sell or develop the land for development.		
Site access and impact on road network		There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is in the settlement boundary of Littlethorpe.		
Suitable	Yes	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	20 dwellings (30dph)	6 – 10 years
Achievable	Yes			
Additional information				

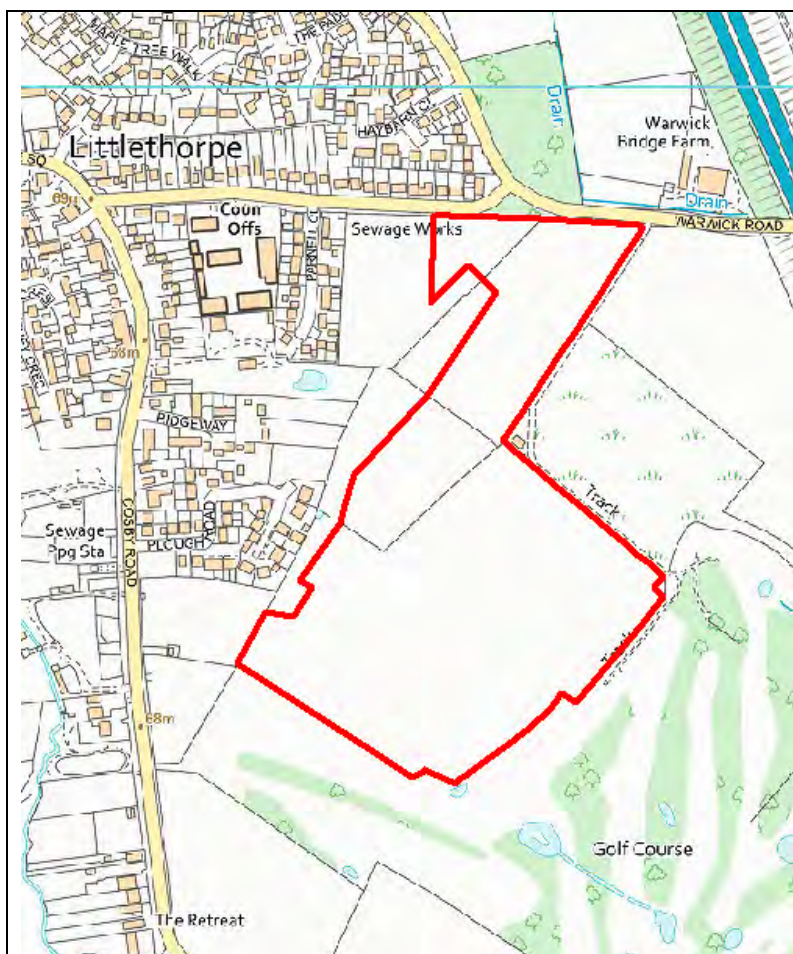


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Site Reference	Site Name	Parish
LIT022	Land south of Warwick Road and east of Cosby Road	Littlethorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
10.39	10.39	194 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 454629	Agricultural	Proposed Use
N 296575		Residential
SOCIAL Factors		
Proximity to large convenience store	The Narborough Co-operative is located approximately 1200m away.	
Proximity to GP surgery	The Limes Medical Centre is located approximately 1620m away.	
Proximity to primary school	Greystoke Primary School is located approximately 1540m away.	
Proximity to secondary school	Brockington College is located approximately 3130m away.	
Proximity to local employment	Employment opportunities at The Whittle Industrial Estates (Whetstone) are located approximately 1560m away.	
Access to public transport	Narborough Train Station is located approximately 1170m away. There are no regular buses services for the village.	
Proximity to open space	Littlethorpe recreation ground is located approximately 910m away.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site is generally of poor habitat (arable and neglected grassland) but many ponds in locality as well as trees and hedges. Protected species, Phase 1 habitats, hedges and tree surveys required.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe landscape character area. The site consists of irregular shaped fields with hedgerow boundaries which is a key characteristics of the landscape character area.	
Heritage assets	The site has no designated assets but there are Listed Buildings within the vicinity. The heritage potential is certain as parts of site already investigated by archaeological desk-based assessment, geophysical survey, trial trenching and a small area excavation - a prehistoric pit was recorded. Prehistoric, Iron Age, Roman, Medieval and Post-Medieval finds, Prehistoric settlement and barrow cemetery recorded in vicinity.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land.	
Flood risk	The SFRA indicates that the site is within Flood Zone 1 but parts of the site are subject to the 30 year extent for surface water. However, the EA mapping indicates that the northern portion of the site is within Flood Zone 2.	
Land contamination, pollution and hazards	There are no known contamination issues.	
Minerals and waste	This site lies within Sand and Gravel Mineral Consultation Areas and has the potential to sterilise sand and gravel resources. A mineral assessment should be carried out. The	

Site Reference	Site Name	Parish		
LIT022	Land south of Warwick Road and east of Cosby Road	Littlethorpe		
site is not affected by a safeguarded waste facility.				
ECONOMIC Factors				
Available and achievable	The site is in single ownership and there is an intention to develop the site for housing.			
Site access and impact on road network	There may also be sustainability issues regarding access to services. If these can be addressed there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in Green Wedge.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	194 dwellings (30dph)	6 – 10 years
Achievable	Yes			
Additional information				



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Site Reference	Site Name	Parish
LIT023	Land off Oak Road	Littlethorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
7.88	7.62	142 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 453726	Agricultural	Proposed Use
N 296766		Residential
SOCIAL Factors		
Proximity to large convenience store	The Narborough Co-operative is located approximately 910m away.	
Proximity to GP surgery	The Limes Medical Centre is located approximately 1330m away.	
Proximity to primary school	Greystoke Primary School is located approximately 1260m away.	
Proximity to secondary school	Brockington College is located approximately 2870m away.	
Proximity to local employment	Employment opportunities at Coventry Road Industrial Estates are located approximately 1330m away (heading west via a public footpath to join Coventry Road).	
Access to public transport	Narborough Train Station is located approximately 880m away. There are no regular buses services for the village.	
Proximity to open space	Littlethorpe recreation ground is located approximately 590m away.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	A watercourse runs parallel to the northern boundary of the site and ponds nearby with possible protected species. There is also potential for possible species-rich grassland.	
Townscape and landscape	Part of the site is in the Blaby, Countesthorpe and Whetstone Fringe landscape character area but the majority of the site is in the Croft Hill landscape character area. The site is agricultural land with well defined hedgerows.	
Heritage assets	No designated assets on site.	
Soil resources	Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is greenfield.	
Flood risk	A small part of the site is in Flood Zone 3.	
Land contamination, pollution and hazards	The northern portion of the site is on an aquifer, but the previous use of the site is greenfield.	
Minerals and waste	The site lies within Sand and Gravel Mineral Consultation Areas and has the potential to sterilise sand and gravel resources. A mineral assessment should be carried out. No safeguarded waste facilities affect the site.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there is an intention to sell or develop the site for housing. There are no known legal issues.	
Site access and impact on road network	LCC highways: The existing road width may need to be widened to cater for the extra volume of traffic, as per LHDG. The site is not well located in relation to existing services in the village.	
Overall Assessment		
Identified Red Constraints	Yes, a small part of the site is in Flood Zone 3. However, this is unlikely to significantly affect the developable area of the	

Site Reference	Site Name	Parish		
LIT023	Land off Oak Road	Littlethorpe		
		site.		
Policy Designations		The site is in Countryside.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	142 dwellings (30dph)	6 – 10 years
Achievable	Yes			
Additional information		Planning application 19/0266/OUT for up to 108 dwellings refused in July 2019. The site promoter indicates the site has the capacity for 108 dwellings.		

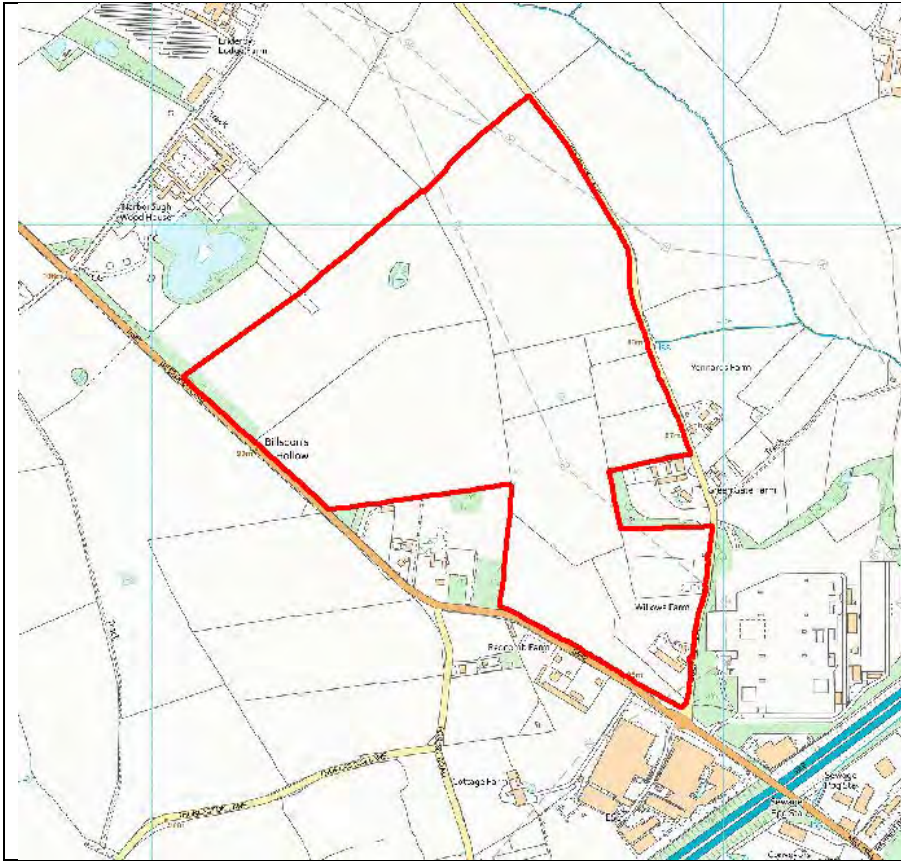


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Parish: Lubbesthorpe

Site Reference	Site Name	Parish
LUB002	Land at Desford Road / Beggars Lane	Lubbesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
45.25	45.25	800 dwellings and one primary school (based on site promoter's information)
Grid Ref	Current Use	Previously Developed No
E 452575	Agricultural land	Proposed Use
N 300748		Housing (and primary school)
SOCIAL Factors		
Proximity to large convenience store	The site is within 2150m of Co-op in Enderby District Centre (but less than 2km to proposed new district centre at Lubbesthorpe SUE)	
Proximity to GP surgery	The site is within 2350m of Enderby Medical Centre (but less than 2km to proposed new health centre in district centre at Lubbesthorpe SUE)	
Proximity to primary school	The site is within 2590m of Enderby Danemill Primary School (but about 1km and 2km to proposed primary schools at Lubbesthorpe SUE)	
Proximity to secondary school	The site is within 2770m of Brockington College, Enderby (but about 2km to proposed secondary school at Lubbesthorpe SUE)	
Proximity to local employment	The site is within 960m of employment opportunities at Next and 1360m from Warren Business Park and Mill Hill Industrial Estate, Enderby	
Access to public transport	The site is within 1020m of a bus stop for a low frequency route (X55 Hinckley to Leicester) and within 2.5km of a regular bus service (Arriva 50 Narborough to Leicester)	
Proximity to open space	The site is within 2490m of Mill Hill Recreation Ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: northern part of the site is arable and therefore OK with mitigation. The southern part of the site is grassland, some of which has a historic wildlife designation and may still be species-rich. Numerous ponds; if GCN present this will constrain development and connecting habitat will be needed. Hedgerows retained with 5m buffer natural open space.	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland LCA. Key pressures include urban pressures / influences could reduce the distinction between urban and rural character.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology advise: Rabbit warren (DLE414) 700m to north, moated site (DLE261) 1000m to west, Medieval settlement (DLE391) 1000m to east and Enderby Conservation Area (DLE689) 600m to south-east. Roman site (MLE5979) at northern extent of area, Medieval earthworks (MLE15940) to east. All part of Leicester Forest Area D (MLE22664). Further Iron Age (MLE17230) and Roman (MLE8347) occupation to west of area. Heritage potential is medium risk.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may	

Site Reference	Site Name	Parish		
LUB002	Land at Desford Road / Beggars Lane	Lubbesthorpe		
		be required to identify whether the land is Grade 3a and so best and most versatile land		
Previously developed land	The site is agricultural land and so greenfield.			
Flood risk	The site is Flood Zone 1.			
Land contamination, pollution and hazards	The site has no known land contamination issues. It is within close proximity to the M69 and industrial sites and so potential for noise issues. Electricity pylons cross through the centre of the site north to south and across the north of the site. Further investigation is required.			
Minerals and waste	A small part of the site at the southern end is within the minerals consultation area for igneous rock. The site is not affected by a safeguarded waste facility.			
ECONOMIC Factors				
Available and achievable	The site is promoted on behalf of six landowners who intend to sell / develop the site. There are no known legal issues.			
Site access and impact on road network	LCC Highways advise a development of this scale would be unlikely to provide sufficient 'onsite' facilities to be considered 'free-standing'. Growth of this scale in this location would have significant impacts on Desford Crossroads; as such it is likely to be appropriate for a contribution to be sought towards the planned improvement scheme for Desford Crossroads and there may be a requirement for further enhancements to the junction over and above this. Desford Road is a class B road with a 60mph speed limit and Beggar's Lane is a Class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Desford Road and Beggar's Lane is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals, to ensure it conforms with appropriate standards set out within the relevant guidance. B582/Beggar's Lane/NEXT HQ junction is already over capacity – implications for this junction as well as A47/Beggars Lane and Desford Crossroads.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	800 dwellings and one primary school (based on site promoter's information)	11 – 15 years
Achievable	Yes			
Additional information	Site promoter estimates 800 dwellings and one primary school.			



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Site Reference	Site Name	Parish
LUB003	Land north of Desford Road	Lubbesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3.51	3.51	65 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 452727	Agricultural land	Proposed Use
N 300338		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1600m of Co-op in Enderby District Centre	
Proximity to GP surgery	The site is within 1720m of Enderby Medical Centre	
Proximity to primary school	The site is within 1960m of Enderby Danemill Primary School (but about 1.6km proposed primary school at Lubbesthorpe SUE)	
Proximity to secondary school	The site is within 2000m of Brockington College, Enderby (and a similar distance to proposed secondary school at Lubbesthorpe SUE)	
Proximity to local employment	The site is within 330m of employment opportunities at Next and 740m from Warren Business Park and Mill Hill Industrial Estate, Enderby	
Access to public transport	The site is within 250m of a bus stop for a low frequency route (X55 Hinckley to Leicester) and within 1.6km of a regular bus service (Arriva 50 Narborough to Leicester)	
Proximity to open space	The site is within 1880m of Mill Hill Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: the southern part of the site is grassland, some of which has a historic wildlife designation and may still be species-rich. Possible GCN in vicinity (ponds). Hedgerows retained with 5m buffer natural open space.	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland LCA. Key pressures include urban pressures / influences could reduce the distinction between urban and rural character.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: Enderby Conservation Area to south-east. All part of Leicester Forest Area D (MLE22664). Heritage potential is medium risk.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is Flood Zone 1.	
Land contamination, pollution and hazards	The site has no known land contamination issues. It is within close proximity to the M69 and industrial sites and so potential for noise issues. Further investigation is required.	
Minerals and waste	Part of the site at the southern end is within the minerals consultation area for igneous rock. The site is not affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a single landowner and there are no known legal issues.	
Site access and impact on road network	LCC Highways advise Desford Road is a class B road with a 60mph speed limit. At the approach to the village, the speed	

Site Reference	Site Name	Parish		
LUB003	Land north of Desford Road	Lubbesthorpe		
		<p>limit changes to 30mph. Access from Desford Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. Growth in this location would have impacts on Desford Crossroads; as such it is likely to be appropriate for a contribution to be sought towards the planned improvement scheme for the junction. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. Possible requirement to contribute towards the provision/improvement of highway and transportation infrastructure in the vicinity to mitigate against the impact of developing this site. B582/Beggar's Lane/NEXT HQ junction is already over capacity – implications for this junction as well as A47/Beggars Lane and Desford Crossroads.</p>		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	65 dwellings (30dph)	6 - 10
Achievable	Yes			
Additional information		Overlaps with LUB002 – do not count towards final housing numbers to avoid double-counting.		



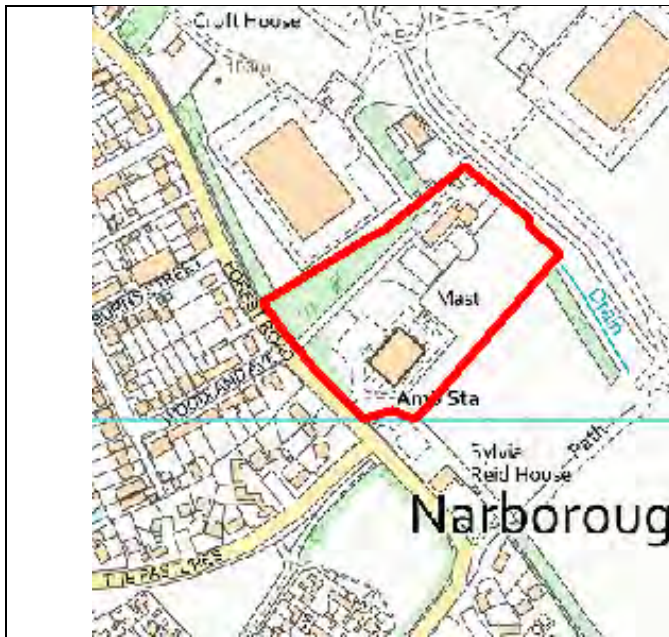
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Parish: Narborough

Site Reference	Site Name	Parish
NAR002	Land at ambulance station, adjacent to the Rosings	Narborough
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.4	2.4	45 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Mix
E 453720	Ambulance station	Proposed Use
N 298095		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 710m of a Tesco Express at Copt Oak Court, Narborough.	
Proximity to GP surgery	The site is within 1010m of the Limes Medical Centre.	
Proximity to primary school	The site is within 760m of Greystoke Primary School.	
Proximity to secondary school	The site is within 1600m of Brockington College, Enderby (by footpath).	
Proximity to local employment	The site is next to Carlton Park.	
Access to public transport	The site is within 610m of a bus stop for a regular frequency service (no. 50 bus Narborough to Leicester) and within 940m of Narborough railway station.	
Proximity to open space	The site is within 470m from open space over 1 hectare at Narborough Recreation Ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: protected species surveys required.	
Townscape and landscape	The site is within the Lubbesthorpe Agricultural Parkland landscape character area. It sits on the fringes of Narborough that are characterised by vegetated railways and roads.	
Heritage assets	The site is 370m north of Narborough Conservation Area. The heritage potential is uncertain including Prehistoric features, Fosse Way Roman Road, Roman finds, Medieval trackway and former Carlton Hayes Hospital in near vicinity. Neolithic axe, Prehistoric, Roman, Medieval and Post-Medieval sites and finds recorded in vicinity.	
Soil resources	The site is approximately 40% grade 3 agricultural land with a moderate likelihood of being best and most versatile agricultural land. The rest is urban / industrial land.	
Previously developed land	The site is a mix of greenfield and previously developed land.	
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flooding.	
Land contamination, pollution and hazards	The site has no known contamination or pollution issues.	
Minerals and waste	The site is not affected by a Mineral Consultation Zone or a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a single landowner who intends to sell / develop the site. There are no known legal issues.	
Site access and impact on road network	The site is acceptable in principle to the Highway Authority subject to suitable site access and concept proposal being submitted and agreed.	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is within the settlement boundary.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	45 (30dph)	11 – 15 years
Achievable	Yes			
Additional information		The site was assessed as a potential housing allocation in the Local Plan Delivery DPD, however there were concerns about the site's availability for development.		

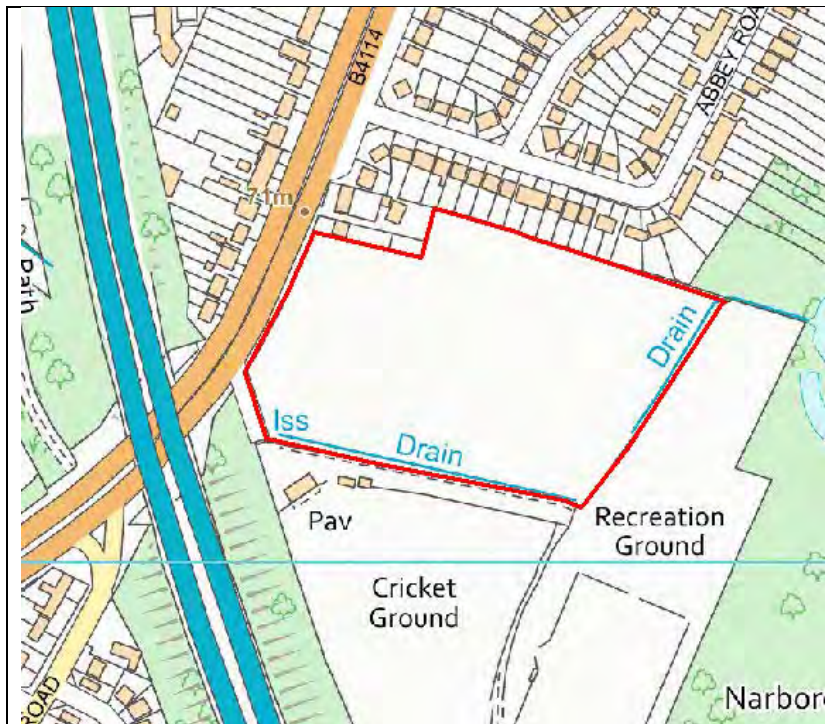


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Site Reference	Site Name	Parish
NAR008	Land off Leicester Road	Narborough
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3.2	2.95	55 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 454664	Vacant grassland	Proposed Use
N 298118		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1040m of the Co-operative store in Narborough.	
Proximity to GP surgery	The site is within 630m of the Limes Medical Centre.	
Proximity to primary school	The site is within 880m of Greystoke Primary School.	
Proximity to secondary school	The site is within 1180m of Brockington College, Enderby (by footpath).	
Proximity to local employment	The site is within 980m of Carlton Park.	
Access to public transport	The site is within 310m of a bus stop for a regular frequency service (no. 50 bus Narborough to Leicester) and within 1080m of Narborough railway station.	
Proximity to open space	The site is within 940m from open space over 1 hectare at Narborough Recreation Ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: Possible species-rich grassland (hard to tell from aerials – possible hay meadow?). Watercourse to east, linked to Narborough bogs SSSI. Consult Natural England. Protected spp and habitat surveys needed. Pending surveys and consultation with NE, retain hedges with 5m buffer zones alongside, watercourse with 10m and no light overspill; buffers / boundary features must not be included in back gardens or form back garden boundaries, but hedge / buffer strip to be managed as continuous corridor of natural open space.	
Townscape and landscape	The site is in the Sence and Soar Floodplain Landscape Character Area. The site has the following characteristics of the character area: floodplain landscape, wetland meadow and woodland vegetation concentrated along rivers and the urban edge.	
Heritage assets	Heritage potential is high. Medieval pilgrim badge (MLE6651).	
Soil resources	The site is part Grade 4 and part Grade 3 with a low likelihood of being best and most versatile agricultural land.	
Previously developed land	The site is greenfield.	
Flood risk	Part of the site is in Flood Zone 3b (approx. 7.8%). About 44% of the site is at risk of flooding, being within Flood Zones 2 and 3.	
Land contamination, pollution and hazards	The site has no known contamination or pollution issues.	
Minerals and waste	The site is within a Minerals Consultation Zone for sand and gravel. The site is not a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is understood to be available for development and the landowners have expressed an intention to sell or develop the site for housing.	
Site access and impact on road network	Part of the site may be subject to flooding. The site fronts onto a 40mph dual carriageway and the vehicle movement at the access would therefore be limited to left-in and left-out. There	

Site Reference	Site Name	Parish		
NAR008	Land off Leicester Road	Narborough		
		are no other apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.		
Overall Assessment				
Identified Red Constraints		Yes, part of the site is in Flood Zone 3b.		
Policy Designations		The site is within Green Wedge (policy CS16)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	55 (30dph)	6 - 10 years
Achievable	Yes			
Additional information		The site was assessed as a potential housing allocation in the Local Plan Delivery DPD, however there were concerns about the site's availability for development.		

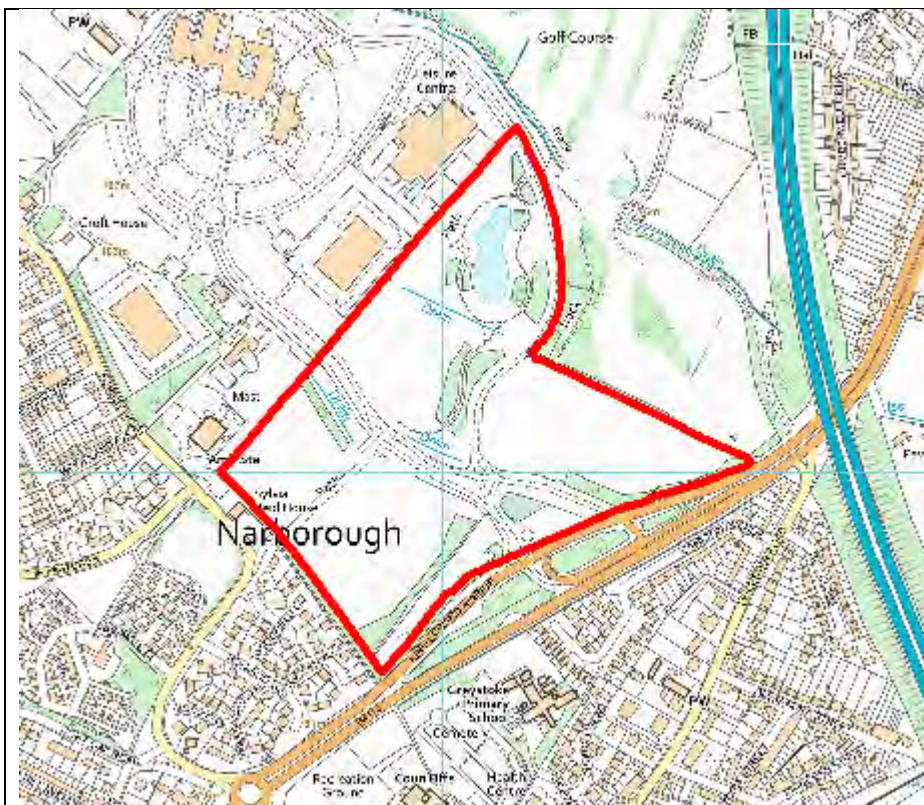


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Site Reference	Site Name	Parish
NAR016	Land south of Carlton Park	Narborough
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
17.93	17.93	336 dwellings
Grid Ref	Current Use	Previously Developed No
E 454002	Unused grassland and ancillary green space to existing leisure centre	Proposed Use
N 298052		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 930m of Co-op at Narborough District Centre	
Proximity to GP surgery	The site is within 1010m of the Limes Medical Centre	
Proximity to primary school	The site is within 740m of Greystoke Primary School	
Proximity to secondary school	The site is within 1160m of Brockington College, Enderby (by footpath)	
Proximity to local employment	The site is within 400m of employment opportunities at Carlton Park	
Access to public transport	The site is within 480m of a bus stop for a regular frequency service (Arriva 50 Narborough to Leicester) and within 950m of Narborough railway station	
Proximity to open space	The site is within 530m from open space over 1 hectare at Narborough Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology advise that the site is OK with mitigation. Appears to be parkland/informal open space, and may be good habitat around pond in north. Potential for some development in southern land parcels. Retain pond and surrounding habitat, plantations, hedges; 5m buffer natural open space needed. Narborough Bogs SSSI is within 450m of the site.	
Townscape and landscape	The site is within the Lubbesthorpe Agricultural Parkland LCA. Key pressures including expansion of settlements may affect contrasting pockets of woodland and large fields and heighten the urban influences.	
Heritage assets	There are no designated heritage assets on site but Narborough Conservation Area is within 100m of the site to the south. LCC archaeology: Fosse Way (MLE1380) runs through the area. Two phases of medieval ridge and furrow (MLE22100). Site of Carlton Hayes model Farm (MLE18649) at north-east extent of area. Large area with some known archaeology: medium risk heritage potential.	
Soil resources	Natural England data shows that at least 50% of the site is Grade 3 with a moderate likelihood of being best and most versatile land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps).	
Land contamination, pollution and hazards	The north east edge of the site is within 250m of a former landfill site and is close to the M1 and B4114 where there is potential for air and noise pollution.	
Minerals and waste	The site is not affected by a Mineral Consultation Zone or a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a single landowner who intends to sell / develop the site. There are no known legal	

Site Reference	Site Name	Parish		
NAR016	Land south of Carlton Park	Narborough		
Site access and impact on road network	<p>issues.</p> <p>LCC Highways: The B4114 provides access to the Strategic Road Network (M1 Junction 21), serves major areas of employment and retail and is a key route into Leicester. This will need to be reflected / considered in any transport assessment work. The proposal would be accessed from an un-adopted highway. The road is linked via an adopted section to King Edward Avenue Road. The LHA would advise imposing a requirement to build the development as to comply with highway requirements in the LHDG.</p>			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Green Wedge (Policy CS16 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	336 dwellings (30dph)	11 – 15 years
Achievable	Yes			
Additional information	Access to Carlton Park, a key employment site, will need to be maintained. The site promoter indicates 100 – 200 dwellings.			

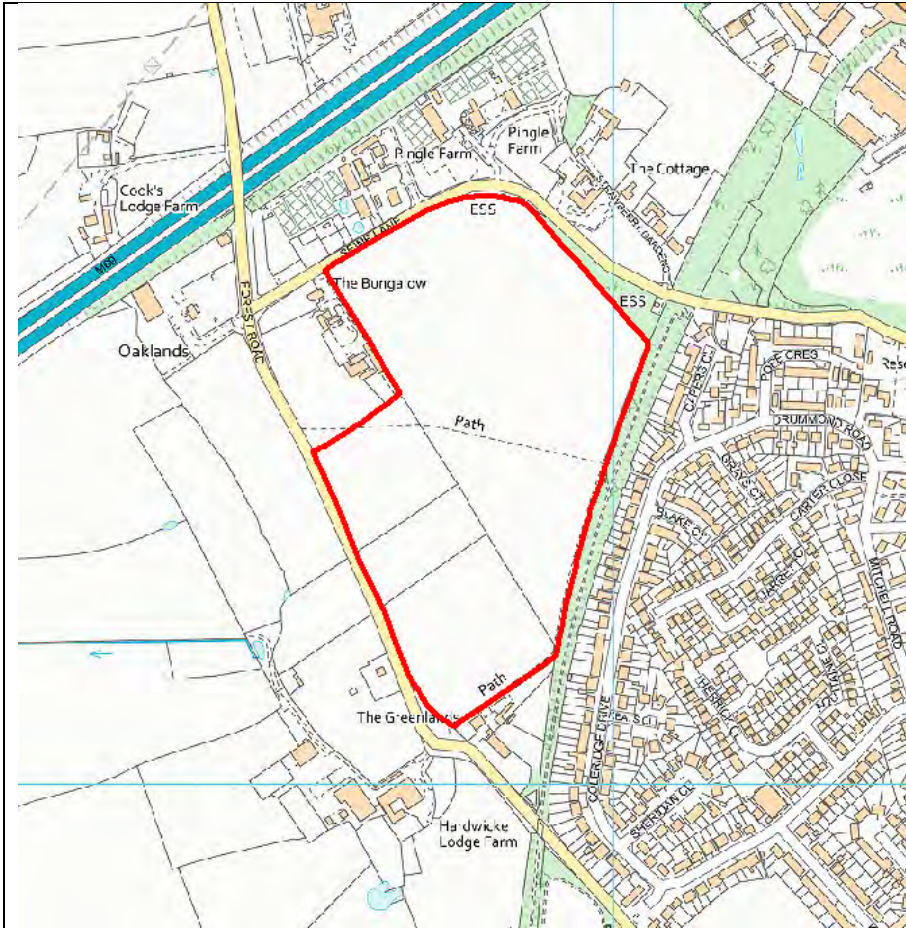


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Site Reference	Site Name	Parish
NAR018	Land at Seine Lane	Narborough
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
13.00	13.00	243 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 452852	Agricultural	Proposed Use
N 299402		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1010m of the Co-op in Enderby District Centre	
Proximity to GP surgery	The site is 980m from Enderby Medical Centre	
Proximity to primary school	The site is within 1120m of The Pastures Primary School	
Proximity to secondary school	The site is within 1570m of Brockington College, Enderby	
Proximity to local employment	The site is within 1260m of employment opportunities at Warren Business Park and Mill Hill Industrial Estate	
Access to public transport	The site is within 850m of a bus stop for a regular bus service (Arriva 50 Narborough to Leicester)	
Proximity to open space	The site is within 800m of open space over 1 hectare at Wimpey Park / Southey Close Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Grassland is not species-rich in body of site; additional surveys needed on south-west part. Retain hedges with 5m buffer natural open space; buffers also to plantation woodland and old railway line. The site adjoins a disused railway wildlife corridor. Protected species surveys needed.	
Townscape and landscape	The site is within the Lubbethorpe Agricultural Parkland and is characteristic of some elements. The recent appeal indicates that there is a marked contrast in landscape character between the settlement of Enderby to the east of Whistle Way and the countryside to the west.	
Heritage assets	The site has no designated heritage assets. LCC Archaeology: post-medieval watercourse (MLE20645) runs east-west across the area. Disused freight line (MLE16185) forms eastern boundary of area. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 with a moderate likelihood of being best and most versatile agricultural land.	
Previously developed land	The site is grazing land and so greenfield	
Flood risk	The site is Flood Zone 1 but within the 30 year extent for surface water.	
Land contamination, pollution and hazards	The site is within 250m of a landfill site and close to the M69 where there is potential for air and noise pollution. Further investigation required.	
Minerals and waste	The site is partially located in a mineral consultation zone for igneous rock. Two safeguarded waste sites are located on the opposite side of Seine Lane.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of three landowners who intend to sell / develop the land. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Seine Lane is a class B road with a 60mph speed limit. At the approach to the nursery, the speed limit changes to 30mph. Access from Forest Road and part of	

Site Reference	Site Name	Parish		
NAR018	Land at Seine Lane	Narborough		
		Seine Lane is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. Possible requirement to contribute towards the provision/improvement of highway and transportation infrastructure in the vicinity to mitigate against the impact of developing this site.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policies CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	243 dwellings (30dph)	6 - 10
Achievable	Yes			
Additional information		Planning application 12/0823/1/OX for up to 244 dwellings, public open space, landscaping and vehicular access refused and dismissed at Appeal. Smaller sites previously considered as NAR014 and NAR015. The site overlaps with NAR020.		



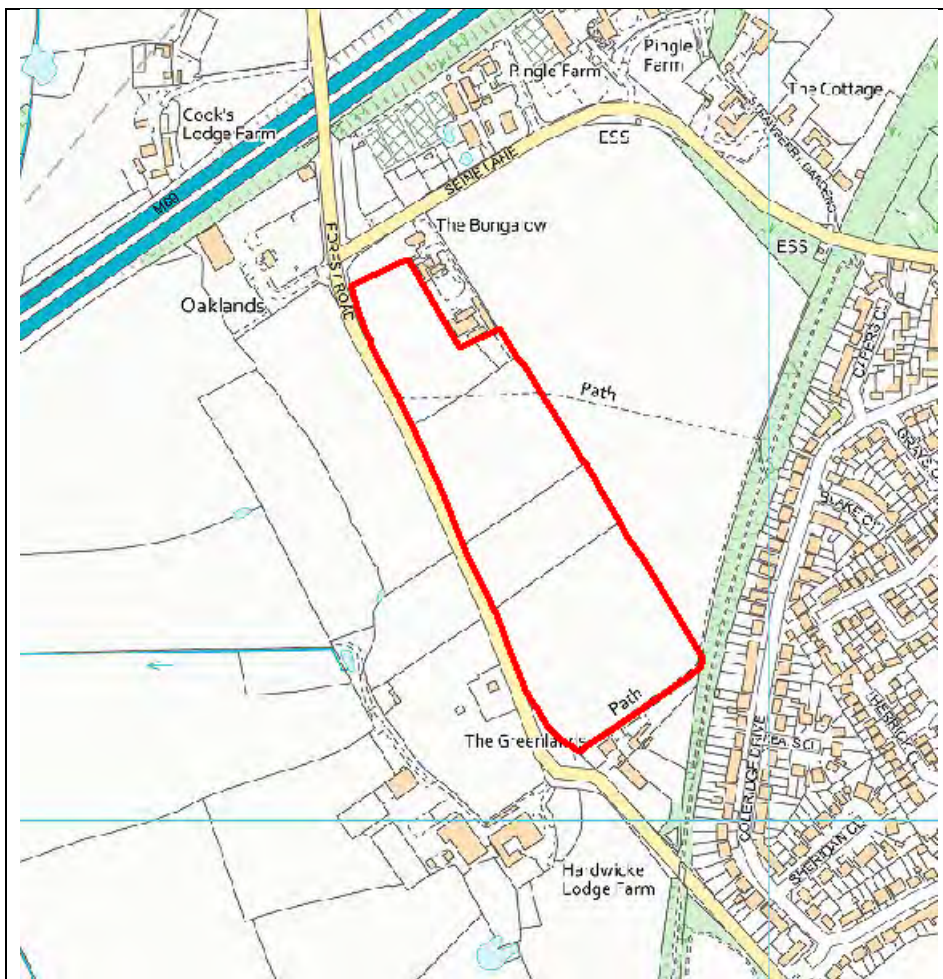
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Site Reference	Site Name	Parish
NAR019	Land north of Huncote Road	Narborough
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
6.13 ha	5.85 ha	109 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 452713	Agricultural land	Proposed Use
N 297453		Housing
SOCIAL Factors		
Proximity to large convenience store	The site is within 1150m of Tesco Express at Copt Oak	
Proximity to GP surgery	The site is within 1830m of the Limes Medical Centre	
Proximity to primary school	The site is within 1400m of Huncote Community Primary School and Redhill Field Primary School	
Proximity to secondary school	The site is within 2950m of Brockington College, Enderby	
Proximity to local employment	The site is within 1020m of employment opportunities at Coventry Road Industrial Estates	
Access to public transport	The site is within 460m of a bus stop (on Hardwicke Road) for regular bus service (Arriva 50 Narborough to Leicester)	
Proximity to open space	The site is within open space over 1 hectare at Chaucer Street amenity green space.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: OK with mitigation. OK as mainly arable; but need to retain 10m buffer natural open space to stream, to protect Water voles, and 5m to hedges north and south and to eastern railway line.	
Townscape and landscape	The site is within the Croft Hill LCA a fragmented landscape, with relatively open views heavily influenced by quarrying activities and Croft Hill and adjacent man-made hills.	
Heritage assets	There are no designated heritage assets on site or nearby. LCC Archaeology: earthworks for disused tramway (MLE17863) on-site. Narborough Quarry (MLE21378) to immediate west. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 with a high likelihood of being best and most versatile agricultural land.	
Previously developed land	The site is greenfield.	
Flood risk	Flood Zone 2 and 3 follow the western boundary of the site (EA maps).	
Land contamination, pollution and hazards	The site is within 250m of a former landfill site and requires further investigation.	
Minerals and waste	The site is within a Mineral Consultation Zone for sand and gravel and is not affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of a developer. There is a single landowner and no known legal issues.	
Site access and impact on road network	LCC Highways advise that the B4114 provides access to the Strategic Road Network and major areas of employment and retail and is a key route into Leicester. This will need to be reflected / considered in any transport assessment work. Huncote Road is a class C road with a 60mph speed limit. At the approach to the nursery, the speed limit changes to 30mph. Access from Forest Road and part of Seine Lane is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess	

Site Reference	Site Name	Parish
NAR020	Land off Forest Road	Narborough
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.57 ha	5.57 ha	104 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 452786	Agricultural grazing land	Proposed Use
N 299260		Residential / Mixed Use
SOCIAL Factors		
Proximity to large convenience store	The site is within 1500m of the Co-op in Enderby District Centre	
Proximity to GP surgery	The site is within 1240m from Enderby Medical Centre	
Proximity to primary school	The site is within 1050m of The Pastures Primary School	
Proximity to secondary school	The site is within 1990m of Brockington College, Enderby	
Proximity to local employment	The site is within 1500m of employment opportunities at Enderby District Centre and 2160m of Warren Business Park and Mill Hill Industrial Estate	
Access to public transport	The site is within 910m of a bus stop for a regular bus service (Arriva 50 Narborough to Leicester)	
Proximity to open space	The site is within 710m of open space over 1 hectare at Wimpey Park / Southey Close Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: needs survey before making a decision. Grassland, which may be species-rich. Retain hedges with 5m buffer natural open space. The site adjoins a disused railway wildlife corridor. Protected species surveys needed.	
Townscape and landscape	The site is within the Lubbethorpe Agricultural Parkland and is characteristic of some elements. The recent appeal indicates that there is a marked contrast in landscape character between the settlement of Enderby to the east of Whistle Way and the countryside to the west.	
Heritage assets	The site has no designated heritage assets. LCC Archaeology advise: disused freight line (MLE16185) forms eastern boundary of area. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 with a moderate likelihood of being best and most versatile agricultural land.	
Previously developed land	The site is grazing land and so greenfield	
Flood risk	The site is Flood Zone 1 but within the 30 year extent for surface water flooding.	
Land contamination, pollution and hazards	The site is close to the M69 where there is potential for air and noise pollution. There are no known land contamination issues.	
Minerals and waste	The site is not located in a mineral consultation zone or affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted on behalf of two landowners and there is interest from developers. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Forest Road is a unclassified road with a 60mph speed limit. Access from this road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph.	

Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	104 (30dph)	6 - 10
Achievable	Yes			
Additional information		<p>Planning application 12/0823/1/OX for up to 244 dwellings, public open space, landscaping and vehicular access refused and dismissed at Appeal for a larger site.</p> <p>The site overlaps with NAR018. 1.06 ha of the site does not overlap and this would yield an additional 19 dwellings to that identified for site NAR018 (62.5% development ratio at 30dph).</p>		

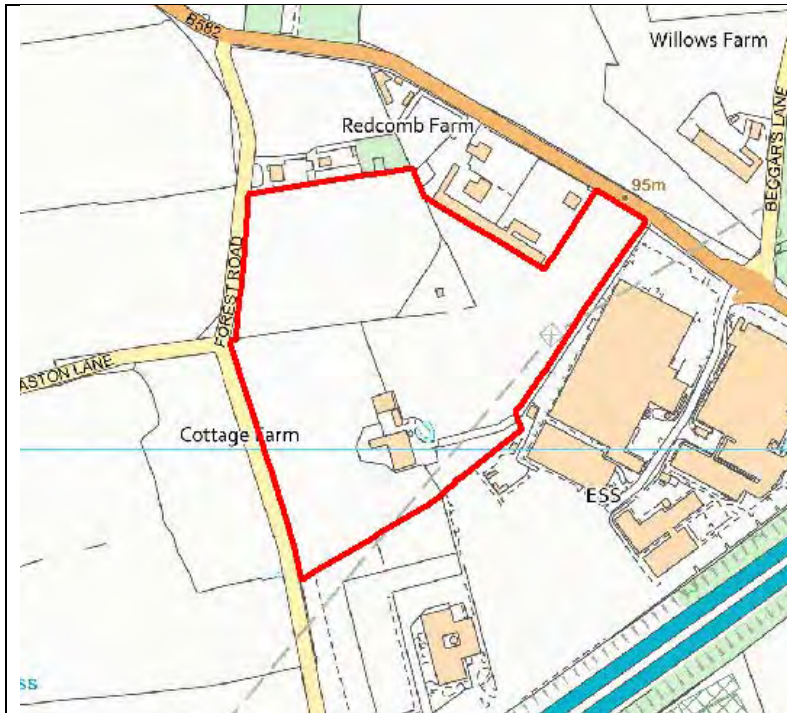


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Site Reference	Site Name	Parish	
NAR021	Land at Cottage Farm	Narborough (partly, also Lubbesthorpe)	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
6.29	6.29	117 dwellings (30dph)	
Grid Ref	Current Use	Previously Developed	No, mostly greenfield
E 452652	Agricultural land and potentially farm buildings	Proposed Use	
N 300077		Residential	
SOCIAL Factors			
Proximity to large convenience store	The site is within 1,970m of the Co-op in Enderby District Centre		
Proximity to GP surgery	The site is within 2,050m of Enderby Medical Practice		
Proximity to primary school	The site is within 1,960m of the Pastures Primary School		
Proximity to secondary school	The site is within 2,590m of Brockington College, Enderby		
Proximity to local employment	The site is adjoins employment opportunities at Next and within 740m of Warren Business Park and Mill Hill Industrial Estate		
Access to public transport	The site is within 260m of a bus stop for a low frequency service (Arriva X55 Leicester to Hinckley) and 1,620m to a regular bus service (Arriva 50 Narborough to Leicester)		
Proximity to open space	The site is within 1,700m of open space over 1 hectare at Wimpey Park / Southey Close Recreation Ground		
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	LCC ecology: needs further surveys before making a decision. All grassland, possibly ridge and furrow; may be good. Some large trees north of building: retain. Hedges: retain with 5m buffer natural open space.		
Townscape and landscape	The site is within the Thurlaston Rolling Farmland LCA where key pressures include loss of field boundary and hedgerows resulting in featureless landscape and increased urban influences from new roads and development reducing the distinction between urban and rural character.		
Heritage assets	There are no designated heritage assets on site or nearby. LCC Archaeology advise: Enderby Conservation Area to the south-east. Leicester Forest Area D (MLE22664) on-site. Early post-med drainage ditch (MLE20691) to south, Roman occupation site to north-west (MLE8347). Large area with known archaeology: medium risk heritage potential.		
Soil resources	Natural England data shows that the site is Grade 3 with a moderate likelihood of being best and most versatile land.		
Previously developed land	The site is agricultural land (and farm buildings)		
Flood risk	The site is in Flood Zone 1.		
Land contamination, pollution and hazards	The site is close to the M69 where there is potential for air and noise pollution. Electricity pylons cross the site along the eastern boundary. There are no known land contamination issues.		
Minerals and waste	The site is partly within the Minerals Consultation Zone for igneous rock. It is not affected by a safeguarded waste facility.		
ECONOMIC Factors			
Available and achievable	The site is promoted on behalf of a single landowner with some interest from developers. There are no known legal issues. An overhead power line crosses the site's eastern		

Site Reference	Site Name	Parish		
NAR021	Land at Cottage Farm	Narborough (partly, also Lubbesthorpe)		
		boundary; this may affect the layout of a proposed development.		
Site access and impact on road network	<p>LCC Highways: Growth in this location would have impacts on Desford Crossroads; as such it is likely to be appropriate for a contribution to be sought towards the planned improvement scheme for the junction. Desford Road is a class B road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Desford Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. The site neighbours Next Plc head quarters, which is accessed via a signal-controlled junction situated less than 100m from the existing site access point. Junction modelling may be required to test the capacity of the junction and pedestrian links would need extending to serve the development. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. Possible requirement to contribute towards the provision/improvement of highway and transportation infrastructure in the vicinity to mitigate against the impact of developing this site.</p>			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policies CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	117 dwellings (30dph)	6 - 10
Achievable	Yes			
Additional information	This site has also been submitted but excluding the farm buildings.			



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Parish: Sapcote

Site Reference	Site Name	Parish
SAP013	Land north of Hinckley Road	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
6.25	6.05	113 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448288	Agricultural land	Proposed Use
N 293674		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 760m of the Co-op store, Sapcote.	
Proximity to GP surgery	The site is within 2030m of Dr K Rothwell / The Old School Surgery, Stoney Stanton.	
Proximity to primary school	The site is within 940m of All Saints C of E Primary School.	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage.	
Proximity to local employment	The site is within 2500m of employment opportunities at Foxbank Industrial Estate, Stoney Stanton.	
Access to public transport	The site is within 970m of a bus stop for a for a low frequency service (2 hourly) (X55 Hinckley to Leicester).	
Proximity to open space	The site is within 480m of open space over 1 hectare at Sapcote recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site includes possible species-rich grassland and a watercourse that was known to be good ecological feature in past. LCC ecology advise that protected species, hedge and Phase 1 habitat surveys needed.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; expansion around the edges of Stoney Stanton and Sapcote may result in the loss of individual identities; and loss of already scarce hedgerow trees.	
Heritage assets	No designated heritage assets on site. Scheduled Monument (Sapcote Castle and Moat) is 120m to south-east and there are Listed Buildings in vicinity. The site forms a positive contribution to the Sapcote Castle and Moat Scheduled Monument and is also likely to be archaeologically sensitive. LCC Archaeology advise that the heritage potential for archaeology is high and includes: Palaeolithic flint, Bronze Age spearhead, Prehistoric burial, Roman cemetery, Medieval finds, Medieval Sapcote Castle and historic settlement core recorded in near vicinity. Bronze Age, Iron Age, Roman, Early Medieval, Saxo-Norman and Medieval remains recorded in vicinity. Small watercourse crosses site and possible palaeochannels visible on aerial photographs. Former workhouse cottages to south-east.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile land. Further investigation may be	

Site Reference	Site Name	Parish		
SAP013	Land north of Hinckley Road	Sapcote		
		required to identify whether the land is Grade 3a and so best and most versatile land.		
Previously developed land	The site is agricultural land			
Flood risk	Parts of the site are located in Flood Zone 3b, Flood Zone 3a and Flood Zone 2 and the site is affected by the Surface Water 30 year extent. Approx. 0.2 ha of the site is located in Flood Zone 3b (source: SFRA 2014).			
Land contamination, pollution and hazards	The site has no known contamination, pollution or environmental quality issues.			
Minerals and waste	The site is not located in a Mineral Consultation Zone or affected by a site protected for waste facility.			
ECONOMIC Factors				
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a single landowner who intends to sell / develop the site. There are no known legal issues.			
Site access and impact on road network	LCC Highways advise that the site would be acceptable in principle subject to improvements to transport sustainability be demonstrated, particularly the frequency and proximity of public transport from the site, and walking/ cycling routes, and the following is submitted and agreed with the planning application: Transport Assessment including junction assessments; Travel Plan; Access strategy; e.g. what form the site access will take (priority ghost island, roundabout etc.) and anticipated width of the access road; Suitable site access with visibility splays and tracking. A review of speed limits on Hinckley Road would also be required.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	113 (30dph)	6 - 10
Achievable	Yes			
Additional information	SAP013 was previously a larger site but the most recently submitted information (2019) excludes land to the north of the watercourse.			



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Site Reference	Site Name	Parish
SAP019	Land at Park Road	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.5	1.5	37 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448556	Agricultural land	Proposed Use
N 293233		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 570m of the Co-op store at Sapcote.	
Proximity to GP surgery	The site is within 1910m of Dr K Rothwell / The Old School Surgery at Stoney Stanton	
Proximity to primary school	The site is within 290m of All Saints C of E Primary School	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage	
Proximity to local employment	The site is within 2270m of Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 580m of a bus stop for a low frequency service (2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 170m of open space over 1 hectare at Sapcote recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site is species-rich grassland and a candidate Local Wildlife Site. LRERC advise that protected species and habitat surveys needed.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; and loss of already scarce hedgerow trees.	
Heritage assets	There are no designated assets on site. The site is partly within Sapcote historic settlement core and within 45m of Scheduled Monument (Sapcote Castle and moat), associated enclosure (not Scheduled) continues into site and within 190m of Grade II Listed church. LCC Archaeology advise that the heritage potential is certain including: potential for site to contain archaeological remains of equivalent significance to Scheduled Monument; Palaeolithic, Bronze Age, Iron Age, Roman, and Medieval finds recorded in near vicinity. Bronze Age, Iron Age, Roman, Early Medieval, Saxo-Norman and Medieval remains, Prehistoric burial and Roman cemetery recorded in vicinity. Possible Ridge and Furrow earthworks on site - if so could be considered as a positive contribution to the setting of the Scheduled Monument.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land.	
Flood risk	The site is flood zone 1 but other forms of flood risk are unknown.	

Site Reference	Site Name	Parish		
SAP019	Land at Park Road	Sapcote		
Land contamination, pollution and hazards	The land has no known contamination, pollution or other environmental quality constraints			
Minerals and waste	The site is not located in a Mineral Consultation Zone or affected by a site protected for waste facility.			
ECONOMIC Factors				
Available and achievable	The site is in single ownership and the site owner has indicated that they are willing to sell or develop the land for housing.			
Site access and impact on road network	LCC advise that there are no apparent fundamental reasons for this site to be excluded from consideration at this stage.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	37 dwellings (30dph)	6 - 10
Achievable	Yes			
Additional information				

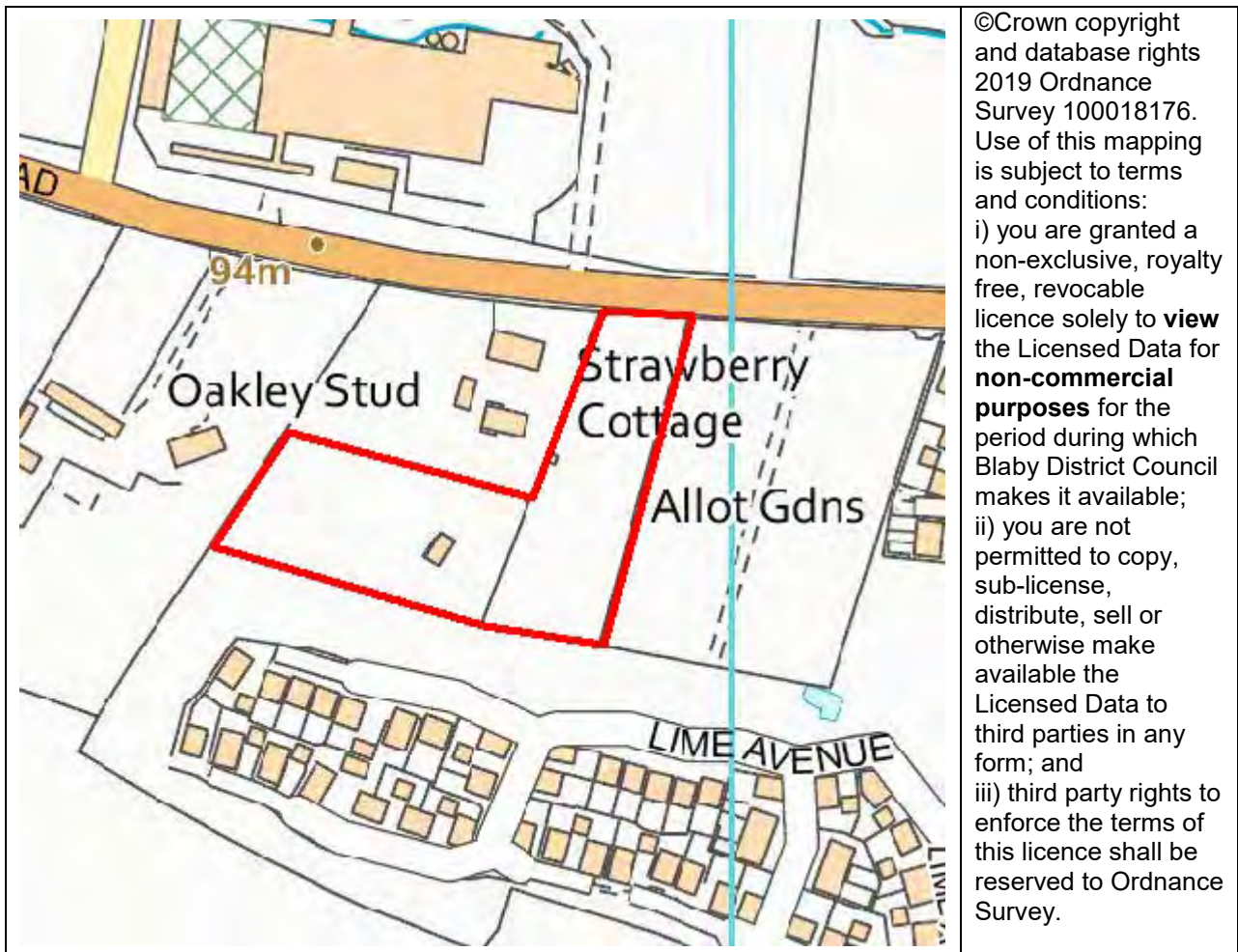


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Site Reference	Site Name	Parish
SAP023	Land at Strawberry Cottage, Hinckley Road	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.31	1.31	32 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Mix
E 447909	Residential and garden land	Proposed Use
N 293521		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1040m of the Co-op store at Sapcote	
Proximity to GP surgery	The site is within 1760m of The Old School Surgery, Stoney Stanton	
Proximity to primary school	The site is within 1220m of All Saints C of E Primary School	
Proximity to secondary school	The site is within 4.85km from Hastings High School, Burbage	
Proximity to local employment	The site is within 2030m of employment opportunities at Foxbank Industrial Estate.	
Access to public transport	The site is within 1040m of a bus stop for a low frequency service (2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 750m of open space over 1 hectare at Sapcote Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Protected species. LRERC advise that protected species and phase 1 habitat survey required. Likely to reduce developable area. Survey required before decision is made about impact on biodiversity.	
Townscape and landscape	The site is located in the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include increased urban influence at the edge of the villages emphasises the domination of built form in the landscape and reduces the already fragmenting rural character.	
Heritage assets	There are no designated heritage assets in the vicinity. LCC Archaeology advise that the heritage potential is uncertain. An Early Bronze Age flint scatter, probably representing a settlement site, is recorded to the south of this site. Additional Prehistoric, Roman and Medieval activity is present in the wider landscape.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and a house.	
Flood risk	The site is Flood Zone 1.	
Land contamination, pollution and hazards	The site has no known contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is carried through from a previous SHLAA. It was the subject of a planning application for self build residential development in 2019 but this was withdrawn.	
Site access and impact on	Access from the adopted, classified B4669 to north of the site	

Site Reference	Site Name	Parish		
SAP023	Land at Strawberry Cottage, Hinckley Road	Sapcote		
road network		but the road is subject to a 60mph speed limit. Policy IN5 of the LHDG does not support new or increased use of existing accesses on A and B classified roads. LCC Highways advise that it is unlikely that they would support a new access, or the increased use of an existing access in this location.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policies CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	32 dwellings (30dph)	6 – 10 years
Achievable	Yes			
Additional information		Planning application withdrawn in June 2019. The application was for 8 self-build plots.		



Site Reference	Site Name	Parish
SAP024	Land north of Leicester Road	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
6.03	6.03	149 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 449559	Agricultural land	Proposed Use
N 293483		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 760m of the Co-op store at Sapcote.	
Proximity to GP surgery	The site is within 1970m of The Old School Surgery at Stoney Stanton	
Proximity to primary school	The site is within 960m of All Saints C of E Primary School	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage	
Proximity to local employment	The site is within 2340m of employment opportunities at Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 630m of a bus stop for a low frequency bus service (2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 840m of open space over 1 hectare at Sapcote Recreation Ground	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Arable: hedges to north look good, with trees. Buffer zone to Sapcote Quarry to SE, and to retained hedges: 5m natural open space. Retain LWS tree with no development/public/private open space under crown except informal open space.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland LCA. Key pressures include increased urban influences, loss of individual identities of Sapcote and Stoney Stanton and increased prominence of roads.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology advise near possible Roman cemetery (MLE284). There is a Scheduled Monument in the vicinity. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 and has a low likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	The site is has no known land contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is within the Minerals Consultation Zone for igneous rock. It is not affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a single landowner who intends to sell / develop the site. There are no known legal issues.	
Site access and impact on road network	LCC Highways: Leicester Road is a class B road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Leicester Road is	

Site Reference	Site Name	Parish		
SAP024	Land north of Leicester Road	Sapcote		
<p>contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.</p>				
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policies CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	149 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				

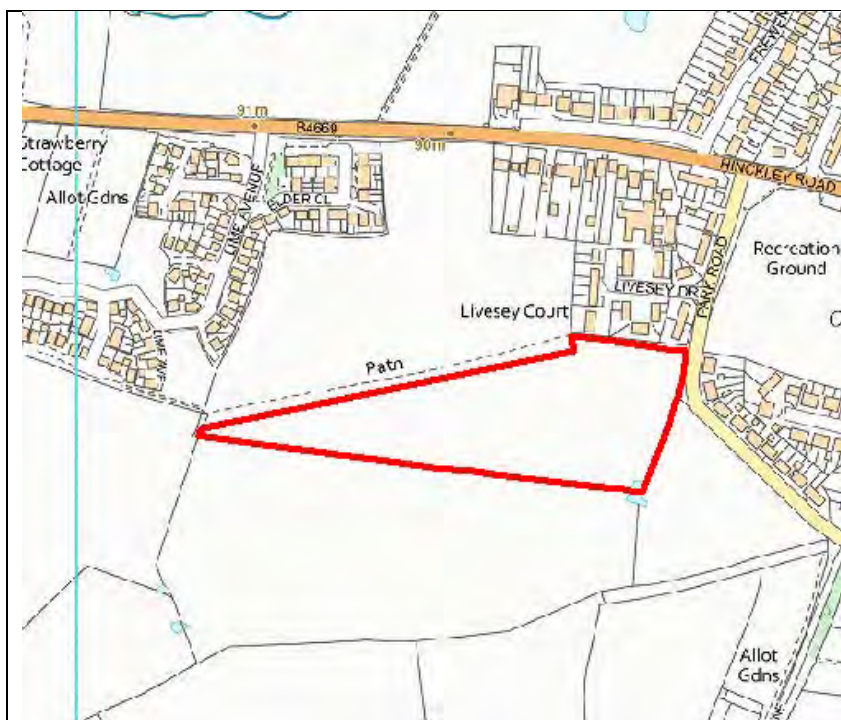


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Site Reference	Site Name	Parish
SAP025	Land south of Hinckley Road	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3.12	3.12	77 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448383	Agricultural land	Proposed Use
N 293304		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 820m of the Co-op store at Sapcote.	
Proximity to GP surgery	The site is within 2090m of Dr K Rothwell / The Old School Surgery at Stoney Stanton	
Proximity to primary school	The site is within 1000m of All Saints C of E Primary School	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage	
Proximity to local employment	The site is within 2620m of Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 830m of a bus stop for a low frequency service (2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 540m of open space over 1 hectare at Sapcote recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation and avoidance. Includes land used for GCN mitigation and SUDS associated with previous development to north; this needs to be retained and protected. Additional GCN connectivity required along southern hedgerow - wide margin of rough grass along hedge. Protect hedge to east, with 5m buffer of natural open space. Retention LWS tree; no private/public open space or development under crown, unless informal open space.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; and loss of already scarce hedgerow trees.	
Heritage assets	There are no designated heritage assets on site but the site is within 100m of Scheduled Monument (Sapcote Castle and moat). LCC Archaeology: evaluation recorded prehistoric and Roman activity (MLE23428), other known archaeological remains in the vicinity of the site. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield	
Flood risk	The site is within flood zone 1 (EA Maps)	
Land contamination, pollution and hazards	The site is has no known land contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is not within a Minerals Consultation Zone or affected by a safeguarded waste facility.	

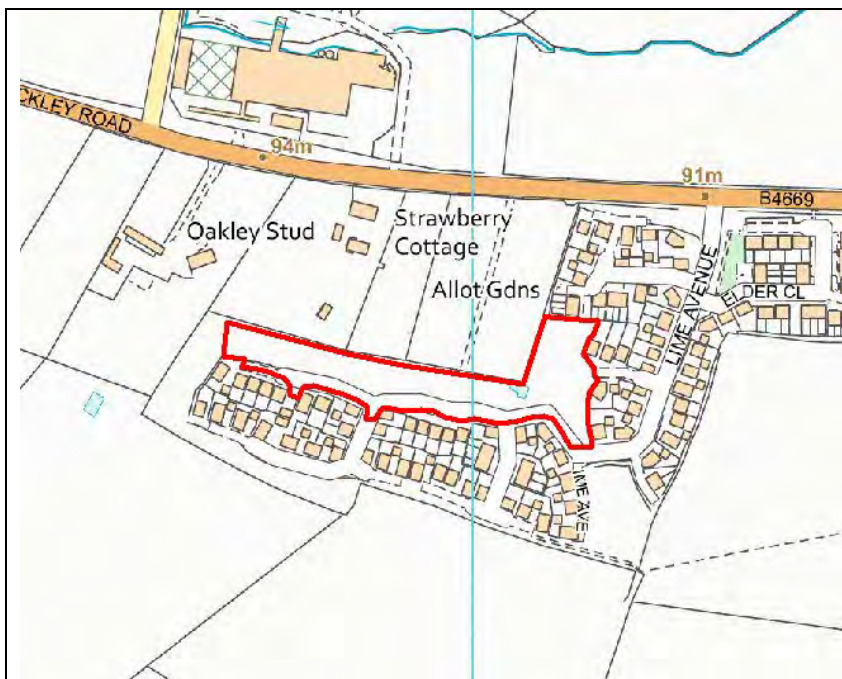
Site Reference	Site Name	Parish		
SAP025	Land south of Hinckley Road	Sapcote		
ECONOMIC Factors				
Available and achievable	The site is promoted in the Call for Sites 2019 on behalf of a single landowner who intends to sell / develop the site.			
Site access and impact on road network	Site promoter indicates that site will be accessed from the development site to the north. LCC Highways advise that there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policies CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	77 (30dph)	6 - 10
Achievable	Yes			
Additional information	This site was previously part of SAP015 but is now assessed as a separate site. The site promoter estimates that the site has capacity for 50 dwellings. Access is proposed through the site to the north that is under construction and in the same ownership as this site.			



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Site Reference	Site Name	Parish
SAP026	Limes Avenue, The Limes	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.89	0.89	22 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 447956	Open space	Proposed Use
N 293433		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1110m of the Co-op store at Sapcote.	
Proximity to GP surgery	The site is within 2260m of Dr K Rothwell / The Old School Surgery at Stoney Stanton	
Proximity to primary school	The site is within 1280m of All Saints C of E Primary School	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage	
Proximity to local employment	The site is within 2540m of Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 1110m of a bus stop for a low frequency service (2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 830m of open space over 1 hectare at Sapcote recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: reject. This is land set aside for GCN mitigation associated with The Limes development. See documentation for 18/01740/FUL.	
Townscape and landscape	The site is within The site is within the Stoney Stanton Rolling Farmland landscape character area. It forms the open space to a recent housing development.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology advise: no known archaeological remains on site, archaeological remains in vicinity. Small area with no indications of any archaeological potential; low risk heritage potential.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is open space and so greenfield.	
Flood risk	The site is within flood zone 1 (EA Maps).	
Land contamination, pollution and hazards	The site is has no known land contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is not within a Minerals Consultation Zone or affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted in the Call for Sites 2019 by a single landowner who is a developer and indicates that the site has no known legal issues.	

Site access and impact on road network		LCC Highways advise that there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Within settlement boundary		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	22 (30dph)	6 - 10
Achievable	Yes			
Additional information		18/1740/FUL – Erection of 28 dwellings on existing open space: application withdrawn.		

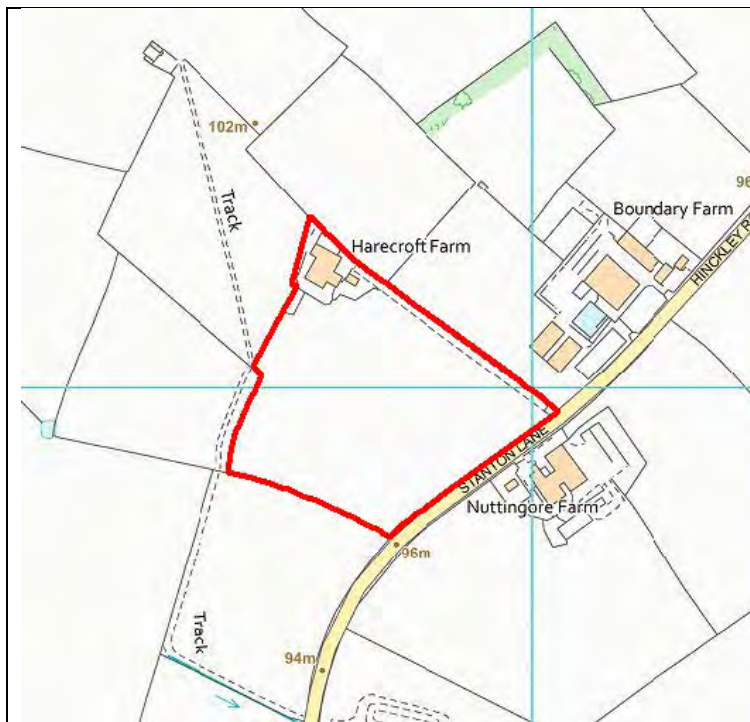


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Site Reference	Site Name	Parish
SAP028	Land north of Stanton Lane, west of Stoney Stanton	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
4.39	4.39	82 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 447833	Agricultural land	Proposed Use
N 293972		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1110m of the Co-op store at Stoney Stanton.	
Proximity to GP surgery	The site is within 1210m of Dr K Rothwell / The Old School Surgery at Stoney Stanton	
Proximity to primary school	The site is within 1220m of Manorfield C of E Primary School, Stoney Stanton	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage	
Proximity to local employment	The site is within 1480m of Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 1560m of a bus stop for a low frequency service (2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 960m of open space over 1 hectare at Memorial Playing Fields, Stoney Stanton	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Arable field with hedgerow boundary; phase 1 habitat surveys required.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; and loss of already scarce hedgerow trees.	
Heritage assets	There are no designated heritage assets on site. LCC Archaeology: no known archaeological remains on site, but archaeological remains in vicinity. Medium risk heritage potential.	
Soil resources	The site is Grade 3 and has a moderate likelihood of being best and most versatile agricultural land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within flood zone 1 (EA Maps).	
Land contamination, pollution and hazards	The site is has no known land contamination, pollution or other environmental quality issues.	
Minerals and waste	The site is not within a Minerals Consultation Zone or affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site was promoted in the Call for Sites 2019 on behalf of a single landowner and there are no known legal issues.	
Site access and impact on road network	LCC Highways advise access from Stanton Lane which is subject to a 60mph speed limit. Policy IN5 of the LHDG does not support new or increased use of existing accesses on A	

Site Reference	Site Name	Parish		
SAP028	Land north of Stanton Lane, west of Stoney Stanton	Sapcote		
		and B classified roads. LCC Highways advise that it is unlikely that they would support a new access, or the increased use of an existing access in this location.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	82 (30dph)	11 - 15
Achievable	No			
Additional information		Site also submitted as part of STO026 – Land west of Stoney Stanton. Not suitable as a standalone development away from the nearest settlement. Do not count towards final housing numbers to avoid double counting.		

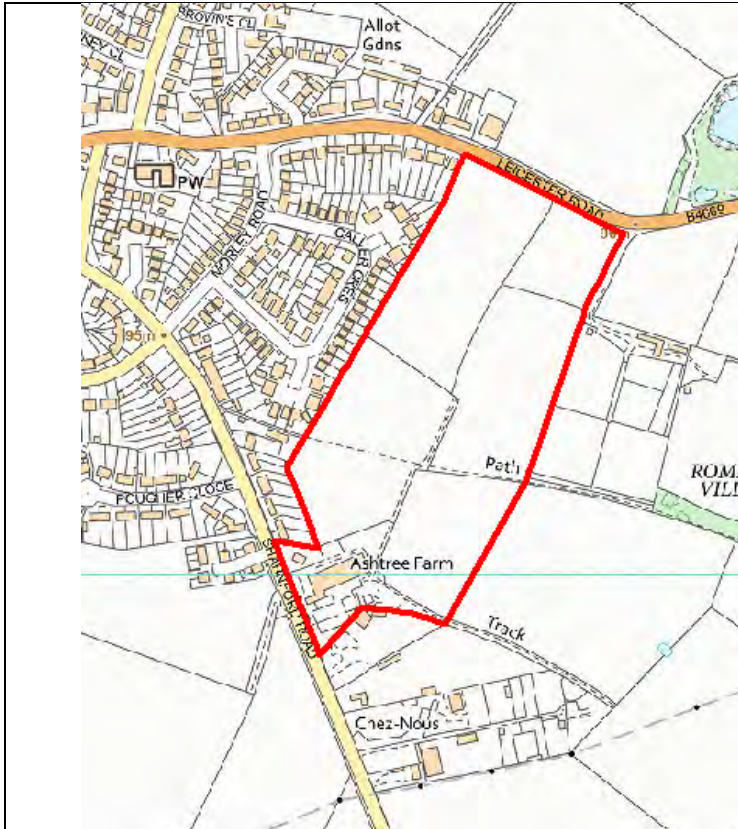


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Site Reference	Site Name	Parish
SAP029	London Leys Farm, Sharnford Road	Sapcote
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
7.69	7.69	144 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Mixed
E 449368	Agricultural land and farm buildings	Proposed Use
N 293158		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 750m of the Co-op store at Sapcote.	
Proximity to GP surgery	The site is within 2km of the Old School Surgery at Stoney Stanton	
Proximity to primary school	The site is within 990m of All Saints C of E Primary School	
Proximity to secondary school	The site is 4690m from Thomas Estley Community College, Broughton Astley	
Proximity to local employment	The site is within 2430m of local employment opportunities at Foxbank Industrial Estate, Stoney Stanton	
Access to public transport	The site is within 700m of a bus stop for a low frequency service (more than 2 hourly) (X55 Hinckley to Leicester)	
Proximity to open space	The site is within 910m of open space over 1 hectare at Sapcote recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site includes possible species-rich grassland, hedges, and mature trees and potential for protected species. LRERC advise that protected species and habitats surveys required.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; expansion around the edges of Stoney Stanton and Sapcote may result in the loss of individual identities; and loss of already scarce hedgerow trees.	
Heritage assets	The site has no designated assets but listed buildings in the vicinity and Sapcote Castle Scheduled Monument within 400m to the west. LCC Archaeology advise that the heritage potential for archaeology is high due to Neolithic, Bronze Age, Prehistoric, Roman and Medieval finds, Roman villa, Fosse Way Roman Road, historic settlement core and Medieval remains in near vicinity. Possible Ridge and Furrow earthworks in south-western field but unclear whether it still survives. Hedgerow through northern part of site follows line of former Ridge and Furrow and could be classed as 'important'.	
Soil resources	The site is Grade 3 and almost all has a moderate likelihood of being best and most versatile land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is mostly agricultural land but includes farm buildings	

Flood risk	The site is within Flood Zone 1 but is affected by the Surface water 30 year extent.			
Land contamination, pollution and hazards	BDC Environmental Health indicate that the site has possible landfill gas affecting the northern end of the site. Further investigation is required. There are no known pollution or environmental quality issues.			
Minerals and waste	The site is within the Minerals Consultation Area but LCC Minerals advise that the potential impact on mineral resources would not appear to be significant given their location. The site is not affected by a safeguarded waste facility.			
ECONOMIC Factors				
Available and achievable	The site is promoted through Call for Sites 2019 on behalf of a single landowner. There are no known legal issues.			
Site access and impact on road network	LCC Highways: Depending on the point of access (i.e. Sharnford Road or Leicester Road) the 30mph speed limit may need to be extended on Leicester Road. Otherwise, there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policy CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	144 (30dph)	6 - 10
Achievable	Yes			
Additional information				

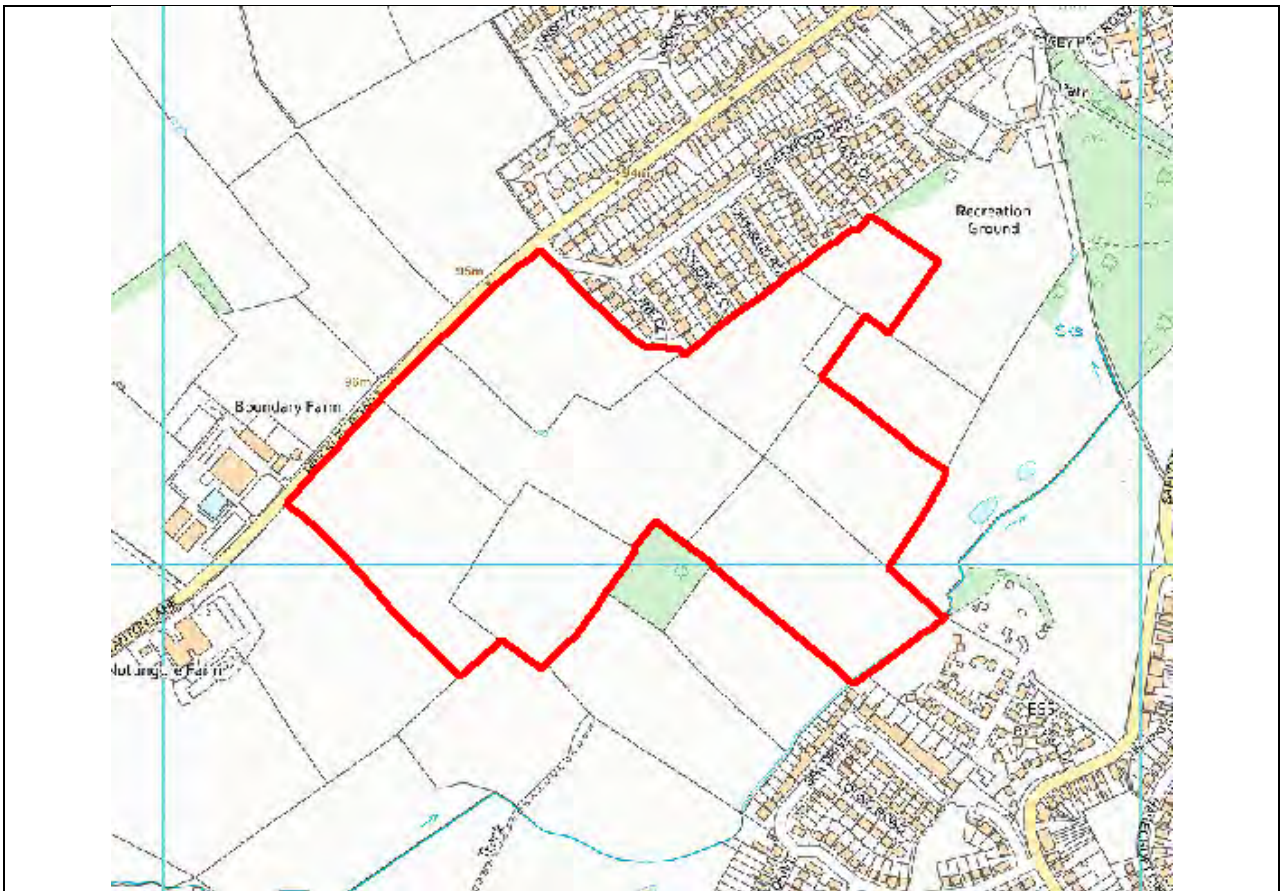


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Site Reference	Site Name	Parish
SAP031	Nuttingore Farm, Stanton Lane	Sapcote (and Stoney Stanton)
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
18.41	18.41	345 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448458	Agricultural land	Proposed Use
N 294124		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1210m of the Co-op store at Stoney Stanton	
Proximity to GP surgery	The site is within 970m of The Old School Surgery	
Proximity to primary school	The site is within 980m of Manorfield C of E Primary School	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage.	
Proximity to local employment	The site is within 1250m of employment opportunities at Foxbank Industrial Estate.	
Access to public transport	The site is within 1280m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley)	
Proximity to open space	The site is within 870m of (and adjoins) open space over 1 hectare at Memorial Playing Fields, Stoney Stanton	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: needs further survey before making a decision. All grassland, possible ridge and furrow; good-looking pond with what appears to be species-rich grassland around. Hedges and ditch / watercourse to north. Retain hedge / ditch with 5m buffer zone of natural open space. Retain pond and associated habitats, possibility of more spp-rich grassland to retain as well. Retain LWS tree with no public / private open space under crown except informal open space.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; expansion around the edges of Stoney Stanton and Sapcote may result in the loss of individual identities; and loss of already scarce hedgerow trees.	
Heritage assets	There are no designated heritage assets on site or nearby. LCC Archaeology advise possible roman inhumation cemetery on-site (MLE284). Other known archaeological remains are within the vicinity. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 and almost all has a moderate likelihood of being best and most versatile land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is mostly agricultural land and includes farm buildings	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	The site is has no known land contamination, pollution or other environmental quality issues.	
Minerals and waste	The eastern part of the site is within the Minerals Consultation Zone for rock. It is not affected by a safeguarded waste facility.	

Site Reference	Site Name	Parish		
SAP031	Nuttingore Farm, Stanton Lane	Sapcote (and Stoney Stanton)		
ECONOMIC Factors				
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a single landowner.			
Site access and impact on road network	The site promoter indicates main access from Hinckley Road. LCC Highways advise Hinckley Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Hinckley Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. The LHA would recommend that access be gained from either Underwood Drive or Howe Close. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Part Area of Separation and part Countryside (Policies CS17, CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	345 dwellings (30dph)	11 - 15
Achievable	Yes			
Additional information	Site also submitted as part of STO026 – Land west of Stoney Stanton. SAP031 is assessed as a standalone site. The site promoter estimates a yield of 340 dwellings.			



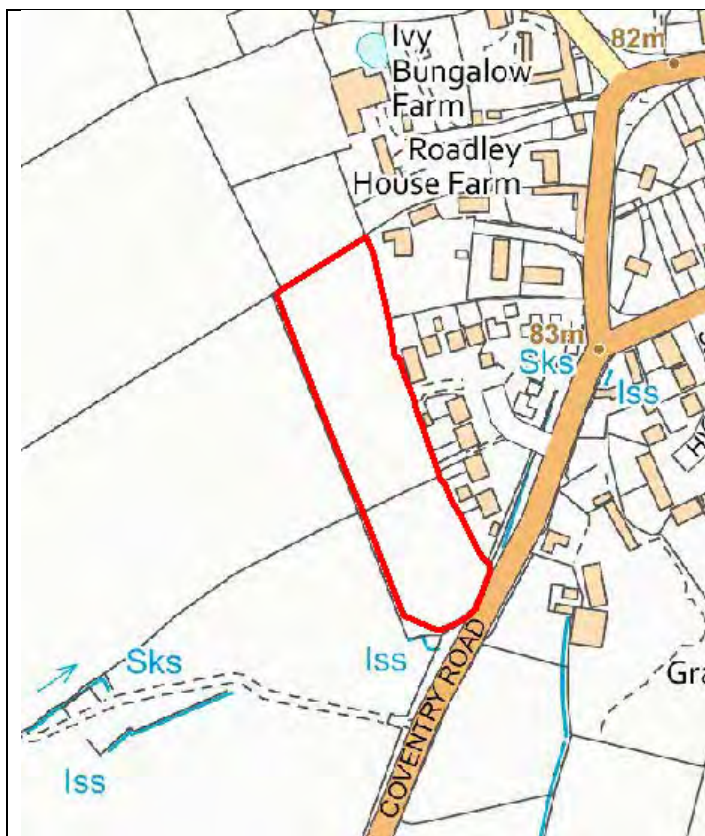
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Parish: Sharnford

Site Reference	Site Name	Parish
SHA008	Land west of Coventry Road	Sharnford
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.87	0.87	21 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 447760	Agricultural	Proposed Use
N 291552		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 2610m of the Co-operative store in Sapcote.	
Proximity to GP surgery	The site is within 4020m of The Old School Surgery in Stoney Stanton.	
Proximity to primary school	The site is within 1040m of Sharnford Primary School.	
Proximity to secondary school	The site is within 5320m of Hastings High School in Burbage.	
Proximity to local employment	The site is within 4550m of Foxbank Industrial Estate in Stoney Stanton.	
Access to public transport	The site is within 350m of a bus stop with an infrequent (every two to three hours) bus service (X55).	
Proximity to open space	The site is within 1810m of open space over 1 hectare at Fosse Meadows nature reserve.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: part OK with mitigation, part further survey needed. Grassland to north and south may be species-rich; the destroyed LWS was. Retain hedges and trees with at least 5m buffer zone natural open space.	
Townscape and landscape	The site is located in the Stoney Stanton Rolling Farmland Character Area.	
Heritage assets	There are no protected heritage assets on or adjacent to the site. LCC Archaeology: no known archaeological remains on-site. Sharnford settlement core (MLE316) lies along the eastern boundary; medieval / post-medieval pits and ditches (MLE22888) were recorded to the immediate east. Heritage potential is medium-risk.	
Soil resources	The site is categorised as urban / industrial land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk.	
Land contamination, pollution and hazards	The site is within 250m of a historic landfill site to the south (adjacent to the B4114). Further investigation may be required to determine any potential land contamination / pollution.	
Minerals and waste	The site is not within a Minerals Consultation Zone or is the site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership by a house-builder.	
Site access and impact on road network	Public footpath U80 crosses east to west through the site. Access is proposed through the new-build residential development to the east. LCC highways: Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set	

Site Reference	Site Name	Parish		
SHA008	Land west of Coventry Road	Sharnford		
		out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is in Countryside (policy CS18)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	21 (30dph)	6 - 10
Achievable	Yes			
Additional information				



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Parish: Stoney Stanton

Site Reference	Site Name	Parish
STO002	Land at Boundary Farm (smaller site) Stanton Lane	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
9.65	9.65	180 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448894	Agricultural land	Proposed Use
N 295681		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1090m of the Co-op store at Stoney Stanton.	
Proximity to GP surgery	The site is within 840m of the Old School Surgery in Stoney Stanton.	
Proximity to primary school	The site is within 850m of Manorfield C of E Primary School.	
Proximity to secondary school	The site is more than 5km to Heath Lane Academy, Earl Shilton or Hastings High School, Burbage.	
Proximity to local employment	The site is within 1110m of Foxbank Industrial Estate, Station Road, Stoney Stanton.	
Access to public transport	The site is within 1250m of a bus stop with a low frequency service (2 hourly) (X55 Leicester to Hinckley)	
Proximity to open space	The site is within 760m of open space over 1 hectare at Memorial Playing Fields.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology advise that there are possible protected species and that protected species and habitat surveys are required.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland Landscape Character Area and is characteristic of this. Key pressures include expansion around the edges of Stoney Stanton (and Sapcote) which may result in the loss of their individual identities, the loss of already scarce hedgerow trees, and increased urban influence at the edge of villages which may reduce the already fragmenting rural character.	
Heritage assets	There are no designated heritage assets within the vicinity. LCC Archaeology advise that heritage potential is high.	
Soil resources	The land is Grade 3. Approximately 60% of the site has a moderate likelihood of being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.	
Previously developed land	The site is currently in agricultural use and so is greenfield.	
Flood risk	The site is located in Flood Zone 1.	
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination or landfill, pollution and the site is unlikely to cause groundwater pollution or other environmental quality issues.	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted through Call for Sites 2019 on behalf of a single landowner who intends to sell / develop the site. There are no known legal issues.	
Site access and impact on road network	LCC Highways advise that the 30mph speed limit may need to be extended and a footway provided adjacent to the site on	

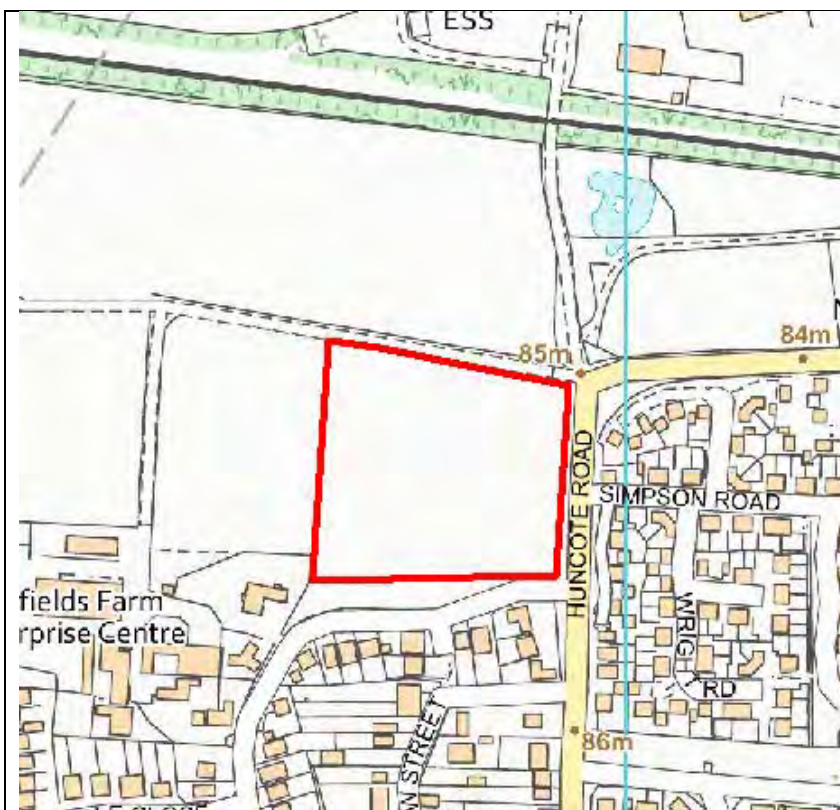
Site Reference	Site Name	Parish		
STO002	Land at Boundary Farm (smaller site) Stanton Lane	Stoney Stanton		
		Hinckley Road. The walking distances to bus stops may exceed recommended distances set out in LHDG and if this can be addressed there are no apparent fundamental reasons to exclude this site from consideration at this stage.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policy Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	180 (30dph)	6 - 10
Achievable	Yes			
Additional information		The site promoter indicates that the estimated dwelling yield is 120 dwellings. The site is also promoted as a wider development (see STO026). Do not count towards final housing numbers to avoid double counting.		



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Site Reference	Site Name	Parish
STO009	Land west of Huncote Road	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.54	1.54	37 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448894	Agricultural land	Proposed Use
N 295681		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1130m of the Co-op store at Stoney Stanton.	
Proximity to GP surgery	The site is within 1190m of the Old School Surgery, Stoney Stanton.	
Proximity to primary school	The site is within 1260m of Manorfield C of E Primary School.	
Proximity to secondary school	The site is more than 5km from Heath Lane Academy, Earl Shilton or Thomas Estley College, Broughton Astley	
Proximity to local employment	The site is within 1560m of employment opportunities at Foxbank Industrial Estate.	
Access to public transport	The site is within 160m of a bus stop with a low frequency service (2 hourly) (X55 Leicester to Hinckley).	
Proximity to open space	The site is within 630m of open space over 1 hectare at Cadle Close.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Arable field with hedges. LCC ecology advise that possible protected species surveys needed.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area, and is characteristic of this. A predominantly arable farmland, with gently rolling topography, with low hedgerows that create an open character. Key pressures for the character area are increased urban influences at the edge of villages and the construction of tall buildings which would contrast with relatively uniform rooflines within villages.	
Heritage assets	There are no designated heritage assets on the site or in the vicinity. LCC Archaeology advise that heritage potential is high.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is within Flood Zone 1.	
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination or landfill, pollution, groundwater pollution or other environmental quality issues	
Minerals and waste	The site is not located in a Minerals Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a developer. There is a single landowner and no known legal issues.	
Site access and impact on road network	LCC Highways advise that a suitable access / junction will need to be demonstrated and also may require the 30mph speed limit to be extended. Otherwise, there are no apparent	

Site Reference	Site Name	Parish		
STO009	Land west of Huncote Road	Stoney Stanton		
		fundamental reasons to exclude this site from consideration at this stage.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	37 (30dph)	6 - 10
Achievable	Yes			
Additional information				



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Site Reference	Site Name	Parish
STO016	Land south of Hinckley Road	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
2.26	2.26	42 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448390	Agricultural land	Proposed Use
N 294225		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 990m of the Co-op store, Stoney Stanton	
Proximity to GP surgery	The site is within 750m of the Old School Surgery, Stoney Stanton.	
Proximity to primary school	The site is within 760m of Manorfield C of E Primary School.	
Proximity to secondary school	The site is more than 5km to Heath Lane Academy, Earl Shilton or Thomas Estley College, Broughton Astley.	
Proximity to local employment	The site is within 1000m of Foxbank Industrial Estate, Station Road, Stoney Stanton.	
Access to public transport	The site is within 1160m of a bus stop with a low frequency service (2 hourly) (X55 Leicester to Hinckley).	
Proximity to open space	The site is within 670m of open space over 1 hectare at Memorial Playing Fields, Stoney Stanton.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Arable land. Possible protected species. LRERC advise that species and hedge surveys required.	
Townscape and landscape	The site is located within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. The site comprises an arable field with hedgerow boundaries which is characteristic of the landscape character area. Key pressures include expansion around the edges of Stoney Stanton (and Sapcote) which may result in the loss of their individual identities, the loss of already scarce hedgerow trees, and increased urban influence at the edge of villages which may reduce the already fragmenting rural character.	
Heritage assets	There are no designated heritage assets within the site or in the vicinity. Possible Roman cemetery is nearby (MLE284). LCC Archaeology advise that heritage potential is high.	
Soil resources	The land is Grade 3. Approximately 80% of the site has a moderate likelihood of being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land.	
Flood risk	The site is located in Flood Zone 1.	
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination or landfill, pollution, groundwater pollution or other environmental quality issues.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or is a site protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a single landowner who intends to sell or develop the site. There are no known legal issues.	
Site access and impact on road network	The site promotor indicates that site can be accessed from Hinckley Road. LCC Highways advise that the 30mph speed	

Site Reference	Site Name	Parish		
STO016	Land south of Hinckley Road	Stoney Stanton		
		limit may need to be extended and that the walking distance to bus stops may exceed recommended distances set out in the LHDG. If these issues can be addressed there are no apparent fundamental reasons to exclude this site from consideration at this stage.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	42 (30dph)	6 - 10
Achievable	Yes			
Additional information		The site is also promoted separately on behalf of the landowner as part of a wider development (see STO026). It also forms part of larger site SAP031. Do not count towards final housing numbers to avoid double counting.		

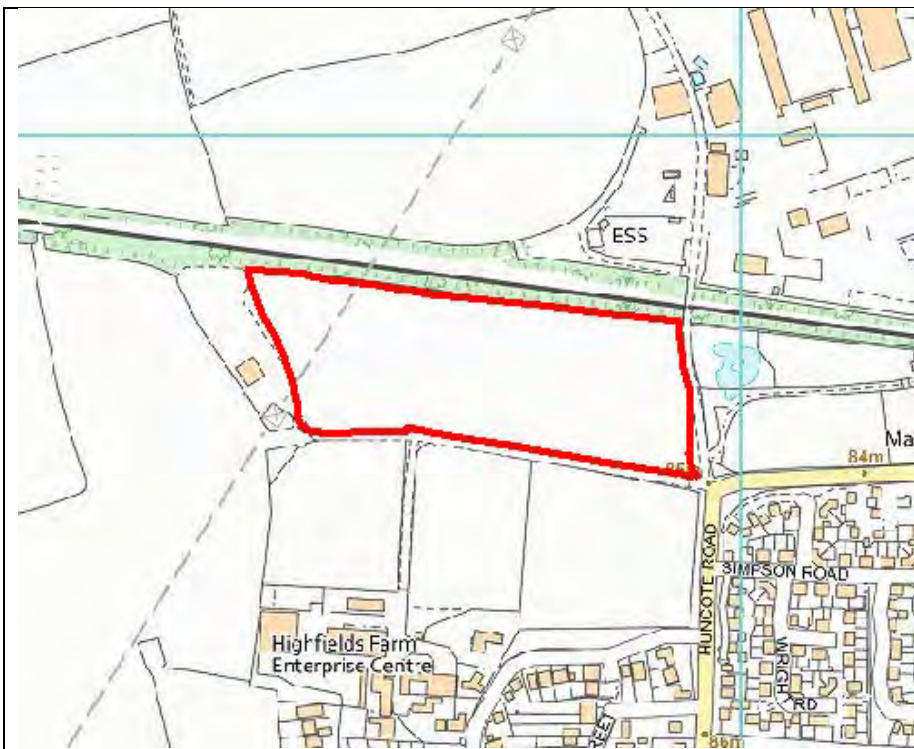


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Site Reference	Site Name	Parish
STO019	Land at junction of Huncote Road and Calor Gas access road	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3.6	3.6	47 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448806	Agricultural land	Proposed Use
N 295812		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1300m of the Co-op store at Stoney Stanton	
Proximity to GP surgery	The site is within 1420m of the Old School Surgery, Stoney Stanton.	
Proximity to primary school	The site is within 1480m of Manorfield C of E Primary School.	
Proximity to secondary school	The site is more than 5km from Heath Lane Academy, Earl Shilton or Thomas Estley College, Broughton Astley.	
Proximity to local employment	The site is within 1650m of employment opportunities at Foxbank Industrial Estate	
Access to public transport	The site is within 370m of a bus stop with a low frequency service (2 hourly) (X55 Leicester to Hinckley).	
Proximity to open space	The site is within 800m of open space over 1 hectare at Cadle Close.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Wildlife corridor to the north of the site. LRERC advise that protected species surveys required.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland Landscape Character Area, and is characteristic of this. A predominantly arable farmland, with gently rolling topography, with low hedgerows that create an open character. Key pressures for the character area are increased urban influences at the edge of villages and the construction of tall buildings which would contrast with relatively uniform rooflines within villages.	
Heritage assets	Former 19th century 'tramway' cutting within western limit of site and railway along northern boundary. Roman, Medieval and Post-Medieval finds recorded in vicinity. Some potential for archaeological remains to be present. LCC Archaeology advise that the heritage potential is medium.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 (source: EA), and there are no other known forms of flood risk (source: SFRA).	
Land contamination, pollution and hazards	Electricity lines run across the north west corner and the north west corner is within the Hazard Consultation Zone for Calor Gas. This may affect the developable area of the site. The site is unlikely to be affected by land contamination / landfill or cause groundwater pollution.	
Minerals and waste	The site is not located in a Mineral Consultation Zone or is a site protected for a waste facility.	

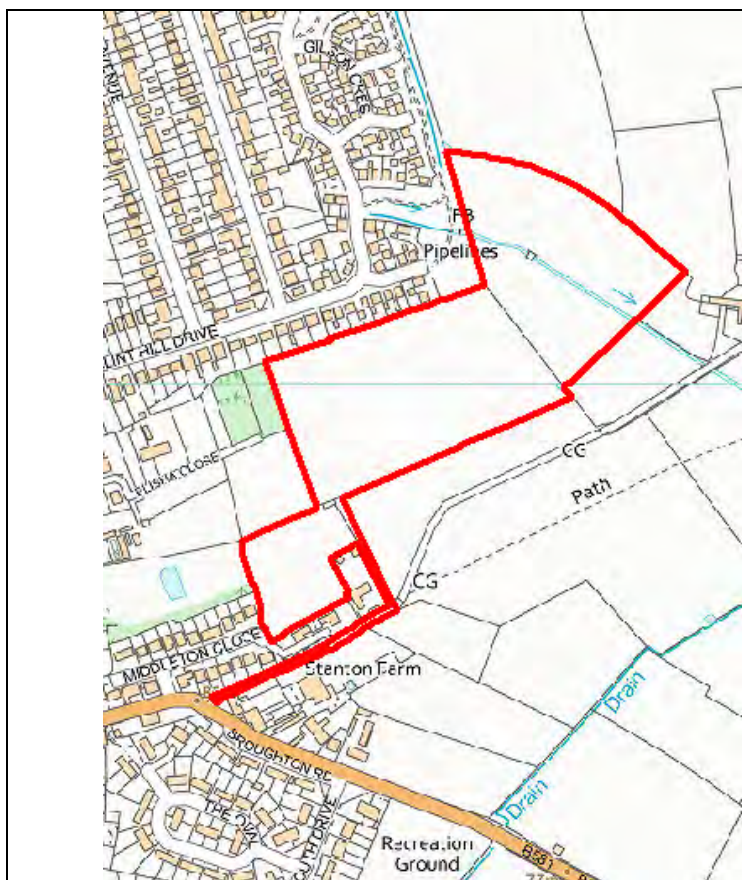
ECONOMIC Factors				
Available and achievable		The site is promoted through the Call for Sites 2019 on behalf of a landowner and a developer who intend to sell / develop the site. There are no known legal issues.		
Site access and impact on road network		LCC Highways advise that the site is unlikely to be acceptable due to the access road joining Huncote Road on a sharp bend which is subject to a 60mph speed limit. Unless the applicant can demonstrate that a suitable form of access / junction can be provided, the Highways Authority is likely to resist a planning application if it was to come forward.		
Overall Assessment				
Identified Red Constraints		Yes. Approx. 30% within Hazard Consultation Zone.		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	47 (30dph)	6 - 10
Achievable	Yes			
Additional information		Part of the site is not suitable for development as it is within the Hazard Consultation Zone; this could affect the deliverability of the site.		



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Site Reference	Site Name	Parish
STO023	Land off Middleton Close	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.48	5.48	102 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 449395	Agricultural land	Proposed Use
N 294986		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 530m of the Co-op store in Stoney Stanton centre	
Proximity to GP surgery	The site is within 800m of The old School Surgery	
Proximity to primary school	The site is within 850m of Manorfield C of E Primary School	
Proximity to secondary school	The site is within 4800m of Thomas Estley College, Broughton Astley	
Proximity to local employment	The site is within 1020m of employment opportunities at Foxbank Industrial Estate	
Access to public transport	The site is within 540m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley)	
Proximity to open space	The site is within 840m of open space over 1 hectare at Memorial Playing Fields.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology advise that protected species surveys are required. All grassland, which may be species-rich, some adjacent grassland was, but is not part developed. Watercourse through northern part needs protection with 5m buffer zone to bank. Northern hedge also looks good, with mature trees; 10m buffer. 5m buffer to other retained hedges; all buffer zones to be natural open space.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland Landscape Character Area, and is characteristic of this. The site is farmland, with a gently rolling topography and low hedgerow boundaries. Key pressures for the character area are increased urban influences at the edge of villages and the construction of tall buildings which would contrast with relatively uniform rooflines within villages.	
Heritage assets	The south-west part of the site appears to contain the remains of Medieval Ridge and Furrow cultivation but their condition and significance are not currently understood. Roman, Medieval and Post-Medieval coins have been recovered within and adjacent to the site and the Historic Settlement Core lies to the west. LCC Archaeology advise that heritage potential is uncertain and further investigation is required.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 (source: EA).	
Land contamination, pollution and hazards	The site is unlikely to be affected by land contamination / landfill or pollution and the site is unlikely to cause groundwater pollution.	

Site Reference	Site Name	Parish		
STO023	Land off Middleton Close	Stoney Stanton		
Minerals and waste	The eastern part of the site is within the Mineral Consultation Zone for rock. The site is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is promoted through Call for Sites 2019 on behalf of a single landowner who intends to sell / develop the site. There are no known detrimental legal issues.			
Site access and impact on road network	The site promoter indicates access is via a byway or via Middleton Close / Abbot Drive subject to third party landownership. LCC Highways advises that there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained in the LHDG.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	Countryside (Policies CS18 and Policies Map)			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	102 (30dph)	6 - 10
Achievable	Yes			
Additional information				



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Site Reference	Site Name	Parish
STO024	Land north of Broughton Road	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
5.91	5.91	110 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 449641	Agriculture, paddocks	Proposed Use
N 294617		1 st choice: residential 2 nd choice: employment
SOCIAL Factors		
Proximity to large convenience store	The site is within 690m of the Co-op store in Stoney Stanton centre	
Proximity to GP surgery	The site is within 970m of The old School Surgery	
Proximity to primary school	The site is within 1010m of Manorfield C of E Primary School	
Proximity to secondary school	The site is within 4210m of Thomas Estley College, Broughton Astley	
Proximity to local employment	The site is within 1190m of employment opportunities at Foxbank Industrial Estate	
Access to public transport	The site is within 700m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley)	
Proximity to open space	The site is within 1000m of open space over 1 hectare at Memorial Playing Fields.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: further surveys required. All grassland, which may be species-rich. Some good mature trees and hedges 5m buffer to retained hedges; all buffer zones to be natural open space.	
Townscape and landscape	The site is located within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include expansion around the edges of Stoney Stanton (and Sapcote) which may result in the loss of their individual identities, the loss of already scarce hedgerow trees, and increased urban influence at the edge of villages which may reduce the already fragmenting rural character.	
Heritage assets	There are no designated heritage assets on site or nearby. LCC Archaeology advise Iron Age site (MLE17840) to east of the area on-site, historic settlement core of Stoney Stanton to the west. Heritage potential is medium risk.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	There are non known land contamination, landfill, pollution or other environmental quality issues.	
Minerals and waste	The southern edge of the site is within the Minerals Consultation Zone for rock. The site is not affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a single landowner. There are no known legal issues.	
Site access and impact on road network	LCC Highways advise Broughton Road is a class B road with a 60mph speed limit. At the approach to the village, the speed	

Site Reference	Site Name	Parish		
STO024	Land north of Broughton Road	Stoney Stanton		
		limit changes to 30mph. Access from Broughton Road contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. For employment development, the local community has concerns about traffic flows in the village in respect of HGVs.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policies CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	110 (30dph)	6 - 10
Achievable	Yes			
Additional information		The site promoter considers that the site may also be suitable for other uses such as small-scale employment, retail, leisure, recreation or community facilities. The employment floorspace yield would be 23,049sqm (mix of B uses).		

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Site Reference	Site Name	Parish
STO025	Land south of Broughton Road	Stoney Stanton
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
8.85	8.85	165 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 449422	Agriculture, paddocks	Proposed Use
N 294385		1 st choice: Residential 2 nd choice: Employment
SOCIAL Factors		
Proximity to large convenience store	The site is within 840m of the Co-op store in Stoney Stanton centre	
Proximity to GP surgery	The site is within 1100m of The Old School Surgery	
Proximity to primary school	The site is within 1150m of Manorfield C of E Primary School	
Proximity to secondary school	The site is within 4250m of Thomas Estley College, Broughton Astley	
Proximity to local employment	The site is within 1330m of employment opportunities at Foxbank Industrial Estate	
Access to public transport	The site is within 840m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley)	
Proximity to open space	The site is within 850m of open space over 1 hectare at natural greenspace / Memorial Playing Fields.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology advise further surveys required. All grassland, which may be species-rich, some grassland known to be good in past. Some good mature trees and hedges 5m buffer to retained hedges; all buffer zones to be natural OS.	
Townscape and landscape	The site is located within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include expansion around the edges of Stoney Stanton (and Sapcote) which may result in the loss of their individual identities, the loss of already scarce hedgerow trees, and increased urban influence at the edge of villages which may reduce the already fragmenting rural character.	
Heritage assets	There are no designated heritage assets on site or nearby. LCC Archaeology advise no known archaeological remains on the site. Quarry at Stoney Cove to immediate south (MLE21730) and Iron Age site to the east (MLE17840). Heritage potential is medium risk.	
Soil resources	The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is agricultural land and so greenfield.	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	There are non known land contamination, landfill, pollution or other environmental quality issues.	
Minerals and waste	The site is within the Minerals Consultation Zone for rock. The site is not affected by a safeguarded waste facility.	
ECONOMIC Factors		
Available and achievable	The site is promoted through the Call for Sites 2019 on behalf of a single landowner who has held discussions with potential developers. There are no known legal issues.	
Site access and impact on	LCC Highways advise Broughton Road is a class B road with	

Site Reference	Site Name	Parish		
STO025	Land south of Broughton Road	Stoney Stanton		
road network	a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Broughton Road contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG. For employment development, the local community has concerns about the potential for HGVs to travel through the village.			
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	165 (30dph)	6 - 10
Achievable	Yes			
Additional information		The site promoter considers that the site may also be suitable for other uses such as small scale employment, retail, leisure, recreation or community facilities. The employment floorspace yield would be 34,515sqm (mix of B uses).		

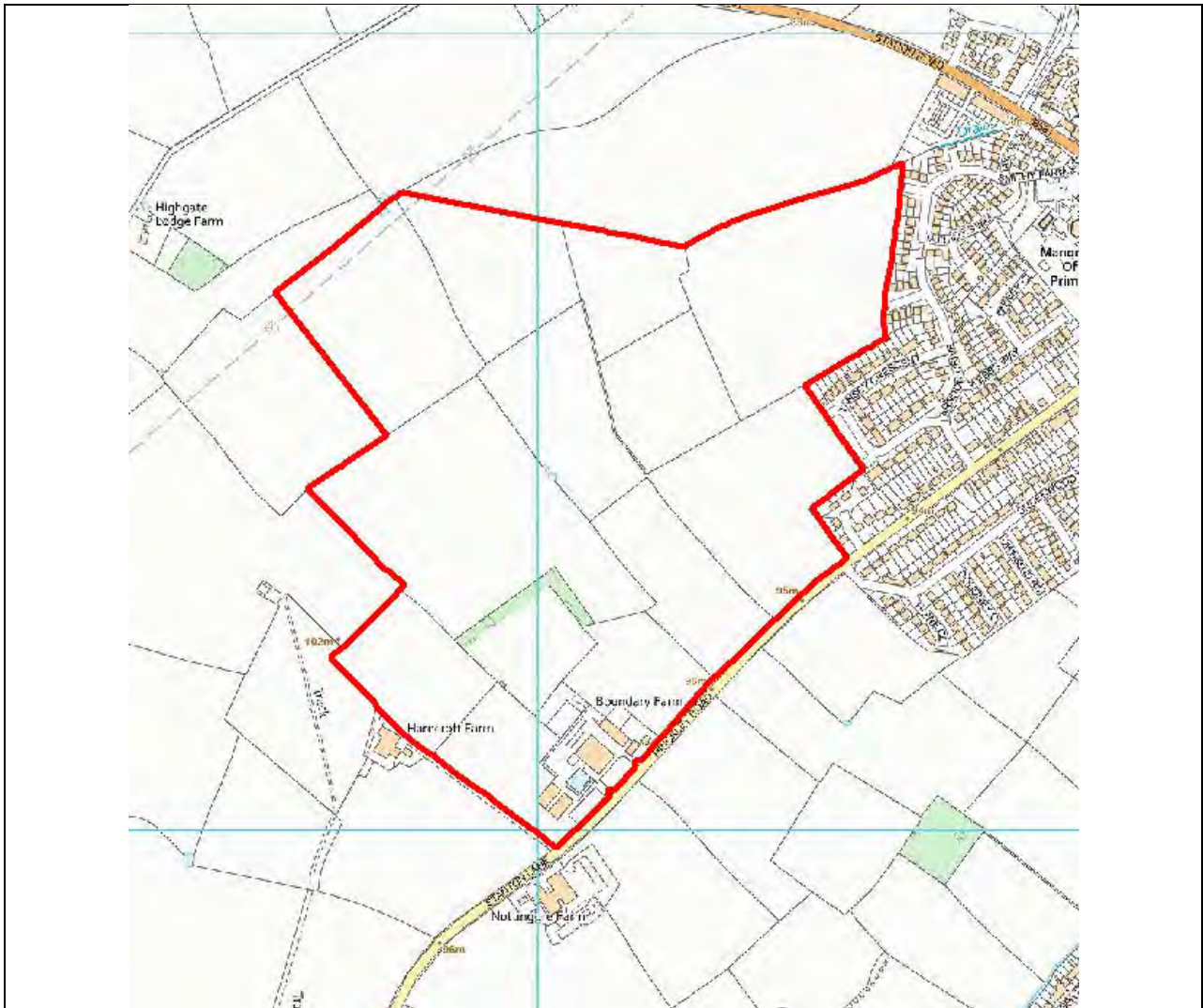


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Site Reference	Site Name	Parish
STO028	Boundary Farm, Stanton Lane	Stoney Stanton (a small part of the site is in Sapcote parish)
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
41.25	41.25	618 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 448079	Agricultural land and farm buildings	Proposed Use
N 294439		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1120m of the Co-op store at Stoney Stanton	
Proximity to GP surgery	The site is within 920m of The Old School Surgery	
Proximity to primary school	The site is within 920m of Manorfield C of E Primary School	
Proximity to secondary school	The site is more than 5km from Thomas Estley Community College, Broughton Astley and Hastings High School, Burbage.	
Proximity to local employment	The site is within 1190m of employment opportunities at Foxbank Industrial Estate.	
Access to public transport	The site is within 1220m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley)	
Proximity to open space	The site is within 720m of open space over 1 hectare at Memorial Playing Fields, Stoney Stanton	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology advise that further surveys are required. Arable farmland. It is not known if any of this is species-rich, but this is not a particularly species-rich or diverse area of countryside. Development masterplans should be able to retain pockets of spp-rich grassland and habitat features such as hedges, ponds and mature trees.	
Townscape and landscape	The site is within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include: increased urban influence at the edges of villages emphasising the dominance of the built form in the landscape and reduces that already fragmenting rural character; expansion around the edges of Stoney Stanton and Sapcote may result in the loss of individual identities; and loss of already scarce hedgerow trees.	
Heritage assets	There are no designated heritage assets on site or nearby. LCC Archaeology: no known archaeological remains on-site, known archaeological remains in the vicinity. Heritage potential is medium.	
Soil resources	The site is Grade 3 and almost all has a moderate likelihood of being best and most versatile land. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.	
Previously developed land	The site is mostly agricultural land and includes farm buildings	
Flood risk	The site is within Flood Zone 1 (EA Maps)	
Land contamination, pollution and hazards	High voltage powerlines cross the site along the northern boundary. The site is has no known land contamination or pollution or issues.	
Minerals and waste	The site is not within a Minerals Consultation Zone or affected by a safeguarded waste facility.	

ECONOMIC Factors				
Available and achievable		The site is promoted through Call for Sites 2019 on behalf of a single landowner. There are no known legal issues.		
Site access and impact on road network		The site promoters indicate that site access is from Station Lane. LCC Highways advise that Hinckley Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Hinckley Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	618 (30dph)	11 - 15
Achievable	Yes			
Additional information		Site also submitted as part of STO026 – Land west of Stoney Stanton. STO028 is assessed as a standalone site but not counted towards the final housing numbers to avoid double-counting. The site promoter estimates a yield of 770 dwellings.		



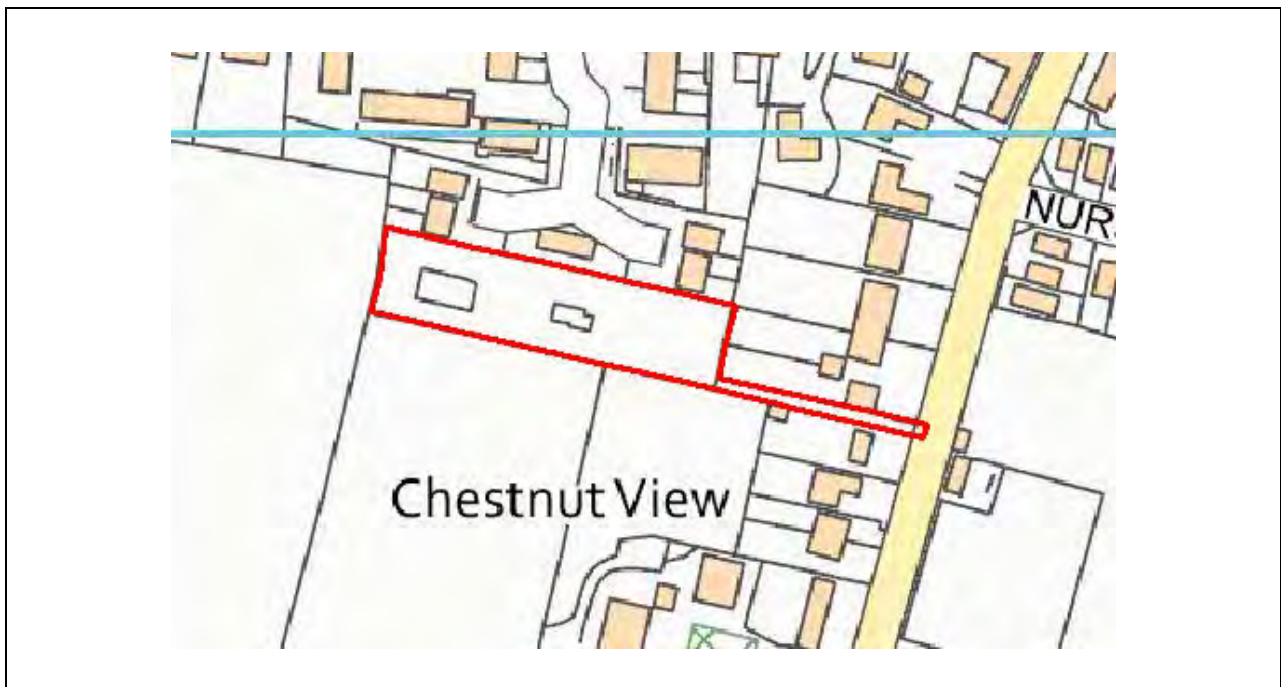
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Parish: Thurlaston

Site Reference	Site Name	Parish
THU003	Land at Croft Road	Thurlaston
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.3	0.3	7 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 450130	Vacant greenfield site	Proposed Use
N 298944		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 3850m of Tesco Express at Copt Oak Court, Narborough (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to GP surgery	The site is within 4380m of Enderby Medical Centre, Enderby (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to primary school	The site is within 250m of Thurlaston Primary School.	
Proximity to secondary school	The site is within 5200m of Brockington College, Enderby.	
Proximity to local employment	The site is within 3670m of Next head office, Enderby.	
Access to public transport	The site is within 350m of a bus stop with an infrequent service (the X55 bus, every two to three hours).	
Proximity to open space	The site is within 2330m of a source of open space over 1 hectare at Normanton Wood.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK. Existing garden/amenity space. Either retain hedge to south, if native, or replace with new hedge of locally native spp.	
Townscape and landscape	The site is located within the Normanton Agricultural Parkland landscape character area. Key characteristics of the character area are: a strongly rolling landform, substantial rectilinear blocks of woodland and a heavily vegetated backdrop and horizon. The site is small and so does not have many of the characteristics of the landscape character area, except for tall hedgerow boundaries that create a strong sense of enclosure.	
Heritage assets	The site contains no designated heritage assets. The Church of All Saints (a grade 2* listed building) is approximately 150m north of the site. LCC archaeology: medieval and post-medieval remains on site (MLE361); historic settlement core of Thurlaston to the north (MLE8995). Heritage potential is medium risk.	
Soil resources	The site is categorised as urban / industrial land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 and may be affected by 1 in 100 and 1 in 1,000 year surface water flood extent (source: SFRA 2014).	
Land contamination, pollution and hazards	The site has no known sources of land contamination or pollution.	
Minerals and waste	The site is not within a Minerals Consultation Zone and the site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues.	

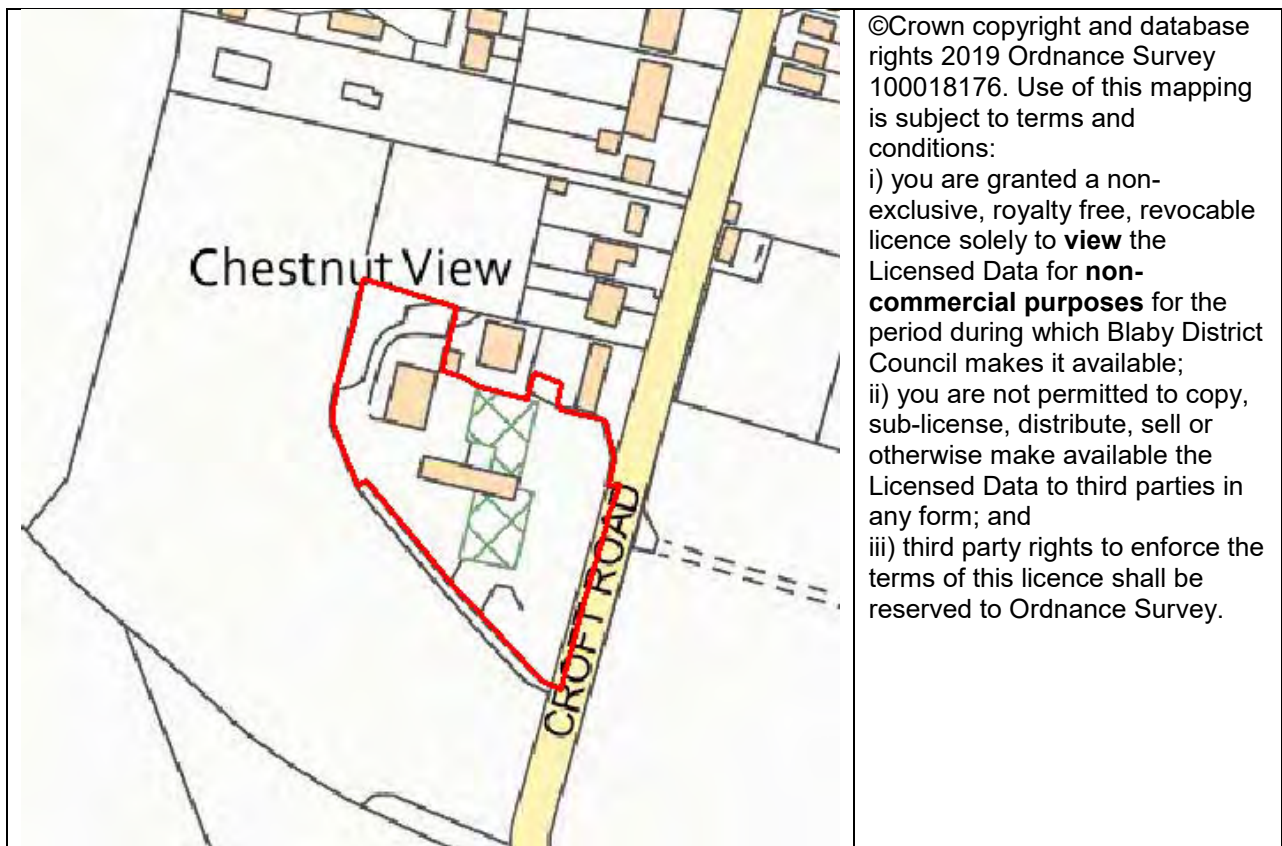
Site Reference	Site Name	Parish		
THU003	Land at Croft Road	Thurlaston		
Site access and impact on road network		LCC highways: Providing that adequate access widths can be achieved there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is in Countryside (policy CS18)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	7 (30dph)	6 – 10 years
Achievable	Yes			
Additional information				



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Site Reference	Site Name	Parish
THU004	Nursery, Hill View Nurseries	Thurlaston
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.61	0.61	15 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Yes
E 450156	Garden centre	Proposed Use
N 298830		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 3720m of Tesco Express at Copt Oak Court, Narborough (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to GP surgery	The site is within 4490m of Enderby Medical Centre, Enderby (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to primary school	The site is within 510m of Thurlaston Primary School.	
Proximity to secondary school	The site is within 5160m of Brockington College, Enderby (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to local employment	The site is within 3780m of Next head office, Enderby.	
Access to public transport	The site is within 320m of a bus stop with an infrequent service (the X55 bus, every two to three hours).	
Proximity to open space	The site is within 2610m of a source of open space over 1 hectare at Normanton Wood.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK. Plant new hedge. Already cleared/hardstanding; the only habitats are a few trees.	
Townscape and landscape	The site is located in the Countryside and is on the edge of the Normanton Agricultural Parkland landscape character area and the Thurlaston settlement character area. The site has a strong hedgerow boundary to Croft Road which is characteristic of the landscape character of the area	
Heritage assets	The site does not contain any designated heritage assets. LCC archaeology: no known archaeological remains on-site; medieval and post-medieval remains to north (MLE361), pit alignment to south (MLE364), possible Roman site south-east (MLE8651), historic settlement core of Thurlaston to north (MLE8995). Heritage potential is medium risk.	
Soil resources	The site is Grade 3 agricultural land and has a moderate likelihood of being best and most versatile.	
Previously developed land	The site is previously developed land.	
Flood risk	The site is in Flood Zone 1 and is affected by 1 in 100 and 1 in 1,000 year extent surface water flooding (source: SFRA 2014).	
Land contamination, pollution and hazards	The site has no known sources of land contamination or pollution.	
Minerals and waste	The site is not within a Minerals Consultation Zone and is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is currently in use as a garden centre. Development would require demolition of existing structures. The site is in single ownership and there is an intention to sell or develop the site for housing.	

Site Reference	Site Name	Parish		
THU004	Nursery, Hill View Nurseries	Thurlaston		
Site access and impact on road network	LCC highways: Croft Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Croft Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in Countryside.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	15 (30dph)	11 – 15 years
Achievable	Yes			
Additional information	The site is not currently available as an existing business is in operation.			



Site Reference	Site Name	Parish
THU005	Land east of Croft Road	Thurlaston
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.81	1.81	44 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 450300	Paddock with stable building, store and field shelters.	Proposed Use
N 298864		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 3810m of Tesco Express at Copt Oak Court, Narborough (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to GP surgery	The site is within 4410m of Enderby Medical Centre, Enderby (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to primary school	The site is within 420m of Thurlaston Primary School.	
Proximity to secondary school	The site is within 5060m of Brockington College, Enderby (although the route uses public footpaths that cross fields and so may not be practical in adverse weather conditions).	
Proximity to local employment	The site is within 3690m of Next head office, Enderby.	
Access to public transport	The site is within 230m of a bus stop with an infrequent service (the X55 bus, every two to three hours).	
Proximity to open space	The site is within 2480m of a source of open space over 1 hectare at Normanton Wood.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: needs further surveys before making a decision. All grassland, some may be species-rich. Retain all hedges, including cross hedge in southern part, with 5m buffer zones of natural open space.	
Townscape and landscape	The site is located in the Thurlaston Rolling Farmland landscape character area which is characterised by: a gently rolling landform, a simple land-use pattern and large fields bounded by well-managed hedgerows. The site is used for grazing and has a strong hedgerow / heavily vegetated south and eastern boundary.	
Heritage assets	There are no designated heritage assets on the site or adjacent. LCC archaeology: no known archaeological remains on-site; historic settlement core of Thurlaston to north (MLE8995), medieval and post-medieval remains to immediate west (MLE361), possible Roman site to south (MLE8651). Heritage potential is medium risk.	
Soil resources	The site is Grade 3 agricultural land and has a moderate likelihood of being best and most versatile.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk.	
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.	
Minerals and waste	The site is not within a Minerals Consultation Zone and the site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there is an intention from the landowner to sell or develop the site.	

Site Reference	Site Name	Parish		
THU005	Land east of Croft Road	Thurlaston		
Site access and impact on road network	Public footpath V74 crosses part of the site in the south-western corner. LCC Highways: Croft Road is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Croft Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in Countryside.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	44 (30dph)	6 - 10 years
Achievable	Yes			
Additional information				




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Parish: Whetstone

Site Reference	Site Name	Parish
WHE004	Land off Station Street	Whetstone
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.89	0.89	22 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 455438	Grazing / paddock	Proposed Use
N 297618		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1160m of the Co-operative convenience store on the corner of Warwick Road and Cambridge Road, Whetstone.	
Proximity to GP surgery	The site is within 1630m of Hazelmere Medical Centre, Lutterworth Road, Blaby.	
Proximity to primary school	The site is within 680m of St Peter's CoE Primary School, Whetstone.	
Proximity to secondary school	The site is within 2190m of Brockington College, Enderby.	
Proximity to local employment	The site is within 600m of Enderby Road Industrial Estate, Whetstone.	
Access to public transport	The site is within 280m of a bus stop served by a regular frequency bus service (no. 84 bus).	
Proximity to open space	The western boundary of the site adjoins Back Lane Meadows (Natural Green Space that is over 1 hectare in size).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: Possible spp rich grassland. Possible protected species. Protected spp and habitat surveys needed.	
Townscape and landscape	The site is in the Sence and Soar Floodplain Landscape Character Area which has key features of: a floodplain landscape associated with the rivers Sence and Soar, wetland meadow and vegetation typical of wetland environments, and vegetated urban edges. The site appears to be used as a horse paddock and has strongly vegetated boundaries.	
Heritage assets	There are no designated heritage assets on the site. Whetstone Grange is a grade II listed property approximately 100m north of the site. LCC archaeology: heritage potential is medium.	
Soil resources	The site is categorised as being urban / industrial land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk (source: SFRA 2014).	
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.	
Minerals and waste	Part of the site to the west is in a Minerals Consultation Zone. The site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues or covenants. The site owner has not expressly said that there is an intention to sell or develop the site in the immediate future.	
Site access and impact on road network	LCC highways: the site appears to be off Back Lane (footpath Z106) rather than Station Street, Whetstone. Back Lane (Z106) is maintained as an adopted footpath, as such it is not	

Site Reference	Site Name	Parish		
WHE004	Land off Station Street	Whetstone		
		appropriate for daily vehicular use and a change of use would require considerable upgrade and widening. If it can be demonstrated that a suitable access can be provided then there are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development Control process might lead to the site being viewed less favourably.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is located in Green Wedge.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	22 (30dph)	11 - 15 years
Achievable	No			
Additional information		The site is not considered to be achievable because of the identified highways constraints.		




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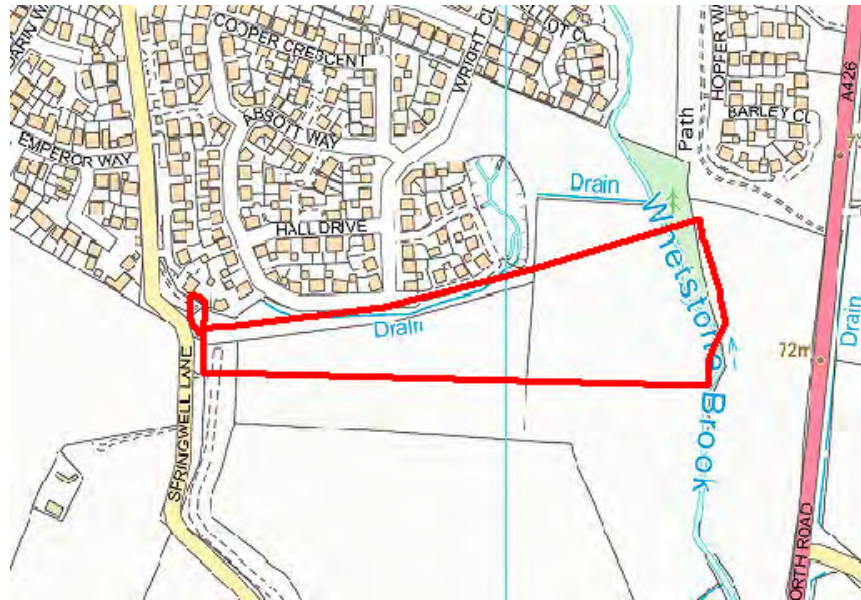
Site Reference	Site Name	Parish		
WHE019	JC Remedial, The Nook	Whetstone		
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)		
0.18 ha	0.18 ha	5 dwellings (30dph)		
Grid Ref	Current Use	Previously Developed	Yes	
E 455786	Industrial building	Proposed Use		
N 297207		Residential		
SOCIAL Factors				
Proximity to large convenience store	The site is within 340m of the Co-operative convenience store on the corner of Warwick Road and Cambridge Road, Whetstone.			
Proximity to GP surgery	The site is within 1320m of Hazelmere Medical Centre, Lutterworth Road, Blaby.			
Proximity to primary school	The site is within 290m of St Peter's CoE Primary School, Whetstone.			
Proximity to secondary school	The site is within 2700m of Countesthorpe Leysland Community College.			
Proximity to local employment	The site is within 480m of the Whittle Industrial Estate, Whetstone.			
Access to public transport	The site is opposite a bus stop served by a regular frequency bus service (no. 84 bus).			
Proximity to open space	The site is within 420m of a source of open space over 1 hectare at Spinney Holt informal open space.			
ENVIRONMENTAL Factors				
Biodiversity and geodiversity	Impact on biodiversity and geodiversity considered as part of the previous planning application and found to be acceptable.			
Townscape and landscape	The site is within the urban area of Whetstone.			
Heritage assets	Impact on archaeology / heritage considered as part of the previous planning application and found to be acceptable.			
Soil resources	The site is categorised as being urban / industrial land.			
Previously developed land	The site is previously developed land.			
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk (source: SFRA 2014).			
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.			
Minerals and waste	The site is not in a Minerals Consultation Zone. The site is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is currently in use by a business and there has been no recent planning history since a planning application in 2013. Therefore, the site may not be available for development.			
Site access and impact on road network	Site access considered as part of the previous planning application and found to be acceptable.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is located within the settlement boundary.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	No	Developable	5 (30dph)	11 – 15 years
Achievable	Yes			

Site Reference	Site Name	Parish
WHE019	JC Remedial, The Nook	Whetstone
Additional information	Planning permission for the construction of 21 apartments expired in May 2018 (planning application reference: 13/0005/1/OX). The site is not available as it is in use by a business.	

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Site Reference	Site Name	Parish
WHE026	Land south of Abbott Way	Whetstone
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3.28	2.21	41 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 455977	Agriculture	Proposed Use
N 295638		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 610m of the Co-operative food store on Dog and Gun Lane, Whetstone (if access is to be obtained through the adjacent site).	
Proximity to GP surgery	The site is within 2110m of Hazelmere medical centre, Blaby.	
Proximity to primary school	The site is within 730m of Badgerbrook Primary School, Whetstone.	
Proximity to secondary school	The site is within 2010m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 910m of the Whittle Industrial Estate, Whetstone.	
Access to public transport	The site is within 500m of a bus stop served by a regular frequency bus service (no. 84 bus).	
Proximity to open space	The site is adjacent to amenity space provided as part of the new-build development off Wright Close, Whetstone.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: needs further survey before making a decision. Whetstone Brook is important wildlife corridor, with water vole. Retain at least 10m buffer zone of natural vegetation along. Retain hedges with 5m natural buffer zones. But grassland looks species-rich from aerials, and it may need to be conserved and not developed.	
Townscape and landscape	The site is in the Blaby, Countesthorpe and Whetstone Fringe landscape character area which has strong urban fringe characteristics and small-to-medium sized fields with well-maintained tall hedgerows. The site is characteristic of this.	
Heritage assets	The site contains no designated heritage assets and the site is not in close proximity to any designated heritage assets (the listed buildings at The Drive, Countesthorpe are approximately 1km away from the site). LCC archaeology: no known archaeological remains on-site; undated mounds, Cosby Road off-site (MLE54). Heritage potential is medium risk.	
Soil resources	The site is grade 3 agricultural land with a moderate likelihood of being best and most versatile.	
Previously developed land	The site is greenfield.	
Flood risk	Whetstone Brook runs along the site's eastern boundary and this part of the site is in Flood Zone 3b (source: SFRA 2014). Parts of the site appear to be affected by 1 in 100 and 1 in 1,000 year extent surface water flooding.	
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.	
Minerals and waste	A small part of the site is in a Minerals Consultation Zone and the site is not protected as a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and under option to a house-builder. There is an intention to develop the land and there are	

Site Reference	Site Name	Parish		
WHE026	Land south of Abbott Way	Whetstone		
Site access and impact on road network		no known legal issues or covenants. LCC highways: Springwell Lane is an unclassified road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Springwell Lane is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. The LHA would recommend that access be gained from Wright Close. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		Yes, part of the site is affected by Flood Zone 3b.		
Policy Designations		The site is in Countryside.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	41 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		The site forms part of WHE031. Do not count towards final housing numbers to avoid double-counting.		



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Site Reference	Site Name	Parish
WHE028	Land off Enderby Road	Whetstone
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
1.73	1.73	42 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 455593	Agriculture	Proposed Use
N 297852		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1160m of the Co-operative convenience store at Warwick Road / Cambridge Road, Whetstone.	
Proximity to GP surgery	The site is within 1190m of Northfield Medical Centre, Blaby.	
Proximity to primary school	The site is within 770m of St Peter's C of E Primary School, Whetstone.	
Proximity to secondary school	The site is within 2310m of Brockington College, Enderby.	
Proximity to local employment	The site is opposite the Enderby Road Industrial Estate key employment site.	
Access to public transport	The site is within 270m of a bus stop served by a regular frequency bus (the no. 84 bus).	
Proximity to open space	The site is within 140m of a source of open space over 1 hectare at Back Lane Meadows natural green space.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: Possible spp rich grassland. Possible protected species; protected spp and habitat surveys needed. Adjacent to disused railway, important wildlife corridor; pending outcome of habitat survey, would be requirement to leave 10m buffer zone of natural open space which would limit development.	
Townscape and landscape	The site is within the Sence and Soar Floodplain Landscape Character Area. The site has the following key features of the landscape character area: low intensity of management, woodland vegetation at the urban edge and mature hedgerow boundaries.	
Heritage assets	LCC archaeology: there is a grade II listed building to the south. Heritage potential is high.	
Soil resources	The site is identified as being urban / industrial land.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk.	
Land contamination, pollution and hazards	The site is within a SSSI impact risk zone; further investigation required. There are no known sources of land contamination or pollution.	
Minerals and waste	The site is not in a Minerals Consultation Zone and the site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and has no known legal issues or restrictive covenants. Planning permission was refused in April 2018 for residential development.	
Site access and impact on road network	The B582 Enderby Road experiences congestion at peak times. Visibility to / from an access close to the M1 bridge may also be reduced. If appropriate visibility and junction type can be achieved, there is no fundamental reason for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual Development	

Site Reference	Site Name		Parish	
WHE028	Land off Enderby Road		Whetstone	
		Control process might lead to the site being viewed less favourably.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is located in Green Wedge.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	42 (30dph)	6 – 10 years
Achievable	Yes			
Additional information		Planning application reference refused in June 2017 and dismissed on appeal in April 2018.		



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Site Reference	Site Name	Parish
WHE030	Land at Merrydale Farm	Whetstone
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
0.97	0.92	22 dwellings (30dph)
Grid Ref	Current Use	Previously Developed Y/N/M
E 455182	Grazing / pasture land.	Proposed Use
N 298075		Residential
SOCIAL Factors		
Proximity to large convenience store	The site is within 1530m of Co-operative convenience store at Warwick Road / Cambridge Road, Whetstone.	
Proximity to GP surgery	The site is within 1650m of Northfield Medical Centre, Blaby.	
Proximity to primary school	The site is within 1130m of St Peter's C of E Primary School, Whetstone.	
Proximity to secondary school	The site is within 1550m of Brockington College, Enderby.	
Proximity to local employment	The site is within 140m of Enderby Road Industrial Estate.	
Access to public transport	The site is within 660m of a bus stop served by a regular frequency service (no. 84 bus).	
Proximity to open space	The site is within 400m of a source of open space over 1 hectare at Back Lane Meadows natural green space.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK. Minor impacts on rough grassland.	
Townscape and landscape	The site is within the Sence and Soar Floodplain Landscape Character Area. The site has the following key features of the landscape character area: mature hedgerow boundaries.	
Heritage assets	There are no designated heritage assets on the site and the site is 325m away from Enderby Mill Bridge scheduled ancient monument. LCC archaeology: no known archaeological remains on-site, Mill shown on C18th map east of the area (MLE370). Heritage potential is medium risk.	
Soil resources	The site is grade 3 agricultural land and has a moderate likelihood of being best and most versatile.	
Previously developed land	The site is greenfield.	
Flood risk	Part of the site is in Flood Zone 3 and the same part of the site appears to be affected by 1 in 1,000 year extent surface water flooding.	
Land contamination, pollution and hazards	The site is within a SSSI impact risk zone; further investigation required. There are no known sources of land contamination or pollution.	
Minerals and waste	The site is not located in a Minerals Consultation Zone and the site is not protected as a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there are no known legal issues or covenants.	
Site access and impact on road network	LCC highways: Enderby Road is a class B road with a 30mph speed limit. The site access is likely to be close to a signal-controlled junction. Junction modelling may be required to test the capacity of the junction and pedestrian links would need extending to serve the development. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.	

Site Reference	Site Name		Parish	
WHE030	Land at Merrydale Farm		Whetstone	
Overall Assessment				
Identified Red Constraints		Yes, part of the site is in Flood Zone 3.		
Policy Designations		The site is in Green Wedge.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	22 (30dph)	11 - 15 years
Achievable	Yes			
Additional information		Not suitable for development as isolated from built-up area of Whetstone.		



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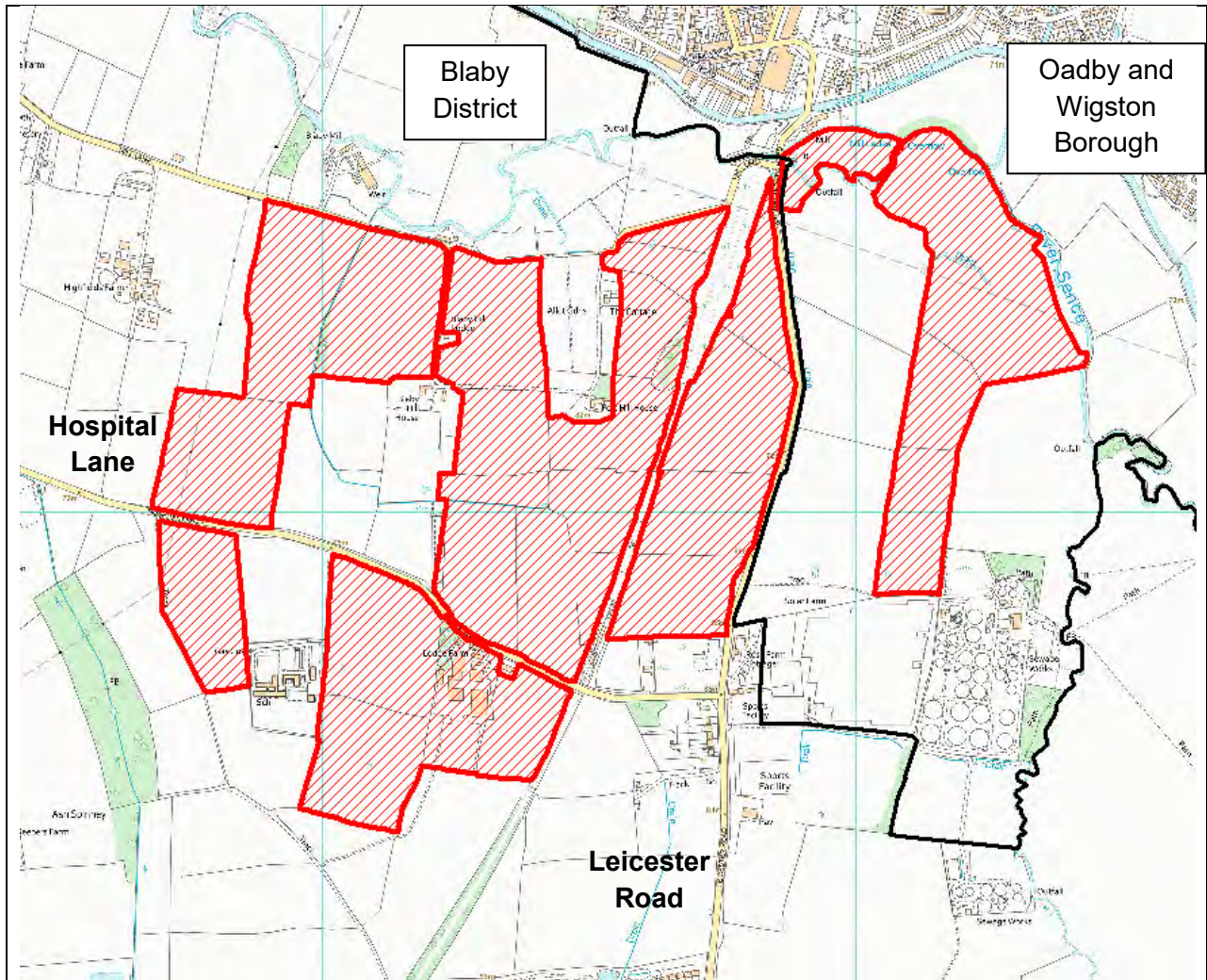
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Appendix 3 – SHELAA sites assessed for mixed-use development

Site Reference	Site Name	Parish
BLA034	Land at Hospital Lane	Blaby*
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
90.26ha (*73.36ha within Blaby District. Remainder in Oadby and Wigston Borough)	Whole site: 79.81ha Area within Blaby District: 67.91ha	Whole site: 1,197 dwellings (30dph) In Blaby District: 1,018 dwellings (30dph)
Grid Ref	Current Use	Previously Developed No
E 458508	Agriculture and associated farm buildings	Proposed Use
N 297068		New village including housing, employment and retail uses
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1960m of Aldi at Blaby Town Centre.	
Proximity to GP surgery	The site is within 2230m of Hazelmere Medical Centre.	
Proximity to primary school	The site is within 1370m of Thistly Meadow Community Primary School (but potential to provide new primary school due to scale of development)	
Proximity to secondary school	The site is within 3200m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 2160m of employment opportunities at Blaby town centre.	
Access to public transport	The site is within 930m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 9600m of open space over 1 hectare at Oakfield Park / Blaby Oaks, Blaby (and potential to provide new open space due to scale of development)	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: very large site, part of which is arable, but part is grassland, including some (to NE) designated as LWS; more has historic designation. Numerous ponds, and hedges. There is potential for significant net-gain, but also the possible loss of habitats cannot be assessed at the moment. Watercourse, hedgerows, LWS and other habitats will need to be retained and buffered - 10m at least along watercourse. Requires a wide range of surveys before a decision can be made.	
Townscape and landscape	The northern part of the site is located in the Sence and Soar Floodplain Landscape Character Area and the rest is Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area. Key pressures include: Expansion of new housing around settlement edges increases urbanising influences in the landscape.	
Heritage assets	There are no designated heritage assets. LCC Archaeology: medium risk. South Wigston COA (DLE665) borders the northern edge of the area. Possible ridge and furrow centred on SP585973. Enclosure cropmarks immediately west of the	

Site Reference	Site Name	Parish		
BLA034	Land at Hospital Lane	Blaby*		
		area; roman site to the south-east; old clay pit to immediate south, sand pit to south east, additional possible ridge and furrow in vicinity.		
Soil resources		The site is Grade 3 agricultural land and there is mix of a low (north) and moderate (south) likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile.		
Previously developed land		The land is agricultural land and so is greenfield.		
Flood risk		Northern parts of the site are within Flood Zones 2 and 3 (EA Maps).		
Land contamination, pollution and hazards		Electricity pylons cross the north eastern part of the site. The south western part of the site is within 250m of a source of potentially contaminated land / former landfill. There is no known pollution or hazards.		
Minerals and waste		The northern part of the site falls within the mineral consultation zone for sand and gravel. There are safeguarded waste sites (sewage treatment works) at Foston Road, Countesthorpe) that adjoin the site boundary.		
ECONOMIC Factors				
Available and achievable		Site promoted on behalf of a single landowner who intends to sell / develop the land. There are no known legal issues. However, the site currently is a number of separate parcels not all of which adjoin which may make a less achievable comprehensive development.		
Site access and impact on road network		LCC Highways advise: this location is relatively more remote from Blaby's facilities and passenger transport provision, which may present connectivity challenges in terms of walking, cycling and public transport. A development of this scale would be unlikely to provide sufficient 'onsite' facilities to be free-standing. Access to the site is likely to be from Hospital Lane, which is an unclassified road with a 60mph speed limit; Countesthorpe road which is a C class road with a 60mph speed limit; Leicester Road which is a C class road with a 40mph speed limit and/or Mill Lane which is an unclassified road. Access points to roads where measured vehicle speeds are in excess of 40mph, or roads with a speed limit of 40mph or less which are essentially rural in nature, is contrary to policy IN 5 of the LHDG. Hospital Lane signals / Leicester Road junction may need to be improved.		
Overall Assessment				
Identified Red Constraints		Yes. Part of the site is in Flood Zone 3.		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	1,018 dwellings (30dph)	11 – 15 years
Achievable	No			
Additional information		The site promoter indicates a mixed use scheme of 1,500 – 2,000 dwellings, 10,000sqm employment floorspace and 5,000sqm retail floorspace but this seems unrealistic given the		

Site Reference	Site Name	Parish
BLA034	Land at Hospital Lane	Blaby*
		size of the site. It is considered that the site is not of a suitable size to deliver the necessary infrastructure to be a free-standing development, as submitted.



Key:



Assessed site



Blaby District administrative boundary

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Site Reference	Site Name	Parish
END009	Quarry Lane	Enderby
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
3.56	3.56	44 dwellings (30dph) and 6,942m ² of employment floorspace
Grid Ref	Current Use	Previously Developed No
E 455303	Overgrown vacant land (former landfill site)	Proposed Use
N 299590		The site promoter has proposed a mixed use development on the site. The yield assumes a 50:50 split of residential to commercial development.
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 570m of Co-op in Enderby district centre.	
Proximity to GP surgery	The site is within 670m of Enderby Medical Centre.	
Proximity to primary school	Site is within 990m of Enderby Danemill Primary School.	
Proximity to secondary school	Site is within 1180m of Brockington College, Enderby	
Proximity to local employment	Site is within 580m of Enderby district centre and 550m of the Mill Hill Industrial Estate and Warren Business Park, Enderby	
Access to public transport	Site is within 700m of a bus stop on Cross Street for a regular frequency bus service (Arriva No. 50 Leicester to Narborough). Also within 320m of a low frequency service (Arriva X55 Leicester to Hinckley)	
Proximity to open space	Site is within 940m of the Mill Hill Recreation Ground (and 490m from Whistle Way route)	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	Site is considered to be scrub, woodland, species rich grassland. There are protected species known to be present in the area. Protected species and habitat surveys needed.	
Townscape and landscape	The site is bounded by development to the north, east and south, but could be considered to play a role in the transition between the urban and rural environment as one travels out of Enderby to the west	
Heritage assets	There are no designated heritage assets on site. The conservation area is within 100m of the site to the south and east. LCC Archaeology indicate that as the area has been quarried – heritage potential is considered low.	
Soil resources	About 50% of the site is identified as having a moderate likelihood of the land being best and most versatile, and 50% being urban land.	
Previously developed land	The site is a former landfill, but could now be regarded as greenfield as per the National Planning Policy Framework.	
Flood risk	The Strategic Flood Risk Assessment (2014) indicates that a very small proportion of the site may be affected by surface water flood risk at a 30 year extent.	
Land contamination, pollution and hazards	The site is a former landfill site, within 500m of a gassing landfill and is within close proximity of the Mill Hill Industrial Estate and M69 which could cause some noise and amenity issues. Further investigation is required to understand whether any of these issues can be mitigated.	
Minerals and waste	The site is within a Mineral Consultation Zone, but given its former use as a landfill, development of this site would be	

Site Reference	Site Name	Parish		
END009	Quarry Lane	Enderby		
		unlikely to adversely affect this resource. The site is not safeguarded for a waste facility.		
ECONOMIC Factors				
Available and achievable		The site is promoted by a single landowner but does not indicate an intention to sell / develop. There are no known legal issues, however the site promoter has indicated that the landfill site may still be gassing.		
Site access and impact on road network		The Highways Authority consider that access to the site will be difficult to achieve as visibility on Seine Lane / Conery Lane is restricted and would require substantial infrastructure work, i.e. to provide a surfaced footway. Sustainability of the site would need to be addressed in more detail. If these issues can be overcome, there are no apparent fundamental reasons for this site to be excluded at this stage.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is within the settlement boundary.		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	44 dwellings (30dph) and 6,942m ² of employment floorspace	11 – 15 years
Achievable	No			
Additional information		The site is not considered achievable as it was formerly an employment land allocation in the Local Plan 1999 and was also considered as a possible employment land allocation in the Delivery DPD. The site was found to be not commercially attractive to the market due to possible issues related to its historic use as a landfill site and that despite being allocated for almost 20 years, no development has been forthcoming.		

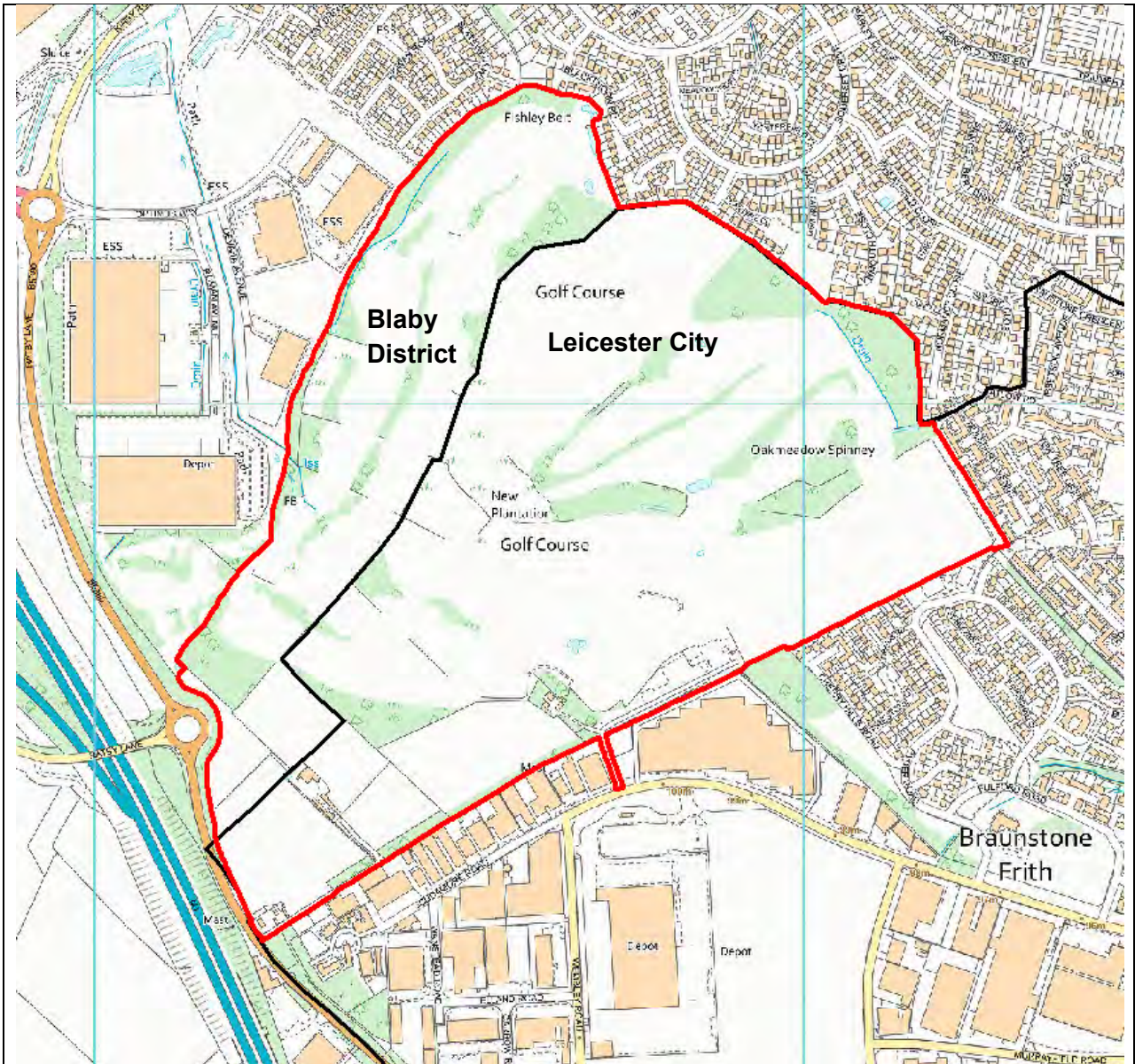


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Site Reference	Site Name	Parish
GLE031	Western Park Golf Course	Glenfield*
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
73.11ha (of which 20.21ha is within Blaby District)	73.11ha (of which 20.21ha is within Blaby District)	252 dwellings (40dph) and 39,409m ² employment floorspace based on 20.21ha of land in Blaby District (assuming half of the site in Blaby District is to be developed for housing and half for employment land)
Grid Ref	Current Use	Previously Developed No
E 453637	Former golf course	Proposed Use
N 304874		Mixed use of housing and employment
SOCIAL Factors		
Proximity to Local Centre with convenience store	The site is within 1,600m of a Co-op at Glenfield.	
Proximity to GP surgery	The site is within 1,400m of Oakmeadow Surgery.	
Proximity to primary school	The site is within 1,340m of Glenfield Primary School.	
Proximity to secondary school	The site is within 2,650m of New College, Leicester.	
Proximity to local employment	The site is within 150m of Optimus Point, Glenfield.	
Access to public transport	The site is within 570m of a bus stop with a regular frequency service.	
Proximity to open space	The site is within 750m of open space over 1 hectare at Ellis Park.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: needs further surveys before making a decision. Designated as LWS for GCNs and other habitats. Due to presence of GCNs, mainly in ponds along edges of site, only a small amount of development would be possible in Blaby (site crosses over in to Leicester City). It would need to be carefully designed to retain connecting GCN corridors, etc.	
Townscape and landscape	The Landscape Character Type is urban fringe. The site falls within the Rothley Brook Fringe Landscape Character Area and is characteristic of urban fringes located on higher ground.	
Heritage assets	The site has no designated assets in the vicinity. LCC Archaeology: Kirby Fields Conservation Area lies 330m to the south. All within Leicester Forest East Park. Mancetter Rd (MLE3019) crosses the southern portion of the site, 'Via Devana' roman road (MLE4345) crosses the north. Bronze Age site (MLE127) at north end of area. Fishponds (MLE122) also at northern end. Some evidence of prehistoric remains off-site (MLE132 and 187). LIDAR shows ridge and furrow. Heritage potential is medium risk.	
Soil resources	The site is Grade 3 with a moderate likelihood of being best and most versatile agricultural land. No detailed evidence has been identified that identifies whether any of the land is grade 3a - Best and Most Versatile (BMV).	
Previously developed land	The site consists of a former golf course.	
Flood risk	The land is flood zone 1. There may be some potential for surface water flooding.	
Land contamination, pollution	The part of the site that lies within the administrative area of	

Site Reference	Site Name		Parish	
GLE031	Western Park Golf Course		Glenfield*	
and hazards	Blaby District has no known contamination issues.			
Minerals and waste	The site is not located in a mineral consultation zone or affected by a protected waste facility.			
ECONOMIC Factors				
Available and achievable	The site is available and achievable.			
Site access and impact on road network	LCC Highways: the A46 around the west and north of Leicester and the M1 between Junction 21a and Junction 21 experience significant congestion, accident and journey time unreliability problems, and this would need to be reflected / considered in any transport assessment work. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	None identified			
Policy Designations	The site is identified as being located in Green Wedge in the Blaby District Local Plan and the Leicester City Local Plan.			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	252 dwellings (40dph) and 39,409m ² employment floorspace based on 20.21ha of land in Blaby District (assuming half of the site in Blaby District is to be developed for housing and half for employment land)	11 - 15 years
Achievable	Yes			
Additional information	* The site crosses into the administrative boundary of Leicester City Council. Site promoter estimates approximately 750 dwellings, 108,511sqm of class B1, B2 and B8 employment floorspace and 4,498sqm of classes A1 to A5 retail floorspace across the whole site. Subject to overcoming the identified constraints and delivering the necessary identified infrastructure, the site meets the criteria of being available and achievable.			



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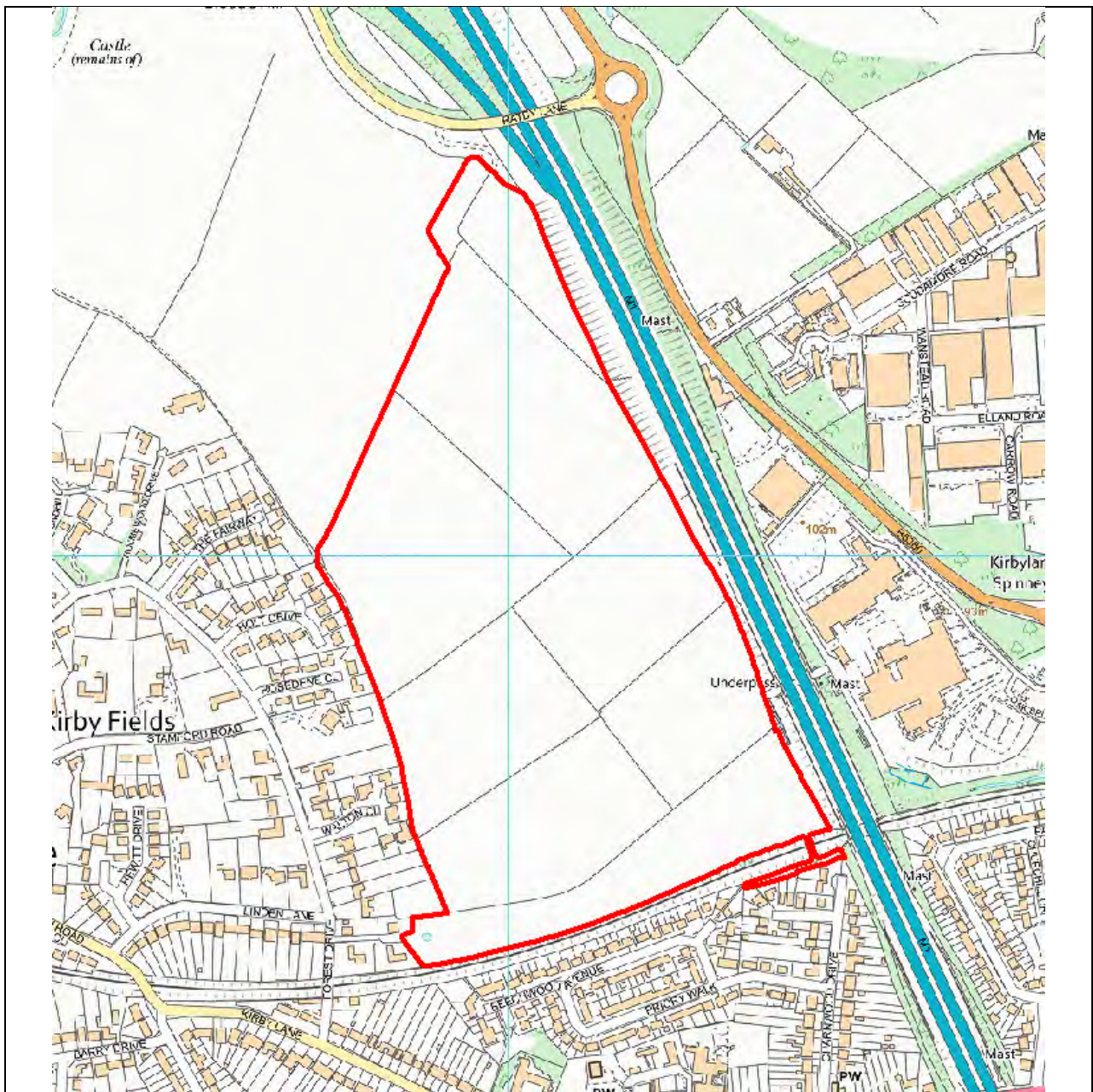
- Assessed site
- Blaby District administrative boundary

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Site Reference	Site Name	Parish
KMU026	Land at Blood's Hill (south)	Kirby Muxloe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
29.22	29.22	365 dwellings (40dph) and approx. 56,979sqm employment floorspace (mix of B class uses) (assuming 50:50 split of housing to employment land)
Grid Ref	Current Use	Previously Developed No
E 453030	Agricultural	Proposed Use
N 303933		1 st choice: mixed use housing and employment development 2 nd choice: either 100% housing or employment
SOCIAL Factors		
Proximity to large convenience store	There is a 'One-stop' convenience store on Main Street some 1310m away from the site. The nearest large convenience store is 2820m away (Co-op at Ratby).	
Proximity to GP surgery	The site is within 1580m of Warren Lane Surgery, Leicester Forest East.	
Proximity to primary school	The site is within 1290m of Kirby Muxloe Primary School.	
Proximity to secondary school	The site is within 3720m from Winstanley School.	
Proximity to local employment	The site is 970m from Optimus Point employment site at Glenfield.	
Access to public transport	The centre of the site is some 820m to the nearest bus stop on Kirby Lane (no. 153 bus).	
Proximity to open space	The centre of the site is some 1180m to the nearest large area of Open Space at Kirby Muxloe Recreation ground.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: arable fields with species-rich hedgerow. Semi-improved neutral / wet grassland LWS in the south of the site. Mature trees with potential for protected species to the western boundary.	
Townscape and landscape	The site is within the Rothley Brook Fringe landscape character area. The site has the following key characteristics of the character area: agricultural land with mature hedgerow boundaries.	
Heritage assets	The site lies directly to the south of Kirby Muxloe Castle, a scheduled monument and Grade I listed building, and it also lies alongside the Kirby Fields Conservation Area on its western boundary. The site forms part of the setting of Kirby Muxloe Castle. Much of the southern section of this site (the plateau area) is identified as falling within the Kirby Muxloe Park (MLE207). The southern section of this site alongside the railway lies within the extensive Medieval Leicester Forest (MLE22664). The HER also indicates that a Neolithic/Bronze Age flint (MLE21701) was found to the east of Kirby Fields and a geophysical survey in 2014 recorded sub-circular features east of Holt Drive (MLE22151). Potential for highly significant below-ground archaeological features. Development on the land is likely to significantly modify the setting of the Castle.	

Soil resources	Natural England Agricultural land Classification maps indicate that the land is grade 3 with a moderate likelihood of being best and most versatile.			
Previously developed land	The site is in agricultural use.			
Flood risk	The site is within Flood Zone 1 (SFRA Addendum, 2017) and there are areas that are affected by 1 in 30 year extent surface water flooding events to the south of the site.			
Land contamination, pollution and hazards	The site has no known contamination issues.			
Minerals and waste	The site is not in a Mineral Consultation Zone and is not a site protected for waste facility			
ECONOMIC Factors				
Available and achievable	The site is in single ownership and there are no known legal issues.			
Site access and impact on road network	LCC Highways indicate that the site is not well located in relation to existing services in the village. Substantial infrastructure works required to provide a surfaced footway to / from Kirby Muxloe. Access proposed from Ratby Lane which experiences congestion in peak periods.			
Overall Assessment				
Identified Red Constraints	None identified.			
Policy Designations	The site is in Green Wedge (policy CS16).			
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	365 dwellings (40dph) and approx. 56,979sqm employment floorspace (mix of B class uses) (assuming 50:50 split of housing to employment land)	11 – 15 years
Achievable	Yes			
Additional information	The site is considered to be not suitable for development because of the significant heritage constraints. Subject to overcoming the identified constraints and delivering the necessary infrastructure, the site meets the criteria of being available and achievable.			

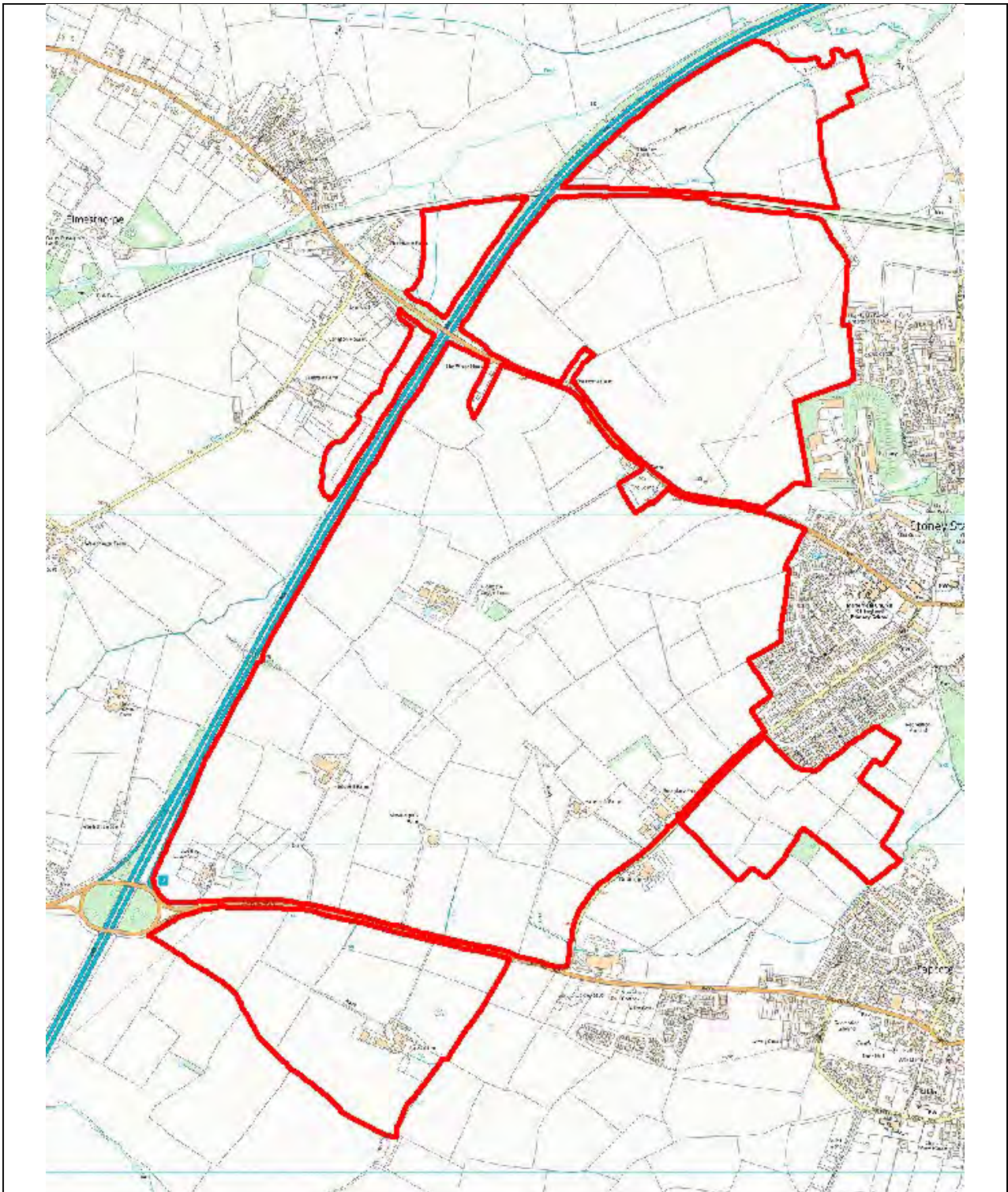


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Site Reference	Site Name	Parish
STO026	Land west of Stoney Stanton	Stoney Stanton*
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
391.52	391.52	5,000 dwellings (based on site promoter's information)
Grid Ref	Current Use	Previously Developed No
E 447595	Agricultural land	Proposed Use
N 294571		Mixed use
SOCIAL Factors		
Proximity to large convenience store	The site is within 1400m of the Co-op at Stoney Stanton but the scale of the proposed site means there is potential to provide a new convenience store(s).	
Proximity to GP surgery	The site is within 1350m of the Old School Surgery but the scale of the proposed site means there is potential to provide new GP facilities.	
Proximity to primary school	The site is within 1250m of Manorfield C of E Primary School but the scale of the proposed site means there is potential to provide new primary school facilities.	
Proximity to secondary school	The site is within 4370m of Heath Land Academy, Earl Shilton but the scale of the proposed site means there is potential to provide new secondary school facilities.	
Proximity to local employment	The site is within 940m of Foxbank Industrial Estate but the scale of the proposed site means there is potential to provide new employment opportunities.	
Access to public transport	The site is within 1740m of a bus stop for a low frequency service (2 hourly) (X55 Leicester to Hinckley) but the scale of the proposed site means there is potential to provide new public transport services to the site.	
Proximity to open space	The site is within 1570m of War Memorial Playing Fields, Stoney Stanton but the scale of the proposed site means there is potential to provide new open space.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology advise that the site is OK with mitigation. A lot is arable, with some grassland; it is not known if any of this is species-rich, but this is not a particularly species-rich or diverse area of countryside. Development masterplans should be able to retain pockets of spp-rich grassland and habitat features such as hedges, ponds and mature trees. There are numerous ponds, and if these have GCNs (which are present around Sapcote in the south) this could affect layout; ponds would need to retain habitat connectivity.	
Townscape and landscape	The site is located within the Stoney Stanton Rolling Farmland landscape character area and is characteristic of that. Key pressures include expansion around the edges of Stoney Stanton (and Sapcote) which may result in the loss of their individual identities, the loss of already scarce hedgerow trees, and increased urban influence at the edge of villages which may reduce the already fragmenting rural character.	
Heritage assets	There are no known designated heritage assets on site or nearby. LCC Archaeology advise: listed building (DLE1903) west of area; Sapcote Castle and Moat to south-east. Known archaeological remains on-site: C19th railway line (MLE16084) crosses east-west across the development area,	

Site Reference	Site Name	Parish
STO026	Land west of Stoney Stanton	Stoney Stanton*
		site of post-medieval windmill (MLE286), possible Roman inhumation cemetery (MLE284) at Sapcote gravel pit, oval pond feature (MLE20175) at southern end. Several known archaeological remains in the vicinity of the site. Heritage potential is medium risk.
Soil resources		The land is Grade 3 and there is a moderate likelihood of the land being best and most versatile. Further investigation may be required to identify whether the land is Grade 3a and so best and most versatile land.
Previously developed land		The site is agricultural land and so greenfield.
Flood risk		The northern boundary of the site is affected by Flood Zones 2 and 3 (EA Maps)
Land contamination, pollution and hazards		Electricity powerlines and pylons cross through the site from south west to north east corner of the site. The M69 runs along the western boundary of the site and so potential for air quality and noise issues. The most north east part of the site is affected by the Hazard Consultation Zone for Calor Gas. There are no known land contamination or landfill issues.
Minerals and waste		The site is not located in a Mineral Consultation Zone or is a site protected for a waste facility.
ECONOMIC Factors		
Available and achievable		The site is promoted through the Call for Sites by a number of promoters for a number of landowners who propose a garden village of about 5000 dwellings and supporting uses and infrastructure.
Site access and impact on road network		LCC Highways advise that: Any proposals to upgrade M69 Junction 2 and add south facing slip roads is likely to have a strategic impact on the routing of traffic in the south west area of the County. Consideration of this site will need to take account of any emerging proposals for the "A46 Expressway" (as described in the SGP) and associated infrastructure given the proximity of possible routes for this. Highways England and Network Rail would need to be involved. Hinckley Road and Station Road are class B roads with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Hinckley Road and Station Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.

Overall Assessment				
Identified Red Constraints		Yes,		
Policy Designations		Countryside (Policy CS18 and Policies Map)		
Suitable	No	Conclusion	Estimated number of dwellings (density)	Timeframe for development
Available	Yes	Developable	5,000 (based on site promoter's information)	11 – 15 years
Achievable	Yes			
Additional information		*The site crosses into the parishes of Elmesthorpe, Sapcote and Potters Marston. This site represents the largest extent of the various sites submitted in relation to a garden village in this location. Estimated 5,000 dwellings based on site promoter's information, along with ancillary community and social facilities associated with a Garden Village. Subject to overcoming the identified constraints and delivering the necessary infrastructure, the site meets the criteria of being available and achievable.		

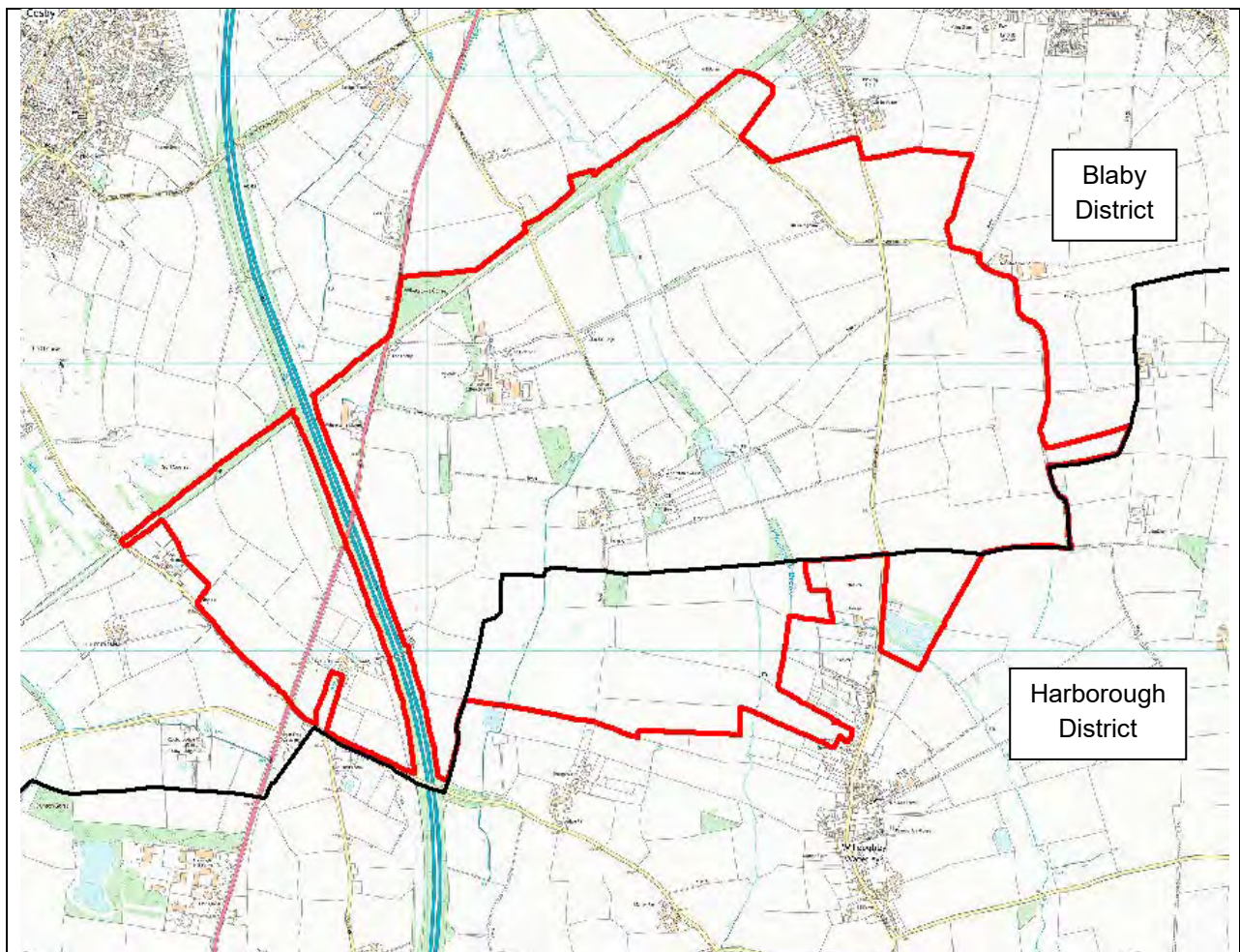


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Site Reference	Site Name	Parish	
WHE027	Whetstone Pastures	Whetstone*	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
448.84ha (379.77ha within Blaby District. 69.06ha is within Harborough District)	Whole site: 344.10ha (parts of the site are in the hazard consultation zone of a high pressure gas pipeline and parts of the site are in Flood Zone 3). Area within Blaby District: 275.04ha	3,500 dwellings, approx. 372,000m ² of employment floorspace, motorway services, and associated facilities and social and green infrastructure (based on site promoter's information)	
Grid Ref	Current Use	Previously Developed	Mixed, mostly greenfield
E 456701	Agriculture	Proposed Use	
N 293578		Mixed use	
SOCIAL Factors			
Proximity to large convenience store	A site of this size would expect to provide its own facilities, open space and social infrastructure. The site promoter indicates that approximately 372,000m ² of employment floorspace will be provided on site. There are no bus routes that run through the site; the nearest bus routes that serve Cosby, Countesthorpe and Lutterworth are the number 84 / 85 services.		
Proximity to GP surgery			
Proximity to primary school			
Proximity to secondary school			
Proximity to local employment			
Access to public transport			
Proximity to open space			
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	LCC ecology: OK with mitigation. A lot is arable, but there is also a significant amount of grassland that may be species-rich. It should be possible to retain any grassland of value within a masterplan, plus habitat features such as hedges, trees, ponds, etc. A 10m buffer along brooks and watercourse, and railway, is needed, of natural vegetation. 5m buffer along other retained hedges. There are numerous ponds, and if GCNs are present in any, ponds would need to be retained with connecting habitats, which could constrain the layout; GCNs are present in south east.		
Townscape and landscape	The site is in the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area and the key characteristics of the character area relevant to this site are: the southern part of the character area is more rural and characterised by farmland, several small and meandering stream corridors that influence the topography and small-to-medium scale fields bounded by well-maintained tall hedgerows.		
Heritage assets	The site contains the Whetstone Pastures residential home which is grade II listed. Part of the site in Harborough District abuts the Willoughby Waterleys conservation area. Countesthorpe conservation area is over 1km away from the site's northern boundary. Cosby conservation area is over 1km away from the site's western boundary. LCC archaeology: Roman Road (MLE1902) runs north-south through the area, Cosby Hill Farm (MLE23478), Whetstone Lodge Farm (MLE19802), Whetstone Gorse West Farm (MLE23477), Whetstone Gorse East Farm (MLE23476), Iron Age site (MLE19061), medieval track (MLE2239), possible ring ditch (MLE374), WW2 "Starfish" decoy site (MLE22669)		

Site Reference	Site Name	Parish
WHE027	Whetstone Pastures	Whetstone*
		on-site. Possible undated mound earthwork (MLE45), rectangular cropmark (MLE2646) to south east, possible Roman site (MLE2247) also to east, all off-site. Some indications of prehistoric, Roman and medieval archaeology and a number of post-medieval farmsteads in the area. Heritage potential is medium risk.
Soil resources		The site is grade 3 agricultural land and has a moderate likelihood of being best and most versatile.
Previously developed land		The site is mostly greenfield with some farm buildings on the site.
Flood risk		The site contains Flood Zone 3 in parts of the site (source: EA Maps) and is affected by surface water flooding.
Land contamination, pollution and hazards		There are no known sources of land contamination or pollution. A high pressure gas pipeline and its consultation zone runs through part of the site to the north. Noise and air pollution – the site is dissected by the M1 motorway.
Minerals and waste		The site is not in a Minerals Consultation Zone and the site is not protected for a waste facility.
ECONOMIC Factors		
Available and achievable		The site is in multiple ownership and there is an intention from all landowners to sell or develop the site. Part of the site is currently occupied by a farm and time would need to be allowed for the relocation of the occupants.
Site access and impact on road network		The site promoter identifies that a new junction on to the M1 will be required. Several public footpaths cross the site. LCC highways: It is likely to have extensive highways and transportation implications, necessitating improvements to access to the Strategic Road Network (M1). Consideration of this site will need to take account of any emerging proposals for the “A46 Expressway” (as described in the SGP) and associated infrastructure given the proximity of possible routes for this. Highways England would need to be involved. The IN5 Policy, set out in the LHDG, sets out a framework for maintaining traffic flow and safety when development is proposed on classified A roads and will need to be considered in relation to this site. Highways England would also need to be consulted on this proposal. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.
Overall Assessment		
Identified Red Constraints		Yes. Flood Zone 3 crosses part of the site and a high pressure gas pipeline runs parallel to the site’s north-western boundary and across the northern part of the site.
Policy Designations		The site is in Countryside in both the Blaby Local Plan and the Harborough Local Plan. The fishing lake north of Willoughby Waterleys is identified as a source of open space, sport and recreation in the Harborough Local Plan 2019 (policy GI2).

Suitable	No	Conclusion	Estimated number of dwellings and floorspace (density)	Timeframe for development
Available	Yes	Developable	3,500 dwellings, 372,000m ² employment floorspace (based on site promoter's information)	11 – 15 years
Achievable	Yes			
Additional information		* The majority of the site is in Whetstone parish and crosses into Cosby and Countesthorpe parishes. 69ha of the site crosses into Harborough District. Subject to overcoming the identified constraints and delivering the necessary infrastructure, the site meets the criteria of being available and achievable.		



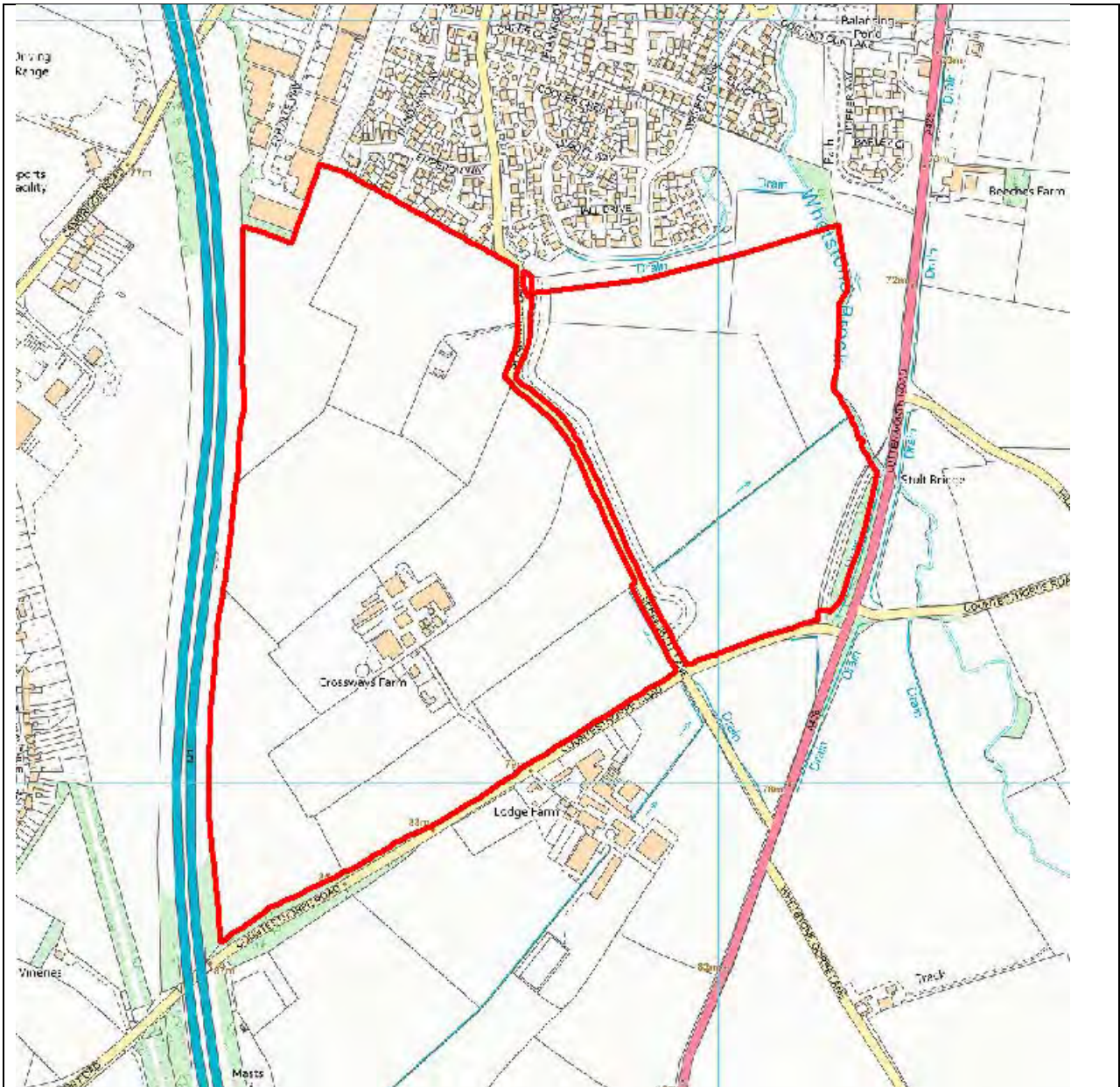
Key:

- Assessed site
- Blaby District administrative boundary

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Site Reference	Site Name	Parish
WHE031	Land south of Whetstone	Whetstone
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
54.92	53.17	770 dwellings (average of site promoter's estimate), 15,600m ² of employment floorspace, 1 primary school and community facilities (based on site promoter's information).
Grid Ref	Current Use	Previously Developed No
E 455685	Agricultural land, farm and associated buildings	Proposed Use
N 295331		Mixed use
SOCIAL Factors		
Proximity to large convenience store	The site is within 1380m of the Co-operative food store on Dog and Gun Lane, Whetstone.	
Proximity to GP surgery	The site is within 2820m of Hazelmere Medical Centre, Blaby.	
Proximity to primary school	The site is within 960m of Badgerbrook Primary School, Whetstone.	
Proximity to secondary school	The site is within 1710m of Countesthorpe Leysland Community College.	
Proximity to local employment	The site is within 1140m of the Whittle Industrial Estate, Whetstone.	
Access to public transport	The site is within 1110m of a bus stop served by a regular frequency service (no. 84 bus).	
Proximity to open space	The site is within 740m of a source of open space over 1 hectare at Shelduck Close, Whetstone.	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology comments: OK with mitigation. Protected species and Phase 1 habitat surveys needed. Whetstone Brook is Local Wildlife Site and requires buffer of c.10m natural vegetation. Layout will depend on result of surveys but is likely to be acceptable with mitigation.	
Townscape and landscape	The site is within the Blaby, Countesthorpe and Whetstone Fringe Landscape Character Area and has the following characteristics of the landscape character area: farm land with well maintained, tall hedgerows.	
Heritage assets	There are no designated heritage assets on or adjacent to the site. LCC heritage / archaeology comments: high heritage potential. A Roman coin has been found within this site, and the Roman Road linking Leicester and Tripontium (south of Lutterworth) forms part of the eastern boundary. Part of the former Turnpike Road lies within the site and there is high potential for the preservation of Paleo-environmental remains in the area around Whetstone Brook. Archaeological features are recorded to the immediate west and Prehistoric, Iron Age, Roman and Medieval finds and features are recorded in the vicinity.	
Soil resources	The site is grade 3 agricultural land and has a moderate likelihood of being best and most versatile.	
Previously developed land	The majority of the site is greenfield.	
Flood risk	There is Flood Zone 3 in part of the site to the east and the site is affected by surface water flooding.	

Land contamination, pollution and hazards	The north-west part of the site is within 250m of a source of unstable or contaminated land. Further investigation is required. Noise and air pollution – the western boundary of the site runs parallel to the M1 motorway.			
Minerals and waste	The site is not located in a Minerals Consultation Zone and the site is not protected as a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is currently occupied by a farm and time would need to be allowed for the relocation of the occupants. The site is in single ownership and is under option to a house-builder. There are no other known constraints to development.			
Site access and impact on road network	The A426 passes to the east of the site, it is an A classified road and subject to the national speed limit of 60mph. As such, the LHA would not support an access onto this road as it would be contrary to the Leicestershire Highways Design Guide. Access may be possible from Countesthorpe Road, a C classified road subject to the national speed limit if it can be designed in accordance with the Leicestershire Highways Design Guide. Springwell Lane is adopted, unclassified, subject to a 60mph speed limit and very narrow to the south of the existing 30mph speed limit. In its present state, the LHA would not consider that a suitable and safe access could be achieved. However, if significant alterations, improvements and possible realignment could be agreed access may be possible from Springwell Lane. The site is some distance from local facilities and public transport which, dependent upon the size of the development (and potential for new local facilities), may affect its suitability in terms of promoting sustainable methods of travel. No more than 150 dwellings should be accessed from a single point.			
Overall Assessment				
Identified Red Constraints	Yes, part of the site is in Flood Zone 3.			
Policy Designations	The site is in Countryside.			
Suitable	No	Conclusion	Estimated number of dwellings / floorspace	Timeframe for development
Available	Yes	Developable	770 dwellings, 15,600m ² employment floorspace	11 – 15 years
Achievable	Yes			
Additional information	Part of the site overlaps with WHE026. The site promoter estimates 660 to 880 dwellings, 4 hectares of employment floorspace, a primary school and community facilities. Subject to overcoming the identified constraints and delivering the necessary identified infrastructure, the site meets the criteria of being available and achievable.			



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Appendix 4 – SHELAA sites assessed for economic development

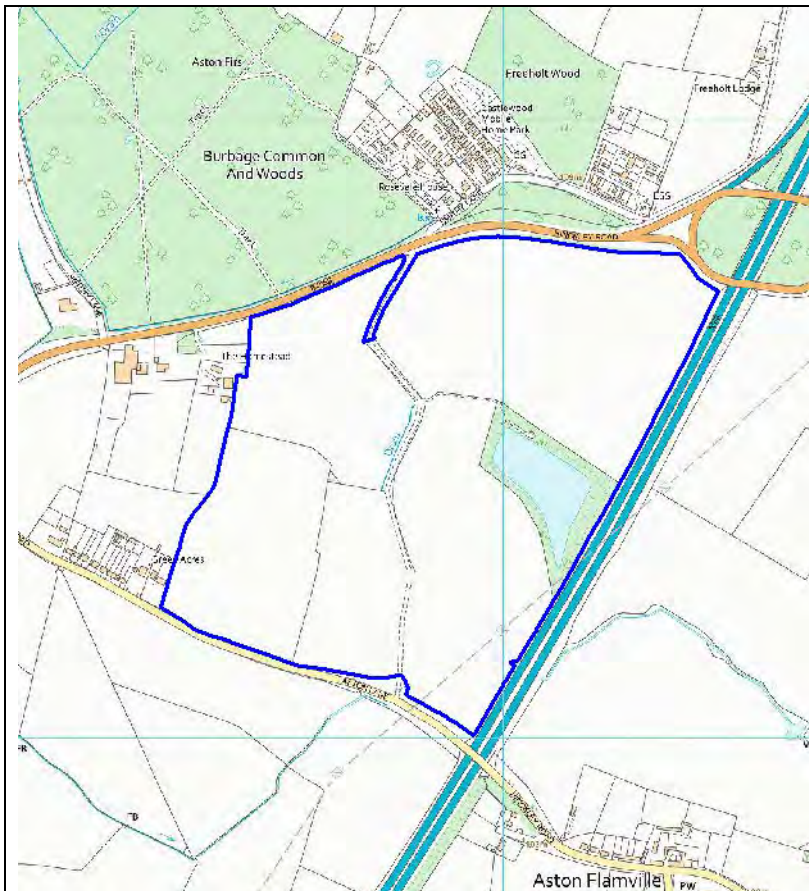
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Parish: Aston Flamville

Site Reference	Site Name	Parish
AST001	Land west of Junction 2, M69	Aston Flamville
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
44.41 ha	44.41 ha	Site promoter estimates approx. 100,000m ² of employment floorspace and a motorway services area and hotel.
Grid Ref	Current Use	Previously Developed No
E 445871	Agriculture and fishing pond.	Proposed Use
N 293411		Employment
SOCIAL Factors		
Access to public transport	The site is within 910m of a bus stop served by an irregular bus service (the X55 bus that runs between Leicester and Hinckley).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	The site is south of Burbage Common and Woods SSSI. LCC ecology: OK with mitigation. Mostly arable, so OK with mitigation and retention of hedges, wetland, species-rich grassland verges and edge habitats, ponds and any veteran trees. LWS must be retained and protected. Retained hedges and ponds need buffer zones at least 5m of natural open space. Depending on results of badger / bat and GCN surveys, may need to retain larger buffer zones / corridors.	
Townscape and landscape	The site is within the Aston Flamville Wooded Farmland Character Area. The site has irregular field patterns and is visible from the M69 and Aston Lane. Heavily vegetated northern site boundary and wooded area around the fishing pond.	
Heritage assets	The site is north-west of the Aston Flamville conservation area (the centre of the proposed site is approximately 550m from the edge of the conservation area). LCC archaeology: ring ditch cropmark south-east of Aston Firs (MLE4) on-site; Iron Age or Roman quern-stone from Church Farm (MLE6552) off-site. Heritage potential is medium risk.	
Soil resources	The site is grade 3 agricultural land and has a moderate likelihood of being best and most versatile land.	
Previously developed land	The site is greenfield.	
Flood risk	There is a fishing pond in the eastern part of the site. The site is in Flood Zone 1 and there are areas of 1 in 1,000 year extent surface water flooding across the site.	
Land contamination, pollution and hazards	An overhead power line crosses part of the site in the south-east corner; however this should not affect the developable area of the site. There are no other known sources of land contamination or pollution.	
Minerals and waste	The site is not within a Minerals Consultation Zone and is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The land is subject to a promotional agreement and there are no known legal covenants or ransom strips.	
Site access and impact on road network	LCC highways: Any proposals to upgrade M69 Junction 2 and add south facing slip roads is likely to have strategic impact on the routing of traffic in the south west area of the County. Consideration of this site will need to take account of any emerging proposals for	

Site Reference	Site Name	Parish		
AST001	Land west of Junction 2, M69	Aston Flamville		
	the "A46 Expressway" (as described in the SGP) and associated infrastructure given the proximity of possible routes for this. The communities of Sapcote and Stoney Stanton have concerns about traffic flows in this area. Highways England would need to be involved / consulted on this proposal. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is within an area designated as Countryside.			
Suitable	No	Conclusion	Estimated quantity of floorspace	Timeframe for development
Available	Yes	Developable	100,000m ² employment floorspace, one motorway services area and a hotel	11 – 15 years
Achievable	Yes			
Additional information				



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Parish: Blaby

Site Reference	Site Name	Parish		
BLA002	Land off Lutterworth Road	Blaby		
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)		
3.43 ha	3.43 ha	Site promoter estimates 13,200sqm of use class B employment floorspace		
Grid Ref	Current Use	Previously Developed	No	
E 456437	Agriculture	Proposed Use		
N 296037		Employment		
SOCIAL Factors				
Access to public transport	The site is within 400m of a bus stop served by a regular frequency bus service (the no. 84 bus).			
ENVIRONMENTAL Factors				
Biodiversity and geodiversity	LCC Ecology: OK with mitigation. Possible protected species; protected species surveys needed. Retain boundary hedges with 5m buffer; hedge / buffer strip to be managed as continuous corridor of natural vegetation.			
Townscape and landscape	The site is in the Blaby, Countesthorpe and Whetstone Fringe landscape character area which has strong urban fringe characteristics and small-to-medium sized fields with well-maintained tall hedgerows.			
Heritage assets	There are no designated heritage assets on or adjacent to the site. LCC archaeology: heritage – uncertain. Further information required prior to determination to ascertain potential presence of significant archaeological remains.			
Soil resources	The site is Grade 3 agricultural land and has a moderate likelihood of being best and most versatile.			
Previously developed land	The site is greenfield.			
Flood risk	The site is in Flood Zone 1 and is affected by 1 in 1,000 year extent surface water flooding (source: SFRA 2014).			
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.			
Minerals and waste	The site is not located in a Minerals Consultation Zone and the site is not protected for a waste facility.			
ECONOMIC Factors				
Available and achievable	The site is in single ownership and there is an intention to sell or develop the site for development. There are no known legal issues or covenants.			
Site access and impact on road network	LCC Highways: access would be off a 50mph stretch of a Class I road, which would be contrary to the Leicestershire Highways Design Guidance. This site is therefore unlikely to be acceptable to the Highways Authority.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is located in Green Wedge.			
Suitable	No	Conclusion	Estimated quantity of floorspace	Timeframe for development
Available	Yes	Developable	13,200m ²	11 – 15 years
Achievable	Yes			
Additional information	LCC highways indicate that the creation of a site access on to			

Site Reference	Site Name	Parish
BLA002	Land off Lutterworth Road	Blaby
	a 50mph road would be contrary to the Leicestershire Highways Design Guidance and therefore be unlikely to be acceptable to the Highways Authority.	

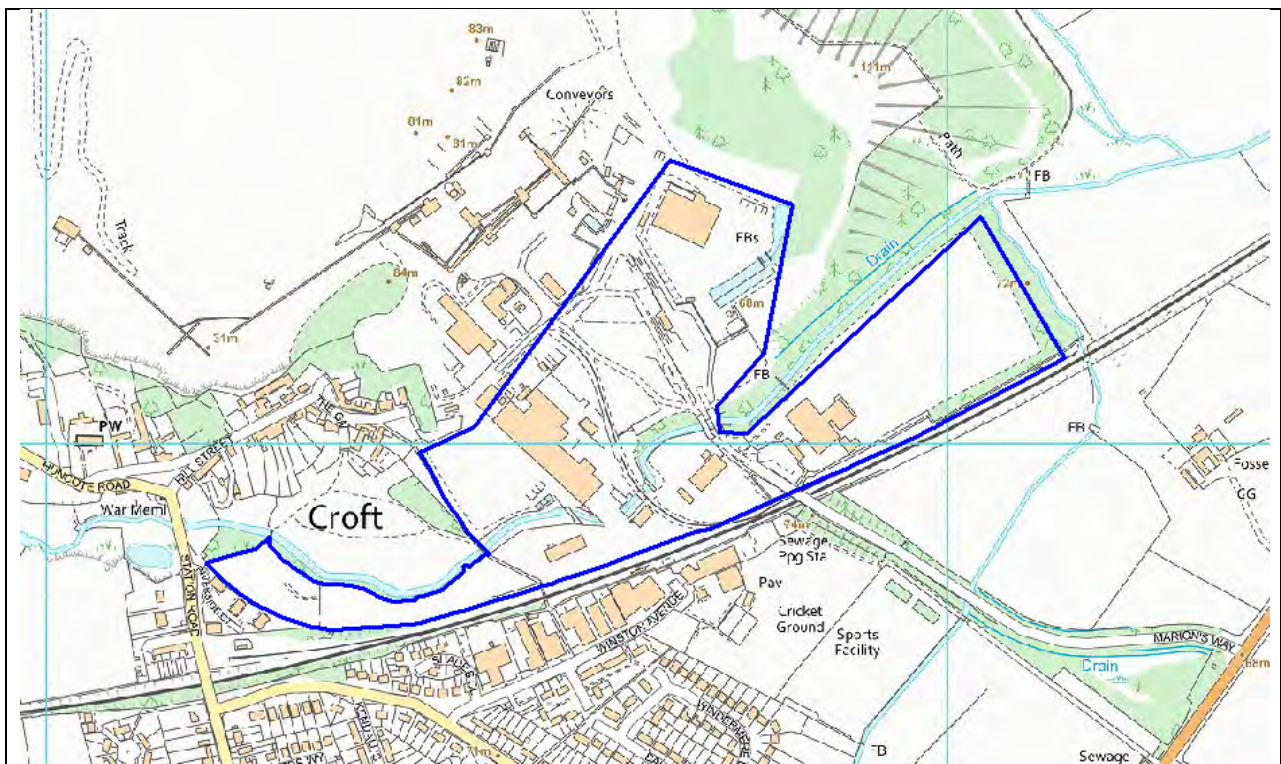
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Parish: Croft

Site Reference	Site Name	Parish
CRO002	Croft Quarry	Croft
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
20.4 ha	11.51 ha (excluding Flood Zone 3 and areas proposed to be retained)	44,889m ² employment floorspace (mix of B uses)
Grid Ref	Current Use	Previously Developed Yes
E 451702	Concrete block plant and ready-mix concrete plant.	Proposed Use
N 295972		Employment
SOCIAL Factors		
Access to public transport	The site is within 650m of a bus stop served by an hourly bus service (no. X84 bus).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	A designated Site of Special Scientific Interest (SSSI), Croft quarry, lies north of this site. Consideration would need to be given to the impact of any development on this. The site is in a sensitive location in terms of potential for protected species and habitats. A habitat survey is required. Possible species-rich grassland adjacent to the quarry.	
Townscape and landscape	The site is within the Croft Hill landscape character area. Parts of the site can be seen from the B4114 to the south-east and the Birmingham-Leicester railway line runs adjacent to the site so redevelopment could have an impact on landscape.	
Heritage assets	The western boundary of the site adjoins the Croft conservation area.	
Soil resources	The majority of the site is previously developed land and there is limited potential for impact on BMV.	
Previously developed land	The majority of the site is previously developed land.	
Flood risk	Approximately 2.38ha of the site is located in Flood Zone 3 (source: Environment Agency maps). Further investigation required to establish the area of the site affected by Flood Zone 3b.	
Land contamination, pollution and hazards	The site promoter has indicated that the site will be available for employment development once work at the quarry has ceased. Therefore, any noise or air pollution risks associated with operations at the quarry will not be present when the site is redeveloped. However, there may be residual pollution or land contamination associated with the neighbouring site's use and the promoted site's former use which may require further investigation.	
Minerals and waste	The site is within a Minerals Consultation Zone for igneous rock. The site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is not currently available. The site owner indicates that they will retain the existing concrete block plant and ready-mix plant and redevelop any remaining industrial hardstanding for mixed development (approx. 6.4ha of the site will be retained). The site promoter indicates that the site will be available in over ten year's time subject to the adjoining quarry gaining planning permission to extend the extraction area and then to restore the quarry void.	

Site access and impact on road network	The site promoter indicates that access would be obtained from the existing Marion's Way which HGVs use to access the quarry from the B4114. Public footpath V58 crosses through part of the site to the west.			
Overall Assessment				
Identified Red Constraints	Yes, Flood Zone 3b affects part of the site.			
Policy Designations	The site is within an area designated as Countryside.			
Suitable	No	Conclusion	Estimated quantity of floorspace	Timeframe for development
Available	No	Developable	44,889m ² employment floorspace (mix of B uses)	11 – 15 years
Achievable	Yes			
Additional information	The site owner indicates that they will retain the existing concrete block plant and ready-mix plant and redevelop any remaining industrial hardstanding for mixed development (approx. 6.4ha of the site will be retained).			



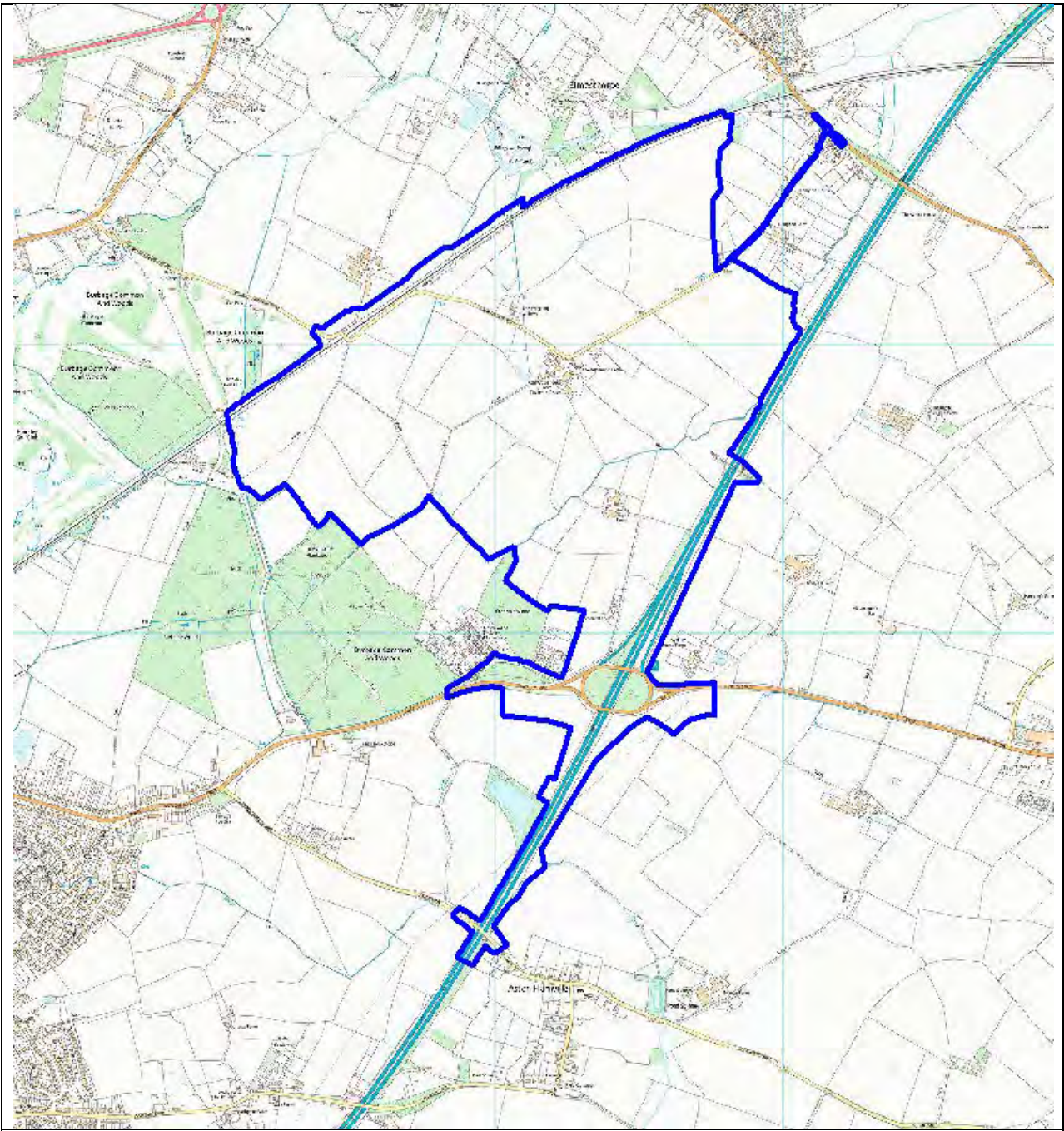
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Parish: Elmesthorpe

Site Reference	Site Name	Parish
ELM001	Land north of J2 of the M69	Elmesthorpe (and Sapcote and Aston Flamville)
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
224 ha	222.67 ha	Site promoter estimates 639,400sqm of use class B employment floorspace
Grid Ref	Current Use	Previously Developed No
E 446308	Agriculture	Proposed Use
N 294827		Employment
SOCIAL Factors		
Access to public transport	The site is within 00m of a bus stop served by a regular frequency bus service (the no. 84 bus).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC Ecology: adjacent to Burbage Wood and Aston Firs SSSI. Extended Phase 1 survey, protected species / habitats surveys, hedgerow / tree surveys required before making a recommendation.	
Townscape and landscape	The majority of the site is in the Aston Flamville Wooded Farmland landscape character area and a small part of the site is in the Elmesthorpe Floodplain landscape character area. The site consists of rolling farmland within a rural landscape and irregular field patterns with hedgerow boundaries.	
Heritage assets	There are 6 scheduled monuments, 98 listed buildings (8 grade 1 and 2*) and 9 conservation areas within 5km of the proposed development. LCC archaeology: heritage – uncertain. Further information required prior to determination to ascertain potential presence of significant archaeological remains.	
Soil resources	The site is Grade 3 agricultural land and has a moderate likelihood of being best and most versatile.	
Previously developed land	The site is greenfield.	
Flood risk	A small part of the site in the north-east corner is in Flood Zone 3. The majority of the site is in Flood Zone 1 and parts of the site are affected by 1 in 30, 1 in 100 and 1 in 1,000 year extent surface water flooding (source: SFRA 2014).	
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution. High voltage overhead power line crosses part of the site to the south (where the south-bound entry slip road is proposed). Development at the site may impact on air quality and noise pollution. Consideration needs to be given to potential impact on neighbouring uses – caravan sites at Aston Firs.	
Minerals and waste	The site is not located in a Minerals Consultation Zone and the site is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in multiple ownership and the site promoter states that a developer has control over most of the land interests. There are no known legal issues or covenants.	
Site access and impact on	The site abuts the M69 and vehicular access is proposed off	

Site Reference	Site Name	Parish		
ELM001	Land north of J2 of the M69	Elmesthorpe (and Sapcote and Aston Flamville)		
road network		the roundabout at Junction 2 with the creation of south-facing entry and exit slips on to the motorway. A rail freight terminal is proposed. A Transport Assessment is required to understand the impact of the development on the strategic and local road network.		
Overall Assessment				
Identified Red Constraints		Yes, part of the site is in Flood Zone 3.		
Policy Designations		The site is located in Countryside.		
Suitable	No	Conclusion	Estimated quantity of floorspace	Timeframe for development
Available	Yes	Developable	Site promoter estimates 639,400sqm of use class B employment floorspace	11 – 15 years
Achievable	Yes			
Additional information		The site is being promoted for a national rail freight interchange development through the National Infrastructure Planning process. The environmental information is ascertained from the EIA Scoping Opinion adopted by the Planning Inspectorate on behalf of the Secretary of State for Housing, Communities and Local Government in April 2018 and is not an exhaustive list.		



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Parish: Lubbesthorpe

Site Reference	Site Name	Parish
LUB001	Land east of Narborough Wood Park	Lubbesthorpe
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)
7.6 ha	7.6 ha	29,640m ² use class B floorspace (a mix of B1(a), B2, and B8)
Grid Ref	Current Use	Previously Developed No
E 452262	Agriculture	Proposed Use
N 301108		Employment
SOCIAL Factors		
Access to public transport	The site is within 1920m of a bus stop served by an infrequent bus service (the X55 bus, every two to three hours).	
ENVIRONMENTAL Factors		
Biodiversity and geodiversity	LCC ecology: OK with mitigation. Arable, OK with retention hedges with 5m buffer zones natural open space. If GCN present off-site, may need to adjust layout to create corridors, buffers, etc.	
Townscape and landscape	The site is within the Thurlaston Rolling Farmland landscape character area. The area is characterised by: a gently rolling landform, a simple land use pattern (primarily arable farming), and large fields bounded by well-managed hedgerows.	
Heritage assets	There are no designated heritage assets on site or adjacent to the site. LCC archaeology: Rabbit warren (DLE414) to north, moated site (DLE261) to west, Medieval settlement (DLE391) east and Enderby Conservation Area (DLE689) to south-east. Medium risk heritage potential.	
Soil resources	The site is Grade 3 agricultural land and has a moderate likelihood of being best and most versatile.	
Previously developed land	The site is greenfield.	
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk.	
Land contamination, pollution and hazards	The site is not affected by any known sources of land contamination or pollution. A solar farm is to the north-west and it may require investigation whether there is any solar panel glare which may affect a proposed development on this site.	
Minerals and waste	The site is not within a Minerals Consultation Zone and is not protected for a waste facility.	
ECONOMIC Factors		
Available and achievable	The site is in single ownership and there is an intention to sell or develop the site for development.	
Site access and impact on road network	Public footpath V80a is adjacent to the north-western boundary of the site. LCC highways: Desford Road is a class B road with a 60mph speed limit. Access from Desford Road is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. B582 / Beggar's Lane / NEXT HQ junction is already over capacity – implications for this junction as well as A47 / Beggars Lane and Desford Crossroads.	

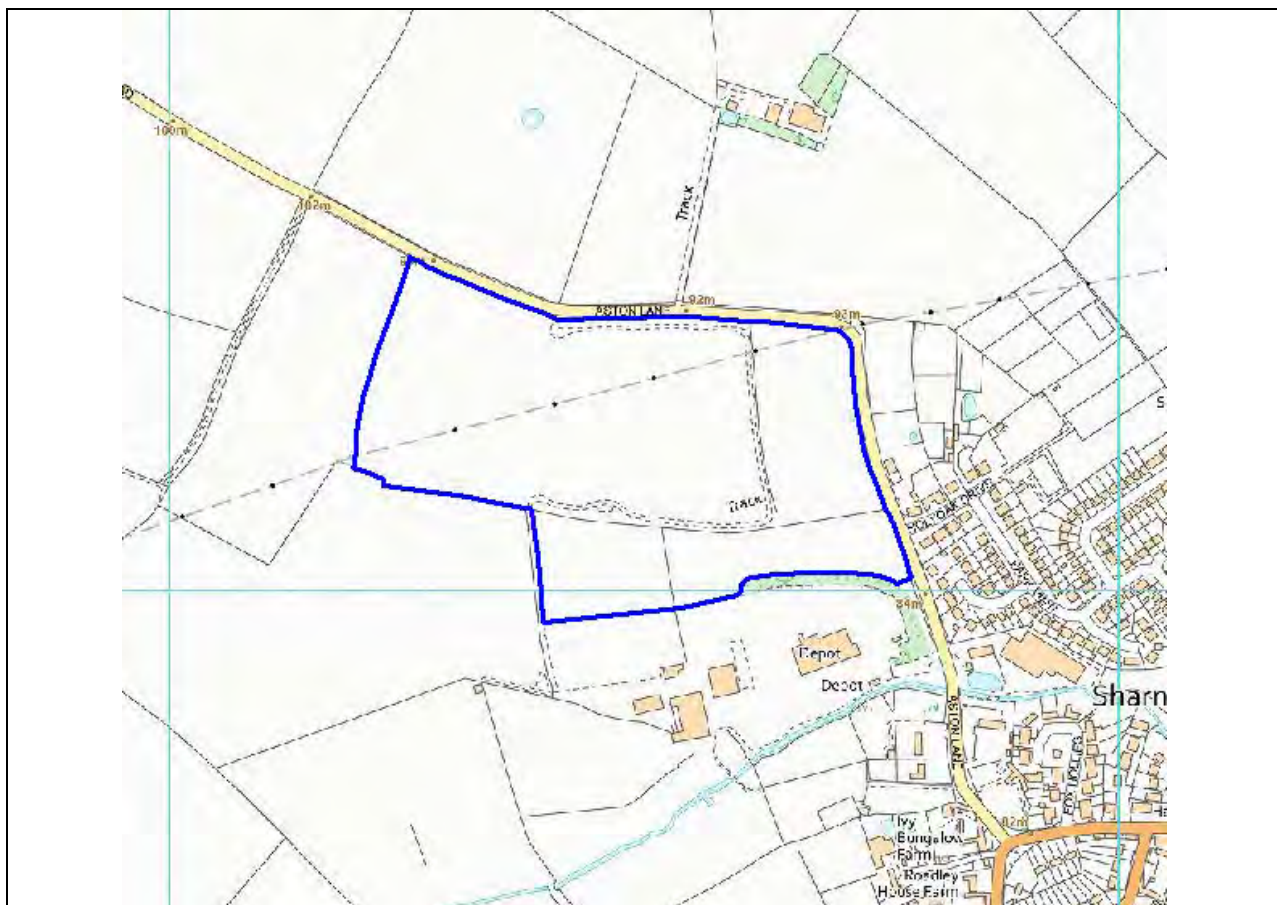
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is in Countryside.		
Suitable	No	Conclusion	Estimated quantity of floorspace	Timeframe for development
Available	Yes	Developable	29,640m ²	11 – 15 years
Achievable	No			
Additional information		The site promoter estimates that the site could yield 6,000 to 12,000m ² of use class B floorspace. The estimated yield is based on the SHELAA methodology. The site is isolated from the nearest settlements and public transport access is poor; the site is an unsustainable location for further growth and so is not suitable or achievable.		



Parish: Sharnford

Site Reference	Site Name	Parish	
SHA001	Aston Lane	Sharnford	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
14.06 ha	14.06 ha	The site promoter indicates: 21,600m ² B1, B2 and B8 uses and use class A floorspace of up to 5,400m ²	
Grid Ref	Current Use	Previously Developed	No
E 447481	Agricultural	Proposed Use	
N 292160		Employment and retail	
SOCIAL Factors			
Access to public transport	The site is within 290m of a bus stop served by an infrequent bus service (the X55 bus, once every two to three hours).		
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	LCC Ecology: OK with mitigation. Arable, OK with retention hedges with 5m buffer zones natural open space. If GCN present in pond and off-site ponds, may need to adjust layout to create corridors, buffers etc.		
Townscape and landscape	The site is within the Aston Flamville Wooded Farmland landscape character area.		
Heritage assets	There are no known heritage assets on or adjacent to the site. LCC archaeology: Neolithic / Bronze Age flint scatter (MLE311) on-site; further flints from Mickle Hill (MLE7392) to south-west and Mesolithic / Bronze Age flint scatters to the north. Large area with some potential for prehistoric occupation: heritage potential is medium risk.		
Soil resources	The site is Grade 3 agricultural land and has a moderate likelihood of being best and most versatile.		
Previously developed land	The site is greenfield.		
Flood risk	The site is in Flood Zone 1 and part of the site to the east is affected by 1 in 100 and 1 in 1,000 year extent surface water flooding (source: SFRA 2014).		
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.		
Minerals and waste	The site is not within a Minerals Consultation Zone and the site is not protected for a waste facility.		
ECONOMIC Factors			
Available and achievable	The site is in single ownership and there is an intention to sell or develop the site. An overhead power line crosses through the site and this will affect any proposed layout.		
Site access and impact on road network	LCC highways: Aston Lane is a class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Aston Lane is contrary to policy IN 5 of the LHDG, which restricts access points to roads where measured vehicle speeds are in excess of 40mph. Due consideration should be given to the requirement to alter the speed limit to cover the development as well as the village and site access proposals to ensure it conforms with appropriate standards set out within the relevant guidance. There are no apparent fundamental reasons for this site to be excluded from consideration at this stage. However,		

Site Reference	Site Name	Parish		
SHA001	Aston Lane	Sharnford		
		consideration in more detail as part of the usual development control process subject to satisfying development control and access to the highway policies contained within the LHDG.		
Overall Assessment				
Identified Red Constraints		No		
Policy Designations		The site is located in Countryside.		
Suitable	No	Conclusion	Estimated amount of floorspace	Timeframe for development
Available	Yes	Developable	The site promoter indicates: 21,600m ² B1, B2 and B8 uses and use class A floorspace of up to 5,400m ²	6 - 10
Achievable	Yes			
Additional information		Subject to overcoming the identified constraints, the site is considered to be achievable.		

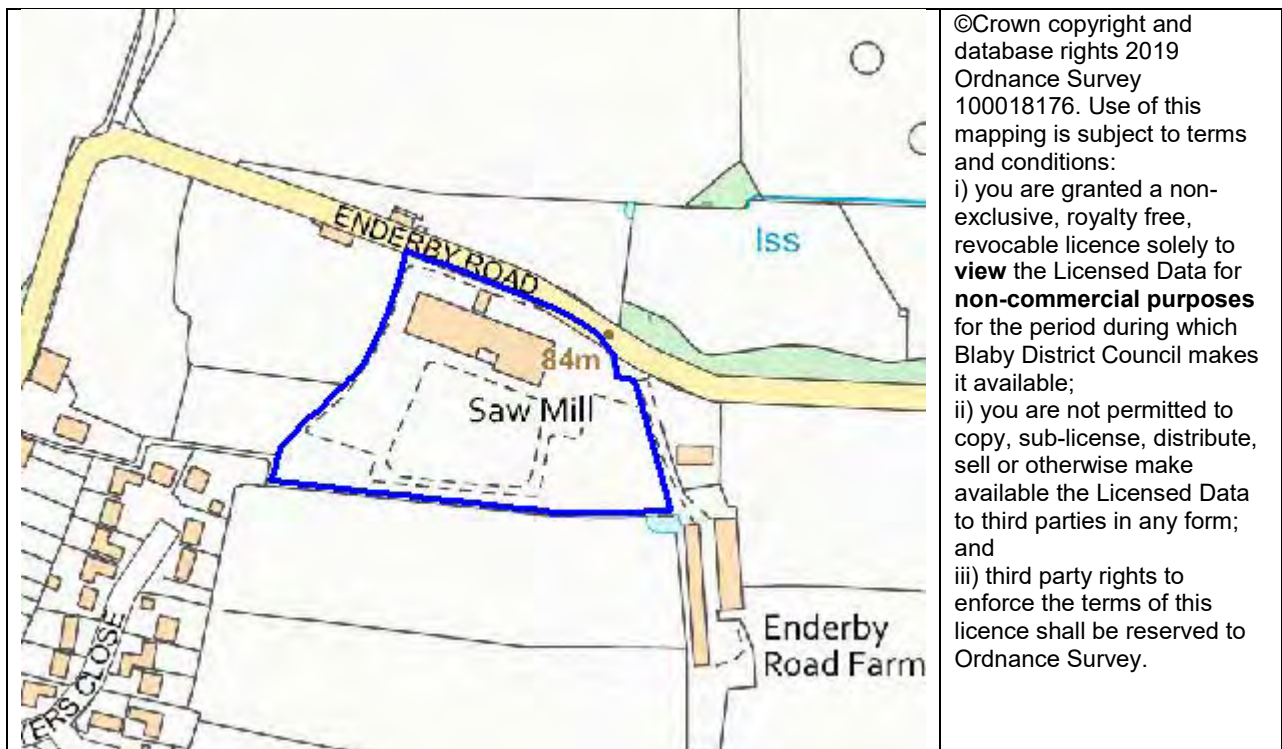


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Parish: Thurlaston

Site Reference	Site Name	Parish	
THU001	Thurlaston Sawmill	Thurlaston	
Size (Hectares)	Developable Area (Hectares)	Size (Dwellings) and density or Size (Floorspace)	
1.4 ha	1.4 ha	1 st choice: employment (site promoter suggests 5,000sqm floorspace) 2 nd choice: site promoter suggests an extra care scheme to provide 75 bed spaces	
Grid Ref	Current Use	Previously Developed	Yes
E 450579	Industrial building	Proposed Use	
N 299243		1 st choice: employment 2 nd choice: housing	
SOCIAL Factors			
Access to public transport	The site is within 500m of a bus stop with an infrequent service (the X55 bus, every two to three hours).		
ENVIRONMENTAL Factors			
Biodiversity and geodiversity	LCC Ecology: retain boundary hedges with 5m buffers. Protected species surveys needed. OK with mitigation.		
Townscape and landscape	The site is located in the Thurlaston Rolling Farmland landscape character area and has heavily vegetated boundaries typical of the landscape character area. The saw mill is identified as a gateway feature to the village in the Blaby District Landscape and Settlement Character Area assessment (2008), and that it appears unkempt and neglected which detracts from the character of the village.		
Heritage assets	There are no designated heritage assets on or adjacent to the site. LCC archaeology: no known archaeological remains on-site; historic settlement core of Thurlaston to the west (MLE8995).		
Soil resources	The site is Grade 3 agricultural land with a moderate likelihood of being best and most versatile.		
Previously developed land	The majority of the site is previously developed land. Part of the site to the south is greenfield though appears to have been used for storage.		
Flood risk	The site is in Flood Zone 1 and there are no other known sources of flood risk.		
Land contamination, pollution and hazards	There are no known sources of land contamination or pollution.		
Minerals and waste	The site is not located within a Minerals Consultation Zone and is not protected for a waste facility.		
ECONOMIC Factors			
Available and achievable	<p>The site promoter indicates that if the site was to be developed for the first choice use (employment), the existing business would be retained. If the site was to be redeveloped for the second choice use (residential), the industrial building would need to be demolished.</p> <p>The site is in single ownership and there is an intention to sell or develop the site for either of the proposed uses. There are no known legal issues or covenants.</p>		

Site Reference	Site Name	Parish		
THU001	Thurlaston Sawmill	Thurlaston		
Site access and impact on road network	Public footpath V73 runs along the site's southern boundary. LCC Highways: Enderby Road is a Class C road with a 60mph speed limit. At the approach to the village, the speed limit changes to 30mph. Access from Enderby Road is contrary to policy IN 5 of the LHDG. Due consideration should be given to altering the speed limit to cover the development as well as the village. No apparent fundamental reasons for this site to be excluded from consideration at this stage. However, consideration in more detail during the development control process.			
Overall Assessment				
Identified Red Constraints	No			
Policy Designations	The site is in Countryside as identified on the Blaby District Local Plan Policies Map 2019, but identified as an employment area in the Fosse Villages Neighbourhood Plan (policy FV20).			
Suitable	No	Conclusion	Estimated quantity of floorspace	Timeframe for development
Available	Yes	Developable	5,000m ²	11 – 15
Achievable	Yes			
Additional information	Estimated quantity of floorspace is based on site promoter's information and the intention to retain the existing industrial building on site.			



Appendix 5 - Summary of Assessed Sites

Parish	Address	SHELAA site reference	Housing yield			Employment floorspace yield (m ²)			Retail floorspace yield (m ²)		
			0 - 5 years	6 - 10 years	11 - 15 years	0 - 5 years	6 - 10 years	11 - 15 years	0 - 5 years	6 - 10 years	11 - 15 years
SHELAA sites - Housing only											
Blaby	Land north of Grove Road	BLA007		20							
Blaby	Land south of Church Street and rear of Blaby Hall	BLA025		7							
Blaby	Land off Lutterworth Road	BLA030		51							
Blaby	Land north of Hospital Lane	BLA031		104							
Blaby	Land at Glebe Farm	BLA032			306						
Blaby	Land at Keepers Farm	BLA033			300						
Cosby	Land west of Broughton Road	COS009			366						
Cosby	Land at Cosby Hill	COS010			*48						
Cosby	Land off Narborough Road	COS011		177							
Cosby	Land north of Countesthorpe Road	COS012		99							
Cosby	Land west of Cosby	COS013			385						
Countesthorpe	Land to the west of Leicester Road	COU022		181							
Countesthorpe	Land to the east of Willoughby Road	COU024		*78							
Countesthorpe	Land to the south of Hospital Lane and east of Leicester Road	COU025			25						
Countesthorpe	Land rear of 33 Willoughby Road	COU037			40						
Countesthorpe	Land north of Foston Road	COU038			146						
Countesthorpe	Land east of Willoughby Road	COU042			234						
Countesthorpe	Land east of Willoughby Road (smaller site)	COU043			*148						
Countesthorpe	Land at Newton House, Banbury Lane	COU044			129						
Countesthorpe	Land off Cosby Road	COU045		99							
Countesthorpe	Land off Peatling Road	COU046			240						
Croft	Land to the north of Hill Street and Station Road and east of Huncote Road	CRO003			56						
Croft	Land at Poplars Farm	CRO006		123							
Elmesthorpe	Land north of The Home Farm	ELM001			358						
Elmesthorpe	Land north of the railway line, Elmesthorpe	ELM005			1100						
Enderby	Land to the west of the M1 (adjacent the public footpath)	END017			29						
Enderby	Land off Blaby Road	END022		84							
Enderby	Enderby Metals	END023			8						
Enderby	Land rear of Strawberry Gardens	END024			55						
Glenfield	Land rear of County Hall	GLE030			185						
Glenfield	Land north of Glenfield	GLE032			947						
Glen Parva	Land at Glen Ford Grange, Little Glen Road	GPA010			19						
Glen Parva	Summit Engineering, Wharf Way	GPA023			65						
Huncote	Land south of Narborough Road	HUN013			182						
Huncote	Land east of Huncote	HUN016			126						
Huncote	Land west of Forest Road	HUN017		40							
Kilby	Steeple Chase Farm, Main Street	KIL002			30						
Kilby	Land to the south of Chapel Close and Main Street	KIL006			17						
Kilby	Land rear of 40 Main Street	KIL008			7						
Kirby Muxioe	Land north of Desford Road	KMU009			318						
Kirby Muxioe	Blood's Hill (small)	KMU020			156						
Kirby Muxioe	Blood's Hill (large)	KMU021			468						
Kirby Muxioe	Land off Farley Way	KMU022			23						
Kirby Muxioe	Land at Roundhill	KMU023			39						
Kirby Muxioe	Land off Portland Road	KMU024			128						
Kirby Muxioe	Land north of Hinckley Road	KMU025			748						
Leicester Forest East	Land at Baines Lane	LFE018			65						
Leicester Forest East	Land at Kingstand Farm	LFE019			199						
Leicester Forest East	Land at Kingstand Golf Course	LFE020			334						
Leicester Forest East	Land north and east of Desford Crossroads (majority of sites in LFE parish)	LFE021			807						
Littlethorpe	40 Cosby Road	LIT003			22						
Littlethorpe	Land south of Tysoes Nursery and west of Cosby Road	LIT008			14						
Littlethorpe	Tysoes Nursery, 53 Cosby Road	LIT009			11						
Littlethorpe	Former Council Depot, Warwick Road	LIT014			20						
Littlethorpe	Land to the south of Warwick Road and east of Cosby Road	LIT022			194						
Littlethorpe	Land off Oak Road	LIT023			142						
Lubbesthorpe	Land at Desford Road / Beggar's Lane	LUB002			800						
Lubbesthorpe	Land north of Desford Road	LUB003		*65							
Narborough	Land at ambulance station, adjacent to the Rosings	NAR002			45						
Narborough	Land off Leicester Road	NAR008			55						
Narborough	Land south of Carlton Park	NAR016			336						
Narborough	Land at Seine Lane (Narborough Parish)	NAR018			243						
Narborough	Land north of Huncote Road	NAR019			109						
Narborough	Land off Forest Road	NAR020*			104 (19)						
Narborough	Land at Cottage Farm	NAR021			117						
Sapcote	Land north of Hinckley Road	SAP013			113						
Sapcote	Land at Park Road	SAP019			37						
Sapcote	Land at Strawberry Cottage, Hinckley Road	SAP023			32						
Sapcote	Land north of Leicester Road	SAP024			149						
Sapcote	Land south of Hinckley Road	SAP025			77						
Sapcote	Lime Avenue, The Limes	SAP026			22						
Sapcote	Land north of Stanton Lane, south west of Stoney Stanton	SAP028			*82						
Sapcote	London Leys Farm, Sharnford Road	SAP029			144						
Sapcote	Nuttingore Farm, Stanton Lane	SAP031			*345						
Sharnford	Land west of Coventry Road	SHA008			21						
Stoney Stanton	Land at Boundary Farm (smaller site), Stanton Lane	STO002			*180						
Stoney Stanton	Land west of Huncote Road	STO009			37						
Stoney Stanton	Land south of Hinckley Road	STO016			*42						
Stoney Stanton	Land at junction of Huncote Road and Calor Gas access road	STO019			47						
Stoney Stanton	Land off Middleton Close	STO023			102						
Stoney Stanton	Land north of Broughton Road	STO024			110						
Stoney Stanton	Land south of Broughton Road	STO025			165						
Stoney Stanton	Boundary Farm, Stanton Lane	STO028			*618						
Thurlaston	Land at Croft Road	THU003			7						
Thurlaston	Nursery, Hill View Nurseries	THU004			15						
Thurlaston	Land east of Croft Road	THU005			44						
Whetstone	Land off Station Street	WHE004			22						
Whetstone	JC Remedial, The Nook	WHE019			5						
Whetstone	Land south of Abbott Way	WHE026			*41						
Whetstone	Land off Enderby Road	WHE028			42						
Whetstone	Land at Merrydale Farm	WHE030			22						
TOTAL			4,116	8,849							
SHELAA sites - Mixed use											
Blaby	Land at Hospital Lane	BLA034		1,018							
Enderby	Quarry Lane	END009		44			6,942				
Glenfield	Western Park Golf Course	GLE031		252			39,409				
Kirby Muxioe	Land at Blood's Hill (south)	KMU026		365			56,979				
Stoney Stanton	Land west of Stoney Stanton	STO026		5,000							
Whetstone	Whetstone Pastures	WHE027		3,500			372,000				
Whetstone	Land south of Whetstone	WHE031		770			15,600				
TOTAL			10,949				490,930				
SHELAA sites - Employment only											
Aston Flamville	Land west of Junction 2, M69	AST001					100,000				
Blaby	Land off Lutterworth Road	BLA002					13,200				
Croft	Croft Quarry	CRO002					44,889				
Elmesthorpe	Land north of Junction 2, M69	ELM001					639,400				
Lubbesthorpe	Land east of Narborough Wood Park	LUB001					29,640				
Sharnford	Aston Lane	SHA001					21,600			5,400	
Thurlaston	Thurlaston Sawmill	THU001					5,000				
TOTAL							853,729			5,400	
TOTALS			4,116	19,798			1,344,659			5,400	
			23,914 dwellings				1,344,659m² employment floorspace			5,400m² retail floorspace	

Notes
 NAR020* : site overlaps with NAR018, leaving 1.09ha available for development which would yield 19 dwellings at a 62.5% development ratio at 30dph.
 * indicates that the yield of this site is not counted towards the final housing numbers to avoid double-counting with that of an overlapping site.

Appendix 6 – Non-developable sites and sites not carried forward for assessment

This SHELAA is not started 'from afresh'. The 2017 SHLAA and EDLAA documents have been reviewed to consider whether any of the sites in the documents can be carried forward into this SHELAA.

Sites with planning permission, allocated for development, or are under construction with a dwelling yield of 5 or more dwellings are listed in Appendix 1. Their development trajectories have been taken from the Council's Five Year Housing Land Supply calculations and are considered to accurately reflect the potential development trajectories of the sites based on site-specific information and historic build-out rates across the District.

The promoters or landowners of the remaining sites have been contacted to see whether they still intend to develop the sites for housing or employment land. Where no response has been received, the site has not been assessed because the Council considers that the site is no longer available for development. If information is submitted to the Council in the future that identifies that the site is available for development and has a landowner or developer willing to sell or develop the site for development, then the site will be re-assessed.

A 'Call for Sites' exercise was undertaken between March and May 2019. Some of the sites submitted to the Council have been assessed previously and, where appropriate, the new information provided has been used to update the Council's records on a site.

Below is a list of sites that are either non-developable due to the presence of a 'red constraint' that affects the whole site or are featured in the 2017 SHLAA and the 2017 EDLAA but are not assessed in this SHELAA for the following reasons:

- Where the site had planning permission or was under construction, and is now complete.
- Where the site is now allocated for employment or housing development in the Blaby District Local Plan Delivery DPD (2019).
- Where the site was identified in the District Council's Urban Capacity Study (2006) and it is now considered that the sites are not available for development as they have not been expressly promoted for development.
- Where new information has been received about a site which has required a change of a site boundary and so the creation of a new site assessment pro forma.
- Where no information has recently been sent to the Council stating that the site remains available for development.
- Where information has been received by a previous site promoter to state that they are no longer promoting the site and no further information has been forthcoming.

Housing Sites

Parish: Aston Flamville		
Site reference	Site address	Notes
AST001	Land opposite The Cottage, Lychgate Lane	The land owner has expressed an interest to undertake a self-build project for one dwelling. This is below the threshold for inclusion in the SHELAA.
Blaby		
Site reference	Site address	Notes
BLA001	Land adjacent Lutterworth Road	Site also forms part of BLA030; now allocated as a reserve housing site in the Blaby Neighbourhood Plan 2018.
BLA003	Winchester Road, Blaby	Site complete.
BLA004	Land east of Lutterworth Road and west of Winchester Road, Blaby	New site information has been received. New site pro forma created (see BLA032).
BLA005	Land at Hospital Lane	New site information has been received. New site pro forma created (see BLA031).
BLA006	Land at Glebe Farm	No longer being promoted for residential development. Site promoted solely for employment use.
BLA008	Land rear of 24a – 70 Welford Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
BLA009	Land between 9 and 11 The Crescent / rear of 85 – 123 Welford Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
BLA014	Land at Keepers Farm	New site information has been received. New site pro forma created (see BLA033).
BLA016	Former Pyramid Posters Ltd, Park Road	Site complete.
BLA018	Land adjacent to Lutterworth Road	Forms part of site BLA030; now allocated as a reserve housing site in the Blaby Neighbourhood Plan 2018.
BLA019	Land to the north of Hospital Lane and south of Mill Lane, Blaby	New site information received. New site pro forma created (see BLA031).
BLA020	Land to the east of Blaby bypass and southwest of Ridley Close	No recent site information received.
BLA021	Land east of Blaby bypass and south of Grove Road	No recent site information received.
BLA024	Land to the east of Winchester Road and to the south of Saville Road	New site information received. New site pro forma created (see BLA033).
BLA026	Land south of Enderby Road and east of Blaby bypass	No recent site information received.
BLA027	Land south of Lichfield Drive	Forms part of site BLA030 and is allocated as a reserve housing site in the Blaby Neighbourhood Plan 2018.

BLA028	Land to the rear of 34 Chapel Street	No recent site information received. The majority of the site is in Flood Zone 3b and is non-developable.
BLA029	4 – 6 Enderby Road	Site complete.
Braunstone Town		
Site reference	Site address	Notes
BRA003	Parkers Depot, Braunstone Lane	Change of site ownership and no information received to say that the site is being promoted for development.
BRA008	Land at Hazel Drive	No recent site information received.
BRA009	Land to the west of Brockenhurst Drive	No recent site information received.
BRA011	Land at junction of Narborough Road South and Watergate Lane	No recent site information received.
Cosby		
Site reference	Site address	Notes
COS002	Narborough Road	New site information received.
COS004	Rear of Croft Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
COS005	The Ridges, Main Street	Site complete.
COS007	Land east of Narborough Road	New site information received.
COS008	Land at Croft Road	New site information received.
Countesthorpe		
Site reference	Site address	Notes
COU002	Land south of Cosby Road	Information received to confirm that this site is no longer being promoted for development. A smaller parcel of the site is being promoted separately.
COU004	Land at Peatling Road	No recent site information received.
COU006	Land off Station Road / Glebe Drive	No recent site information received.
COU008	Land east of Peatling Road	No recent site information received.
COU011	Land at Foston Lane	New site information received.
COU012	Land at Willoughby Road	New site information received.
COU013	Biggins Orchard, land off Willoughby Road	Site complete.
COU014	Rear 89 – 105 Station Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
COU015	Rear 44 – 80 Cosby Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
COU019	Griffs Bodyworks Ltd, 85 – 87 Station Road	Historic planning permission expired (date of decision: May 2008) and no recent site information received.
COU021	Land to the south of Countesthorpe, off Willoughby Road	New site information received.
COU023	Land to the south of Glebe Drive and Waterloo Crescent	New site information received. Site no longer being promoted as a standalone site but with adjacent parcel of land.

COU026	Land at Glebe Garden Centre, Foston Road	No recent site information received. Planning application pending consideration for improvements to garden centre.
COU029	Land south of Gillam Butts	Site complete.
COU031	Land south of Countesthorpe, east of Willoughby Road and west of Peatling Road	Information received to confirm that the site is no longer being promoted for development.
COU032	Land at junction of Austrey Lane and Peatling Road	New site information received.
COU033	Land west of Peatling Road	New site information received.
COU034	Land rear of 57 Peatling Road and adjoining allotments	No recent site information received.
COU035	Land to the rear of 55 Peatling Road	No recent site information received.
COU036	Land to the north of 81 Bassett Avenue	Site complete.
COU039	Land west of Willoughby Road	No recent site information received.
Croft		
Site reference	Site address	Notes
CRO001	Poplars Farm, land to the east of Broughton Road and south of Poplars Road, Croft	New site information received.
CRO005	Land at Croft Quarry	Information received to confirm that this site is no longer being promoted for development.
Elmesthorpe		
Site reference	Site address	Notes
ELM002	Land at Elmesthorpe Lane	Site complete.
ELM003	Leicester Road	No recent site information received.
ELM004	Land between Elmesthorpe Lane, A47 Earl Shilton bypass and Wilkinson Lane	Planning application approved for a stable block and change of use of land to horsicultural use. No recent information received to indicate that the site is still being promoted for residential development.
ELM005	Land to the rear of 35 Billington Road West	No recent site information received.
Enderby		
Site reference	Site address	Notes
END003	Land south of Leicester Lane and west of M1	No recent site information received.
END004	Land south of Grove Park	Now allocated for employment land in the Local Plan Delivery DPD 2019.
END006	Land at Seine Lane	No recent site information received.
END013	Land to the east of ASDA, Motorways Retail Area	No recent site information received. The site is in Flood Zone 3b and so is non-developable.
END014	Land to the east of ASDA, Motorways Retail Area	No recent site information received. The site is in Flood Zone 3b and so is non-developable.
END016	Land at Leicester Lane and St Johns	Now allocated for employment land in the Local Plan Delivery DPD 2019.

END018	Land to the rear of 14 – 16 Aldeby Close	Planning permission expired and the site is too small to yield more than 5 dwellings for inclusion in the SHELAA.
END019	Land to the west of Harolds Lane	No recent site information received.
END020	Land at Townsend Road	Historic planning permission has expired (date of decision: August 2006) and there is no recent site information that has been submitted to indicate that the site is being promoted for residential development.
END021	Imperial Buildings, King Street	Site complete.
Glenfield		
Site reference	Site address	Notes
GLE008	44a – 60 Liberty Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
GLE009	Rear 84 – 92 Sports Road	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
GLE011	Land off Mill Lane Industrial Estate	New site information received.
GLE013	Land at Oakleys Farm	New site information received.
GLE015	Land to the rear of Stelle Way	The western part of the site is under construction and new information has been received about the eastern half of the site.
GLE020	Land to the rear of 57 Gynsill Lane	Site complete.
GLE023	Land south of Sacheverell Way	No recent site information received. The site crosses into the boundary of Hinckley and Bosworth borough and was not submitted through Hinckley and Bosworth Borough's most recent Call for Sites exercise.
GLE024	Land west of A46 and south of Sacheverell Way	No recent site information received.
GLE025	Land north of Mill Lane Industrial Estate	New site information received.
GLE026	Glebe Farm, Kirby Road	Site complete.
GLE028	Glenfield Frith Depot	Site complete.
Glen Parva		
Site reference	Site address	Notes
GPA001	Land off Wharf Way	No recent site information received. One of the landowners has submitted part of the site separately (see reference GPA023).
GPA002	Land off Little Glen Road	No recent site information received.
GPA003	Land off Little Glen Road	No recent site information received.
GPA004	Land off Little Glen Road	No recent site information received.
GPA007	Glenhills Sports and Social Club	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
GPA008	Former County Arms, Little Glen Road	Site complete.

GPA009	Rear of 5 – 23 Glen Rise	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
GPA011	Land to the west of Cork Lane	No recent site information received.
GPA012	Land at Glen Parva Lodge	No recent site information received.
GPA013	Land to the south of New Bridge Road and west of Leicester Road	No recent site information received. The site is in Flood Zone 3b and is non-developable.
GPA014	Land to the south of New Bridge Road and west of Leicester Road	No recent site information received. The site is in Flood Zone 3b and is non-developable.
GPA015	Land west of Navigation Drive and Westdale Avenue and to the east of the Grand Union Canal	No recent site information received.
GPA017	Land at Glen Ford Grange, Little Glen Road	No recent site information received.
GPA018	Land at Cork Lane	Site completed.
GPA020	Land south of Little Glen Road	No recent site information received.
GPA021	Land at The Piggery, The Ford	No recent site information received. The site is in Flood Zone 3b and is non-developable.
GPA022	Land at 74 Leicester Road and 2 Wharf Way	No recent site information received.
Huncote		
Site reference	Site address	Notes
HUN002	Land off Huncote Road	New site information received.
HUN004	Land off Chantry Close	No recent site information received.
HUN014	Land off Forest Road	The previous site promoter is no longer involved with promoting the site and no information has been submitted to the Council to indicate that the site remains available for development.
HUN015	Land off Mill View	The previous site promoter is no longer involved with promoting the site and no information has been submitted to the Council to indicate that the site remains available for development.
Kilby		
Site reference	Site address	Notes
KIL001	8 Main Street and land to the rear	No longer being promoted for development.
KIL003	The Limes Farm and outbuildings	Part of the site has been redeveloped for housing and the remainder of the site is no longer being promoted for development.
KIL005	Broadway Farmstead, north of Main Street	Similar site area to KIL001. No longer being promoted for development.
KIL007	Land at Halford Farm, Fleckney Road	No recent site information received.

Kirby Muxloe		
Site reference	Site address	Notes
KMU001	Land at Ratby Lane	Site is now allocated for residential development in the Local Plan Delivery DPD 2019.
KMU002	Land adjacent to sports ground, beyond Portland Road	New site information received.
KMU003	Land at Ratby Lane	New site information received.
KMU004	Rear of Vicarage Close	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
KMU005	Rear of Barwell Road and 1 – 9 The Croft	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
KMU007	Blood's Hill	New site information received.
KMU008	Land off Portland Road	No recent site information received.
KMU012, KMU015, KMU016, KMU017, KMU018	Land north of the A47 and west of Barry Drive	The sites are now allocated for residential development in the Local Plan Delivery DPD 2019. New site information submitted for remainder of KMU015 that does not form part of the allocation.
KMU019	Land adjacent to the service station, Desford crossroads	No recent site information received.
Leicester Forest East		
Site reference	Site address	Notes
LFE009	Land south of A47 and west of Beggars Lane	Site complete.
LFE012	Land to the south of Hinckley Road at Kingstand Farm	New site information received.
LFE013	Land to the south of Hinckley Road at the Kingstand Farm Golf and Country Club	New site information received.
LFE014	Land west of Beggars Lane	Site complete.
LFE015	Land off Forest House Lane	Site complete.
LFE016	Land at Grange Farm, Hinckley Road	Site now allocated for residential development in the Local Plan Delivery DPD 2019.
LFE017	Land south of Webb Close	Site now allocated for residential development in the Local Plan Delivery DPD 2019.
Littlethorpe		
Site reference	Site address	Notes
LIT012	Land west of Chestnut Close	New site information received.
LIT013	Land bordering Sycamore Way	No recent site information received.
LIT016	Land south of Beechwood Road	Information received to say that the site is no longer being promoted for residential development.
LIT020	Land to the south of Warwick Road and east of Cosby Road	New site information received.
LIT021	Land to the west of Cosby Road (Tysoes Nursery excluding the residential dwelling)	No recent site information received for this site from the original site promoter, however the site has a similar site area to LIT009 which is being retained for assessment.

Narborough		
Site reference	Site address	Notes
NAR003	Land at Regent Street Industrial Estate	Site now has outline planning permission for employment development.
NAR004	Land off Burrows Close	The site is no longer available for residential development as a historic employment permission has been implemented and the site is being developed for employment use.
NAR013	Land rear of 66 Huncote Road	Site complete.
NAR014	Land off Seine Lane, Enderby (within Narborough parish)	New site information received.
NAR015	Land at Seine Lane / Forest Road	New site information received.
Sapcote		
Site reference	Site address	Notes
SAP001	Land at Hinckley Road	New site information received.
SAP004	Land at London Leys Farm	New site information received.
SAP007	Land at the Rectory, Bassett Lane	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
SAP009	Land to the west of Sapcote, south of Hinckley Road	Part of the site has planning permission and the remainder of the site has been promoted for residential development and has a new reference (SAP025).
SAP010	Land at London Leys Farm to the south of Leicester Road	New site information received.
SAP011	Land at London Leys Farm, between Leicester Road and Sharnford Road	New site information received.
SAP014	Land north of Hinckley Road	New site information received.
SAP015	Land south of Hinckley Road	Part of the site has planning permission; part of the site has been submitted for residential development (see reference SAP025); but the remainder of the site to the south of SAP025 has not been recently promoted for residential development.
SAP016	Land at Rosevale House and Park, north of Hinckley Road	Planning application pending consideration on this and the wider site to reconfigure and regularise the site's Gypsy and Traveller use.
SAP017	Land to the east of Grace Road	Site complete.
SAP020	Land at Aston Firs, north and south of Hinckley Road	This site has not been re-promoted for development; however, the area of land to the south of Hinckley Road has been promoted as part of a larger site for employment land.
SAP022	Land off Grace Road	Site complete.

Sharnford		
Site reference	Site address	Notes
SHA002	Land off Holyoak Drive	No recent site information received.
SHA003	Land to the west of Sharnford, off Leicester Road	No recent site information received.
SHA006	Land at 16 Leicester Road	No recent site information received.
SHA007	Land to rear of 2 Holyoak Drive	No recent site information received.
Stoney Stanton		
Site reference	Site address	Notes
STO006	Land at Robertson Close	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
STO008	Land north of Highfields Farm	The site has outline planning permission for employment land.
STO012	Land off Huncote Road	Site complete.
STO013	Land south-west of Tansey Crescent	No recent site information received. Site promoted as part of a larger site.
STO015	Land north of Hinckley Road	New site information received.
STO018	Land west of Mountsorrel Cottages	No recent site information received. Site being promoted as part of wider development proposals.
STO020	Land east of the junction of Huncote Road and Calor Gas access road	No recent site information received. The majority of the site is within the hazard consultation zone of the nearby gas pipeline and so the site is non-developable.
STO021	Land south of Abbott Drive	New site information received.
STO022	Land at junction of Sapcote Road and Grace Road	No recent site information received.
Thurlaston		
Site reference	Site address	Notes
THU001	Hill View Nurseries	New site information received.
THU002	Land south of Earl Shilton Road	No recent site information received.
Whetstone		
Site reference	Site address	Notes
WHE002	Land east of Springwell Lane and south of Dog and Gun Lane	Part of the site is complete and part of the site has been promoted separately for residential development (see reference WHE026).
WHE003	Warwick Road	No recent site information received.
WHE005	Land off Enderby Road	New site information received.
WHE006	The Farm, Station Street	Site no longer being promoted for development.
WHE009	South of Enderby Road, to the west of Whetstone	No recent site information received.
WHE010	Land south of the Dog and Gun public house, Dog and Gun Lane	Site complete.
WHE011	Land at Cambridge / Warwick Road	Site complete.
WHE012	Land east of Cambridge Road	Site complete.

WHE014	Land to the west of Lutterworth Road	No recent site information received.
WHE015	Land between Station Street and Enderby Road	New site information received.
WHE016	Land at The Farm, Station Street	Site no longer being promoted for development.
WHE018	Land east of B582 Blaby Road and south of Jubilee Park	No recent site information received. The site is located in Flood Zone 3b and so is non-developable.
WHE021	Land at Elms Farm Bungalow, Springwell Lane	Site identified in the Urban Capacity Study 2006 and has nobody actively promoting the site for development.
WHE022	Land south of Whetstone – Phase 1	Site no longer promoted on its own but as site WHE023 which is retained for assessment.
WHE025	Land off Vicarage Lane, Blaby (Whetstone Parish)	No recent site information received.

Economic Development Sites

Blaby		
Site reference	Site address	Notes
BLA003	Land to the east of Blaby Bypass and southwest of Ridley Close	Site also submitted for consideration in the SHLAA for housing development (reference BLA020). No recent site information received.
BLA004	Land to the east of Blaby Bypass and south of Grove Road	Site also submitted for consideration in the SHLAA for housing development (reference BLA021). No recent site information received.
BLA005	Aldi, Welford Road	Site now complete.
BLA035	Land at Leicester Road, north of Northfield Park	Leisure / community facility proposed. The site is non-developable as it is located in Flood Zone 3b.
Braunstone Town		
Site reference	Site address	Notes
BRA001	Land off Centurion Way, Meridian Business Park	No recent site information received. Also considered as an employment allocation in the Local Plan Delivery DPD but concerns about availability and achievability.
BRA002	Land adjacent to McDonalds, Meridian Business Park	No recent site information received. Also considered as an employment allocation in the Local Plan Delivery DPD but concerns about availability and achievability.
Croft		
Site reference	Site address	Notes
CRO001	Land at Croft Quarry	Information received to confirm that this site is no longer being promoted for development.

Elmesthorpe		
Site reference	Site address	Notes
ELM001	Land to the rear of 35 Billington Road West	Site also submitted for consideration in the SHLAA for housing development (reference ELM005). No recent site information received.
Enderby		
Site reference	Site address	Notes
END010	Land between Leicester Lane, B582 Blaby Road and B4114.	Site now allocated for employment development in Local Plan Delivery DPD.
END011	Land at Leicester Lane, St Johns	Site now allocated for employment development in Local Plan Delivery DPD.
END013	Land west of St Johns and south of Leicester Lane, Enderby	Part of the site is now allocated for employment development in Local Plan Delivery DPD. Part of the site to the south is assessed as a housing site only (reference END022).
END015	Palmers Garden Centre	Site now complete.
Glenfield		
Site reference	Site address	Notes
GLE004	Land west of Mill Lane Industrial Estate	Site also submitted for housing development in the SHLAA (reference GLE011). New site information received. No longer being promoted for employment development.
GLE005	Land at Oakleys Farm	Site also submitted for housing development in the SHLAA (reference GLE013). New site information received. No longer being promoted for employment development.
GLE006	Land west of A46 and south of Sacheverell Way	Site also submitted for housing development in the SHLAA (reference GLE024). No recent site information received.
GLE007	Land north of Mill Lane Industrial Estate	Site also submitted for housing development in the SHLAA (reference GLE025). New site information received. No longer being promoted for employment development.
GLE011	Plot 40a, Optimus Point	Site now complete.
GLE012	Plot 30, Optimus Point	Site now complete.
Glen Parva		
Site reference	Site address	Notes
GPA001	Land west of A426 and north of Winchester Avenue Industrial Estate	No recent site information received. Site is non-developable due to flood risk.
GPA002	Wharf Way	Site also submitted for housing development (reference GPA001). No recent site information received. One of the landowners has submitted part of the site separately (see reference GPA023).

Narborough		
Site reference	Site address	Notes
NAR001	Carlton Park	No recent site information received.
NAR002	Coventry Road Industrial Estate, Coventry Road	Historic planning permission is being constructed.
Sapcote		
Site reference	Site address	Notes
SAP001	Land at Strawberry Cottage, Hinckley Road	Information received to indicate that the site is being promoted for housing development only (reference SAP023).
SAP002, SAP003, SAP004	Land north of Hinckley Road	New information received to indicate that the site is being promoted for housing development only (reference SAP027).
SAP005, SAP006, SAP007	Land at London Leys Farm, between Sharnford Road and Leicester Road	New information received to indicate that the site is being promoted for housing development only (reference SAP029).
Stoney Stanton		
Site reference	Site address	Notes
STO003	Land at junction of Huncote Road and Calor Gas access road	Information received to indicate that the site is being promoted for housing development only (reference STO019).
STO004	Land at Mill on the Soar, Coventry Road	No recent site information received.
STO005, STO006, STO007	Land at Hinckley Road	New information received to indicate that the site is being promoted for housing development only (reference STO002).
STO008	Land south of Hinckley Road	New information received to indicate that the site is being promoted for housing development only (reference STO016).
Whetstone		
Site reference	Site address	Notes
WHE002	Land at The Farm, Station Street	Site also submitted for housing development (reference WHE006). Site no longer being promoted for development.
WHE003	Land between Station Street and Enderby Road	Site being considered for housing development only (reference WHE028).
WHE004	Land off Station Street	Site being considered for housing development only (reference WHE004).
WHE005	Land at Warwick Road / Cambridge Road	Site now complete.

Appendix 7 – Housing numbers by parish

The housing numbers in the table below are taken from Appendices 1 and 5.

Parish	0 – 5 years	6 – 10 years	11 – 15 years	TOTAL
Blaby	80	182	1,624	1,886
Braunstone Town	6	0	0	6
Cosby	152	336	751	1,239
Countesthorpe	18	700	394	1,112
Croft	14	123	56	193
Elmesthorpe	7	0	1,458	1,465
Enderby	0	84	136	220
Glenfield	45	0	1,384	1,429
Glen Parva	70	124	65	259
Huncote	24	348	0	372
Kilby	0	24	30	54
Kirby Muxloe	319	394	2,423	3,136
Leicester Forest East	0	275	1,206	1,481
Littlethorpe	86	392	11	489
Lubbesthorpe	1,395	1,575	1,809	4,779
Narborough	0	543	381	924
Sapcote	177	574	0	751
Sharnford	0	21	0	21
Stoney Stanton	6	461	5,000	5,467
Thurlaston	0	66	0	66
Whetstone	178	42	4,319	4,539
TOTALS	2,577	6,264	21,047	29,888

*Appendix 4 – Question 1.0.2. (b)
Leicester Forest East
Neighbourhood Plan (July 2022)
Elmesthorpe Neighbourhood
Planning Area (designated 2013,
revised 2016).*

2006 - 2029

Leicester Forest East Neighbourhood Plan



Submission version

October 2020

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Foreword

On 27 May 2016, Leicester Forest East Parish Council was successful with its application to Blaby District Council to become a Qualifying Body for the preparation of a Neighbourhood Plan. The Designated area is the existing Parish Council boundary.

The Parish Council has produced the Leicester Forest East Neighbourhood Plan with assistance from an Advisory Committee including Parish Council members, community volunteers, and interested individuals in the community and with help from the District Council and other agencies.

The Neighbourhood Plan will form the basis for planning decisions applicable to Leicester Forest East Parish, up to 2029, together with the policies in the National Planning Policy Framework (NPPF, updated in 2019), which embrace the whole of the country and the Local Plan for Blaby District which covers the area controlled by the District Council. It is the District Council as the Local Planning Authority who will continue to determine planning applications, but they will have to consider the policies in the Neighbourhood Plan when reaching their decision. The Plan period matches that of the Local Plan, 2006 – 2029.

The Leicester Forest East Neighbourhood Plan reflects community-wide comments, observations and concerns about its future, bringing them together with Census information, strategic and statistical evidence into a document that mirrors the community's desire to make Leicester Forest East an even better place to live, both now and for future generations. The Plan sets out a Vision with aspirations and planning policy aims to help shape future development in Leicester Forest East. The policies aim to address key concerns raised by local people including protecting the character of the village and surrounding area. Some of the issues raised cannot be directly addressed by planning policies within the Neighbourhood Plan but are included as 'Community Actions' to support the Neighbourhood Plan policies. These 'Community Actions' will not be subject to Examination but help the Parish Council to deliver its broader objectives.

Community consultation events including open events and a Community Questionnaire have taken place alongside membership of the Advisory Committee and several 'Theme Groups' which have enabled local people to be involved at a level to reflect their circumstances and to contribute to identifying the changes that the local community wishes to see in Leicester Forest East.

We are grateful to Officers at Blaby District Council and the wider community for their involvement in the development of the Neighbourhood Plan.

Leicester Forest East is an attractive and popular place in which to live and the contribution from people who care about their community and want to make it better for generations to come is greatly appreciated.

Peter Kitchen

Chair

**Leicester Forest East
Neighbourhood Plan Advisory
Committee.**

Paul Linnett

Chair

**Leicester Forest East Parish
Council.**

October 2020

1 Background and context

1.1 Introduction

This Plan has been prepared by the Leicester Forest East Neighbourhood Plan Advisory Committee, which brings together members of the local community and Parish Councillors and has been led by the Parish Council.

A key part of the Government's Localism agenda, a Neighbourhood Plan is a new type of planning document that gives local people greater control and say over how their community develops, now and in the future. This includes, for example, where new homes and businesses etc. should be built; what new buildings and extensions should look like and which areas of land should be protected from development.

As the *Plain English Guide to the Localism Act 2011* states, "Instead of local people being told what to do, the Government thinks that local communities should have genuine opportunities to influence the future of the places where they live".

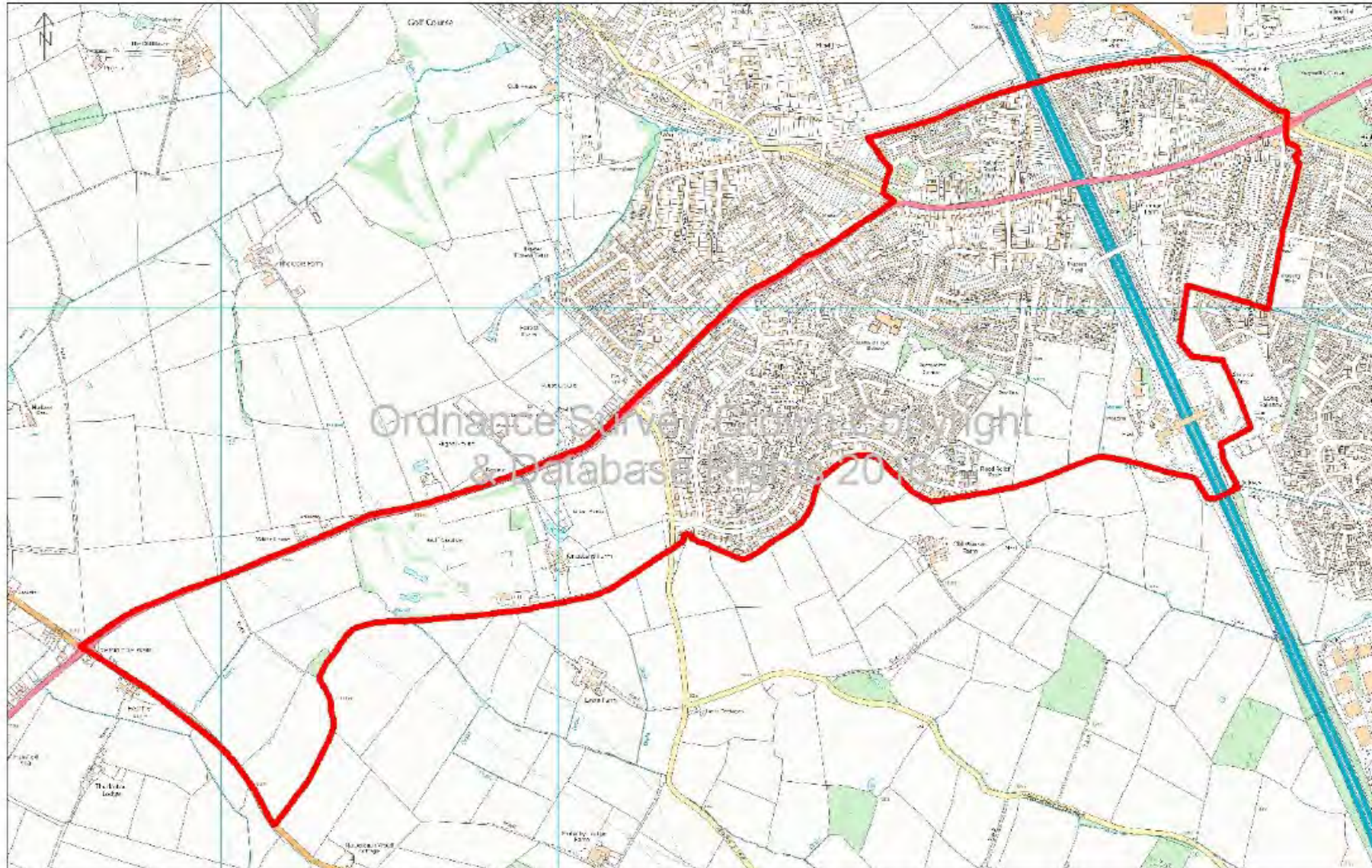
The Plan covers the whole of the Parish of Leicester Forest East. It sets out a long-term approach for the development of Leicester Forest East, and sets out clear development related policies to realise this.

In preparing a Neighbourhood Plan, a community is not working from 'a blank piece of paper'. Legislation requires that the Plan, and the policies it contains, must be prepared in a prescribed manner. In particular, the policies must be in general conformity with relevant national and district wide (i.e. Blaby) approved strategic planning policies.

The Plan is now at the submission consultation stage and is being sent to Blaby District Council for Regulation 16 consultation after which it will be subject to an independent examination and ultimately a Referendum of residents of Leicester Forest East.

Once approved, the draft Plan will form part of the Statutory Development Plan for Blaby. This means that it must be taken into account when considering planning decisions affecting Leicester Forest East Parish.

Fig. 1 Designated area



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1.2 How the Plan was prepared

The Plan has been prepared by the Leicester Forest East Neighbourhood Plan Advisory Committee.

This Advisory Committee comprises members of the local community and local Parish Councillors, with the support of Blaby District Council and consultants *Yourlocale*, and under the direction of Leicester Forest East Parish Council (the Accountable Body for the Plan).

It is based on robust evidence. This includes statistical information gathered through sources such as the Census as well as from community consultation and engagement.

Extensive consultation has been at the heart of the preparation of the Plan. This is key to ensure that the Plan fully reflects local needs and priorities. There have been a variety of consultation exercises over the last 18 months, at which a number of local people have taken part. These include drop-in sessions, questionnaires and focussed meetings on specific topics with residents and stakeholders.

1.3 How the Plan fits into the planning system

The right for communities to prepare Neighbourhood Plans was established through the Localism Act 2011, which set out the general rules governing their preparation.

A Neighbourhood Plan forms part of the Statutory Development Plan for the area in which it is prepared. This statutory status means that it must be taken into account when considering planning decisions affecting that area.

One of the main rules governing the preparation of a Neighbourhood Plan is that it must be in line with EU regulations on strategic environmental assessment and habitat regulations. It must also be in general conformity with national, county and Blaby district-wide planning policies. This means that it cannot be prepared in isolation. It will need to take into account, and generally work with, the grain of the district-wide and national policies.

At the local level, the key planning document which a Neighbourhood Plan must have regard to is the District Wide Local Plan. In the case of Leicester Forest East, this is the The Blaby District Local Plan (Delivery) Development Plan Document (known as the 'Delivery DPD') which was adopted by the Council on 04 February 2019.

Also important is the NPPF This sets out the Government's planning policies for England and how these are expected to be applied. The NPPF requires the planning system (including Neighbourhood Plans) to encourage sustainable development and details three dimensions to that development:

- An economic dimension – they should contribute to economic development;
- A social dimension – they should support strong, vibrant and healthy communities by providing the right supply of housing and creating a high quality-built environment with accessible local services; and
- An environmental dimension – they should contribute to protecting and enhancing the natural, built and historic environment.

Whilst planning applications will still be determined by Blaby District Council, and in special circumstances Leicestershire County Council, the production of a Neighbourhood Plan will mean that they must have regard to the provisions of the Plan and the relevant locally formulated criteria when reaching planning decisions that affect Leicester Forest East Parish. This means that the residents of the Parish will have a far greater control over development, and what it looks like.

It should be noted; however, it is not at the 'Made' stage when the provisions of the Plan need to be taken into account when considering planning decisions by Blaby DC and others. It is at the draft stage, whereby whilst decision makers need to bear in mind that it is still draft, legislation requires that the more advanced the preparation of the Plan the greater the 'weight' that may be given to its contents.

1.4 The Neighbourhood Plan and what we want it to achieve

The Plan area encompasses the whole of the Parish of Leicester Forest East and covers the period up to 2029, a timescale which deliberately mirrors that for the Adopted Blaby Local Plan.

The main purpose of the Neighbourhood Plan is not to duplicate national or district-wide (i.e. Blaby) planning policies, but to sit alongside

these, to add additional or more detailed policies specific to Leicester Forest East Parish. Where there are national and district- wide planning policies that meet the needs and requirements of the Parish they are not repeated here.

Instead, the Plan focuses on those planning issues which consultation shows matter most to the community, and to which the Plan can add the greatest additional value. These include policies that:

- Ensure that development takes place in the most sustainable locations;
- Encourage the right types of development that meet local needs;
- Protect important buildings and structures of historic and architectural interest;
- Ensure that business development is appropriate for the Parish;
- Protect important community facilities and shops;
- Promote high quality design in new development;
- Protect the countryside and special landscape;
- Protect open spaces that are important to the community and/or wildlife; and
- Seek ways of addressing the problems of traffic congestion.

Furthermore, these locally formulated policies will be specific to Leicester Forest East Parish and reflect the needs and aspirations of the community.

It is important to note that when using the Plan to form a view on a development proposal or a policy issue the whole document and the policies contained in it must be considered together along with the policies within the wider development plan, including the Blaby District Local Plan policies.

While every effort has been made to make the main parts of this Plan easy to read and understand, the wording of the actual policies is necessarily more formal, so that it complies with statutory requirements.

The Plan will be kept under review and may change over time in response to new and changing needs and requirements.

1.5 How the Neighbourhood Plan supports sustainable development

According to the key national planning document, the NPPF, the purpose of the planning system is to contribute to sustainable development.

The goal of sustainable development is to enable all people to satisfy their basic needs and to enjoy a better quality of life, without compromising the ability of future generations to meet their own social, economic and environmental needs.

The NPPF carries a presumption in favour of sustainable development. It states that there are three dimensions to sustainable development: social, environmental and economic, all of which are important and interrelated. In accordance with this, the Plan's aims and policies are centred on the achievement of sustainable development, including by, for example:

a) Social

- To safeguard existing open space for the enjoyment of residents;
- To protect existing community facilities; and
- To deliver a mix of housing types, so that it can meet the needs of present and future generations.
- To ensure that the most significant impact of development is mitigated effectively, most notably on the traffic situation which causes concern in the Parish.

b) Environmental

- To ensure that housing development is of the right quantity and type in the right location, so that it does not harm but instead positively reflects the existing and historic character of the area;
- To protect important open spaces from development,
- To ensure that the design of development enhances the Parish's character and identity;
- To protect and, where possible, improve biodiversity and important habitats; and

- To make provision for improved pedestrian and cycling facilities, as appropriate.

c) Economic

- To protect existing employment uses;
- To support appropriate small-scale business development and expansion; and
- To encourage appropriate start-up businesses and home working.

2 Leicester Forest East Village

2.1 A brief history of the Parish

The 2005 Parish Plan describes Leicester Forest East in the following terms.

Leicester Forest East is about 5km (3m) west of the City of Leicester. It is not your archetypal English village and is far from the picture postcard image of old houses grouped around a village green with duck-pond, and with a medieval parish church. It is in fact quite a recent conurbation. At the turn of the 20th century, it consisted of only 18 houses (mainly fronting on to Hinckley Road) and 3 farms. As late as 1925 it is recorded that Francis Hobill delivered milk to all the 19 houses that existed on the Hinckley Road between Western Park and Desford Cross Roads!

One of the oldest houses is probably Boyer's Lodge, which dates from the Elizabethan period, and in modernised form is now surrounded by the houses of the Wilson Estate.

On a map of the late 1800s what few houses existed were called East Leicester Forest, being in that location of the old Leicester Forest. This was owned by Henry VIII, who would visit the area on some of his hunting forays. Just to the west of Beggar's Lane there is Kingstand Farm which is the location where he would stand and shoot the deer as they came out of the forest.

The area began to grow about the First World War, with houses being built in Holmfield Avenue and also along Hinckley Road. Larger scale development took place in the 1950s, culminating in the Wilson Estate which was established in the 1980s, almost doubling the size of Leicester Forest East.

The original Anglican Church building was a wooden hut (Kirk's Hut) on Holmfield Avenue, established because the local congregation at that time found the journey on rough roads to Kirby Muxloe too arduous. They moved twice to other temporary accommodation before St Andrew's Church was built and consecrated in 1966. In the 1970s, a joint ministry was formed with the Methodist Church, and the redundant Methodist chapel (next to the M1) was sold to the Jehovah's Witnesses, who completely re-built the building.

Perhaps Leicester Forest East's current main 'claim to fame' is the M1 service area. Unfortunately, the motorway has done the village no favours, having created a division almost through the middle of the parish. Attempts to create a community feeling are not helped by this divide!

Until April 1986 Leicester Forest East was part of Kirby Muxloe Parish, after which it became a parish in its own right - the newest parish in Blaby District. Since then it has had an enthusiastic and dedicated Parish Council, which works tirelessly in trying to foster an integrated community, and to improve the facilities and environment for all residents to enjoy.

Perhaps more noticeable successes in recent years has been the Gala, first introduced to celebrate the Millennium at the instigation of the late Mr John Pickard, along with the lighting of the Christmas Tree at St. Andrew's Church.

We have two schools in our Parish – Stafford Leys and Fossbrook – both primary schools, and both have 4+ units. They are feeder schools for South Charnwood High School and Winstanley Community College respectively, though some pupils go to Desford Community College. Stafford Leys saw the completion in 2004 of a large extension, as part of upgrading of school accommodation in the County.

Attached to Stafford Leys school is the Community Centre, the creation of which was made possible by local residents through continuous fund-raising efforts. It is here that many community activities take place.

With a busy Post Office, grocery outlets and paper shop, hairdressers, drinks outlet and garage, most practical needs are catered for. Two doctor's surgeries, a chemist, a dentist and an optician provide National Health care facilities for the community. Transport links are very good (nearly 75% found them satisfactory), particularly the Park- and-Ride (nearly 60% of respondents use the service regularly).

The fact that nearly 50% of the respondents have lived in Leicester Forest East for over 20 years, and over 60% reported they liked the area, must mean that it really is a good place to live!

2.2 Leicester Forest East Parish Profile (2011)

The Census data from which the following statistics have been drawn has been taken from the Office for National Statistics (ONS)

website. See appendices 3, 4 and 5.

The Parish has 2,566 houses and a population of 6,719.

Levels of deprivation are well below the district, regional and national averages. 54.8% of households are classified as not deprived compared to 49.8% across Blaby and 42.8% in the East Midlands, and 42.5% across England. The levels of health are better than Blaby District generally, with the proportion of residents who consider that their health is very good being 49.6% in Leicester Forest East compared to 47.5% across Blaby, 45.3% regionally and 47.2% in England.

Levels of unemployment are low at 2.2% (2.9% in Blaby District and over 4% in the East Midlands and England) and levels of self-employment at 10.4% are below Blaby District (11.6%) but above regional and national levels. Levels of economic activity, at 76.5%, are above District (74%); region (69%) and England (70%) levels.

A high proportion of residents (59.6%) travel to work by car – above Blaby District (55.2%) and considerably above the norm in the East Midlands (46.1%) or across England (40.2%). Car ownership is high. The proportion of households with no car is 9.7%, compared to 13% (District); 22.1% (region) and 25.8% (national). The proportion of working age residents (3.3%) who state they work from home is in line with the local average (3.4%) and regional and national averages (3.3% and 3.5% respectively).

People living in the parish are more likely to be living in dwellings with 4 or more bedrooms. Results from the 2011 Census show that around 30.2% of households live in housing with more than 4 bedrooms which is above the district (23.4%), regional (19.8%) and England (19%) averages. There is also an under representation of housing for single people with around 1.6% of dwellings having one bedroom against 4.8% for the district, 8.1% for the region and 11.8% for England as a whole.

Number of bedrooms

Bedrooms	Leicester Forest East	Blaby District
1	40 1.6%	4.8%
2	293 11.5%	20.6%

3	1,451	56.8%	51.0%
4	597	23.4%	19.0%
5+	173	6.8%	4.4%

Data from the 2011 Census shows that 37.4% of residential dwellings are detached which is marginally higher than the district (36.1%), but well above regional (32%) and national (22%) share. Semi-detached housing accounts for over half (56.3%) of residential housing stock compared with 47.2% for the district, 35.1% for the region and 30.7% for England as a whole. Detached and semi-detached dwellings account for 93.7% of the total housing stock in the Leicester Forest East Parish whereas terraced housing and flats provide 6.4% of accommodation spaces. Levels of affordable housing are very low at 1.2% compared to 8.3% across Blaby District.

16.1% of the population is aged 65+, in line with District (18%), region (17.1%) and national (16.3%) averages. There is evidence of widespread under occupancy in the parish (having more bedrooms than the notional number recommended by the bedroom standard). Over half (53%) of all households in the Parish have two or more spare bedrooms and over a third (34%) have one spare bedroom. Under occupancy is higher than both regional and national rates.

3. Community Engagement process

After the Parish Council took the decision to prepare a Neighbourhood Plan a process was set in motion to establish an Advisory Committee to drive the process forward.

3.1 Open Event

A consultation event on 10 September 2016 set out the context and stages of the project and asked questions about people's thoughts about Leicester Forest East. An analysis of the event is included in the evidence base.

The views expressed by the preparing the Neighbourhood

residents were used to shape the strategy in Plan for Leicester Forest East.

3.2 Community



Questionnaire

The questionnaires were delivered to all 2,566 houses as well as being available online. The questionnaire contains 33 questions which are based on important themes established following initial consultation work by the Leicester Forest East Parish Council. These themes include: our parish; housing; parish facilities; education; transport; business; community events and general comments. The questionnaire survey took place in May 2017. There are 158 responses in total.



3.3 Theme Groups

A number of 'Theme Groups' were established to explore the detail of the Neighbourhood Plan; to build the evidence base and to lay the foundation for the draft Neighbourhood Plan. An environmental Theme Group was established, along with a theme group on housing and the built environment, and a further group exploring community facilities, transport and employment.



4 Vision

4.1 A vision for Leicester Forest East

The Plan area encompasses the whole of the Parish of Leicester Forest East and covers the period up to 2029, a timescale which deliberately mirrors that for the Blaby Local Plan

The Plan comprises a number of key elements:

A simple and clear vision for the future development of the Parish based on local consultation. This is:

“Leicester Forest East will provide a thriving and prosperous community which delivers a high quality of life for residents and businesses alike. Whilst maintaining excellent links to the city and wider country we will create a sustainable and desirable place to live, protecting our limited natural environment and supporting appropriate development that meets local needs.”

This will be realised by a small number of planning policies specific to Leicester Forest East grouped around the key policy issues identified by the community as being of special importance to them. These include policies that:

- Ensure that development takes place in the most sustainable locations;
- Encourage the right types of development that meets local needs;
- Protect and wherever possible enhance important buildings and structures;
- Protect important community facilities that are special to the local community;
- Promote good design;
- Ensure that the community continues to have good access to the surrounding countryside and green spaces;
- Protect open spaces that are important to the community and/or wildlife;
- Improve pedestrian and cycle connections within the Plan area and into the surrounding areas.

The Plan will be kept under review.

5 Policies

5.1 Housing

5.1.1 Introduction

A core aim of this Neighbourhood Plan is to retain the physical integrity of Leicester Forest East as a contained outer suburb of Leicester City. The consultation activities to date have shown that local people are concerned about a number of issues. A key concern is that housing development in and around Leicester Forest East has expanded rapidly over a relatively short time period but that the facilities and amenities available locally have not increased accordingly.

Key issues for the community are therefore;

- New housing should be supported by adequate physical and social infrastructure. Concerns that additional housing development will put pressure on already stretched amenities such as the local Doctors' Surgery and the Primary Schools.
- There is a need to provide a wider range of housing types in Leicester Forest East, particularly smaller family homes, starter homes, affordable homes and homes designed for older people (including bungalows) where appropriate;
- Affordable housing, preferably of social rent and shared ownership tenure is needed particularly for young families and older people;
- There is a need to mitigate the potential of flood risk to new and existing properties that new development might bring;
- There is a need to mitigate the potential of deteriorating air quality, particularly in and around the existing Air Quality Management Area's (AQMA) within the parish that vehicles as a result of new development will bring.

5.1.2 Housing provision

The Blaby Local Plan Core Strategy (adopted February 2013) and Delivery Development Plan Document (Delivery DPD) Submission Version of November 2017 identifies further significant increases in population for the District. The population of the District was 93,915

in 2011 (Census information) and is forecast to grow to approximately 109,000 by 2029. The District-wide target is for at least 8,740 new homes between 2006 and 2029.

In order to help accommodate this expected growth, the District Council has undertaken an options appraisal and concluded that growth is best located within a limited number of sustainable locations rather than dispersing development more widely across the District.

The adopted Local Plan (Core Strategy) established a hierarchy of settlements to help determine the most appropriate locations for development.

Leicester Forest East is classified as being part of Blaby's 'Principal Urban Area' (PUA) along with five other settlements. These are settlements which adjoin and have a strong functional relationship with the PUA and administrative area of Leicester City. The Core Strategy requires the PUA to accommodate a minimum of 5,750 dwellings in Policies CS1 and CS5 between 2006 and 2029. Determining precisely how much of this requirement for new dwellings the Parish should plan for is set out in the Delivery DPD.

There is no specific housing target for Leicester Forest East or the other 5 PUAs individually. Existing completions, current planning permissions and the proposed allocations in this Plan and the emerging Delivery DPD fulfil the minimum housing requirement in the PUA as a whole. Blaby District Council's Delivery DPD allocates land to accommodate a minimum of 76 homes within Leicester Forest East, up to 2029.

5.1.3 Housing allocations

In order to contribute positively to the housing requirements of the District over the Plan period, two sites highlighted in the Local Plan are allocated for residential development.

The Parish Council has identified a need for affordable housing that is in excess of the District-wide average in view of the current under provision within the Parish. This, along with the need for a local connection policy is described in more detail in the section on affordable housing.

The proposed Local Plan (Delivery) DPD allocation of 55 units (including 13 affordable units) at Grange Farm is supported by the Neighbourhood Plan as it scored highly in the site assessment undertaken as part of the process of preparing this Neighbourhood Plan.

Medium sized infill sites such as this are far more in line with environmental sustainability best practice. We note that drainage could be a major feature with this location as well as the need for adequate noise attenuation from the M1 motorway and will continue to press as a Parish Council for these measures to be attended to as the development progresses.

The Local Plan (Delivery) DPD Submission Version identifies access to this site from both Warden's Walk and Hinckley Road. The Local Plan also identifies the tree and hedge fronting Baines Lane as species rich and needing to be retained in the interests of ecology and character of the urban form.

The Local Plan also allocates a site adjacent to Webb Close which could accommodate some 21 houses. The site is identified in the Local Plan as having the capacity to deliver 5 affordable houses.

Figure 2 Grange Farm site and Webb Close Site



5.1.4 Limits to Development

The purpose of Limits to Development is to ensure that sufficient sites for new homes and economic activity are available in appropriate sustainable locations that will avoid impinging too far into the open countryside.

Settlement Boundaries have been drawn by Blaby DC in the emerging Delivery DPD and associated Policies Map showing suitable settlements for development. The emerging Local Plan makes it clear that such a measure is important to clarify where new development activity is best located. The emerging Local Plan and DPD will define the extent of a built-up part of a settlement and distinguish between areas where, in planning terms, additional development is acceptable in principle and where it would not be acceptable.

The original intention was for the Neighbourhood Plan to update the existing Limits to Development for Leicester Forest East. The main aim being to bring it up to date by incorporating new or proposed developments. This is also in accordance with the draft Local Plan which also proposes that Limits to Development be prepared for the District.

However, following discussions it is proposed that the Limits to Development is not revised through the Neighbourhood Plan. Instead, it is considered more effective and efficient that this is undertaken as part of the District-wide review of Limits of Development which is being undertaken as part of the emerging Blaby Local Plan Delivery DPD. There are good reasons for this, not least to avoid duplication of effort and to avoid any risk of confusion or conflict on the final boundary.

Figure 3 shows the proposed Limits to Development for Leicester Forest East as set out in the draft Local Plan Delivery DPD Submission Version. This has been prepared by the District Council in conjunction with the Parish Council and other stakeholders.

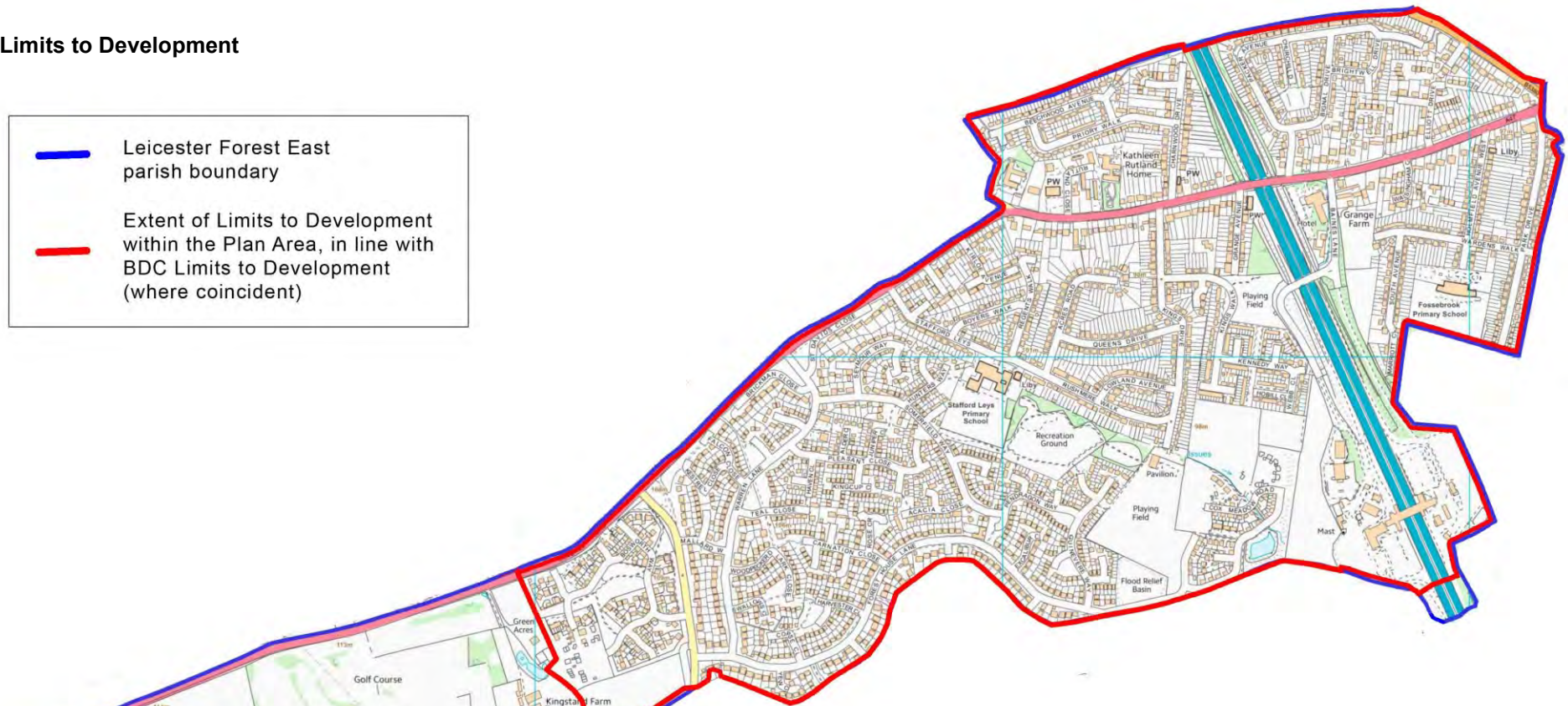
Limits to Development are a means of distinguishing between areas more suitable for new development and areas less suitable where development will be restrained. In planning terms, land outside a defined Limits to Development, including any small groups of buildings or small settlements, is treated as countryside. This includes any small groups of buildings or small settlements that may be found there.

Focusing development activity within the Limits to Development will help to support existing services and facilities, help protect the remaining countryside from inappropriate development and protect the physical and visual separation of neighbouring villages and settlements.

It is national and local planning policy that development in the countryside should be carefully controlled. Supporting “*the intrinsic character and beauty of the countryside and supporting thriving rural communities within it*” is identified as a core planning principle in the National Planning Policy Framework. This approach is also supported by this Plan because it will help ensure that development is focused in more sustainable settlements with a greater range of services and facilities and infrastructure that has capacity for expansion, as well as helping to maintain the character of the Parish and protecting the countryside for its own sake as an attractive, accessible and non-renewable natural resource.

The Limits to Development boundary is shown on page 25:

Figure 3 Limits to Development



5.1.5 Housing Mix

At the time of the 2011 Census, the average household size in the Leicester Forest East Parish was 2.6 people which is higher than the district (2.4), regional (2.3) and national (2.4) rates. At 6.2 the average number of rooms per household is higher than the district (5.9), regional (5.6) and national (5.4) rates.

People living in the Leicester Forest East Parish are also more likely to live in homes with a high number of bedrooms. The average number of bedrooms per household is 3.2 which is higher than the district (3.0), region (2.8) and national (2.7) rates.

Home ownership levels are relatively high with over 90% of households owning their homes outright or with a mortgage or loan. This compares with 80.9% for Blaby, 67 for the region and 63% for England as a whole. There is very little social housing provision in the parish (less than 1%) and private rented properties represent 8% of occupied households.

Data from the 2011 Census shows that semi-detached dwellings represent the highest share of properties in the parish representing 56% of the housing stock against 47% for the district, 35% for the region and 31% for England as a whole. There is also a higher than average representation of detached dwellings which account for 37% of household spaces compared with 36% for the district, 32% for the region and 22% England rates. Terraced housing represents 5% of dwellings and flats just 1%, both being lower than district, regional and national rates.

People living in the parish are more likely to be living in dwellings with 4 or more bedrooms. Results from the 2011 Census show that around 30% of households live in housing with more than 4 bedrooms which is above the district (23%), regional (20%) and England (19%) averages. There is also an under representation of smaller type housing units with around 13% of dwellings having 2 or fewer bedrooms against 26% for the district, 35% for the region and 40% for England as a whole.

There is evidence of widespread under occupancy in the parish (having more bedrooms than the notional number recommended by the bedroom standard). Analysis of the 2011 Census shows that over half (53%) of all households in the Leicester Forest East Parish have two or more spare bedrooms and over a third (34%) have one spare bedroom. Under occupancy is higher than both regional and national rates.

Research shows that older person households are more likely to under-occupy their dwellings. Data from the Census allows us to investigate this using the bedroom standard. In total, some 78% of pensioner households have an occupancy rating of +2 or more (meaning there are at least two more bedrooms that are technically required by the household) and is somewhat higher than the 46% non-pensioner household rate.

The high proportion of larger, detached housing coupled with high level of under occupancy suggests a need for smaller homes to balance the housing stock, which would be suitable for residents needing to downsize, small families and those entering the housing market. Providing suitable accommodation for elderly residents will enable them to remain in the local community and release under-occupied larger properties onto the market which would be suitable for growing families.

The housing and economic development needs assessment (HEDNA) report, completed in January 2017 and our own assessment of housing need (see supporting information) also provides a useful estimate of the percentage of different sized units required. Further information about the housing and demographic data in Leicester Forest East is available in Appendix 5.

POLICY H3: To be supported, proposals for new housing must demonstrate how they provide dwellings with 1, 2 or 3 bedrooms; or homes suitable for older people, including 2- or 3-bedroom bungalows; or dwellings suitable for people with restricted mobility, unless the latest assessment of local housing needs indicates otherwise.

5.1.6 Affordable housing provision

Local people have strong opinions on the affordability of housing in the Parish. Although 90.6% are owner occupiers and most have benefitted from increases in property values there is a strong recognition that more affordable housing is required.

Having considered a range of evidence including consultation findings, socio-economic data, census data and information from land registry sources, it is noted that the proportion (as of 2011) of social rented housing in the Parish is only 0.9% against a Blaby wide proportion of 7.7%. It is therefore very important that a higher than District requirement of social rented housing is sought on any future housing sites. It is proposed that a 35% affordable housing allocation is sought for all future housing planning applications on sites of 11 units or more. This is above the District-wide target of 25% affordable units on sites of 15 or more specified in Local Plan policy CS7. The community consultation reinforced this policy approach by showing a strong demand for smaller and affordable housing, particularly starter homes, to be provided in the Parish.

The housing needs survey completed by YourLocale in 2016 (see supporting information) was based upon the interpretation of the census 2011 results and land registry data from between 1995 and 2015 and found;

- People in the Parish are more likely to live in homes with a higher number of bedrooms.
- Home ownership levels are high, over 90%.
- Social rented levels are very low, 0.9% compared to 7.7% for Blaby.

- More than 30% of households have more than 4 bedrooms, compared to the Blaby figure of 23% and a National figure of 19%.
- Major development occurred in the 1960's and 1970's.
- The local population is getting older as average life expectancy rises.

There is a clear need for smaller homes of up to three bedrooms suitable for residents to downsize and for small families entering the housing market. More affordable supported and retirement properties are required.

The Blaby DC planning guidance on affordable housing, the adopted Supplementary Planning Document, has been considered and this affordable housing policy is in general alignment with the policy position contained in that document. Subject to viability testing, the threshold for requiring affordable housing provision is proposed to be 11 houses rather than 15 as contained in the Local Plan, in order to help address the under provision of affordable housing in the Parish.

POLICY H4: AFFORDABLE HOUSING Development proposals that contribute to the provision of affordable homes that are suited to the needs of older people and those with disabilities will be supported.

5.1.7 Housing Design

Due to the growth of the Parish taking place over a lengthy period of time it is apparent that the character, appearance and mix of housing, community, commercial and commercial buildings is very mixed and diverse, although in recent years the large “monolithic” developments from major housebuilders extending the built form have not kept to this format and have produced a large “housing estate” style.

In terms of landscaping, the increased planting of new trees, hedges and shrubs would be welcomed with the particular species and siting carefully considered to protect and enhance individual existing properties light, views and reduce the impact of falling leaves and tree root subsidence problems. The Neighbourhood Plan particularly welcomes development and re-use of existing buildings that are environmentally sustainable. The installation of a rain water harvester within the curtilage of each new dwelling would significantly reduce the amount of rain water going into existing water courses, but also on the amount of water available for flushing house toilets or washing cars.

In terms of character, heritage and design, the community through consultation exercises expressed a general desire for housing design to be in keeping with the best elements of the current design.

POLICY H5: HOUSING DESIGN - All new development proposals of one or more houses, replacement dwellings and extensions will be expected, where possible and appropriate, to satisfy the following building design principles:

- a) It is of a density, size, scale, massing and height that reflects the character of the surrounding area to provide space and pleasant street scenes and inclusive road linking with pedestrian short cuts; and
- b) The design and materials are of a high standard and quality, which respect and, where possible, enhance the character and appearance of the local area.
- c) Adequate off-road parking should be provided in line with Leicestershire County Council Highways most up to date design guidance; and
- d) The design reflects best environmental good practice (for example incorporating where appropriate, but not limited to, solar panels, rainwater harvesters, car electrical charging points and photovoltaic glass); and
- e) Suitable landscaping should be provided, where appropriate.

5.2 Environment

5.2.1 Introduction

Leicester Forest East is unusual. It is not on the site of an ancient settlement, and relatively little of its history is visible in the local environment in a way that warrants protection by the Planning system.

No known archaeological finds, earthworks or place-names demonstrate prehistoric, Romano-British or Anglo-Saxon/Viking settlement, except for an Old English name, recorded in Domesday, of *Hereswode* (*here* = army or people; *wode* = wood). It could be inferred that the area (unlike most of Leicestershire) was indeed not settled in the 'Dark Ages', but was, perhaps already mixed woodland and wood pasture reserved for high-status use. After the Norman conquest, it was formally designated as a Royal Forest, reserved for hunting – a large area of heath, grassland, trees and woodland with no villages, only buildings associated with forest management and administration, and isolated cottages. A few names of farms and properties in and near the parish – Boyer's Lodge, Kingstand Old Warren, Forest Edge, Forest Grange – recall aspects of the Forest system.

The Forest was *disafforested* by statute in 1628 and shared among a few landed families. Local peasants' traditional forest rights were withdrawn, causing riots in Leicester, the land was cleared for agriculture and new fields were laid out (*Enclosed*), in the following years.

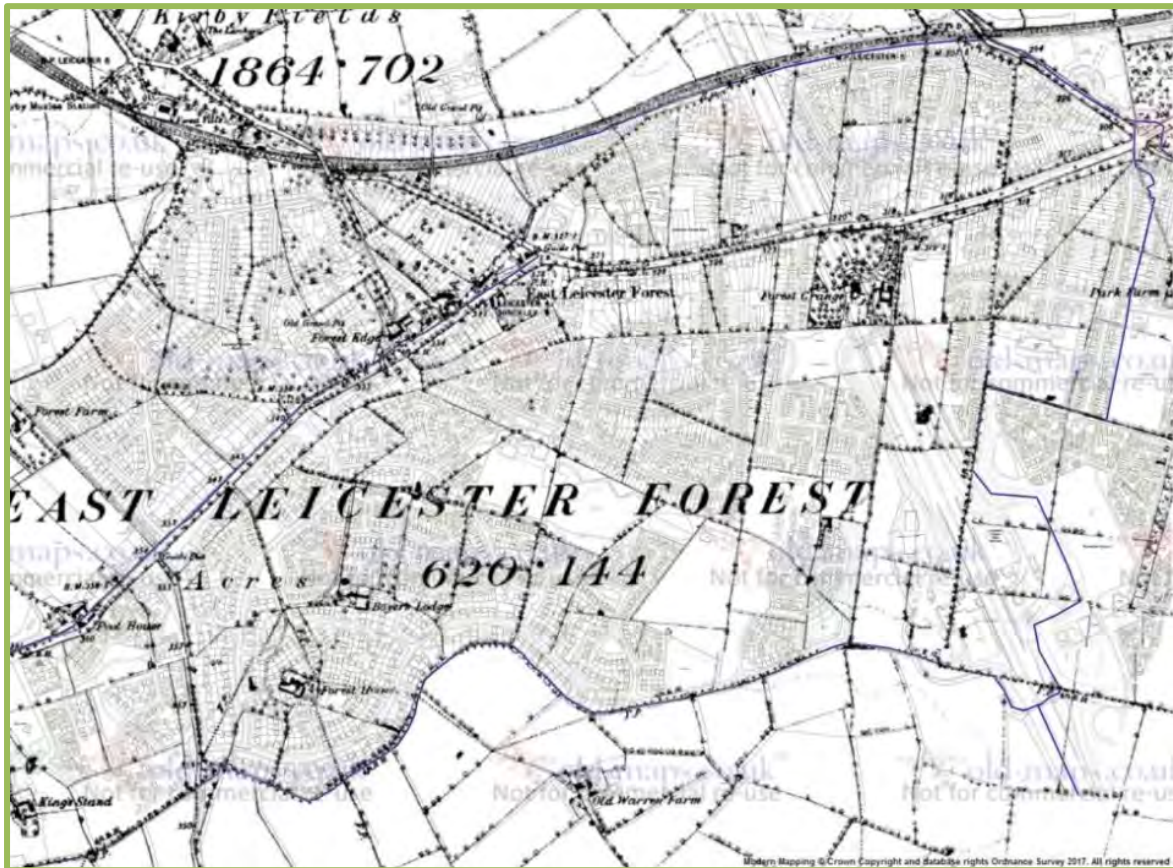
The parish remained very sparsely populated; even in 1886, the Ordnance Survey map shows that there was only the Red Cow inn and a few other buildings near Kirkby Lane turn, along with Boyer's Lodge, a forest keeper's lodge which from 1628 until 1990 stood in the middle of the fields created after the Forest was disafforested. Of particular local historical interest is the fact that, to a large extent, the pattern of 20th century housing estates and open spaces south of Hinckley Road preserves the layout of the fields, tracks and hedges laid out in the mid-17th century.

Development as Leicester Forest East began in the 1920s along Hinckley Road, with more in the 1930s. Housing estates were built in the 1960s and again in the 1980s, while a new phase of development (both in the parish and to its north and south) is happening now.

The natural environment of the parish has clearly been affected by this level of development (by 2029 only 14% of the Plan Area is expected to be open countryside), although the 17th century Enclosures (replacing mixed natural woodland and pasture habitats with arable fields and hawthorn hedges) were probably more destructive to biodiversity than modern development has been. The 20th century housing estates incorporated several extensive recreational open spaces (parks, sports facilities, etc.) and some 25 semi-natural open spaces,

'greens', green walkways and wide roadside grass strips, all adding up to about 12ha. With an additional estimated 50ha of private gardens, the parish overall probably has more biodiversity than modern arable farmland or built-up areas elsewhere in the county.

Fig.4 1886 map, showing Enclosure field pattern, overlain on the modern map. Note the correspondence.



5.2.2 Existing environmental designations

As might be expected, relatively few environmental records (historical or natural) exist for Leicester Forest East. This means that what little survives is even more important in the local context (the level at which a Neighbourhood Plan carries weight in Planning).

There is one *Listed Building*, one further building of architectural and historical merit and one small area of deciduous woodland mapped by Natural England as *Priority Habitat*.

5.2.3 Local Green Space

An inventory of all open and undeveloped land in the parish has been carried out during 2017 as part of the Plan's preparation. It comprised:

- Desk study (existing environmental designations, published research and records)



- Fieldwork (all sites visited and assessed)
- Analysis of community consultation and questionnaire responses

The NPPF provides guidelines on the eligibility criteria for Local Green Space. An evidence-based scoring system for evaluating sites in the parish was devised (Table 1, below), and one site emerges from this process as being of exceptional environmental significance in the context of Leicester Forest East, both for its community value and for its intrinsic environmental importance.

Table 1: scoring system used by the Plan for evaluating sites for Local Green Space designation

Criterion (NPPF 2019)	Score range			Notes
ACCESSIBILITY	0	1-3	4	e.g. private, no access (0) – visible from public place – accessed via PRoW – fully open to the public (4)
PROXIMITY / LOCAL	0	1-3	4	Distant (0) --- fairly near to --- adjoins (3) or is within (4) settlement
BOUNDED	0	1-3	4	Individual parcel of land (not an undefined or large area)
SPECIAL TO COMMUNITY	0	1-3	4	Opinion of local people e.g. via questionnaire or at consultation events
RECREATIONAL / EDUCATIONAL USE	0	1-3	4	Actual or potential, informal sports, dog-walking, Forest School use, informal or official open space, etc.
BEAUTY (including views)	0	1	2	Subjective, relative (give justification); use consultation map results
TRANQUILITY	0	1	2	Subjective, relative (give justification)
HISTORICAL SIGNIFICANCE	0	1-3	4	Extant, visible evidence. Number of periods/features/records etc. / Relevant existing designations (Historic Environment Records)
WILDLIFE SIGNIFICANCE, GEOLOGY	0	1-3	4	Richness of species and habitats (Priority (BAP) spp. / Priority habitats) / relevant existing designations (Habitat Survey, Local Wildlife Sites / site of geological/industrial history significance)
[Maximum possible score]			32	

Table 2: evidence base for the Local Green Space designation

EVIDENCE	NPPF (2019) ELIGIBILITY CRITERIA									
	Access /4	Proximity /4	Bounded /4	Special /4	Rec/Ed /4	Beauty/ Views /2	Tranq. /2	History /4	Wildlife /4	TOTAL
<p>Leicester Forest East Spinney</p> <p>Small oakwood, c.150 yrs old, with understorey of hawthorn, elder, hazel, and grassy open area. Wild flowers. Hedged boundary to motorway fence.</p> <p>Good range of garden/woodland birds (3 Leicestershire Biodiversity Action Plan (BAP) species), mammals, invertebrates.</p> <p>This is the only surviving part of the grounds of Forest Grange, a large Victorian mansion demolished for construction of the M1</p> <p>This is the only accessible woodland in the parish. Well-used, mainly informally, including by local children/young people</p> <p>Full public access via King's Walk play area/Chapel Green P.O.S., with which it is contiguous.</p>	4	4	4	3	3	2	1	1	3	25
	<p>Leicester Forest East Spinney from Chapel Green, 2017</p> <p>Location map</p> 									

POLICY ENV 1: The Leicester Forest East Spinney (identified on the above Location Map) is designated as a Local Green Space.

5.2.4 Open Spaces

As noted in the introduction, the environmental and social impact of the 20th century housing developments in Leicester Forest East have been mitigated by the planned

provision of a network of public open spaces of various types. Together they make a large and valuable contribution to the appearance of the settlement, to the community's health and wellbeing, and to the parish's biodiversity. Community responses and an independent assessment show that these sites are well-used and appreciated by local people. Of particular interest are the chains of informal open spaces that provide walking routes connecting schools and other infrastructure with otherwise separate areas of the estate; they are an effective way of making it possible for young people to walk to school and socially.

Bearing in mind a possible reduction in resourcing for management, maintenance and improvement during the lifetime of the Plan, this community action aims to support, by whatever means is appropriate in future circumstances, the continued contribution of the open spaces listed here to the life and landscape of Leicester Forest East.

Figure 5 Open Spaces



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Blaby District Council Open Space Audit 2019 typologies.

Parks and gardens

Natural greenspace

Informal open space

Children and young people

Allotments

Sports (all typologies)

Cemeteries and churchyards

Village and community halls

COMMUNITY ACTION ENV 1: IMPORTANT OPEN SPACES – Leicester Forest East Parish Council, in partnership with the local community (through volunteer action and appropriate constituted bodies), will work with Blaby District Council to ensure the continued management, maintenance and improvement of the open spaces listed above.

5.2.5 Local heritage

Statutory Listed Building

Boyer's Lodge, Warren Lane is the only statutorily protected historic environment feature in the parish. A timber-framed, early 17th century house with later additions, it is Listed Grade II, meaning that the Plan does not need a protecting policy for its fabric and appearance.



Thomas Boyer, one of the keepers of the Royal Forest, is recorded in 1628 as one of several purchasers of Forest land. The house is believed to be the only surviving keeper's lodge associated with Leicester Forest. (Nichols, *History and Antiquities of the County of Leicester*, 1775- 811, Vol. IV, p.785).

Current Historic England policy for Listed Buildings is to require their *setting* (an area ‘within which the building can be appreciated’) to be protected when new development is proposed. This does not appear to have been enforced when the surrounding estates were built: with its white exterior (similar to that of adjacent modern properties) Boyer’s Lodge might now even be mistaken for a pastiche ‘vernacular’ style, 21st century upmarket estate house. Future redevelopment of the surrounding properties or area, if any, should take more care in this respect.



Non-designated heritage assets

Based on guidance from Historic England, the Plan identifies two further buildings and structures in the built environment of Leicester Forest East that are considered to be of high local significance for architectural, historical or social reasons. Their inclusion here records them as non-designated heritage assets to be taken into account by the Planning system.

The first is Kingstand Farm. Leicestershire County Council’s Historic Buildings Officer has commented that ‘the farmhouse by virtue of its age, materials and surviving architectural details meets the definition of a non-designated heritage asset as set out in

the Glossary to the NPPF. In addition to the external brick details already noted there is a historic staircase and internal beams of potential interest. There is also the possible historic



importance of the site; Paragraph

135 of the NPPF should therefore apply. The photographs confirm numerous unfortunate alterations to the house and outbuildings, typical of a working farm, but many of these could be undone as part of a sympathetic restoration scheme, funded by a potentially profitable residential development. Such an approach could arguably lead to a public heritage benefit in the overall planning balance’.

Blaby District Council's Heritage Asset Survey (2018) describes Kingstand Farm 'as being a 19th century farm, with buildings marked on the 1814 OS surveyor's drawings, consequently the farmhouse and associated historic farm buildings should be considered as non-designated heritage assets'.

The second is the Motorway Service Station on the M1. Described in the local press as 'Leicestershire's best-known landmark' the Leicester Forest East Services



were part of the second phase of development of the M1. The services are based on an Italian design which is rare in Britain and features a bridge restaurant between the two bases crossing the motorway – the first of its type. On Christmas Eve 1997, Arthur Smith broadcast his evening Radio 4 show live from the services.

Planning Practice Guidance, updated in July 2019, confirms the ability of neighbourhood plans to identify non-designated heritage assets (Reference ID: 18a-040-20190723).

POLICY ENV 2 – Locally Valued Heritage Assets: The effect of a development proposal on the significance of the locally valued heritage assets listed below should be taken into account in determining an application. In weighing applications that directly or indirectly affect a locally valued heritage asset a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. • Kingstand Farmhouse • Leicester Forest East Motorway Services

FIG. 6 Buildings and structures of local significance



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5.2.6 Biodiversity

These policies are about parish-level compliance with the Blaby District Council Local Plan, the Wildlife & Countryside Act 1981 (as amended), the Hedgerows Regulations 1997 (as amended), and the relevant European Habitats and Species Directives – and about how Leicester Forest East can maintain and enhance biodiversity in the Parish.

Connectivity is an essential component of biodiversity. Isolated populations of animals and plants are at risk of destruction or of simply ‘dying out’. Wildlife Corridors aim to re-connect populations and habitats within parishes and more widely. One potential wildlife corridor has been identified during the preparation of this Plan.

A recently approved bus-priority access route through the proposed wildlife corridor does not diminish the need for the area to be recognised for its wildlife credentials – indeed, it strengthens the need for additional protection of this area within the Parish.

Fig. 7 Proposed wildlife corridor



POLICY ENV 3: BIODIVERSITY AND WILDLIFE CORRIDOR – Development proposals affecting the wildlife corridor identified on Figure 7 – Proposed Wildlife Corridor should be considered in accordance with Policy CS19 Bio-diversity and Geo-diversity of the Blaby District Council Local Plan (Core Strategy) Development Plan Document (2013).

In addition, two areas of biodiversity significance have been identified:

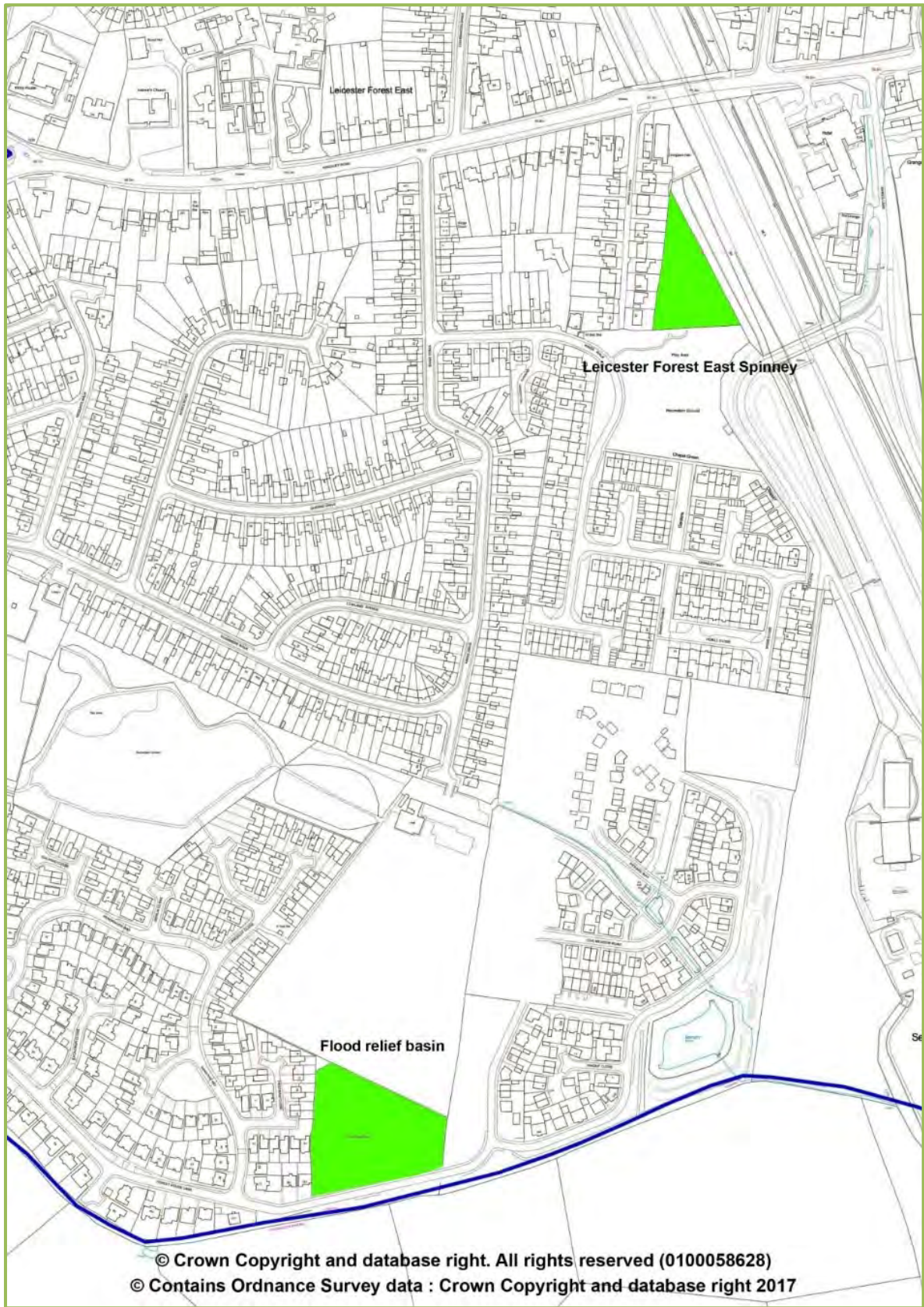
Leicester Forest East Spinney: semi-natural wood (natural development of 19th century ornamental planting) with oak standards and understorey of hawthorn, elder, hazel and shrubs. Some open areas with grass and wild flowers. Mapped as Priority Habitat (deciduous woodland) by Natural England. The only accessible woodland in the parish and probably the best site for garden and woodland birds with additional value from public access. Also proposed as Local Green Space in this Plan. Three Leicestershire Biodiversity Action Plan (BAP) species birds, mammals, invertebrates, amphibians, flowering plants.

Flood relief basin south of recreation ground: developing area of scrub, rough grass and occasional trees in steep-sided hollow. Hedged boundaries to three sides. Created by excavation of previous arable field in [1999] as part of development of the 'Arthurian' area of housing development. Garden and farmland birds (three BAP species), mammals (small and medium), butterflies and other invertebrates. Potential for community-led habitat creation and management to further enhance biodiversity.

The Neighbourhood Plan seeks to ensure that any development in these locally important areas take account of their biodiversity interest.

POLICY ENV 4: SITES OF HIGH ENVIRONMENTAL SIGNIFICANCE – To be supported, development proposals affecting the Leicester Forest East Spinney and the Flood Relief Basin, identified on Figure 8, must demonstrate any significant harm to biodiversity that cannot be avoided (through locating to an alternative site with less harmful impacts) is adequately mitigated, or as a last resort, compensated for.

Fig. 8 Sites of high environmental significance



5.3 Community Facilities and Amenities

5.3.1 History, background and current overview

Leicester Forest East as a parish community began life in the 1920's but over the course of 100 years has become subsumed into a series of housing developments stretching west from the border with Leicester City, at Braunstone Cross Roads out to Desford Cross Roads, just before the hamlet of Leicester Forest West. Always synonymous with the M1 Services of the same name.

The community has grown up on both sides of the A47 trunk road until the junction with Kirby Lane whereupon the parish boundary runs along the main road with Leicester Forest East existing only on the southern side. The A47 connects the east coast via Leicester to Birmingham via Hinckley and Nuneaton and is the primary traffic route east/west serving communities along its length.

In the mid-1960's the M1 motorway bisected the village from north to south and as such the community is made up of 4 quadrants. The 2 quadrants to the east of the motorway increasingly feel cut off from the rest of the village and a new vision is required to bring the 2 halves of Leicester Forest East together. This situation is set to develop as new housing, currently in build and planned will create many more houses along the A47 corridor bringing further pressures on roads, schools, doctors and dentists. Conversely this could also open up opportunities for new businesses.

It is against this backdrop that the community strives to retain an identity and a positive future. The presence of community facilities and amenities make a significant contribution to the vitality and viability of Leicester Forest East, enhancing the quality of life and regularly providing an important focal point for social interaction. However, the challenge is to sustain and build community in a parish that is so divided geographically.



According to the results of the parish questionnaire, 90% of those residents who responded said that the green spaces and access to the countryside were highly important. A similar percentage also appreciates the easy access to the city and the ease of road connections. Leicester Forest East is therefore well placed to provide a positive and desirable living environment for current and future residents if it is able to retain this balance of being at the edge of rural green space whilst close to, but separate from, the city of Leicester the communities of Kirby Muxloe and New Lubbethorpe.

Residents are certainly keen to keep Leicester Forest East as a distinct village in its own right. One possibility is the creation a separate postcode for Leicester Forest East rather than being a part of the city. This continues to be explored with the Post Office. Residents are also penalised by having a city post code in terms of insurance premiums, etc.



The availability of amenities and facilities in a community is what gives it a focus and makes it a community. Without local shops, pub or cafes Leicester Forest East becomes heartless, just a collection of houses and roads leading in and out of Leicester.

Leicester Forest East facilities and amenities (in addition to the benefits for residents) can also provide local employment, reduce the need to travel and offer important services, particularly for those who do not have access to a car. Around 50% of the community are over 50 years old, (many having lived here for over 20 years), additionally there is a home and facilities for the visually impaired in Leicester Forest East, Kathleen Rutland Home for the Blind, as well as Kirby House, an assisted living facility for those in need of other care, so local services and amenities are of high priority.

The loss and threatened closure of facilities and services is not uncommon in Leicester Forest East and is likely to be tested further in the future as increases in car ownership and frequent commuting to work and to access shopping and leisure activities call into question the viability of many local services.

To promote the on-going prosperity of the Parish it is essential that Leicester Forest East retains its remaining community facilities and amenities and continues to provide local services that will sustain the vitality of the community and encourage local spending. The importance of the existing facilities and amenities were highlighted in the consultation events that have taken place across the Parish through the preparation of this Neighbourhood Plan.



The Open Event held in September 2017 identified the value in retaining the existing Parish facilities such as doctors, dentist, library, post office and schools. The parish questionnaire, produced in June 2017, also listed, public footpaths, parks, play equipment as some of the most important amenities in Leicester Forest East.

Both the NPPF and the Blaby District Local Plan indicate that valued community facilities should be retained.

At the moment Leicester Forest East Parish Council has a close working relationship with the Police, enhanced by the parish office moving into the parish hall complex and making use of the Reg Neal Committee Room.

A detailed list of community facilities and amenities in the Parish is available as supporting information to this Neighbourhood Plan

Policy CF1: THE RETENTION OF COMMUNITY FACILITIES AND AMENITIES - Development leading to the loss of an existing community facility and amenity, listed below, will not be supported unless it can be demonstrated that:

- a) There is no longer any need or demand for the existing community facility; or
- b) The existing community facility is, demonstrably, no longer economically viable through submission of a viability assessment, or submission of marketing evidence relating to a period of no less than six months; or
- c) The proposal makes alternative provision for the relocation of the existing community facility to an equally or more appropriate and accessible location within the Parish which complies with the other general policies of the Neighbourhood Plan.

St Andrews Church	M1 Service Station
Beacon Life Church	Parish Hall
Kingdom Hall of Jehovah's Witness Assembly	Warren Lane Medical Centre
Community Library	
Parish Hall	
Fossebrook Primary School	Loss of all, or part of, the children's play area Kings Drive; Forest East Park; or the outdoor recreation facilities at the Parish Hall site will only be supported when proposals are in accordance with Updated Core Strategy Policy CS15 Open Space, Sport and Recreation of the Blaby District Council Local Plan (Delivery) Development Plan Document (2019).
Stafford Leys Primary School	
Vista Kathleen Rutland Home	
Kirby House Residential Care Home	
Holmfield Avenue Post Office	
Forest Park Inn	

5.3.2 New or improved facilities

As stated above, the availability of amenities and facilities in a community is what gives it a focus and makes it a community. Without local shops, pub or cafes Leicester Forest East becomes heartless, just a collection of houses and roads leading in and out of Leicester.

Some additional facilities and amenities that the people of Leicester Forest East wish to see in their community include:

- Facilities for young people to pursue their interests without having to always go further afield. This could include sports facilities such as BMX and multi-use games areas;
- Youth and children provision;
- Local shops help to make a neighborhood worth staying in rather than travel to the nearest superstore. We aim to encourage the provision of small shops such as bakers, butchers and delicatessens.
- Similarly, a coffee shop, café or micro pub would help to make Leicester Forest East a more attractive destination;
- Availability of allotments to foster community spirit, self-sufficiency, a facility not currently available in the area;
- A parish cemetery;
- To link amenities together it is also important that a network of footpaths and cycle ways are put in place to make these facilities more local and accessible.
- More local activities.

POLICY CF2: NEW OR IMPROVED COMMUNITY FACILITIES - Proposals that improve the quality and/or range of community facilities will be supported provided that the development:

- a) Will not result in disturbance to residential properties; and
- b) Will not generate additional on-road parking; and
- c) Is of a scale appropriate to the needs of the locality and conveniently accessible for residents of the village wishing to walk or cycle; and
- d) Takes into full account the needs of people with disabilities.

In support of these policies and in order to improve the availability of community facilities and amenities in the Parish, the Parish Council is also committed to progress a range of Community Actions as follows:

COMMUNITY ACTION CFA 1: BURIAL FACILITIES - The Parish Council will continue to work with other organisations to improve access to burial facilities for Leicester Forest East residents.

COMMUNITY ACTION CFA 2: ANTI SOCIAL BEHAVIOUR - The Parish Council will continue to work with the police and other agencies to review anti-social behaviour and the impact of reduce street lighting during the night on businesses and public safety.

COMMUNITY ACTION CFA 3: EVENTS AND ACTIVITIES - The Parish Council will continue to look at and provide (where practicable and reasonable) local community events and provision for youth and young people's work.

COMMUNITY ACTION CFA 4: TREES LINING A47 – The Parish Council will work tirelessly to preserve the horse Chestnut trees lining the A47.

5.4 EMPLOYMENT

5.4.1 Support for existing employment opportunities

The strength of the local economy and of the community goes hand in hand. Supporting the growth of a stronger local economy is recognised as an important theme of the Neighbourhood Plan. However, Leicester Forest East is a largely urban parish with some significant employment opportunities within and adjacent to the parish. Employment opportunities within the Parish are key to its vibrancy and there is a desire to see this retained and increased in appropriate locations. 17% of those responding to the community questionnaire felt that there is a demand for more business units in the Parish. There was also mention of people struggling to find local business premises.

There is an increasing trend for residents to work from home. There is evidence of this throughout the Parish both as individual business people and employees of other businesses. The Neighbourhood Plan reflects support for this economic group in its proposals to provide a wider range of housing and to support the provision of local business premises where appropriate.

Where there are buildings dedicated to business use in the Parish we recommend that they be protected against being lost to other uses.

Policy BE1: SUPPORT FOR EXISTING EMPLOYMENT OPPORTUNITIES - Development proposals that will result in the loss of buildings or sites used for industrial processes; storage and distribution; offices; or for research and development of products or processes will only be supported if it is demonstrated:

- a) The premises or land in question has not been in active use for at least 12 months; and
- b) The premises or land in question has no potential for either reoccupation or redevelopment for employment generating uses and as demonstrated through the results both of a full valuation report and a marketing campaign lasting for a continuous period of at least six months.

5.4.2 Support for new employment opportunities

New employment initiatives in the right location can help to boost and diversify the local economy and to provide more local employment opportunities.

Consultation suggested there would be support for small-scale business development, appropriate to the nature of Leicester Forest East.

Any new employment initiatives should be sensitive to the character of the Parish. Employment proposals should only be seen as acceptable if they avoid harmful impacts on other matters agreed to be locally important such as increased traffic flows, parking, residential amenity, the preservation of historic/heritage assets and the local environment.

Policy BE2: SUPPORT FOR NEW EMPLOYMENT OPPORTUNITIES - Development proposals for new or extended business premises will be supported if: a) Previously developed land is used where suitable opportunities exist; and b) Residential amenity will not be significantly adversely affected by light spillage, or noise or other nuisance or disturbance including from traffic movements

5.4.3 Home working

In support of an increasing socio-economic trend, a benefit of home working is that it helps to promote employment activities whilst reducing the dependency of the car for journeys to employment sites outside the Parish.

The national figure of 14% and rising is a trend indicated by both the TUC and the Office for National Statistics.

A list of known homeworkers and businesses run in the Parish is available in the supporting information. The intention of Policy BE3 is to recognise that people may not have a suitable space within their home from which to run a business, or they may wish to distinctly and deliberately separate their work and living space.

Policy BE3 supports the construction of extensions, the conversion of outbuildings, and the development of new freestanding buildings in gardens from which businesses can operate. This is intended to maximise the opportunity for home run enterprises to be created and supported in the long term in Leicester Forest East.

Policy BE3 would apply where a material change of use occurs, such that planning permission is required. This reflects positive support for entrepreneurial activity in line with the NPPF and Hinckley & Bosworth Local Plan.

Whilst it is acknowledged that it may not always be possible, there is a strong desire for new housing to contain a small office space to accommodate home working.

POLICY BE3: WORKING FROM HOME - Proposals for the use of part of a dwelling for office and/or light industrial uses, and for free standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses, will be supported:

- a) It will not result in additional on-road parking; and; and

- b) No significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, light spillage, traffic movements, or other nuisance associated with the work activity; and
- c) Any new extension or outbuilding must complement the character and materials of, and be subservient in height and scale to, the existing dwelling; and
- d) The employment use must remain clearly ancillary to or reasonably incidental to the main use of the property as residential, which shall remain the primary use.

5.4.4 Broadband infrastructure

The modern economy is changing and increasingly requires a good communications infrastructure as a basic requirement to maximise technological advances. High-speed Internet connectivity is driving business innovation and growth, helping people access services, and opening up new opportunities for learning.

Leicester Forest East (and the new developments) are dependent on the Kirby Muxloe Exchange for their broadband services. There is limited fibre broadband to existing housing with the exchange being full and the super fibre providers slowly cabling existing streets. Most use the BT backbone with Virgin cable providing their own "Fibre to House" connection which provides higher speeds. Sky uses BT cabling in the street but has a separate area in the exchange. An alternative is to take a satellite provider which has Television packages included.

Broadband	Speed	Availability
Twisted pair	2-3Mbps	Available
Fibre	Up to 77Mbps (only 40Mbps)	Limited
Fibre to house	80Mbps +	Limited
Satellite	80Mbps+	Available

73% of those responding to the questionnaire felt that their broadband and their mobile phone reception required improvement. Just as few would have predicted the technological transformation of the past few years, there will undoubtedly be further advances in the future. Such new technologies will bring new opportunities

for communication, employment, education and recreation. As a parish, we wish to have the infrastructure to be able to access and utilise them to the full.

It is, therefore, crucial that Leicester Forest East is able to accommodate and deliver new technology as it arises. The need for further development of high-speed broadband infrastructure to serve Leicester Forest East as technology develops is very important.

POLICY BE4: BROADBAND INFRASTRUCTURE - Proposals to provide improved access to super-fast broadband and improved mobile telecommunications networks will be supported.

The plan supports mobile telecommunication improvements provided any new structures are sympathetic to the local environment.

5.5 Transport

Life in the parish is dominated by vehicular traffic the main A47 Hinckley Road (Birmingham to Norfolk) runs through the centre on an east to west axis and the M1 Motorway (Leeds to London) bisects the parish in the middle crossing under the A47 by the Forest Park Public House.

5.5.1 The effect of traffic increasing

At the peak morning and evening rush hour periods, the volume of traffic using the A47 and Ratby Lane to travel into and out of Leicester, results in long tail backs in either direction, as the stationary traffic queues at the traffic signals, pedestrian crossings and other intersecting junctions along the length of the Hinckley Road. Traffic using the M1 Motorway also experiences rush hour build up southbound from north of Junction 21A for the Junction 21 exit onto the Leicester Outer Ring Road A5640 and the M69 Motorway to Coventry and the M6. Progress heading northbound is little better.

The layout and alignment of the A47 Hinckley Road limits its capacity, and the housing development that has occurred over the last fifty years has never addressed the underlying limits of the road capacity.

Over the last the forty years the population of the parish has more than doubled and this trend is likely to continue over the next fifteen years as the Blaby District Council Local Plan (Core Strategy) has identified the need for a significant development programme within the area.

There is no train service from Leicester Forest East despite plans to have a Nottingham to Leicester line (running on the existing tracks). Traffic volumes are making the bus service increasingly unreliable with services supposed to be running at every 20 minutes, but delays mean two buses can often arrive at the same time giving longer waiting times and uncertainty for passengers.

Different companies provide the bus services and to get to the train station a Leicester Forest East resident would have to pay two different fares to 2 different companies, (costing about the same as a taxi).

In recent years, the taxi time to the train station was 20 minutes. This can now take up to 40 minutes at peak times. The travel distance is 5 miles meaning an average speed of 7.5 mph. More houses will bring more cars and a taxi journey to Leicester Station could become slower than one on foot.

Air quality levels in some sections of the district continue to exceed the annual air quality objective set by the Government, the area surrounding the M1 Motorway \ A47 Hinckley Road in Leicester Forest East was designated as AQMA 3. Since 2011 readings at the various monitoring stations around this area have exceeded the annual mean air quality objective for nitrogen dioxide of 40ug/m³. At monitoring

station, CM4 on the eastern boundary of the area near the Hinckley Road Post Office the annual mean concentration recorded in 2015-reached 47.9ug/m³

Blaby District Council in their 2016 Air Quality Annual Status Report for 2016 noted that 'consideration be given to revising the boundary of the AQMA' and 'surveying the traffic flows at the easternmost extent'.

Whilst it is acknowledged that the drive to improve the efficiency of vehicles through the use of hybrid and clean technology will reduce the emissions of nitrogen dioxide in the medium to long term, this reduction may be offset by the increased vehicle movements arising from new homes over the next 15 years. The eastern section of the Hinckley Road from the Forest Park Public House to the Braunstone crossroads, which suffers from the highest concentrations of nitrogen dioxide, is also about to be modified to incorporate a dedicated 'city bound' bus lane from the New Lubbethorpe development. Buses will join the A47 Hinckley road at a new traffic signalled junction at Baines Lane. This will cause further congestion at peak periods and increased nitrogen dioxide emissions.

The Plan focuses on those areas where it can have an influence on the need to travel by car, highway safety and parking provision. It includes measures to promote new areas for parking and ensure that, where necessary, traffic management measures are provided in connection with new development.

5.5.2 Traffic management

Leicester Forest East Parish Council and local residents are aware of increasing traffic issues within our community. Additional housing, already constructed, under construction and planned, both within Leicester Forest East and in surrounding communities will contribute to making traffic issues worse.

Several Community Actions are proposed which are described on page 53:

5.5.3 Parking and traffic congestion

Parking at the local shops is an issue, as is getting out onto the A47, whether from houses along the main road or from the side streets.

The lack of off-street car parking continues to be a problem within the Parish; this issue is not just confined to the older housing developments. Parked cars regularly obstruct the pavements on the new Grangewood Manor estate, as some of new houses have not been designed to accommodate two-car households, pedestrians have to regularly walk on the highway to pass by these obstructions.

The width of the roads and the shared driveways are also very narrow, access for emergency vehicles are impeded by parked vehicles.

Increased numbers of cars within households will continue as housing costs mean that children are more likely to remain at their parents' home into adulthood.

Partly because of the lack of adequate/reliable public transport each adult in the house usually has a car. This means that the 2 off-road parking space policy is inadequate and should be increased wherever possible.

5.5.4 Electric charging points

As a community dominated in many ways by the car, we are aware that electric vehicles will become increasingly prevalent during the lifetime of our Neighbourhood Plan. This will lead to the fitting of vehicular charging points at homes in the Parish.

We are aware that the fitting of such charging points isn't the policy of the District Council at present, but we wish to encourage their inclusion in the design specification of all new homes.

We are also conscious that this will be an issue for existing homes, especially those without a garage or any off-street parking. We wish to be proactive in finding solutions to this anticipated issue.

5.5.5 Traffic Calming

A range of traffic calming initiatives (not just speed bumps) should be considered both on new roads and on any existing roads being used as the primary access routes for the new developments, as cars are regularly exceeding the speed limit on a number of roads in the parish.

Highway design on any new large-scale developments should incorporate adequate provision for buses to pull into lay-by to ensure traffic flows are not impeded by stationary vehicles and provided with passenger shelters and real time bus information signage.

5.5.6 Cycle Routes

Similar provision should be made for designated cycle routes within the design of new housing developments; we would like to see the adoption of an integrated cycle strategy to promote the use of sustainable transport in the parish.

The provision of a cycle routes throughout the parish is a priority. A cycle path over the M1 bridge is a specific priority. There is enough room to have a lane on the footpath.

There should be some encouragement of cyclists to use these routes as most still use the pavements.

5.5.7 Public Transport

Most frequent services (Monday to Friday are listed below). There is a poor service after 9:00pm or at the weekends. The buses only go into the 'centre' of Leicester, terminating at Jubilee Square, St Margaret's Bus Station or Charles Street. The out bound buses go to Market Bosworth, Coventry and Nuneaton. There are no direct connections to Leicester Railway Station, East Midlands or Birmingham Airports, Fosse Park Shopping Centre or any of the hospitals - Leicester Royal Infirmary, The General or Glenfield.

Bus	Highest frequency of services			Stop
Arriva 158	XX:05	XX:25	XX:45	Kings Drive
Stagecoach 48	XX:13	XX:33	XX:53	Kings Drive
Arriva 153	XX:26	XX:59		Kings Drive
Park and Ride 103	XX:15	XX:30	XX:45	XX:00

During school terms, buses are used to convey school children to and from the local High Schools and 6th form colleges which are outside of the parish. For most people living in the parish, however, the car has become the principal mode of transport, even for some of the shortest journeys. In the absence of regular public transport, the car necessarily provides the principal mode of transport for residents of the Parish.

The existing park and ride facility at the Braunstone Crossroads junction of the A47 is well used by the local community, for commuting into Leicester city centre.

The National Planning Policy Framework encourages a reduction in congestion and greenhouse gas emissions through the introduction of measures to reduce the number of journeys made by car. There are actions that can be taken by individuals and by the public and private sectors to support this objective.

Additional bus stops should be provided close to all new housing developments, encouraging the use of public transport.

The Community Actions in support of these policies are as follows:

Community Action T1: MOVEABLE VEHICLE ACTIVATED SIGNS (MVAS) – The Community support the Parish Council plans to introduce (MVAS). Initially to be considered on busy estate roads within the parish. The MVAS signs are designed for self-deployment by the Parish Council in order to improve road safety and encourage safer driving speeds. Leicester Forest East Parish Council has already made approaches to a MVAS provider and is

in negotiation with Leicestershire County Council to identify some mutually agreeable sign locations.

The activation devices should be moved to a number of different locations in an attempt to educate motorists but to also provide data to the local police where it is found that driving speed limits are being regularly exceeded in a particular location

Community Action T2: TRAFFIC CALMING - To consider the introduction of additional traffic calming measures. Although not universally appreciated by vehicle drivers, it is acknowledged that additional traffic calming measures such as speed humps, speed bumps, speed cushions or speed tables may need to be considered in some parts of the parish, particularly if vehicle activation signage does not result in speed limits being observed by motorists.

Community Action T3: REVIEW OF MAJOR JUNCTIONS - Recommend a review of major junctions on the A47 within Leicester Forest East to make it easier to access the main A47 from side roads.

The Parish Council have previously made representation to Leicestershire County Council with a view to several junction's that are already being served by traffic lights, being made 'yellow box' junctions. The aim of this action would be to prohibit queueing cars on the A47 from blocking junctions onto the A47 and thereby allowing the traffic light system to work effectively. This would have the effect of making it possible for vehicles to enter the A47 from the various side roads within the parish and equally leave the A47 and gain access to the side roads.

The parish council would hope that vehicles driving along the A47 would respect the yellow box junctions and that residents accessing the A47 in a vehicle would also respect the yellow box junctions. The introduction of yellow box junctions will continue to be pursued by the parish council and if introduced its success / further actions required will be monitored and discussed with local police and the county council.

Community Action T4: CYCLE ROUTES - The provision of cycle routes to be actively pursued.

Community Action T5: BUS SERVICE CO-ORDINATION - The parish council to lobby Leicestershire and Leicester City councils to get bus tickets accepted by all companies so that the customers can use any bus during the ticket period. This would make the buses easier to use and help with congestion.

6. Monitoring and Review

The Neighbourhood Plan will last until 2029. During this time, it is likely that the circumstances which the Plan seeks to address will change.

The Neighbourhood Plan will be regularly monitored. This will be led by Leicester Forest East Parish Council on at least an annual basis. The policies and measures contained in the Neighbourhood Plan will form the core of the monitoring activity, but other data collected and reported at the Parish level relevant to the delivery of the Neighbourhood Plan will also be included.

The Parish Council proposes to formally review the Neighbourhood Plan in 2022, or to coincide with the review of the Blaby Local Plan if this cycle is different.

Supporting information – Community facilities and amenities in Leicester Forest East

Sports Facilities

Leicester Forest East has limited sports facilities though Forest East Park at Kings Drive is used by Epworth Junior Football Club. Forest East Park and Kings Walk Park have outside gym equipment as well as a children's' play area.

The cricket, rugby, tennis and archery clubs are located on the north side of the A47 corridor, heading west, providing large green spaces and an open vista to the north of the county. The facilities are in the parish of Kirby Muxloe but on the boundary with Leicester Forest East. This setting is under threat as it is identified as a housing allocation through the Blaby District Council Local Plan Delivery DPD.

Churches & Places of Worship

St. Andrews is the main Anglican Parish Church and is in an ecumenical partnership between the Anglican and Methodist churches, being a member church of the Anglican Deanery of Sparkenhoe East and the Leicester West Methodist Circuit. The church building is a large modern construction consisting of a church, and adjoining church hall. The church dates back to the mid-1960's and is surrounded by grass and mature trees, together with extensive off-road car parking. The church has a growing congregation and all the facilities are extensively used by the local community for playgroups, dance groups, parties, local businesses and many other activities.

Within the grounds of the church the local Cub and Scout Group meet in a purpose-built hut, whilst active Rainbows, Brownies and Guide packs meet in the church.

Also, within the community of Leicester Forest East there is Beacon Life Church, Charnwood Drive and the Kingdom Hall of Jehovah's Witness Assembly, serving the wider community of West Leicester.

Cemetery

Leicester Forest East is dependent on the Kirby Muxloe cemetery for interment and has no local facilities. A decision by Kirby Muxloe Parish Council was taken to restrict usage of the cemetery to Kirby Muxloe resident only, leaving Leicester Forest East with no facilities. A new District Cemetery is planned at Enderby.

A Community Action (see page 44) has been introduced to help address this.

Library

After consultation with L.C.C. regarding local library closures, Leicester Forest East Community Library was opened in December 2015. Staffed entirely by volunteers. The library is currently receiving part funding from L.C.C., the target is to be self-financing from 2020.

In addition to the usual library services, it also runs a small café and many community groups meet at the venue including the local Women's, activities for children. There are also regular social events. The library also maintains close links with Stafford Leys School. There are plans for it to become a community hub, addressing issues of social isolation through its work.

Parish Hall

In 1986 when Leicester Forest East Parish Council was formed. The building now known as 'The Parish Hall' consisted of a couple of changing rooms for those who played football and cricket on the playing fields at the rear of the hall. The Parish Council used to hold their parish council meetings in these changing rooms until the early 1990's when the large hall, kitchen and toilets were added to the facilities. This allowed the parish council to hold their monthly meetings in the large hall and also for local groups/clubs/associations to hire the hall for their meetings too.

In 2000 the Committee Room and store room were added; the Parish Council meetings were then held in the Committee Room which allowed the large hall to be used for other community events on these dates.

In 2014 the hall was extended to what it is today, a modern, up to date venue for all types of functions.

Schools

Leicester Forest East has 2 schools situated either side of the motorway with the motorway historically determining the catchment area.

Fossebrook School – Holmfield Avenue

Fossebrook Primary school opened in Sept 2016, on the site of the old Holmfield Primary school (closed in 2010). It is part of the Discovery Schools Academy Trust. It is a one-form entry 210 pupil place school, providing education from EYFS to Y6. There is a plan to increase capacity to a two-form entry school should the demand for pupil places increase.

Fossebrook is part of the Braunstone catchment. As a school they currently prioritise siblings over catchment when the oversubscription criteria are applied. They are anticipating in the short term there may be some applications from families

from the new Lubbethorpe development. In the long term, however, the Lubbethorpe development will include its own primary school.

The existence of the school has helped parents and children feel part of their local community again and local relationships are developing. They aim to be a strong part of the community and are keen to develop their involvement. The school currently offers holiday clubs for all children in the area, and events run by the Parent and Teacher Association.

Stafford Leys Primary School

Stafford Leys Primary School has just celebrated its 50th Anniversary and is now an Academy providing education for year groups EYFS to Year 6 with a 3-form entry. The school is currently at capacity with over 600 pupils on roll. The classrooms have been improved and expanded in recent years but the communal facilities such as the halls and kitchens are already too small, whole school assemblies are not possible and some children have to eat their lunch in the sports hall. It has a good-sized playground and sports field, which must not be sold off or used for building.

The school is an integral part of the community and a variety of clubs and groups use the facilities out of school hours e.g. judo, bridge, wine circle, gardening and exercise clubs. There is an independently run pre-school group on site in the mornings and also a before and after school group.

There is no scope to increase the catchment area as the school is already at capacity but the new headteacher and governing body are keen to continue the school's involvement with the local community.

This plan notes and supports the school's policy to resist further expansion, and to protect the existing school playing field. The New Lubbethorpe development has plans for 2 primary and a secondary school to take the expected influx of new pupils for that development. Leicester Forest East Parish Council will take action to make sure that these schools are built as planned at the start of the development.

Care Homes

There are two care homes: Vista's Kathleen Rutland Home supports vision impaired persons and persons with dementia. Kirby House provides care and assisted living for those who are of older years and/or require medical and other assistance.

Post Office

Situated on Holmfield Avenue West, the Post Office serves the local community offering a wide range of services. Also situated inside is small counter offers hot and cold foods. The Post Office is a very useful service and a focal point for the older people and is used by many people outside of the Parish.

In the recent Neighbourhood Plan survey of local businesses, the current post office management felt that they are very much a part of the community and hope that, as the population increases, they will be able to grow and expand their business. The management is concerned about the lack of street lighting after midnight when young people are potentially still around the front of the store unseen.

Shopping

Most of the retail shops are situated along the A47 corridor but there are services provided within the local housing areas.

Co-Operative Store - The co-operative feel that they are a part of the community and, from the perspective of increased business, look forward to a larger population. There are some issues concerning customer parking.

Hayres Convenience Store - This store too feels that its business is viable in the current circumstances. They are also concerned about the lack of street lighting throughout the night and the increased incidence of shoplifting.

The Grange Bakery / Deli - This local business feels part of the Leicester Forest East Community and plans to expand its outside catering provision. They cater mostly for passing trade in the week and more local customers at the weekends. Their main concerns are street lighting going out at midnight which contributes to teenagers breaking benches and windows, and young people smoking marijuana outside the shop.

Sainsburys Local - The shop is committed to the area but has no plans to expand as there is no place for expansion. The management feel that external lighting would help to reduce vandalism and more policing is needed. The store has a slight issue with shop lifting.

Tesco Local – Newly opened and offering Tesco own brand for those who want a different option to the Co-op and Sainsburys. On site parking and cash machine are attractive to local residents and passing trade.

Fish and Chip Co – takeaway. (these premises were once a hardware shop). The business sees real possibilities for expansion. However, they too are concerned by the lack of late-night street lighting.

Lloyds Pharmacy - The pharmacy also feels a valued part of the community. They are concerned by an increase in the incidence of shoplifting and wish to see a greater police presence in the Parish.

Premier Convenience Store – Forest House Lane - This store feels a part of the community but cannot expand the shop on its current site. They seek more policing and better street lighting to prevent shoplifting and teenagers urinating outside the shop.

Hairdressers

Vanity Fair.

The business is certainly viable long term - business is booming. They absolutely see expansion and growth considering the large growth in housing and very much feel part of the Leicester Forest East community.

Candy Heads

The business is currently doing very well and growth in customers very much anticipated. They feel a (necessary) part of the community. The business is very frustrated about the traffic - customers trying to turn right when going to or leaving the shop can have exceptionally long delays.

Veterinary

Bell Brown and Bentley Vets – Hinckley Road. A very busy practice with purpose-built premises on Hinckley Road, It employs 8 people.

Currently they can just cope with the number of patients and may well have to expand premises and surgery times to cope with the increased demand from the expansion of Leicester Forest East / Lubbethorpe and surrounding areas.

The biggest challenges to the practice are recruiting staff (a problem throughout the profession) and car parking which is becoming a problem at peak times (concentrated between 9-10.30 am and 4-7pm). A possible solution is to open for longer hours to spread the load.

Medical Centres

Leicester Forest East has two medical centres, Forest House Medical Centre – Park Drive and Warren Lane. Below is their response to the questions they were asked through the community consultation process. Currently the number of patients is increasing by approximately 30 per month.

	Park Drive Branch	Warren Lane Branch
Can you cope with the current number of patients?	Yes	Yes
What area do you cover?	Leicester Forest East, Ratby, Kirby Muxloe, Thorpe Astley	Thorpe Astley, Ratby, Leicester Forest East
What are your thoughts on the expansion in Leicester Forest East and handling increased number of patients?	The surgery will not cope with an increased number of patients	Not really sure if the surgery will handle the increase in patients
Are you anticipating expanding as a practice	Not sure	Probably

Dental Surgery

1. Care Dental Surgery (private) is located on Warren Lane
2. Many residents use a local dental practice, whilst located within the same building as the Forest House Medical Centre, is not within Leicester Forest East Parish. The surgery is currently open to NHS patients as well as private.

Opticians

The parish is well served by Henry Smith and Hamilton, Opticians on Park Drive, which is still a family run business with a small number of branches in the county. They believe they are meeting the needs of the community and those from further afield who have remained as customers over many years. They feel a part of the community and know many of the residents as relationships have built over the years.

The Lubbethorpe development can be seen as a positive in terms of business but also brings commensurate problems such as traffic, pollution and lack of parking outside.

Motor Trade

Braunstone Crossroads Motors (Trading as Prestige Car Sales) – Hinckley Road

The garage is one of two garages owned by the same company selling cars in Leicester. The Leicester Forest East site also does servicing and MOT's. The customers are from all over the country including London. They have been in Leicester Forest East for 8 years and feel that there is a future for them here, but they could locate elsewhere if they needed to expand. Parking can be an issue.

The biggest challenges to the garage are the access to get onto the site (cars keep blocking the keep clear markings on the Hinckley Road outside the entrance while they are waiting for the lights to change) and the inability to expand the site. They do not feel a part of the community but use the Co-op opposite for lunch as well as the Red Cow in the evening. The use of the Post Office has declined as car registration and taxation is now completed on-line. The expansion of Leicester Forest East and surrounding area may bring more customers but the increased congestion and pollution (including dust from the building lorries) means that the stock need cleaning more often. They are lucky that they have only 1 incident of vandalism in the past 3 years and no anti-social behaviour.

Pub / Restaurant / Hotel

Leicester Forest East has only 1 public house / restaurant, The Forest Park Inn, situated on the A47 close to where it crosses the M1. Within the grounds is a Premier Inn Hotel.

Many residents and visitors venture to the Red Cow Public House / Restaurant, though sited on the A47, is within Kirby Muxloe Parish. The pub landlords and most residents also think that the pub is in Leicester Forest East. Quote from the Vintage Inns Web Site – “Welcome to The Red Cow in Leicester Forest East. The Red Cow started out in the 1650's as a very small inn in a row of cottages in a village near Leicester.” The Pub also has an LE3 post code.

Green Spaces, Footpaths & Dog Walking

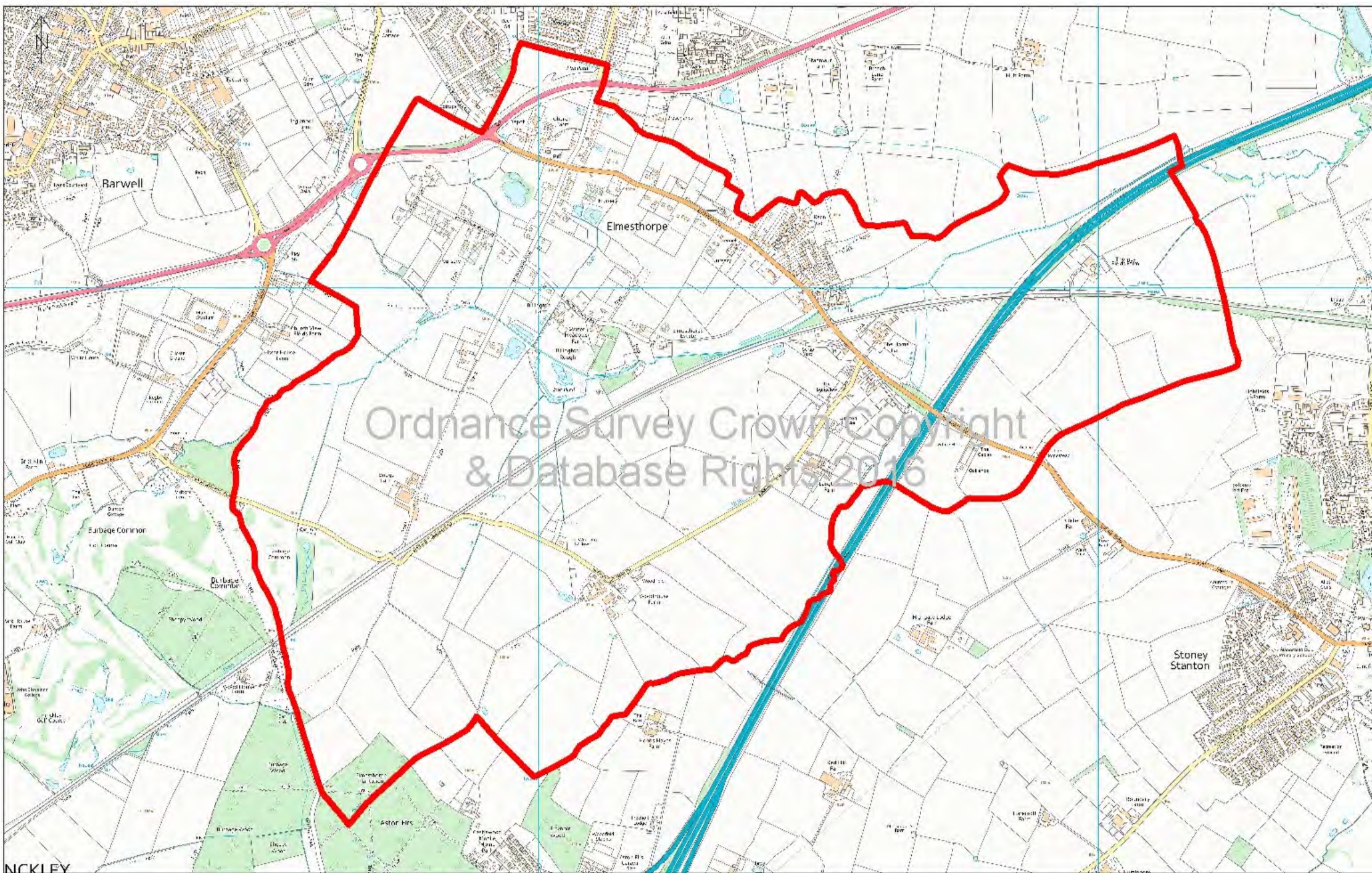
Leicester Forest East has a large green area at Forest East Park, Kings Drive, which is used for football, dog walking, playing spaces, learning to ride bikes and cricket. The main Forest East Park has been used for summer galas. Also, within the parish are Kings Walk Park and the Spinney. These areas are vital as the green space is being drastically reduced around Leicester Forest East by the New Lubbethorpe and other developments as shown below.

As the new developments such as New Lubbethorpe and the Forest Chase, Taylor Wimpey are completed there is less countryside available to be enjoyed by the residents making the existing green spaces even more precious and valuable.

There are many dog owners in the parish. They use the facilities in the Leicester Forest park fields and the surrounding footpaths from Leicester Forest East to Enderby. These fields are also used daily by residents of Kirby Muxloe and Braunstone Town.

Footpaths are crucial for connectivity and communication within the parish, health and recreation. They also form a part of our desire to reduce the carbon footprint of our parish by, in this case, reducing the number of journeys made by motorised vehicles. Access to many of the footpaths that are in the Leicester Forest East

Parish were blocked by the New Lubbethorpe development restricting the ability of the dog walkers to take their dogs on longer walks. Most have now been re-opened but this increases the importance of the existing footpath network being retained, maintained, made safe and, where possible, enhanced and extended.

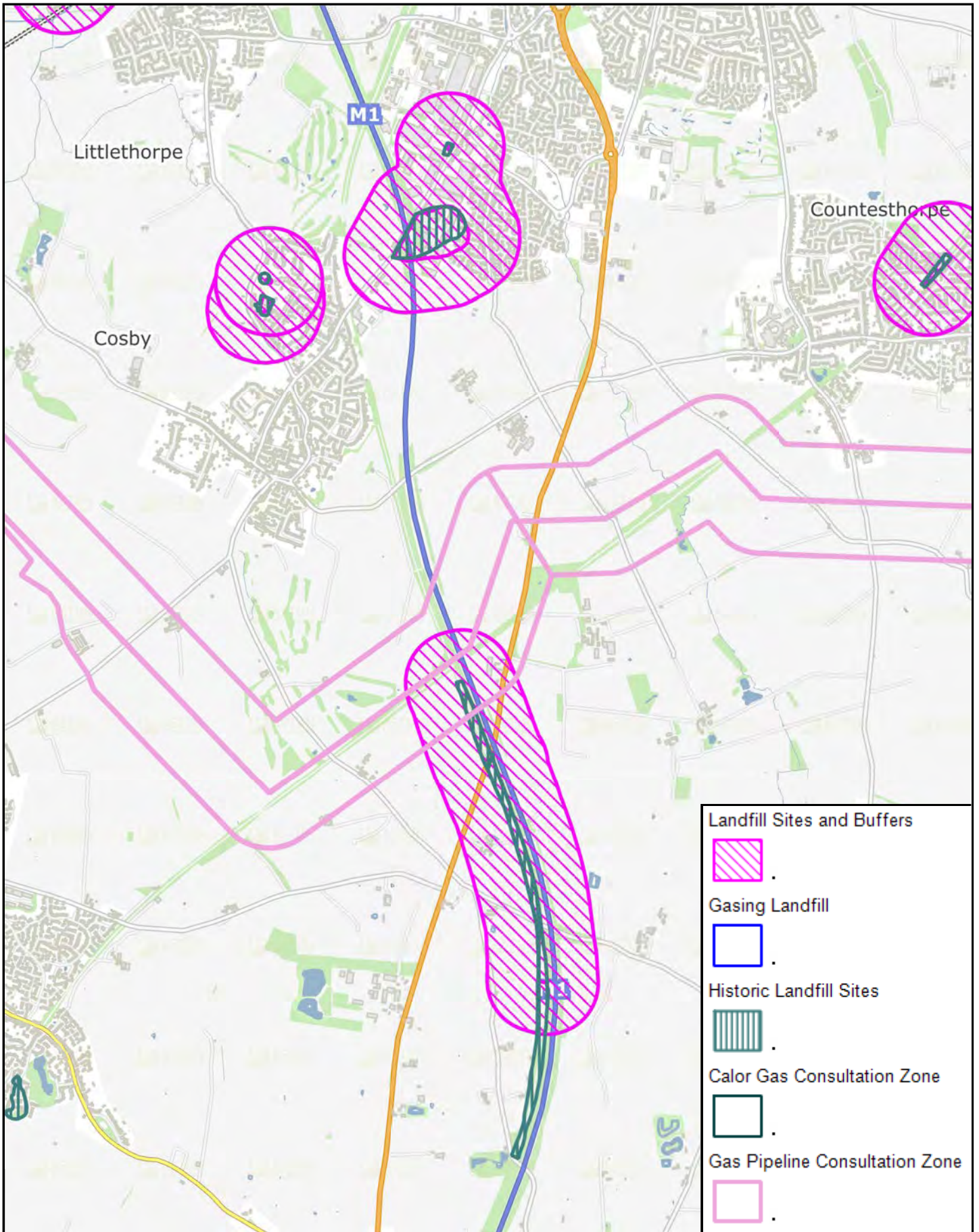


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*Appendix 5 – Question 1.11.11.
Hazardous Substance Zones of
Influence*

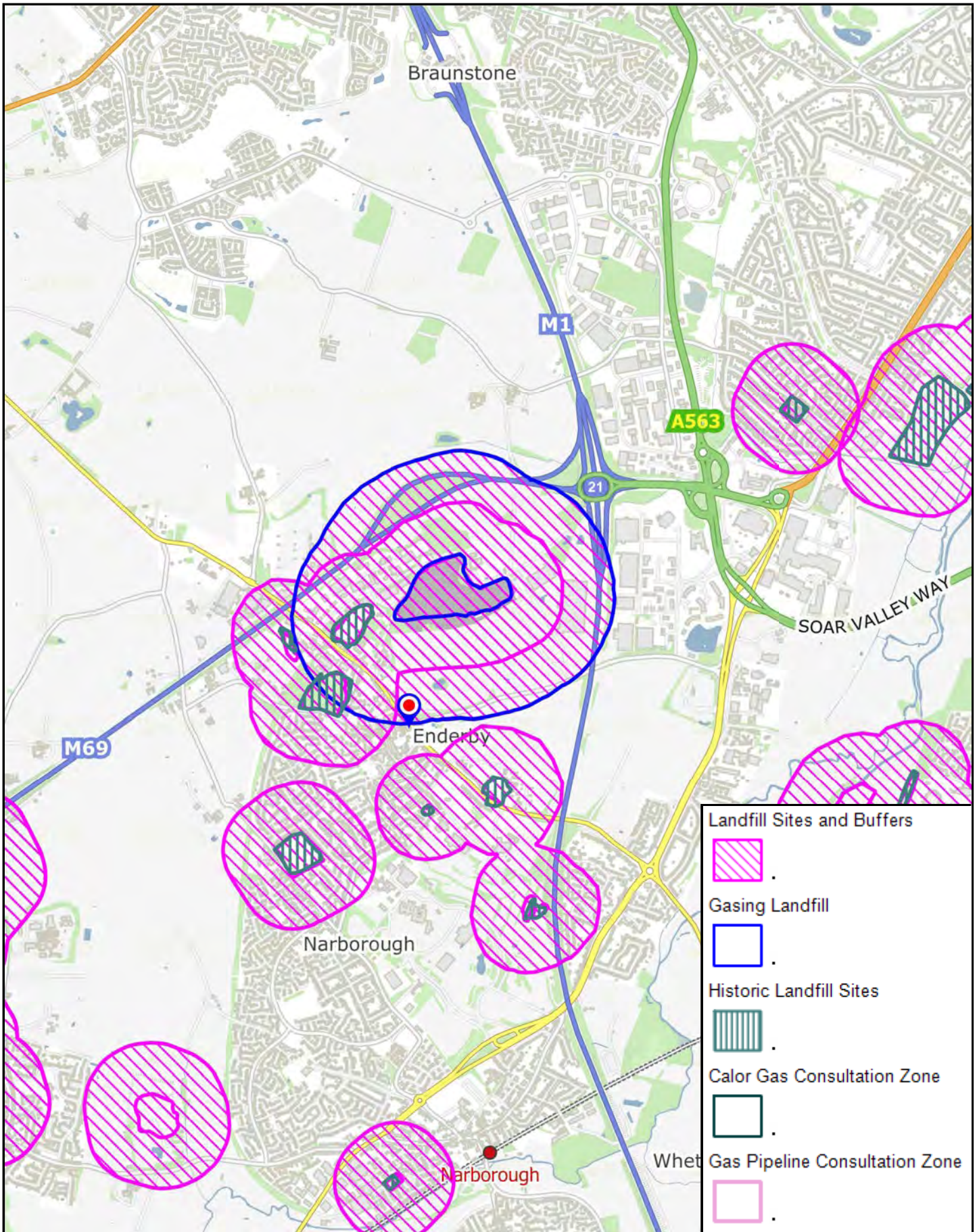


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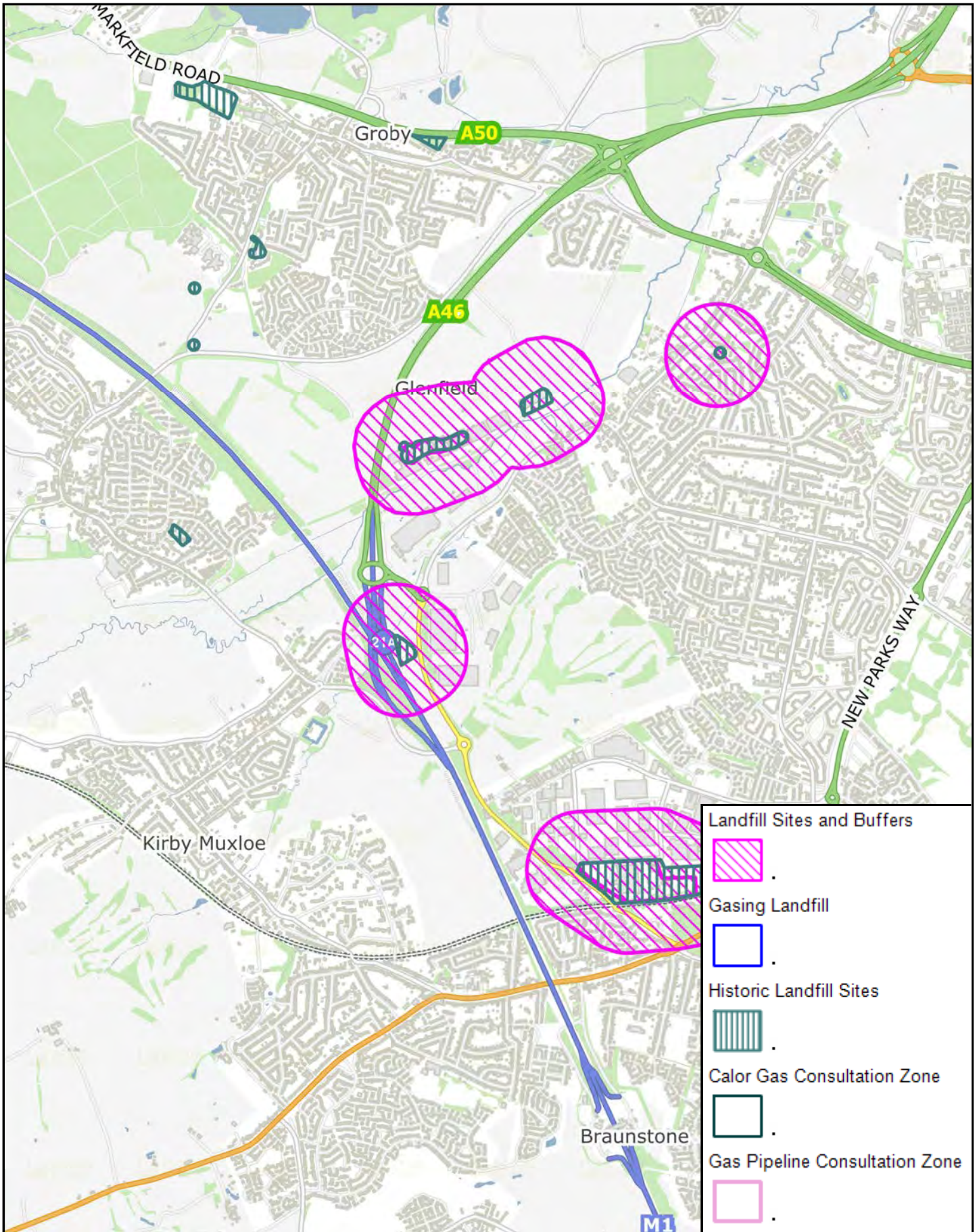


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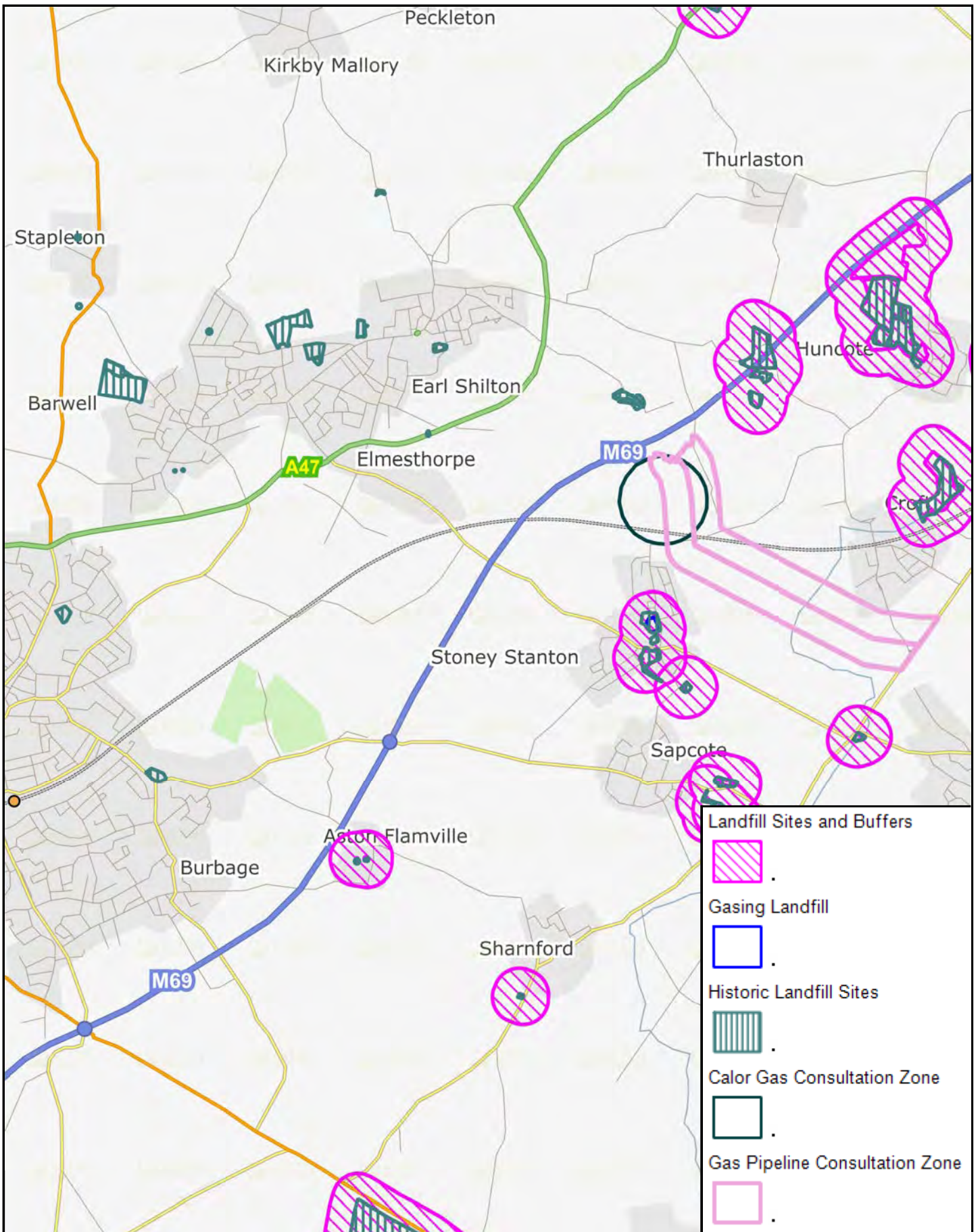


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