



CABINET – 23 MARCH 2021

**RESPONSE TO THE BLABY DISTRICT COUNCIL NEW LOCAL
PLAN OPTIONS CONSULTATION**

REPORT OF THE CHIEF EXECUTIVE

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet on the content of Blaby District Council's 'New Local Plan Options' document and set out a proposed response for submission to Blaby District Council (Blaby DC).
2. The key comments are set out in this report and the detailed comments are set out in Appendices A and B to this report.
3. As Blaby DC's consultation period on the New Local Plan Options ends on 12 March 2021 this report and appendices will be submitted by this date to Blaby DC as the Council's views. Any additions or amendments arising from consideration by the Cabinet will be submitted to Blaby DC following the Cabinet meeting.

Recommendations

4. It is recommended that:
 - (a) The County Council's response to the Blaby District Council (DC) New Local Plan Options document, set out in paragraphs 56 to 73 inclusive and the appendices to this report be approved;
 - (b) The County Council seeks to formalise partnership working arrangements with Blaby DC and other partners, including Highways England (in line with the County Council's emerging Infrastructure Policy);
 - (c) It be noted that the County Council will need to secure funds with Blaby DC (and other partners) to meet the cost of the work required to identify the infrastructure which will be needed to enable the Blaby District Local Plan to proceed to the preferred option stage.

Reasons for Recommendation

5. The emerging locational strategy for the district of Blaby will inform the next stage of local plan making in the district up to 2038 beyond the adopted Local Plan which extends to 2029. Given the location of the district of Blaby close to the City of Leicester and close functional connectivity to communities living and working in Hinckley and Bosworth Borough, Harborough District and Oadby and Wigston Borough, the content of the emerging Local Plan is particularly important to this area and the wider Leicester and Leicestershire Housing Market Area (L&L HMA).
6. The proposed response sets out key comments for consideration by Blaby DC in preparing its new Local Plan and seeks to ensure alignment with the strategic outcomes of the County Council's Strategic Plan, the Leicester and Leicestershire Strategic Growth Plan (SGP), and to influence the content of the Local Plan in the interests of local communities.
7. The Council wishes to formalise partnership working arrangements with Blaby DC in recognition of the significant, complex nature of the preparatory work which needs to be undertaken to support the identification and delivery of the emerging new Local Plan and the commitment required by all key partners.
8. For the County Council to prioritise undertaking significant and complex preparatory work in the current financial climate the financial risk to the County Council needs to be minimised. Therefore, a commitment to joint funding with Blaby DC (and other partners) will be sought, in line with the County Council's emerging Infrastructure Policy.

Timetable for Decisions (including Scrutiny)

9. Consultation responses are required to be submitted to Blaby DC by 12 March 2021.

Policy Framework and Previous Decisions

10. Blaby DC previously consulted on "New Local Plan Issues and Options" in late 2019 and the Cabinet considered its response on 22 October 2019. In brief, the response welcomed that issues and options were identified in relation to the overall scale of growth and the locational strategy, as well as for specific themes such as housing, employment, strategic green designations, health and well-being, open space, sport and recreation, natural environment, climate change and transport.
11. The Government's Planning White Paper, considered by the Cabinet on 18 September 2020, proposes 'end to end' reform of the current planning system in England. Local Plans are proposed for retention but with a greater role and tighter timeframe. Once the consultation responses have been considered by Government legislative change and revision to national planning policy will take

place and will impact on plan making processes. The timescale for these changes is not known.

12. In December 2020 Government announced a new Standard Method for the calculation of local housing need, which included a 35% uplift for the 20 largest cities and urban areas in England, including Leicester. For the L&L HMA this gives an indicative housing need figure of 5,520 per year 2020-2036. Whilst the figures in the districts remain largely the same, the need in Leicester has increased by about 10,000 homes (600 homes per year).
13. The Council's Strategic Plan (2018 to 2022) "Working together for the benefit of everyone" was approved by the County Council in July 2020 (having been revised in light of the Council's declaration on climate change). It has five strategic outcomes, with the delivery of 'Affordable and Quality Homes' and 'Strong Economy' most directly impacted by the emerging Local Plan.
14. The SGP for Leicester and Leicestershire, approved by the Council in November 2018 (and by the other nine partners in late 2018), provides the long-term vision for planned growth to 2050. It recognises the pivotal role of the city of Leicester in the area and its 'central city' role, supporting the market towns and rural area around it through more jobs, leisure, arts, culture and entertainment. The SGP recognises that Leicester needs to grow in such a way that enables full use to be made of its existing services and infrastructure and notes that by providing more homes close to jobs in the city centre and other employment centres this will relieve development pressures in the County.
15. For the wider south/ south west part of Leicestershire, which includes Blaby District, the foci for growth set out in SGP are:
 1. The A46 Priority Growth Corridor;
 2. The A5 Improvement Corridor; and
 3. Managed growth for Lutterworth, Hinckley and Market Harborough.
16. The essential infrastructure to support the delivery of growth shown on the SGP strategy diagram for the wider southern part of Leicestershire are:
 1. M1 Leicester Western Access and M1 North Leicestershire extra capacity;
 2. a new Junction 20a on the M1;
 3. A46 Priority Growth Corridor;
 4. A5 Expressway; and
 5. rail improvements.
17. A strategic transport priorities document for Leicester and Leicestershire is being developed alongside the SGP to ensure the long-term development needs and associated transportation requirements are co-ordinated.
18. Midlands Connect published the A46 Phase 2 Study in November 2020. Taking into account the SGP, the study showed a road of 'Expressway' standard is not needed around the South and East of Leicester to serve people making long distance trips but confirmed a lower standard of road is still required to support

new housing and economic development delivered in accordance with the spatial distribution of housing set out in the SGP.

Resource Implications

19. At £457m, the capital programme approved by the County Council on the 17 February 2021 is the biggest ever planned.
20. Within the programme, a significant list of schemes and activities linked to supporting both housing and economic growth are included. However, the proposals from the emerging and updated district local plans will lead to a demand for further schemes to be delivered, and as such further substantial pressures on the County Council's financial resources.
21. As it stands, only £314m of the programme is funded (through grants, capital receipts, revenue contributions and other earmarked funds). The balance of £143m is currently unfunded.
22. It is anticipated that this can be financed through internal cash balances (earmarked reserves, the working capital of the Council and minimum revenue provision set aside) on a temporary basis. However it will be tight and as such, scope for finding match funding for further grant bids, or forward funding at risk in advance of developer monies being available, is very limited.
23. Further schemes can only be accommodated when sufficient confidence can be obtained that developer funding will be forthcoming to repay the County Council's investment.
24. Close working between the county and district councils, and other partners, is of paramount importance in the delivery of infrastructure and related proposals. Formalising partnership arrangements to minimise risk for all partners involved will be helpful.
25. The Government's ambitions in the Planning White Paper (August 2020) will also need to be factored into the delivery of emerging Local Plans, necessitating adjustment and perhaps major changes to the mechanisms used to secure and deliver infrastructure.
26. It is crucial there is flexibility wherever possible around timing of spend and what money is spent on. Flexibility is important as some schemes will need to subsidise the costs of others. Early identification of cross-boundary issues with regard to infrastructure funding will be essential and the emerging Blaby Local Plan can enable this to happen, as well as ensuring developer contributions to local infrastructure costs can be secured in a co-ordinated and equitable manner.
27. All this strengthens further the need for formalised partnerships which are likely to place all partners in the best position to minimise the risks linked to addressing and managing the major changes to the English planning system.

28. Also on the agenda for this Cabinet meeting is a report concerning the Highways and Transportation Works Programme. This states that there is little opportunity for the Department to take on other commitments, such as those emerging from district councils' local plans as these continue to be developed, without affecting its ability to deliver the actions and schemes set out in the 2021/22 Highways and Transportation Capital Programme and Works Programme.
29. Members have previously been advised that housing and economic growth around the County will put increasing pressure on the Council's finances. As district councils develop and refine local plans, significant infrastructure requirements, especially around roads and schools, are emerging. The County Council will only be able to consider taking on forward funding of new road provision and securing school place provision where appropriate measures are put in place to mitigate the risks associated with forward funding these infrastructure schemes.
30. As such, the County Council is developing an infrastructure policy which will articulate its approach to seeking these mitigations. It will set out the County Council's approach to collaborative working with partners including the district councils, the NHS and developers, including early engagement and appropriate consultation. Local plans and appropriate supplementary planning policy guidance needs to be developed in ways which acknowledge these significant risks to the County Council so they can be minimised. In instances where this is not the case and/or given the amount of forward funding the County Council is being required to provide, then as appropriate, agreements will be sought with the district council in question. Such agreements will seek to use district council statutory responsibilities to mitigate the risk of developers not paying their share of the required infrastructure provision.

Executive Summary of main report

31. The County Council welcomes engagement with Blaby District Council on its 'New Local Plan Options' document and the County Council broadly supports the identified proposals at this stage, noting that it looks to include infrastructure beyond that required for the Local Plan itself, in support of the Strategic Growth Plan. The County Council's wider comments are included in main the body of the report and appendices.
32. Without the steadfast commitment to the SGP from all partners through a clear and aligned approach to delivery, the potential consequence for Leicester and Leicestershire is unplanned and indiscriminate housing and economic growth without the adequate and necessary highway and education infrastructure, attracting unfavourable local reaction. The County Council recognises the Duty to Co-operate is imperative to the ongoing realisation of the SGP and hopes that Blaby DC will be clear in its position regarding the unmet need arising from Leicester City and support for the wider Housing Market Area.
33. The new emerging Local Plan for Blaby District will require significant infrastructure investment and the County Council, through its proposed

Infrastructure Policy recognises that successful development and sustainable communities require the right infrastructure, however there is a significant financial challenge to the County Council in its ability to meet the cost of providing this.

34. The County Council will continue to engage with Blaby DC and seek to formalise working arrangements to enable stronger collaborative working in such a way to secure positive outcomes whilst minimising financial risk to the County Council and other partners. It is intended that this will be achieved through a funding agreement covering associated costs to include transport modelling, stakeholder management, feasibility and scheme design funding strategy.
35. Likewise, the County Council recognises the importance of education and good quality schools being at the heart of vibrant and sustainable communities, and therefore the County Council has to receive sufficient financial contributions to ensure their provision. The financial commitment will be required to enable the Blaby District Local Plan to proceed to the Preferred Option stage and the County Council would wish to see inclusion of an over-arching policy in the emerging new Local Plan that prioritises developer contributions towards essential infrastructure.
36. It is recognised that there is a significant amount of work for Blaby DC to undertake in order to progress through the to the Submission Draft Local Plan (Regulation 19) stage. The County Council wishes to engage in meaningful collaboration at every stage to ensure that the Regulation 19 Plan is fit for purpose and in the interests of local communities.

Circulation under the Local Issues Alert Procedure

37. This report will be circulated to all Members.

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PART B

Background

38. The new Blaby Local Plan is likely to form the first in the 'new' cycle of Local Plans in Leicestershire. As such it will be the first district Local Plan to be prepared following agreement being reached on the apportionment of the increased unmet need from the City to the districts in the L&L HMA.
39. This consultation forms a further "Regulation 18" consultation, which means that Blaby DC will consider the comments received during the consultation period to inform the preparation of a preferred option/publication stage (Regulation 19) Local Plan which is expected in February/March 2022. There will be further consultation held on the preferred option Local Plan. Blaby DC expects the Examination in Public later in 2022, with adoption of the new Local Plan in 2023.

Overview of content of Blaby DC New Local Plan Options document

40. The New Local Plan Options document (hereafter called the Options document) seeks views on three issues:
 - Options for the spatial strategy and location of future development
 - Reasonable site areas
 - Initial information on other strategic policies Blaby DC expect to include in the Local Plan.
41. Blaby DC emphasises that the Options document is not a draft Local Plan and that it will prepare and consult on a draft Local Plan at a later stage. Thirty-two questions are posed and proposed responses to these questions are set out in Appendix B to this report.
42. Three scale of growth options have been tested in terms of assessing different locational strategies. The standard methodology housing provision figure has been tested as a baseline (Option 1) with two higher scale of growth options tested to recognise the need to plan for some of Leicester's unmet need (Options 2 and 3). The annual rate of housing provision proposed for Blaby in the SGP falls within the scale of growth covered by Option 3. The increased unmet need arising from the 35% uplift in the new standard methodology for Leicester has not been tested. It is noted that further work is planned in 2021 that will recommend a reapportionment of the City's unmet need.
43. With regard to employment growth further work is identified prior to the identification of sites in the emerging Local Plan, which will include continuing to work with Leicester and Leicestershire local authorities to determine the distribution of Leicester's unmet need for employment land. Reference is made to the Hinckley National Rail Freight Interchange (HNRFI) proposal close to Junction 2 of the M69 which forms a National Significant Infrastructure Project (NSIP) and is at the start of the process with the National Infrastructure Planning Unit; and the need to assess the employment implications arising from this.

44. With regard to the locational strategy, some initial Sustainability Appraisal (SA) work has been undertaken to assess five locational strategy options at the three different scales of growth:
1. Option A: Principal Urban Area (PUA) focus;
 2. Option B: Extended PUA focus;
 3. Option C: Spread the distribution;
 4. Option D: Strategic sites/Garden Villages;
 5. Option E: Single new settlement.
45. This initial work has concluded that for the lowest level of growth it is not possible to form alternative locational strategies to the existing PUA focused strategy.
46. A settlement hierarchy has been identified for the purpose of testing the options, this includes an extended PUA which includes Blaby, Countesthorpe, Enderby, Narborough and Whetstone.
47. The SA has shown that no single option tested is wholly better than the others. In brief:
- The lower the scale of growth the more difficult it is to move away from a PUA focused approach;
 - Careful consideration needs to be given to market capacity of the PUA to allow for existing key commitments to continue to deliver (e.g. Lubbethorpe SUE);
 - Concerns about creeping growth of smaller settlements (medium villages and in particular smaller villages) without sufficient improvements to local infrastructure.
48. Given the deliverability issues in the PUA and sustainability issues of the Medium and Smaller villages, Extended PUA settlements and Strategic sites are considered as alternative locations to deliver the higher scale of growth. It is acknowledged that the locational strategy will include a number of elements:
- Some growth at the PUA level is preferable as PUA settlements are identified as a sustainable location for growth;
 - Well-located, well-designed and well-connected sustainable Strategic sites that include supporting infrastructure and a wide range of local services. Four Strategic site options (over 1,000 dwellings) are being considered including:-
 - a) Whetstone Pastures (approx. 3,500 to 6,000 dwellings)
 - b) Land west of Stoney Stanton (approx. 5,000 dwellings)
 - c) Land at Hospital Lane, Blaby (approx. 1,000 dwellings)
 - d) Land north of railway line, Elmesthorpe (approx. 1,100 dwellings)
49. It is noted that whilst Strategic sites are capable of delivering local infrastructure they will also have to provide strategic infrastructure, such as transport improvements, to support the development proposed. A range of medium and smaller sites at different locations is proposed to ensure delivery of housing in the shorter term. In summary, the work so far concludes that if planning for a higher level of growth the locational strategy should consider:

- Strategic sites;
 - A settlement hierarchy approach that directs growth to a range of smaller and medium sites located at:
 - PUA settlements;
 - Extended PUA settlements;
 - Medium Villages;
 - Limited growth at Smaller Villages and Hamlets.
50. The final decision on the locational strategy and the proportion of growth to each settlement in the hierarchy and Strategic sites will depend on the scale of growth that the district council will need to plan for.
51. A review of strategic greenfield designations is proposed and priorities on urban design quality and place making are set out. The remainder of the Options document seeks views on proposed policy approaches to:
- Environment and Sustainability policies;
 - Health and Well-being policies;
 - Housing Needs policies;
 - Economy, Retail and Leisure policies; and
 - Transport, Local Services and Infrastructure policies, which include a policy approach on infrastructure, services and facilities to support growth and Planning Obligations and Developer Contributions.
52. A summary of Sites Assessments is attached as an appendix to the Options document.

Duty to Cooperate

53. It is recognised that should an HMA authority identify, quantify and provide robust evidence to demonstrate an unmet need, it is incumbent upon the HMA authorities to jointly resolve any cross-boundary matters with HMA partners under the Duty to Co-operate. Whilst it is acknowledged that Government intend to reform the planning system and recently consulted on a White Paper – Planning for the Future, there is no timetable for such reforms. The Duty to Cooperate is a key to the ongoing success of the SGP. Without the SGP and without a clear aligned approach to delivery, Leicestershire faces high levels of speculative/indiscriminate development with inadequate highway and education infrastructure. To avoid this, ongoing commitment from all the local authorities to this non-statutory plan is therefore crucial, as is their support for a collaborative and coordinated approach to the defining and allocating of infrastructure funding requirements of local plans.
54. All ten partners most recently signed up to a Joint Position Statement relating to Leicester's Housing and Employment Land Needs in September 2020. This sets out how authorities will continue to work together to accommodate unmet need for housing and employment land identified in the draft City of Leicester Local Plan.
55. A Statement of Common Ground for Leicester and Leicestershire dealing with the apportionment of unmet need from the City to the districts will be prepared

by the eight local planning authorities and the County Council as an additional signatory given its statutory responsibilities. This will be informed by strategic evidence work being undertaken by partners in Leicester and Leicestershire to inform future infrastructure and growth, and work the City Council is undertaking to maximise the growth it is able to accommodate without adversely impacting the environment and quality of place. It is anticipated this will be available in late 2021.

Response to the New Local Plan Options consultation

Overarching response

56. The County Council broadly supports the proposals at this stage but recognises that there is a significant amount of work to progress through to the next stage of consultation on the preferred option which will form the Submission Draft Local Plan (Regulation 19). This is largely due to the role which Blaby plays in delivering the SGP strategy, the strength of the functional connectivity in this geographical area with the City and other neighbouring districts, and potential strategic proposals currently being promoted by developers in the area, such as the Hinckley National Rail Freight Interchange (HNRFI) proposal and the proposal for a Garden Village at Whetstone Pastures.
57. The new emerging Local Plan for Blaby District will require significant infrastructure. With regard to transport infrastructure the following key points need to be considered:
 - Potential interactions with the Strategic Road Network, in particular M69 J2 and impact on M1 J21;
 - When, and if, a proposed M1 J20a comes forward;
 - The need to protect a potential new southern route around Leicester to open up and enable housing growth as set out in the SGP;
 - Cross boundary development and implications;
 - The need to understand how much growth can be delivered before some of the new strategic infrastructure needs to be in place.
58. If the new Local Plan is to be the mechanism by which the first stage of SGP 'A46 Priority Growth Corridor' (PGC) is to be delivered, it will need to be supported by robust transport evidence, infrastructure and policies that take account of longer-term growth both within and without Blaby District and, as necessary, provide appropriate future proofing/protections for key transport (and other) infrastructure required to support this growth. This includes potential options for a new M1 J20a. Evidence will be required to make the strategic case for the new junction, and that will have to be presented in the context of the overall PGC over the lifetime of the SGP, and not just the elements relating specifically to Blaby District's emerging Local Plan.
59. The new Local Plan cannot be developed in isolation from the wider SGP. To address the challenges faced, a collaborative and coordinated approach is required to the development of common evidence that in turn provides the basis for Plan policies and an accompanying agreed narrative as to how parties will continue to work beyond the Local Plan's adoption to provide the necessary

infrastructure to support wider growth. Buy-in from all key partners will be critical to achieving this, including Highways England at a strategic level.

60. In considering the locational strategy in the Options document, in particular the identified four strategic site options and the strategic and local infrastructure likely to be required, the County Council is of the view that a project group approach is put in place at a senior level for all partners (including Highways England) to explore and advise on the evolution of the locational strategy, covering critical dependencies for infrastructure delivery, suitable settlement thresholds, phasing requirements, funding, S106 planning obligations etc.
61. This is due to the higher scale of growth proposed, the key strategic infrastructure indicated in the SGP in this area (part of the A46 Priority Growth Corridor, proposed M1 J20A), the major gateway into Leicester at J21 of the M1, access at J21A of the M1, J2 of the M69 and the strong functional connectivity with Leicester and settlements in Hinckley and Bosworth borough and Harborough district.
62. This partnership proposal would enable a collective approach to be taken to working through the most appropriate locations for strategic sites linked to strategic infrastructure, all informed by evidential work which would include that being undertaken by Leicester and Leicestershire partners..
63. The emerging new Local Plan needs to recognise this, and to provide a robust policy framework that:
 - Recognises cross-boundary and cumulative impacts
 - Links growth to the delivery of elements of infrastructure as appropriate
 - Provides the platform for securing developer contributions, either financial or in kind, towards transport and other infrastructure (including to address cumulative impacts)
 - Provides the policy framework for agreed future ways of working beyond the Plan's adoption to develop and deliver the transport (and other) infrastructure necessary to enable growth in the district and more widely
 - Future proofs infrastructure and/or safeguards land as necessary to facilitate the delivery of infrastructure required to support longer-term growth in accordance with the SGP (for example in respect of the 'Priority Growth Corridor').

Planning Obligations and Developer Contributions

64. The County Council wishes to see inclusion of an over-arching policy in the emerging new Local Plan that prioritises developer contributions towards essential infrastructure, most notably education and transport, above others. Reference needs to be made to the County Council's Planning Obligations Policy (2019) and any updated version to make sure that the emerging plan cross-references and supports the County Council's requests.
65. The County Council wishes to ensure policies relating to individual site allocations are based on robust viability evidence to make sure that infrastructure and housing is affordable and deliverable. These policies need to

make explicit reference to the need to secure funding, and where appropriate, land to deliver infrastructure.

66. The emerging new Local Plan needs to provide appropriate development frameworks for delivering strategic allocations (e.g. Area Action Plan, masterplan etc.) and these frameworks need to be brought forward in conjunction with the County Council as well as other stakeholders. The County Council wishes to see clear and explicit wording that frameworks must be produced to Supplementary Planning Document standard, need to be subject to formal consultation processes and that planning applications should not come forward until frameworks are in place.
67. The County Council wants to reinforce the importance of viability. How Blaby DC deals with viability should be clearly identified in the emerging new Local Plan. The Blaby DC Planning obligations policy document should be updated to reflect existing policy and that contained in the County Council's Planning Obligations guidance document.
68. In undertaking the proposed Local Plan viability assessment (i.e. to what extent can development afford to pay for the necessary infrastructure required to enable the district's growth) it will be important for Blaby DC to ensure that it has as complete an understanding as is proportionate and possible about the potential costs of enabling growth across its area.
69. From a transport perspective, it will be particularly important to understand any costs associated with dealing with cumulative impacts of growth, including those arising from cross-boundary inter-actions. (This operates both ways, i.e. cross-boundary impacts of growth in Blaby district impacting on a neighbouring area and/or growth in a neighbouring area impacting on Blaby district). Potential impacts on the Strategic Road Network will also need to be considered.
70. Education and good quality schools need to be at the heart of vibrant and sustainable communities, and, as a consequence, it is important that the County Council receives sufficient contributions so this can be achieved. A more dispersed locational strategy may mean secondary schools are located some distance away from homes, and by implication impact transport and revenue budgets (if over statutory distances).

County Council's proposed Infrastructure Policy

71. The County Council is currently consulting district councils, developers and key stakeholders, including the NHS, on a draft Infrastructure Policy, which recognises that successful development and sustainable communities require the right infrastructure. This will help enable stronger collaborative working and secure outcomes of attractive and sustainable communities, which in their development also minimise risk to the County Council and other partners. The County Council may look to enter an agreement with a district council to that end.

72. The emerging new Local Plan for Blaby needs to recognise the above, and also provide a robust policy framework that, amongst other things, provides the platform for securing developer contributions, either financial or in kind, towards transport and other infrastructure (including to address cumulative impacts).
73. Through closer partnership working the County Council wishes to be fully involved in identification of infrastructure, services and facilities required to support growth in the emerging Local Plan.

Equality and Human Rights Implications

74. There are no equality and human rights implications arising from the recommendations in this report. The Options document indicates the significant further work to be undertaken in progressing the emerging new Local Plan. Blaby DC is working with the County Council and with other partners in the L&L HMA to provide for the homes and jobs required in the future.

Environmental Implications

75. The County Council will continue to work closely with Blaby District Council and other partners to minimise the impact planned growth has on the environmental assets of Leicester and Leicestershire.
76. The impact upon the environment is a key consideration in all planning decisions made within the context of an approved or emerging Local Plan, and the County Council will seek to ensure that opportunities are taken to enhance the environment through biodiversity net gain and sustainable forms of development.

Partnership Working and Associated Issues

77. The County Council works closely with the Leicester and Leicestershire Strategic Planning Partnership, which includes Blaby District Council, the County Council, Leicester City Council, the other six district councils in Leicestershire and the Leicester and Leicestershire Enterprise Partnership.

Background Papers

Report to full Council on 6 December 2017: Strategic Plan and Single Outcomes Framework

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=5104&Ver=4>

Report to the Cabinet on 23 November 2018: Leicester and Leicestershire Strategic Growth Plan – Consideration of Revised Plan for Approval

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4603&Ver=4>

Minutes of the County Council meeting held on 15 May 2019 (10 (a) Climate Emergency) <http://cexmodgov1/ieListDocuments.aspx?CId=134&MId=5112>

Report to the Cabinet on 22 October 2019: Response to Blaby District Council's New Local Plan Issues and Options Consultation

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MID=5606>

Appendices

Appendix A: Leicestershire County Council Additional Officer Comments on Blaby District Council's New Local Plan Options Consultation

Appendix B: Leicestershire County Council Response to Blaby District Council's *New Local Plan Options Consultation*