

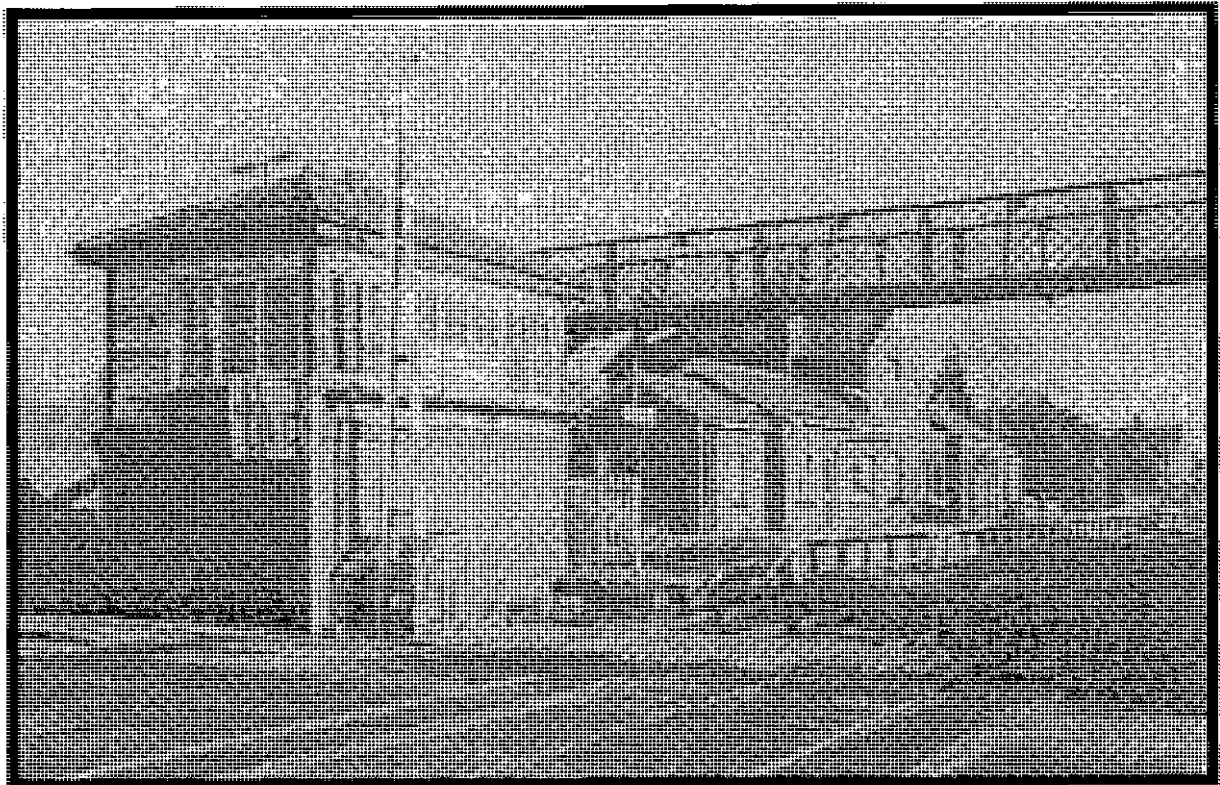
TRANSPORT AND ACCESSIBILITY

POLICIES AND PROPOSALS

Where appropriate, policies from the approved Leicestershire Structure Plan (1994) are included in this Local Plan. These appear in *italics*.

The Local Plan policies and proposals are in **UPPER CASE BOLD TYPE**.

All of the policies must be considered together before a view can be determined on a particular proposal.



Narborough Railway Station.

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PLANWIDE POLICIES

Transport Routes

- 5.38 As well as reserving land for identified and programmed schemes, the County Council is keen to keep options open by retaining the continuity of the routes of disused railway lines and canals, an approach which is reflected in PPG13 Transport. Accordingly Transport Policy 11 of the Structure Plan states;

"Planning permission will not normally be given for alternative development of land reserved for road and rail schemes.

Planning permission will not normally be granted for development likely to impair the continuity of routes of disused railway lines and canals which have potential for re-use as transport corridors."

- 5.39 The District Council has included elsewhere in this Local Plan policies to safeguard land for individual major road schemes and improvements. It recognises that any remaining linear routes which may have potential for development as a future road, rail or other public transport route are deserving of special attention but has also proposed a number of such routes for recreation use in Policy L7. The County Council has undertaken a study of disused railway lines in the County it wishes to see safeguarded for re-use as transport corridors. There are two railway lines it has identified that run through Blaby District which are the former Great Central Railway Line (Glen Parva, Whetstone and Cosby towards Dunton Bassett) and the former Midland Counties Railway Company line (Crow Mills, Countesthorpe and Cosby towards Broughton Astley).

Public Transport

Buses

- 5.40 When assessing planning applications for new development, the District Council will have regard to Transport Policy 7 of the Structure Plan relating to the servicing of new developments

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by public transport. This policy states;

"When preparing local plans and determining planning applications for new developments local planning authorities will consider the ability of the proposed development to take advantage of new and established bus routes and will ensure, where appropriate, convenient access for buses into the development.

Measures will be introduced to assist the efficiency and quality of bus services through priority or access arrangements.

Planning permission will not normally be granted for major development unless bus access and facilities are provided."

- 5.41 In addition to the above policy the District Council will also assess development proposals in accordance with the following policies:

T1 PLANNING PERMISSION FOR MAJOR NEW DEVELOPMENT WILL ONLY BE GRANTED IF, WHERE APPROPRIATE, THE INTERNAL ROAD LAYOUT IS DESIGNED TO A STANDARD SUFFICIENT TO ENABLE THE DEVELOPMENT TO BE SERVED BY PUBLIC TRANSPORT. PLANNING PERMISSION MAY BE SUBJECT TO A PLANNING CONDITION THAT THESE STANDARDS ARE ACHIEVED.

- 5.42 In accordance with PPG13 and the Transport Choice Strategy this policy is designed to encourage the provision and use of public transport and also to increase the mobility of people who do not have access to a car. The term "major development" relates to the definition contained within Strategy Policy 2 of the Leicestershire Structure Plan: usually more than 100 dwellings in relation to residential development and usually more than 5Ha of employment development. In the case of major residential development, public transport provision should be made so that each house is preferably within 200 metres of an existing or potential bus route, however, in certain circumstances it may be acceptable for houses to be a maximum of 400 metres away from such a route. Proposals for development involving uses other than residential and employment may be considered as "major development" depending upon their scale,

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location and the level of public activity. It may be acceptable for a public transport route to be on the periphery of a development depending on the design characteristics.

T2 PLANNING PERMISSION FOR DEVELOPMENT INVOLVING CONCENTRATED PUBLIC ACTIVITY WILL ONLY BE GRANTED IF SUITABLE LAYBY PROVISION IS MADE TO FACILITATE PUBLIC TRANSPORT USE AND FOR THE PICKING UP AND SETTING DOWN OF PASSENGERS FROM PRIVATE VEHICLES. PLANNING PERMISSION MAY BE SUBJECT TO A PLANNING CONDITION THAT THIS FACILITY IS PROVIDED.

- 5.43 In cases where development attracts concentrated public activity, such as cinemas, schools, shopping centres and leisure centres, the provision of safe setting down/picking up facilities is important so that these activities do not constitute a hazard to passengers, pedestrians and other road users. The requirement for a layby will be undertaken in consultation with the public transport operators.

Highway Standards, Parking and Servicing Provision

Highways and Development

- 5.44 In assessing development proposals the District Council considers the effect traffic generated by new developments could have on the existing or proposed highway system and the environment to be of great importance. Transport Policy 4 of the Structure Plan states that;

"Planning permission will not be granted for development if the traffic generated by it, together with that from existing and other development for which planning permission exists or which is proposed in an approved local plan, would:-

- (a) exceed the capacity available in the local or wider highway system; or*
- (b) impair the safety and the satisfactory operation of the highway system,*

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particularly major road junctions; or

(c) *have an unacceptable effect on the environment;*

unless satisfactory and environmentally acceptable improvements with a reasonable design life are provided to overcome such consequences."

The District Council will have due regard to the above policy when assessing the implications of traffic generated by new development and in addition the following policy will apply:

T3 WHERE THE DISTRICT COUNCIL IS THE DETERMINING AUTHORITY FOR DEVELOPMENT INVOLVING A NEW ACCESS, ROAD SCHEME OR IMPROVEMENT, PLANNING PERMISSION WILL ONLY BE GRANTED IF THE PROPOSED ACCESS, ROAD SCHEME OR IMPROVEMENT INCORPORATES:

- (i) APPROPRIATE FACILITIES FOR PEDESTRIANS AND CYCLISTS;
AND**
- (ii) SAFEGUARDS FOR LIVING AND WORKING CONDITIONS AND THE ENVIRONMENT IN GENERAL INCLUDING CONSIDERATIONS OF VISIBILITY, ACCESS, LAYOUT, PRIVACY, LIGHT, NOISE, DISTURBANCE, EMISSIONS, CONGESTION, OVERBEARING EFFECT AND THE CHARACTER OR APPEARANCE OF THE AREA.**

5.45 The District Council considers that it is not only additional traffic movements that can harm the environment and/or living and working conditions but the impact of new highway schemes may themselves be detrimental, a point recognised in PPG 13. The impact of such schemes and other accesses to development will need to be minimised by careful design and landscaping. The District Council will seek to ensure that measures designed to safeguard the environment and facilities for pedestrians and cyclists are incorporated into proposals for new road schemes and

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improvements to existing highways. Reference should be made to the Standards laid down by Leicestershire County Council in "Highway Requirements for Development".

Traffic Impact Assessments

- 5.46 Large scale developments often have an impact on the wider road network where traffic problems are caused away from the site due to increased traffic levels. To ensure that due regard is given to the impact a large scale development would have on the highway network a Traffic Impact Assessment will be required from developers in accordance with the following Policy:

<p>T4 DEVELOPERS WILL BE REQUIRED TO SUBMIT A TRAFFIC IMPACT ASSESSMENT WITH PLANNING APPLICATIONS FOR LARGE SCALE DEVELOPMENTS WHICH MAY HAVE A SIGNIFICANT TRAFFIC IMPACT ON THE SURROUNDING ROAD NETWORK.</p>

- 5.47 A Traffic Impact Assessment will be required :
- (i) for major development (100+ dwellings or 5 ha+ of employment land), or if the development is expected to generate over 200 vehicle movements per day or over 50 vehicle movements in the peak hour, or if generated traffic exceeds 10% of the traffic flows on the adjoining highway, or 5% where traffic congestion exists or will exist.
 - (ii) where a large proportion of the additional vehicles are heavy goods vehicles.
- 5.48 Developers are advised to liaise with the Highway Authority at an early stage to determine the need for, and content of, a Traffic Impact Assessment.

Road Related Service Facilities

- 5.49 The following policies are aimed at development proposals for road related service facilities outside the built up areas. In assessing planning applications for such development the District

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Council will have regard to Transport Policy 5 of the Structure Plan which states;

"Planning permission for road related service facilities will normally only be granted to achieve an acceptable level of provision at selected key sites which minimise their impact upon the countryside."

In addition, the District Council will apply the following policy;

**T5 PLANNING PERMISSION FOR ROAD RELATED SERVICE DEVELOPMENT
WILL ONLY BE GRANTED IF THE PROPOSAL:**

- (i) IS APPROPRIATELY SPACED AND LOCATED IN RELATION TO OTHER SERVICE FACILITIES;**
- (ii) IS SITED, DESIGNED AND LANDSCAPED TO MINIMISE ITS VISUAL INTRUSION AND ENVIRONMENTAL IMPACT;**
- (iii) HAS DIRECT ACCESS TO THE SPECIFIED ROAD NETWORK;**
- (iv) OFFERS A RANGE OF ESSENTIAL SERVICES APPROPRIATE TO THE LOCATION AND ROUTE.**

5.50 Advice given in DoT Circular 4/88 (The Control of Development on Trunk Roads) and Annex "A" to PPG13 recommends that the minimum gap between motorway service areas should be 15 miles (no maximum interval is specified) and service facilities on trunk roads should be located a minimum of 12 miles and a maximum of 25 miles apart. Proposals for service facilities on other roads in the Specified Road Network will be assessed according to the proximity of other facilities in the locality along with the other policies which apply in that area. The District Council will liaise with the County Council and adjoining District Councils to identify the key sites referred to in Transport Policy 5 of the Structure Plan.

5.51 As the majority of the District is designated as a Countryside Priority Area any proposals would need to be sited, designed and comprehensively landscaped to reflect this designation.

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- 5.52 Proposals for road related service facilities should be at locations on the Specified Road Network and make provision for a basic range of services, namely free short term parking for all types of vehicles, fuel, free toilets, refreshment facilities and rest areas. Larger developments could include additional facilities for overnight accommodation and picnic areas depending on the nature of the site and the route it is designed to serve.

Parking and Servicing

- 5.53 Most forms of development proposal are likely to generate additional traffic with the consequent requirement for the provision of off street parking spaces in order to minimise the likelihood of on street parking which can constitute a hazard to pedestrians, cyclists and other road users. Transport Policy 6 of the Structure Plan states inter alia:

"Planning permission will normally be granted for new development only where adequate provision is made for parking".

In addition, the District Council will apply the following policy:

T6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNLESS OFF STREET PARKING PROVISION IS MADE FOR THE VEHICLES OF EMPLOYEES, RESIDENTS AND VISITORS IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 2. PROVISION BELOW THE MAXIMUM STANDARD MAY BE ACCEPTABLE WHERE IT CAN BE SHOWN THAT THE LOCATION HAS GOOD ACCESS BY TRANSPORT OTHER THAN THE PRIVATE CAR AND WHERE THIS LEVEL OF PROVISION WOULD NOT RESULT IN ROAD SAFETY OR TRAFFIC MANAGEMENT PROBLEMS.

- 5.54 The District Council will assess all development proposals in accordance with these Parking Standards which, in certain cases, relate to the provision of parking spaces for cycles, lorries and disabled persons, as well as for cars. The above policy will ensure that new development, extensions to existing development or changes of use will not cause or exacerbate problems of

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on street parking. When assessing proposals for extensions to buildings the District Council normally will require the whole building as extended to comply with the parking standards.

- 5.55 PPG13 advocates reduced standards for parking in locations which have good access by means of travel other than the private car. The District Council accepts this principle and will consider a reduction of these standards to reflect the use, location and the availability of access by means other than the private car unless this level of provision would result in road safety or traffic management problems. The guidance given in PPG13 is largely aimed at proposals for commercial development. A maximum standard for new residential development will not normally be appropriate, given that the Town and Country Planning (General Permitted Development) Order 1995 allows the provision of a hard surface within the curtilage of a dwelling house without the need to obtain planning permission. In all cases these proposals should meet the requirements of delivery and servicing that are set out in Appendix 2.
- 5.56 The current parking standards are the subject of a strategic review by the Leicestershire Local Authorities which will be made available for public consultation and incorporated within the Local Plan at the earliest possible stage.

T7 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT IF THIS WOULD RESULT IN THE LOSS OF PARKING OR GARAGING SPACE FOR WHICH THERE IS A NEED IN THE AREA AND FOR WHICH NO ADEQUATE REPLACEMENT FACILITIES ARE AVAILABLE OR PROPOSED.

- 5.57 The above policy will ensure that new development, including extensions to existing development will not cause or exacerbate problems of on-street parking.

T8 PLANNING PERMISSION FOR NON RESIDENTIAL DEVELOPMENT WILL NOT BE GRANTED UNLESS SAFE AND ADEQUATE OFF ROAD FACILITIES FOR LOADING, UNLOADING, SERVICING AND MANOEUVRING OF GOODS VEHICLES ARE PROVIDED WITHIN THE SITE.

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5.58 Policies T8 and T9 will apply to new development, extensions to existing buildings or changes of use where loading or unloading facilities are necessary, or where service vehicles are normally kept. Proposals will need to conform with the standards set out in Appendix 2.

T10 PLANNING PERMISSION FOR DEVELOPMENT WHICH INVOLVES THE CREATION OF NEW CAR PARKING AND SERVICING AREAS WILL ONLY BE GRANTED IF THE FOLLOWING CRITERIA ARE MET:

- (i) THE AREAS ARE SURFACED, LANDSCAPED AND ILLUMINATED IN AN APPROPRIATE AND ATTRACTIVE MANNER;**
- (ii) ACCESS, INTERNAL CIRCULATION AND EGRESS FOR PEDESTRIANS AND VEHICLES ARE DESIGNED AND, WHERE APPROPRIATE, SIGNPOSTED TO MAXIMISE SAFETY;**
- (iii) THE AREAS ARE DESIGNED TO ENABLE SURVEILLANCE IN THE INTERESTS OF CRIME PREVENTION.**

5.59 Car parks can be unattractive and confusing places for users; careful design and the provision of appropriate landscaping can, however, encourage the full utilisation of parking spaces and also enhance the quality of the environment. They should be designed in a way that acts as a deterrent to crime.

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Road Improvement Lines

T11 PLANNING PERMISSION WILL NOT BE GRANTED FOR PERMANENT DEVELOPMENT ON THOSE AREAS OF LAND SAFEGUARDED FOR ROAD IMPROVEMENTS LISTED IN APPENDIX 10 IF SUCH DEVELOPMENT WOULD PREJUDICE THE IMPLEMENTATION OF THESE HIGHWAY IMPROVEMENTS.

- 5.60 Road improvement lines safeguard land for minor highway schemes which can improve road safety in the locality at relatively little cost. Their implementation may, however, rely on the removal of buildings and structures along the improvement line. Applications for new development will be expected to respect these lines to allow for the future implementation of these schemes.

Pedestrians, Cyclists and other Transport Users

- 5.61 The creation of a safe and attractive environment for pedestrians and cyclists travelling within the District, whether it be for commuting, shopping or recreational purposes, is of great importance to the District Council. This consideration is central to the aims of PPG13 and Transport Policy 9 of the Structure Plan which states;

"Measures will be introduced in shopping, employment and residential areas to provide safe, pleasant and convenient routes and conditions for pedestrians, including those with a mobility handicap, and cyclists. Route networks will link residential areas with centres for employment, shopping, education, leisure and the countryside and be segregated from vehicular traffic wherever possible.

Planning permission will normally only be granted for development where adequate, convenient and safe pedestrian and cycling facilities are provided.

Provision will be made for cyclist and pedestrian crossing facilities as part of new road schemes where appropriate."

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Public Rights of Way and Access to the Countryside

- 5.62 The County Council has recognised the significant and growing use of public rights of way and the improvement of this network is one of the priorities of its Countryside Strategy. The importance attached to safeguarding, improving and extending the network is reflected in Leisure Policy 6 of the Structure Plan which states;

"Where development proposals affect Public Rights of Way, planning permission will not normally be granted unless adequate arrangements can be made to safeguard the existing routes or to provide acceptable alternatives. Where appropriate, advantage will be taken to secure improved access into the countryside, including opportunities presented by development schemes."

Access and Mobility Needs

- 5.63 The Chronically Sick and Disabled Persons Act (1970) and Section 76 of the Town and Country Planning Act (1990) require developers to provide satisfactory access both to and within buildings or premises, and in the parking facilities and sanitary conveniences to which the public are admitted, whether by payment or otherwise. Developers should give due consideration to the access requirements of persons with reduced mobility, including persons with a limited ability to walk, wheelchair users, persons with impaired sight and persons with prams or pushchairs. Further guidance on access requirements can be found in "The Building Regulations: Part M Access Facilities for Disabled People".

T12 PLANNING PERMISSION FOR DEVELOPMENT INVOLVING THE CREATION OF PUBLIC OPEN SPACE, RECREATION FACILITIES, CAR PARKING AREAS, HIGHWAYS AND OTHER AREAS TO WHICH THE PUBLIC HAVE ACCESS WILL NOT BE GRANTED UNLESS THEIR DESIGN AND LAYOUT INCORPORATES ADEQUATE PROVISION FOR ACCESS BY PERSONS WITH RESTRICTED MOBILITY. IN APPROPRIATE CIRCUMSTANCES THE COUNCIL MAY IMPOSE CONDITIONS REQUIRING ACCESS PROVISION FOR PEOPLE WITH DISABILITIES.

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- 5.64 The external space around buildings, as well as open land, are included within the scope of these Acts and developers should take into account ease of movement around these areas. PPG1 General Policy and Principles (February 1997) advises that "planning authorities, both in development plans and in determining individual applications should take into account access issues. These will include access to and into buildings, and the need for accessible housing". The Council will, therefore, take the above policy into consideration when determining planning applications.

AREA AND SITE SPECIFIC POLICIES

Public Transport

- 5.65 In accordance with the Transport Choice Strategy adopted in the Structure Plan the County Council intends to develop the Ivanhoe Line, linking Loughborough, Leicester, Burton on Trent and Derby for passenger services and also to increase station provision on the existing Birmingham to Peterborough line. Transport Policy 8 of the Structure Plan states inter alia that;

"The land for stations and infrastructure for local passenger services along the Midland Main Line, the Birmingham-Peterborough line and the Ivanhoe Line will be safeguarded from other development.

Planning permission will normally be granted for passenger stations on these lines to serve residential and employment development subject to the satisfactory operation of the rail service. Planning permission will not normally be granted for major new housing development (usually more than 100 dwellings), major new employment development (usually more than 5 hectares) and other major new development which offers the potential to contribute to the provision of passenger rail facilities unless such contribution is made."

- 5.66 The Structure Plan proposes the provision of a new limited facility station at Kirby Muxloe which would be developed as part of Phase 2 of the Ivanhoe Line scheme (the Leicester - Burton upon Trent section). However, Government funding for Phase 2 of this project was rejected as part of the 1997/98 TPP package as not being cost effective. The County Council is currently appraising a more limited scheme which would provide a reduced number of stations. Problems

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with access and other difficulties have meant that a site for a new station has not been formally identified, therefore its future provision is uncertain.

- 5.67 Once stations on the Ivanhoe Line have been completed the County Council hopes that work will commence on the development of new stations on the Birmingham - Peterborough Line. Development of three new stations at Blaby, Croft and Elmsthorpe, to be served by existing train services, is still under consideration for development during the Plan Period.

T13 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD PREJUDICE THE PROVISION OF RAILWAY STATIONS, ACCESS AND ANY ASSOCIATED CAR PARKING ON THE BIRMINGHAM -PETERBOROUGH LINE IN THE FOLLOWING LOCATIONS IDENTIFIED ON THE PROPOSALS MAP:

- (i) ADJACENT TO THE A426, BLABY;
- (ii) STATION ROAD, CROFT;
- (iii) STATION ROAD, ELMESTHORPE.

- 5.68 The District Council supports the provision of new stations with associated access and car parking in Blaby, Croft and Elmesthorpe and will seek to ensure that land is safeguarded from development which would prejudice this provision. In the event of planning permission being refused for inappropriate development on the basis that it would prejudice the successful implementation of these proposals, the District Council will expect Leicestershire County Council to give an undertaking to accept any subsequent reasonable and valid blight notice or purchase notice served on the grounds that the land has been rendered incapable of reasonably beneficial use by virtue of that decision.

T14 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD PREJUDICE THE PROVISION OF THE ADDITIONAL CAR PARKING AREA IDENTIFIED ON THE PROPOSALS MAP TO SERVE NARBOROUGH STATION.

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- 5.69 The existing car park at Narborough Station is very well used and often insufficient in size for the amount of parking this station generates. The District Council is investigating potential schemes to provide additional car parking and will seek to ensure that land is safeguarded for this purpose. Any potential scheme will have to respect this green wedge location.

High Load/Abnormal Load Route

T15 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD IMPEDE THE PASSAGE OF HIGH OR ABNORMAL LOADS ALONG THE LINE OF THE HIGH LOAD/ABNORMAL LOAD ROUTE INDICATED ON THE PROPOSALS MAP.

- 5.70 The route referred to follows the A47 across the District. It has been identified by the Department of Transport and is the only east-west route of its kind between London and Sheffield. The District Council will seek to ensure that development will not prejudice the specialist role of this route.

Airport Flight Path

T16 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD PREJUDICE THE SAFE OPERATION OF THE FLIGHT PATH TO COVENTRY (BAGINTON) AIRPORT INDICATED ON THE PROPOSALS MAP.

- 5.71 The flight path to Coventry (Baginton) Airport crosses the southern extremities of Blaby District. The District Council will consult with the Civil Aviation Authority in respect of any development proposals which would exceed 90 metres above local ground level and could prejudice the safe and efficient operation of this flight path.

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Road Schemes and Improvements

- 5.72 The following road schemes are planned by the Department of Transport and Leicestershire County Council and are programmed to commence in the Plan Period;

T17 PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY PERMANENT DEVELOPMENT WHICH WOULD PREJUDICE THE IMPLEMENTATION OF THE FOLLOWING ROAD SCHEMES OR IMPROVEMENTS SHOWN ON THE PROPOSALS MAP AND INSETS;

(i) A426 GLEN PARVA BYPASS

- 5.73 Planning permission for the scheme was renewed by the County Council in October 1993. The proposal, however, is unlikely to proceed in light of the CALTRANS Study and the recently acquired status of Leicester City Council which is now the Highway Authority for the northern section of the proposed route. The County Council has requested that the route should remain safeguarded in Local Plans until the proposal is reassessed in the Structure Plan review.

(ii) A47 EARL SHILTON BYPASS

- 5.74 Two small parts of the route lie within the District boundary, to the north of Elmesthorpe and to the south-west of Thurlaston Parish. Work is scheduled to commence on the bypass in Autumn 2001, subject to planning approval, completion of statutory orders and available finances.

(iii) LEICESTER WESTERN BYPASS ASSOCIATED LOCAL HIGHWAY IMPROVEMENTS.

- 5.75 Work on the Leicester Western Bypass was completed in November 1995 and improvements to

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local roads to enhance access to the bypass will be carried out by Leicestershire County Council. No detailed proposals have been drawn up but in Blaby District it is likely that works will be centred on Ratby Lane to encourage traffic to take this route to and from the Western Bypass.

<p>(iv) IMPROVEMENTS TO THE A563/B4114 (EVERARDS) JUNCTION.</p>

- 5.76 Some improvements to the junction have been carried out. In the medium term, further at grade improvements have been identified to accommodate development traffic. The provision of a north-south flyover as a long term possibility will need to be reviewed.

Further Information on Road Schemes

- 5.77 Further details of the road schemes and improvements included in policy T17 to supplement those shown on the Proposals Map and Insets, are available for inspection at the Offices of the Director of Planning and Transportation, County Hall, Glenfield or at the Offices of Blaby District Council, Narborough.