



*Meeting:* **Scrutiny Commission**

*Date/Time:* **Wednesday, 7 February 2018 at 2.00 pm**

*Location:* **Sparkenhoe Committee Room, County Hall, Glenfield**

*Contact:* **Mrs R Whitelaw (Tel: 0116 305 6098)**

*Email:* **rosemary.whitelaw@leics.gov.uk**

### Membership

Mr. S. J. Galton CC (Chairman)

Mr. D. C. Bill MBE CC    Mrs. R. Page CC  
Mr. L. Breckon JP CC    Mr. A. E. Pearson CC  
Mr. M. H. Charlesworth CC    Mr. T. J. Richardson CC  
Dr. T. Eynon CC    Mrs H. L. Richardson CC  
Mr. D. Jennings CC    Mr. D. Slater CC

**Please note: this meeting will be filmed for live or subsequent broadcast via the Council's web site at <http://www.leicestershire.gov.uk> – Notices will be on display at the meeting explaining the arrangements.**

### AGENDA

<u>Item</u>	<u>Report by</u>	
1. Minutes of the meeting held on 24 January.		(Pages 5 - 12)
2. Question Time.		
3. Questions asked by members under Standing Order 7(3) and 7(5).		
4. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.		
5. Declarations of interest in respect of items on the agenda.		
6. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.		



7. Presentation of Petitions under Standing Order 36.

8. Leicester and Leicestershire Draft Strategic Growth Plan.

(Pages 13 - 70)

The following have been invited to the meeting for this item:-

Mr N J Rushton CC, Leader of the Council;  
Mr J B Rhodes CC, Deputy Leader and County Council MAG Representative;  
Tom Purnell, Assistant Chief Executive;  
Pat Willoughby, Joint Strategic Planning Manager;  
Ann Carruthers, Director of Environment and Transport;  
Tim Sacks, Chief Operating Officer, East Leicestershire and Rutland Clinical Commissioning Group;  
Grant Butterworth, Head of Planning, Leicester City Council.

Written Representations have been submitted by the Campaign for the Protection of Rural England, Shelter Housing Aid and Research Project and the Public Health Department. These are attached as Appendices C – E of the Report.

9. Date of next meeting.

The next meeting of the Commission is scheduled to take place on 7 March 2018 at 2.00pm

There will be a workshop for Commission Members only at 10.30am on 7 March.

10. Any other items which the Chairman has decided to take as urgent.

## **QUESTIONING BY MEMBERS OF OVERVIEW AND SCRUTINY**

Members serving on Overview and Scrutiny have a key role in providing constructive yet robust challenge to proposals put forward by the Cabinet and Officers. One of the most important skills is the ability to extract information by means of questions so that it can help inform comments and recommendations from Overview and Scrutiny bodies.

Members clearly cannot be expected to be experts in every topic under scrutiny and nor is there an expectation that they so be. Asking questions of 'experts' can be difficult and intimidating but often posing questions from a lay perspective would allow members to obtain a better perspective and understanding of the issue at hand.

Set out below are some key questions members may consider asking when considering reports on particular issues. The list of questions is not intended as a comprehensive list but as a general guide. Depending on the issue under consideration there may be specific questions members may wish to ask.

### **Key Questions:**

- Why are we doing this?
- Why do we have to offer this service?
- How does this fit in with the Council's priorities?
- Which of our key partners are involved? Do they share the objectives and is the service to be joined up?
- Who is providing this service and why have we chosen this approach? What other options were considered and why were these discarded?
- Who has been consulted and what has the response been? How, if at all, have their views been taken into account in this proposal?

### **If it is a new service:**

- Who are the main beneficiaries of the service? (could be a particular group or an area)
- What difference will providing this service make to them – What will be different and how will we know if we have succeeded?
- How much will it cost and how is it to be funded?
- What are the risks to the successful delivery of the service?

### **If it is a reduction in an existing service:**

- Which groups are affected? Is the impact greater on any particular group and, if so, which group and what plans do you have to help mitigate the impact?
- When are the proposals to be implemented and do you have any transitional arrangements for those who will no longer receive the service?
- What savings do you expect to generate and what was expected in the budget? Are there any redundancies?
- What are the risks of not delivering as intended? If this happens, what contingency measures have you in place?

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Minutes of a meeting of the Scrutiny Commission held at County Hall, Glenfield on Wednesday, 24 January 2018.

PRESENT

Mr. S. J. Galton CC (in the Chair)

Mr. D. C. Bill MBE CC  
 Mr. L. Breckon JP CC  
 Mr. M. H. Charlesworth CC  
 Dr. T. Eynon CC  
 Mr. D. Jennings CC

Mrs. R. Page CC  
 Mr. A. E. Pearson CC  
 Mr. T. J. Richardson CC  
 Mrs H. L. Richardson CC  
 Mr. D. Slater CC

In attendance.

Mr N J Rushton CC, Leader of the Council

Mr J B Rhodes CC, Deputy Leader of the Council and Cabinet Lead Member for Finance and Resources

Mrs P Posnett CC, Cabinet Lead Member for Communities (minute 58 refers)

50. Minutes.

The minutes of the meeting held on 15 November 2017 were taken as read, confirmed and signed.

51. Question Time.

The Chief Executive reported that no questions had been received under Standing Order 35.

52. Questions asked by members under Standing Order 7(3) and 7(5).

The Chief Executive reported that no questions had been received under Standing Order 7(3) and 7(5).

53. Urgent Items.

There were no urgent items for consideration.

54. Declarations of interest.

The Chairman invited members who wished to do so to declare any interest in respect of items on the agenda for the meeting.

No declarations were made.

55. Declarations of the Party Whip in accordance with Overview and Scrutiny Procedure Rule 16.

There were no declarations of the party whip.

56. Presentation of Petitions under Standing Order 36.

The Chief Executive reported that no petitions had been received under Standing Order 36.

57. Medium Term Financial Strategy 2018/19 to 2021/22 - Context Setting and Overall Position.

The Director of Finance outlined the context and overall position in respect of the Council's Medium Term Financial Strategy (MTFS) 2018/19 to 2021/22. In doing so, he highlighted the following matters:-

- The Council's financial outlook was challenging. The MTFS included £40 million growth, of which £17 million was for children's social care. There was also a savings requirement of £36 million over the four year period. Approximately £18 million worth of savings had not yet been identified.
- The Capital Programme equated to £290 million over the lifetime of the MTFS and was the largest programme the Council had ever put forward. Despite this, a number of capital development proposals remained unfunded.
- The Local Government Finance Settlement had been disappointing as the Council's bid for the 100% business rates retention pilot had been unsuccessful. This would have resulted in an extra £19 million. The financial pressures facing children's social care had also not been acknowledged in the Settlement. Positive elements of the Settlement included greater flexibility around council tax rates and the adult social care precept.

The Deputy Leader and Cabinet Lead Member for Finance and Resources, Mr J B Rhodes CC, echoed the Director's disappointment regarding the business rates pilot. He reminded the Commission that the Government was currently undertaking a consultation on fair funding for local authorities, and referred to the County Council's own fair funding campaign. The Leicestershire model was widely supported by upper tier authorities and the County Councils' Network, but more work was needed to promote the model to the Government. He also advised members that, through his role on the Local Government Association Resources Board, he was making the case for fair funding.

Arising from discussion, the following points were raised:-

- (i) Consideration was currently being given to a number of options in response to the Government announcement that council tax could be raised by a further one percent. The public consultation on the MTFS, which had closed on 21 January, had sought views on the level of council tax. This issue and other adjustments required following the Local Government Finance Settlement would be addressed in the revised MTFS which would be considered by the Cabinet on 9 February. One of the adjustments would reflect a greater than expected increase in the council tax base.

- (ii) The MTFS included provision for the Revenue Support Grant to end at the beginning of the 2019/20 financial year and for there to be a reduction in the level of Business Rates Top-Up/Tariff to achieve the Government's target funding level for the Council. It was assumed that this reduction in funding would continue to 2021/22. Members commented on the unfairness of the situation.
- (iii) Members agreed that it was important to improve the prosperity of Leicestershire with housing and business development in order to boost the council tax base. It was felt that economic growth was best delivered through local planning and partnerships. However, some caution was expressed with regard to the risk of unrestrained growth.
- (iv) It was felt that the West Midlands Combined Authority and elected mayor placed the East Midlands at a disadvantage in terms of attracting economic growth and funding. The Leader of the Council assured members that he had developed good working relationships with other strategic council leaders in the East Midlands and that regular meetings took place. They were aware of the need for the East Midlands to demonstrate strong leadership.
- (v) Some reservations were expressed over the Council's ability to support both the fair funding campaign and the proposal to retain 100 percent of business rates. However, it was felt that the current disparity in council funding across England could not be resolved by economic growth alone; it would also require the better off councils to reduce their costs over time so that funding could be redistributed.
- (vi) Members welcomed the intention in the MTFS to repay debt and to invest capital in income streams. Total borrowing had reduced by nearly £100m since 2009 and as a result there had been a significant reduction in the revenue cost of serving debt. Some loan terms prevented the Council from the early repayment of debt. Despite the size of the Capital Programme, it would be funded through Government grant, capital receipts and other discretionary funding. It was expected that some of the currently unfunded projects would be funded through underspends, capital receipts and maximising the value of the County Council's assets, for example through applying for planning permission on Council owned properties. Income was also generated through the investment fund.

RESOLVED:

- (a) That the information provided be noted;
- (b) That the comments of the Commission be forwarded to the Cabinet for consideration at its meeting on 9 February 2018.

58. Medium Term Financial Strategy 2018/19 to 2021/22 - Chief Executive's Department.

The Commission considered a report of the Chief Executive and Director of Corporate Resources concerning the proposed Medium Term Financial Strategy (MTFS) 2018/19–2021/22 as it related to the Chief Executive's Department. A copy of the report, marked "Agenda Item 9", is filed with these minutes.

The Chairman welcomed Mr. N. J. Rushton CC, Leader of the Council, and Mrs P Posnett CC, Cabinet Lead Member for Communities, to the meeting for this item.

In response to questions, members were advised as follows:-

- (i) A central contingency was held for pay and price inflation and money was transferred to service budgets once a cost pressure was discovered. The central contingency took account of three percent rate of inflation and a two percent increase pay. It was now expected that pay would increase by 5.4 percent over two years, given the need to make adjustments to pay points at the bottom of the scale to deliver the national living wage. Consideration would be given to how this cost pressure would be met as part of the next iteration of the MTFS, due to be received by the Cabinet at its meeting on 9 February.
- (ii) It was confirmed that there was no realistic prospect of requiring funding for the establishment of a Combined Authority during the next financial year.
- (iii) The service review for Trading Standards was expected to result in a reduction in the level of proactive inspections, such as food sampling, that were undertaken. Trading Standards would continue to be an intelligence led service and, as such, evidence based investigations into issues like allergens not being correctly labelled would not be affected by the savings requirement.
- (iv) The increase in legal caseloads in respect of social care work was a result of a Supreme Court judgement in 2014 which had put in place a requirement for approval from the Court of Protection before adult service users who lacked mental capacity could be deprived of their liberty. It was understood that this was overwhelming the Court of Protection and a national review was being undertaken.
- (v) The need to increase the internal legal resource would address quality issues arising from the outsourcing of legal services. In part this related to the fact that, unlike external solicitors, Legal Services had a duty system so any member of the team could provide advice. Legal Services also understood how the Council operated which was not always the case when the work was outsourced.
- (vi) The review of Planning, Historic and Natural Environmental Services would not prevent the service from meeting its statutory requirements. Planning fees would increase income by £20,000 to £25,000 and the monitoring of planning permissions generated income. The Historic and Natural Environment Team had service level agreements with district councils and would seek to maximise the income from these. It was possible that the savings target could be met in this way, although staffing reductions were also proposed.
- (vii) The relocation of Hinckley Registry Office was being considered to improve the facilities, parking and generate more income. The relocation was not likely to be considered until later in the year as it was currently at an early stage of identifying possible new locations and would be subject to a business case.

RESOLVED:

- (a) That the report and information now provided be noted;
- (b) That the comments made at this meeting be forwarded to the Cabinet for consideration at its meeting on 9 February 2018.

59. Medium Term Financial Strategy 2018/19 to 2021/22 - Corporate Resources and Corporate Items.

The Commission considered a report of the Director of Corporate Resources concerning the proposed Medium Term Financial Strategy 2018/19 to 2021/22 as it related to the Corporate Resources Department. A copy of the report, marked "Agenda Item 10", is filed with these minutes.

The Chairman welcomed Mr. N. J. Rushton CC, Leader of the Council, and Mr J B Rhodes CC, Deputy Leader and Cabinet Lead Member for Finance and Resources, to the meeting for this item.

In introducing the report, the Director of Corporate Resources reminded members that, since 2010, the Department had achieved £19 million of savings and planned to deliver a further £5 million by 2021/22. This reflected the departmental strategy of focussing on efficiencies rather than service cuts and delivering support services in a different way through transformation. The Department had also developed its commercial activities and was keen to continue work in this area as it was starting to have a positive financial impact.

Arising from discussion the following points were raised:-

- (i) Some members queried the budget for marketing and communications, which was over £1 million. However, the Council had a duty to inform people of its activities, which it did through various channels. It also undertook extensive consultation. The Commission was reminded that the communications and media budget had been reduced by 70 percent when services were brought together into a single service. The Cabinet Lead Member felt that this was a good example of spending less but providing a better service.
- (ii) The Centre of Excellence was a national service for information sharing which was currently hosted by the County Council. It had a net nil budget implication for the County Council other than generating some rental income. The hosting arrangement would be reviewed in the summer.
- (iii) The revenue budget included funding for Trade Unions; this related to four posts for the whole organisation to support staff, for example with HR action plans. It also ensured that, when the Council needed to negotiate with the Trade Unions, the processes were efficient. It was felt that these posts provided value through helping the Council to maintain good relationships with its employees.
- (iv) The review of staff absence related to an initiative from the Employment Committee following concerns regarding high levels of sickness absence. The Employment Committee had analysed the reasons for this and the measures put in place and had found that there was a need for first line managers to manage absence effectively. Intensive support from HR to managers was being provided and efficiency saving had been attached to this work as an incentive. A triage service had also been trialled but this had been found to be ineffective and was not being continued.
- (v) It was felt that the investment in commercial property assets should largely be focussed on investments in Leicestershire, to support the general prosperity of the County as well as generating income for the Council. It was confirmed that the

majority of investment was in Leicestershire although this had to be balanced against security of tenant and maximising the rate of return. The Council's ambition in this area was modest, with an investment fund of £200 million. The only current out of county investment was in Lichfield. Members were also reassured to hear that the Council's role with out of county investments would be as landlord whereas in Leicestershire it had more of a role as a developer.

- (vi) With regard to energy and water efficiencies, it was confirmed that the County Council was not encouraging opportunities for wind farms. The principle investment in solar panels was at County Hall, although other opportunities would be considered. The biomass boiler had been installed at County Hall because the availability of subsidies, as well as the environmental benefit, had made this an attractive choice.
- (vii) The County Council already provided traded services outside of the county, for example it provided IT support to schools in Stoke. This was an area for further growth and development.
- (viii) The Customer Service Centre was seen as a key frontline service. The savings proposed were a modest reduction of four out of 62 posts and some reduction in management. Investment in improved telephony would be made at the same time.

RESOLVED:

- (a) That the report and information now provided be noted;
- (b) That the comments made be forwarded to the Cabinet for consideration at its meeting on 9 February 2017.

60. Medium Term Financial Strategy 2018/19 to 2021/22 - Consideration of Responses from Overview and Scrutiny Committees.

The Commission considered a supplementary report setting out the responses to their respective areas of the Medium Term Financial Strategy (MTFS) of the Adults and Communities, Children and Families, Environment and Transport and Health Overview and Scrutiny Committees. A copy of the supplementary report is filed with these minutes.

In response to questions from members, the Leader and Deputy Leader confirmed the following:

- (i) The review of passenger transport services had been reinstated into the MTFS, following its withdrawal the previous year, because it was felt that bus services should not be subsidised at unsustainable rates such as £17 per person. All contracts had been extended to end in June 2019 so that a full review could be undertaken. This would consider options such as whether buses were the most sensible way of providing public transport but was not likely to eliminate all subsidised bus routes.
- (ii) The countywide parking strategy was still being developed and policy decisions were still to be undertaken. It was therefore not currently possible to provide details of the locations which might be affected. Once the information was

available the Environment and Transport Overview and Scrutiny Committee would have the opportunity to discuss the proposal in detail.

RESOLVED:

- (a) That the supplementary report be noted;
- (b) That the comments made at this meeting be forwarded to the Cabinet for consideration at its meeting on 9 February 2018.

61. Date of next meeting.

It was noted that the next meeting of the Commission would be held on 7 February 2018 at 2.00pm.

10.30 am - 12.25 pm  
24 January 2018

CHAIRMAN

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**OVERVIEW AND SCRUTINY COMMITTEE: 7<sup>th</sup> FEBRUARY 2018**

**LEICESTER AND LEICESTERSHIRE DRAFT STRATEGIC GROWTH  
PLAN**

**REPORT OF THE CHIEF EXECUTIVE**

**Purpose of report**

1. The purpose of this report is to provide the Scrutiny Commission with the opportunity to consider the Consultation Draft Strategic Growth Plan (known hereafter as the draft SGP), and for its key comments on the document to be forwarded to the Cabinet.
2. Appended to the report are written submissions from the Campaign to Protect Rural England, Shelter Housing Aid and Research Project and Leicestershire County Council's Public Health Department. These were requested by the Scrutiny Commissioners. The Home Builders Federation was also invited to submit a written representation but declined to do so.

**Policy Framework and Previous Decisions**

3. In June 2016 the Cabinet approved the Strategic Growth Statement for consultation. This formed the first part in the development of the SGP. The Statement set out the rationale and proposed process for preparation of the SGP, identified the defining characteristics of the local area and challenges faced by local authorities, outlined the evidence base and spatial options to be considered in formulating an SGP, and set out initial objectives and ambitions for the future.
4. The Consultation Draft Strategic Growth Plan was considered and endorsed by the Members' Advisory Group (MAG) on 6 November 2017. The County Council is represented on the MAG by the Deputy Leader, Mr Rhodes. On 24 November 2017 the Cabinet considered and agreed a report on the consultation process for the draft SGP. Leicester City Council and the Leicestershire district councils also considered and agreed the consultation process through their respective governance processes. A twelve week consultation period began on 11 January 2018 and is due to close on 5 April 2018.
5. The Cabinet will consider the draft SGP on 9 March 2018 and will submit its views within the consultation period. The Cabinet will take the views of the Scrutiny Commission into account when forming its response to the consultation.
6. All consultation responses will then inform the final version of the Strategic Growth Plan which will be submitted to the Cabinet and other partners for approval in the

Summer of 2018 after it has been considered by the MAG. Subject to approval it is expected that the final SGP will be published in Summer/Autumn 2018.

## **Background**

7. Until 2010, the strategic planning framework for Leicester and Leicestershire was set out in the East Midlands Regional Plan (2009), the regional spatial strategy for the East Midlands. In 2010, however, regional spatial strategies were abolished by Government and local planning authorities were encouraged to consider strategic planning within the context of the 'duty to co-operate' required by the Localism Act 2011.
8. In Leicester and Leicestershire, recognising that the strategy of the East Midlands Regional Plan would be implemented through proposals in the current round of Local Plans, the local planning authorities decided that strategic planning for the longer term would be more effective if undertaken across the City and County as a whole. In view of the important role of the Leicester and Leicestershire Enterprise Partnership (LLEP) in the delivery of infrastructure and economic growth, it became an additional partner in the process.
9. The draft SGP has therefore been prepared jointly by the ten partner organisations in Leicester and Leicestershire, i.e. all seven of the local planning authorities in the county, the County Council as the highway authority, the City Council as a unitary authority with combined planning and highways responsibilities, and the LLEP. Leicester and Leicestershire are fortunate in that the Housing Market Area, the Functional Economic Market Area, and the area covered by the LLEP have the same geographical boundaries, making it easier to plan for the future. Although it is necessary to collaborate with authorities outside Leicester and Leicestershire, the intention is that provision for housing and economic development needs will be met from within the area.
10. The development of the SGP is being overseen by the MAG, comprising representatives from each of the local authorities, together with the LLEP whose representative attends as an observer. The MAG is supported by a Strategic Planning Group, made up of senior officers from the local authorities. The MAG is responsible for assisting in the proper execution of the statutory Duty to Co-operate, by which local planning authorities and other key stakeholders, including the County Council, are required to co-operate on strategic planning issues, including employment and housing land provision, affecting local plans. A key element is overseeing the preparation of the Strategic Growth Plan.
11. The need for an SGP was explained in the Cabinet report of June 2016. In summary it will -
  - (a) Support partners to plan effectively for the future, giving Local Plans a consistent framework and helping to make decisions on infrastructure and secure Government funding.
  - (b) Give some control over accommodating and supporting future growth and help to protect and enhance environmental assets.
  - (c) Provide confidence to the market, the Government, local businesses and residents that the local councils and the LLEP are working together to improve the area.

12. There are also risks in not having a Strategic Growth Plan - the inevitable development would be unplanned and lack infrastructure, local councils could not protect key assets, development/ investment would go elsewhere, the 'duty to co-operate' would not be met, and decisions may be taken away from local people.
13. The Strategic Growth Statement was the first stage in the preparation of the Plan. This was the subject of public consultation in August/September 2016. Consultation responses were reported to MAG in early 2017.

### **Consultation Draft Strategic Growth Plan**

14. The Draft SGP (appended as Appendix A), sets out a strategy for the growth and development of Leicester and Leicestershire in the period to 2050, enabling partners to consider the longer term needs of the area and opportunities which might extend beyond the conventional timeframe of a Local Plan. The MAG has considered the distribution of housing and employment land over a shorter time frame (2011-2031 and 2011-2036) in order for a more detailed framework for the preparation of Local Plans to be in place.
15. Since work started on the Strategic Growth Plan, other organisations have progressed their own work at different speeds (e.g. Network Rail, Highways England, the Midlands Connect Partnership) but there has been a constant dialogue to ensure an awareness of their emerging policies and proposals, and that projects considered to be vital to the future of Leicester and Leicestershire were incorporated in emerging plans, strategies and funding programmes.
16. As the Consultation Draft Plan has been developed, a number of events have been held for Members of the County Council to keep them advised of progress. Internal Member briefings have been held on 1 November 2017, 27 September 2017, on the Housing and Economic Development Needs Assessment (HEDNA) on 7 February 2017 and on the earlier Strategic Growth Statement on 10 June 2016.

### **Key elements of the Consultation Draft Strategic Growth Plan**

17. The strategy of the draft SGP proposes to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. In so doing, to focus development along transportation corridors and close to employment centres.
18. Five principal building blocks have been used to prepare the draft SGP:
  - a) The existing settlement pattern;
  - b) Understanding of national policies;
  - c) Understanding of the local economy and how it is supported by the Midlands Engine Strategy;
  - d) Understanding of the local road and rail networks and how they are supported by proposals in the Midlands Connect Strategy; and
  - e) Recognition of the environmental, historic and other assets.
19. Four priorities are identified:

- f) Creating conditions for investment and growth;
  - g) Achieving a step change in the way that growth is delivered;
  - h) Securing essential infrastructure; and
  - i) Delivering high quality development.
20. Analysis has indicated that through our existing and emerging Local Plans and planning permissions provision can be made for the amount of new jobs we need up to 2031. This will be achieved through a mixture of major strategic sites already identified in Local Plans (approx.40%) and smaller scale growth on non-strategic sites (approx.60%). The draft SGP therefore, does not need to focus on this time period.
21. Beyond 2031 it is proposed that provision for more of Leicester and Leicestershire's growth is made in strategic locations. To do this new strategic infrastructure which will open up sites for development is considered to be required, and the Midlands Connect Strategy lays the foundations for this.

### **Proposed Growth Areas**

22. The proposed growth areas are as follows:
- j) **Primary Growth Areas:** The A46 growth corridor (the 'expressway' proposal for the A46), and Leicester (our 'Central City');
  - k) **Secondary Growth Areas:** The Northern Gateway, and the Southern Gateway;
  - l) **Key Centres:** Melton Mowbray and Lutterworth;
  - m) **Areas of managed growth in Local Plans:** Coalville, Hinckley, Loughborough and Market Harborough.
23. In villages and other rural areas the draft SGP proposes there will be limited growth in the future, consistent with providing for local needs.
24. Notional capacity of strategic growth areas has been estimated, and Appendix B of the draft SGP indicates how this growth would be distributed across the eight local planning authorities in Leicester and Leicestershire. It should be noted that the longer term requirements for employment land are not quantified due to the considerably greater market variability than the need for new homes.

### **Consultation responses**

25. A consultation questionnaire has been produced for use, and is appended as Appendix B to this report. It is suggested that Scrutiny Commission, in its consideration and deliberation of the draft SGP, focuses on the questions posed in the consultation questionnaire.
26. All consultation responses received on the draft SGP will be reviewed and reported, in the first instance, to the MAG. At the same time, consideration will be given to whether amendments to the Draft Plan will need to be made.

### **Resource Implications**

27. There are no resource implications arising from this report. Officer time and funding for consultancy work have been contributed by all partners. The cost of future communications work will need to be funded by partners.

### **Timetable for Decisions**

28. It is expected that the final version of the Strategic Growth Plan will be presented to the MAG for consideration in summer/early autumn 2018 and subject to it being supported would then be submitted to the partner authorities for approval (in the case of the County Council this would be by means of a further report to the Cabinet).

### **Background papers**

29. Report to the Cabinet – 24 November 2017 – Leicester and Leicestershire Strategic Growth Plan – Consultation arrangements  
<http://politics.leics.gov.uk/documents/s133402/Consultation%20draft%20Strategic%20Growth%20Plan%20Cabinet%20report.pdf>
30. Report to Cabinet – 17 June 2016 – Leicester and Leicestershire Strategic Growth Plan – Strategic Growth Statement  
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4603&Ver=4>

### **Circulation under the Local Issues Alert Procedure**

31. A copy of this report will be circulated to all members under the Members News in Brief service.

### **Equality and Human Rights Implications**

32. The Strategic Growth Plan, and the Local Plans which are subsequently formulated within its framework, have significant implications for disadvantaged people living in Leicestershire. By seeking to ensure economic growth is secured and an appropriate provision of affordable homes is made, the County Council can contribute to the needs of disadvantaged groups.
33. An Equality and Human Rights Impact Assessment (EHRIA) has been undertaken. The outcomes of the most recent assessment are available to view as part of the consultation process.

### **Environmental Implications**

34. A Sustainability Appraisal/ Strategic Environmental Assessment has been undertaken. The outcomes are available to view as part of the consultation process.

### **Appendices**

Consultation Draft Strategic Growth Plan – Appendix A

Consultation questionnaire – Appendix B

Submission from the Campaign to Protect Rural England – Appendix C

Submission from the Shelter Housing Aid and Research Project – Appendix D

Submission from the Public Health Department – Appendix E

**Officer to Contact**

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LEICESTER &  
LEICESTERSHIRE  
2050:  
OUR VISION  
FOR GROWTH



**CONSULTATION  
DRAFT**



# FOREWORD

The Strategic Growth Plan is being prepared by ten partner organisations in Leicester & Leicestershire. We want to prepare a long term plan to address the challenges that we face and the opportunities that are presented to us. It will be a non-statutory plan but, in its final form, it will set out our agreed strategy for the period to 2050. We will deliver the strategy through our Local Plans.

This document has been prepared for the purpose of public consultation. It explains the approach that we have taken in preparing the Draft Plan, identifies broad locations where we think that development might take place and the infrastructure needed to deliver it. We encourage local people, businesses, developers, landowners and statutory organisations to work with us and to comment on the Draft Plan. Details of how to comment are available on our web site [strategicgrowthplan.org.uk](http://strategicgrowthplan.org.uk). The feedback will be used to inform the final version of the plan.

**Cllr Trevor Pendleton**

*Chair, Members' Advisory Group for the Strategic Growth Plan*

## Our Partners:



This document has been prepared on behalf of: Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Leicester City Council, Leicestershire County Council, Leicester & Leicestershire Enterprise Partnership, Melton Borough Council, North West Leicestershire District Council and Oadby & Wigston Borough Council.

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# LEICESTER & LEICESTERSHIRE TODAY

## OUR STRENGTHS:

### Great location and connectivity

- at the heart of the UK, with nationally significant road, rail and air services, and businesses that have the potential to export more goods and services

### Growing and diverse economy

- with employment opportunities ranging from traditional manufacturing, logistics and distribution to cutting edge, research and enterprise, innovation and technology sectors

### Distinctive environmental, historic and other assets

- beautiful countryside, valuable flora and fauna, thriving market towns and popular villages, country parks, waterways and canals

### A diverse and multi-cultural city

with a young population, unique history, global tourism appeal, and attractive city centre with great shops, leisure, arts and entertainment

### Three outstanding universities

- globally significant in space, engineering and sports science, and high quality FE colleges

IN SHORT, A COMBINATION THAT OFFERS EXCEPTIONAL QUALITY OF LIFE AND BUSINESS OPPORTUNITY

## OUR WEAKNESSES:

### Congestion on our roads and railways

- we are tackling this but further investment is needed to continue improvements and support our long term growth

### Gaps in the road and rail network

- travelling north-south is relatively easy (albeit congested) but east-west links are slow and unreliable

### Poor economic productivity per head of population

- lower than the national and regional averages

### Low pay structure

- many highly skilled employees and graduates move away, travel costs are high for those on a low wage making it difficult to access jobs

### High levels of commuting

- some of the most important employment areas are remote from places where people live

Outside the City, an **ageing population**, not economically active but relatively wealthy. A strong influence on the number and type of dwellings

### Pressures on existing communities

from new development, lack of infrastructure and services such as education and health

# PLANNING FOR OUR FUTURE

Leicester & Leicestershire has huge potential for growth. Located at the very heart of the UK, with a population of over 1 million, a thriving and vibrant city, distinctive and characterful market towns, three universities and an international airport, our economy contributes some £23bn to the UK economy. We have much to offer in terms of quality of life.

We want to play our part in developing the UK economy, improve productivity and create the conditions for growth. We want to increase the speed of housing delivery, remove the barriers that have slowed progress to date, and ensure that there is a good supply of new housing for people who need it. We also want to protect the places and features that make Leicester & Leicestershire special.

If we are to be successful, we need to plan for the future at a 'larger than local' level and for the longer term. This allows us to consider a wider range of possibilities.

**FIGURE 1:**  
LEICESTER & LEICESTERSHIRE:  
A CENTRAL  
LOCATION



The Strategic Growth Plan is the opportunity for the ten partner organisations - the City Council, the County Council, the seven boroughs and districts, and the Leicester & Leicestershire Enterprise Partnership - to prepare a plan which will shape the future of Leicester and Leicestershire. This will be a 'non-statutory' plan, covering the period to 2050. It will provide an agreed framework for Local Plans prepared by individual authorities.

The Strategic Growth Plan will focus on four key matters:

- delivering new housing
- supporting the economy
- identifying essential infrastructure, and
- protecting our environment and built heritage.

We are not starting with a blank sheet. Government, local and regional agencies are also making plans. Given that these documents already have a measure of support, we have used them as a basis for our work. In this Draft Plan, we explain how these have influenced our work.

**GREAT  
LOCATION AND  
CONNECTIVITY  
- AT THE HEART  
OF THE UK**

# ACCOMMODATING OUR GROWTH

## OUR NEED FOR NEW HOMES AND EMPLOYMENT LAND: 2011-31

We have recently concluded a study of our need for new homes and employment land.\* This is based on current information on population growth and changes in the numbers of households, and economic forecasts. It concludes that, across Leicester & Leicestershire, we need 96,580 new homes and 367-423 hectares of employment land in the period 2011-2031 (See Appendix A). Additional land will be required for strategic distribution facilities.

We have analysed the amount of development that has already been built, has planning permission or is allocated in adopted or emerging local plans that have been published. This demonstrates that much of our housing and employment land is already provided for in the period 2011-31.

**MUCH OF OUR HOUSING  
AND EMPLOYMENT LAND IS  
ALREADY PROVIDED FOR IN  
THIS PERIOD 2011 - 31. BEYOND  
2031, ADDITIONAL NEEDS WILL  
BE SATISFIED PRIMARILY IN  
STRATEGIC LOCATIONS**

Only Leicester City Council has declared that it will be unable to meet its housing needs. We are confident, however, that any shortfall in the period 2011-31 can be met through Local Plan allocations in other areas.

The agreed distribution will be set out in a Memorandum of Understanding which will be published in early 2018. This will be used as the basis for preparing or reviewing Local Plans in future.

## OUR NEED FOR NEW HOMES AND EMPLOYMENT LAND: 2011-36

Our study of the need for new homes and employment land also covers the period 2011-36. It concludes that, across Leicester & Leicestershire, we need 117,900 new homes and 459-497 hectares of employment land during this period. Additional land will be required for strategic distribution facilities.

Again, we have analysed the amount of development that has already been built, has planning permission or is allocated in adopted or emerging local plans that have been published. This demonstrates that, whilst much of our need for new homes and employment land during this period can be met from these sources, there is likely to be a shortfall.

We have decided that these additional needs will be satisfied, in part, by development in strategic locations in accordance with the strategy set out in this Draft Plan.

The agreed distribution for the period 2011-36 will be set out in a Memorandum of Understanding which will be published in early 2018. This will be used as the basis for preparing or reviewing Local Plans with 2036 as an end date.

\* Reference: Leicester & Leicestershire Housing and Economic Development Needs Assessment (January 2017)

WITHOUT ADDITIONAL INFRASTRUCTURE WE WILL BE UNABLE TO DELIVER LONG TERM GROWTH ON THIS SCALE, OR IN THE TIMESCALE PROPOSED

## LONGER TERM GROWTH: 2031-50

### PLANNING FOR THE LONGER TERM

The conclusions of our current work indicate that, beyond 2031, decisions on the distribution of development will need to be agreed between the authorities in Leicester & Leicestershire as a whole, hence the need for a Strategic Growth Plan. The longer term strategy of the Draft Strategic Growth Plan, therefore, focuses on the period 2031-50.

### ESTIMATING THE SCALE OF GROWTH

For the period beyond 2036, there are no reliable estimates of population growth or household change, nor economic forecasts, but we need to have some understanding of how much growth we might be expected to accommodate in future. Having this information allows us to consider a wider range of options than if we were to focus only on shorter term needs.

We have estimated our 'notional' housing needs for the period 2031-50 by projecting forward the annual figures given in our current study. This is considered to be a reasonable basis on which to proceed given that the current study uses reliable data. Any resulting figures will be revised as new, authoritative, information becomes available.

### RE-DISTRIBUTING OUR GROWTH BEYOND 2031

For the purposes of the Draft Plan, we have assumed that neither Leicester City Council nor Oadby & Wigston Borough Council will be able to accommodate their needs beyond 2031. An important aspect of the Draft Strategic Growth Plan is to consider how any unmet needs might be shared between the other local authorities in Leicester & Leicestershire.

### ALIGNING GROWTH, INFRASTRUCTURE AND SERVICES

We are very clear that significant new development cannot be accommodated within Leicester & Leicestershire without significant investment in infrastructure and services. We welcome government's recognition of this problem at a national and regional level, and the investment that is already being committed to projects in our area.

We now have the opportunity to maximise the returns on this investment and to use it to the advantage of our local communities. We have, therefore, taken as one of the building blocks for our Draft Strategic Growth Plan, proposals for infrastructure investment that already have a degree of support from government, executive agencies and other organisations. All of the strategic infrastructure in our Draft Plan is acknowledged as being required to resolve national and regional problems.

Through the Draft Strategic Growth Plan we can maximise the benefits of this investment by focusing growth in areas close to new infrastructure proposals. But, on our own, we cannot deliver growth on this scale, or at the speed required. Government, statutory agencies, landowners, developers and local authorities all have an important role to play in this process. The partnership approach that we have achieved to date provides a secure foundation on which to move forward with other organisations. Without additional infrastructure we will be unable to deliver long term growth on this scale, or in the timescale proposed.



## NATIONAL POLICIES

- **A ring of strong, independent and characterful market towns** each connected to Leicester by radial routes and with strong physical, functional, social and economic ties to the City. The market towns contribute much to the character of Leicestershire, are economically buoyant in their own right and are an important focus for local communities.
- **Extensive rural areas** encircling the City and the market towns, villages and hamlets. The landscape is beautiful and varied, and has an economy of its own, from nationally significant agriculture and food production to a growing professional services sector.

Together, this mix of urban and rural areas underpins our quality of life. The long-standing relationship between Leicester, the market towns and the rural areas is a feature that we wish to enhance. It is not lost on us that our settlement pattern resembles that of the 'social city', a phrase coined by the garden cities movement of the early 20<sup>th</sup> Century to describe a cluster of new garden cities in the countryside. The garden cities movement sought to deliver the perfect partnership between town and country.

The second building block of our Draft Plan is an understanding of national policies. These influence what we can do, particularly in relation to our priority areas: housing, the economy, infrastructure and the environment. We want to be ready to take advantage of opportunities that will bring benefits to our area, yet able to control excessive development pressures.

A key influence is the Government's emerging industrial strategy which will set the framework for improving productivity, and enhancing the UK's prospects for economic growth. The national industrial strategy will provide a framework for our own Local Industrial Strategy and investment by the LLEP. The Strategic Growth Plan will consider how existing employment areas can be supported and where new growth should be directed.

Government has also published its strategy for tackling problems in the housing market. This recognises that if more new housing is to be built, at a faster rate, it will have to be accompanied by investment in new infrastructure. The housing strategy also recognises the importance of strategic planning for long term growth.

Government has already committed to new investment in housing, industry and infrastructure in Leicester & Leicestershire through various funding programmes, and more is promised. We want to maximise the benefits of this investment, nationally, regionally and locally.



## OUR ECONOMY AND THE MIDLANDS ENGINE STRATEGY

The third building block of our Draft Plan is an understanding of the local economy and how it is supported by the Midlands Engine Strategy. The economy in Leicester & Leicestershire is recovering strongly from the last recession but there is still much to be done. Productivity and wages remain below the national average but we have many important growth sectors and key employment locations.

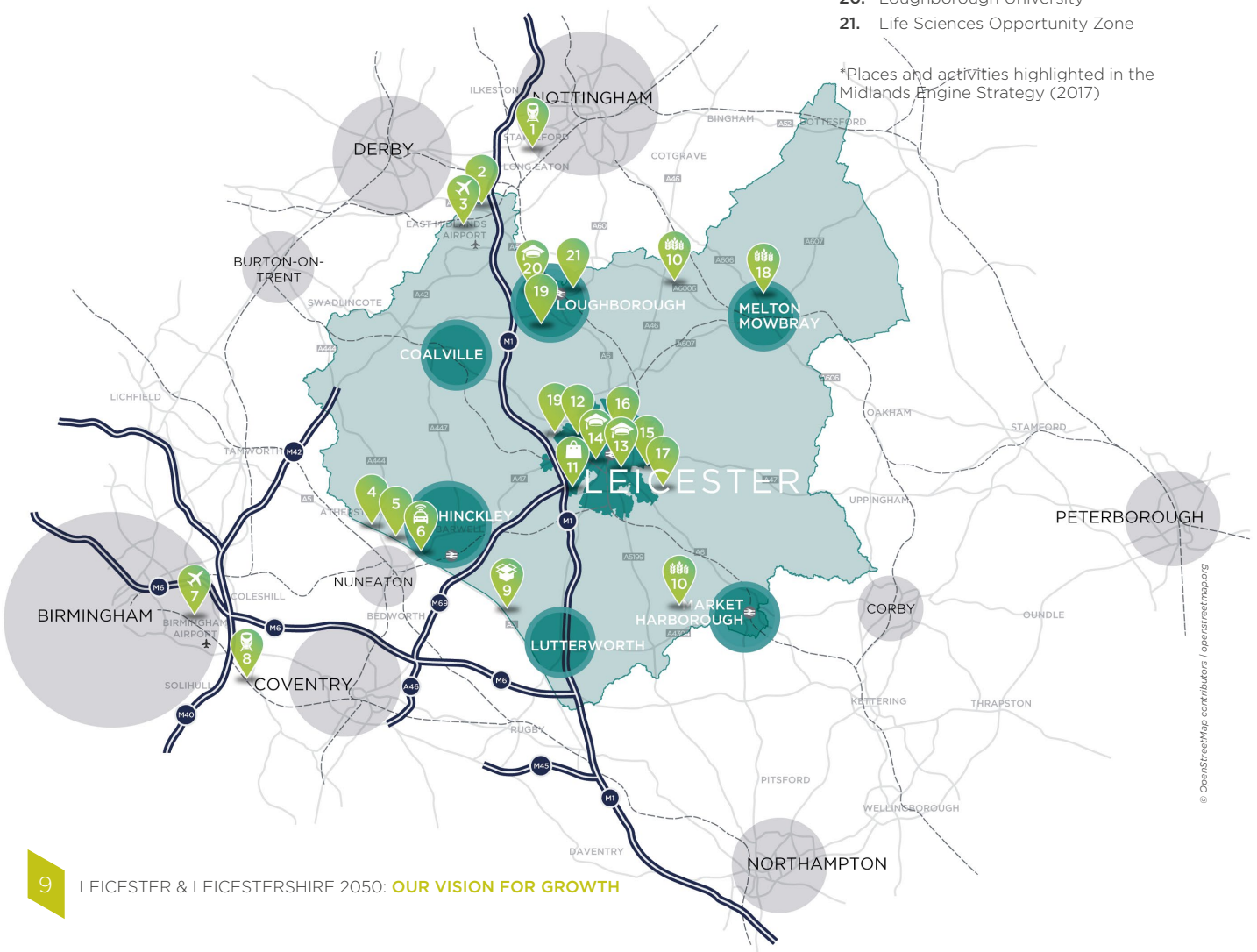
The Midlands Engine Strategy has been prepared by Government and sets out a collective ambition for economic growth and prosperity. It describes how the government's emerging industrial strategy can be applied at the regional level and builds upon existing business sectors and areas of opportunity. It highlights many of our key industries, universities and employment areas as places of national, and even global, significance.

**FIGURE 3:**  
ECONOMIC GROWTH AREAS\*

**Key:**

1. Toton Station (High Speed 2)
2. East Midlands Gateway (Strategic Rail Freight Interchange)
3. East Midlands Airport
4. Engineering Skills Training Centre at MIRA
5. MIRA Enterprise Zone
6. Centre for Connected Autonomous Vehicles
7. Birmingham International Airport
8. Arden Cross Station (High Speed 2)
9. Magna Park Distribution Centre
10. Agri-Food and Drink Processing
11. Fosse Park Retail Centre
12. City Centre and Strategic Regeneration Area in Leicester
13. Leicester University
14. De Montfort University
15. Global Space Technologies Hub
16. Space Research Centre & Earth Observation Centre
17. IBM Client Innovation Centre
18. Agri-Food and Drink Processing
19. Loughborough & Leicester Enterprise Zone
20. Loughborough University
21. Life Sciences Opportunity Zone

\*Places and activities highlighted in the Midlands Engine Strategy (2017)



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## INFRASTRUCTURE AND THE MIDLANDS CONNECT STRATEGY

The Midlands Engine Strategy also recognises the growth potential of major employment areas such as East Midlands Airport, East Midlands Gateway, the two enterprise zones - MIRA Technology Park near Hinckley and the Loughborough and Leicester Enterprise Zone - the logistics and distribution industry and the potential of Leicester City Centre. The strategy also confirms that government funding will be put in place for key projects.

The fourth building block of our Draft Plan is an understanding of the local road and rail networks and how they are supported by proposals in the Midlands Connect Strategy. A particular feature of the road and rail network in Leicester & Leicestershire is its emphasis on north-south movement and the difficulty of east-west movement. All routes, however, are heavily congested and few have the capacity to support growth beyond 2031.

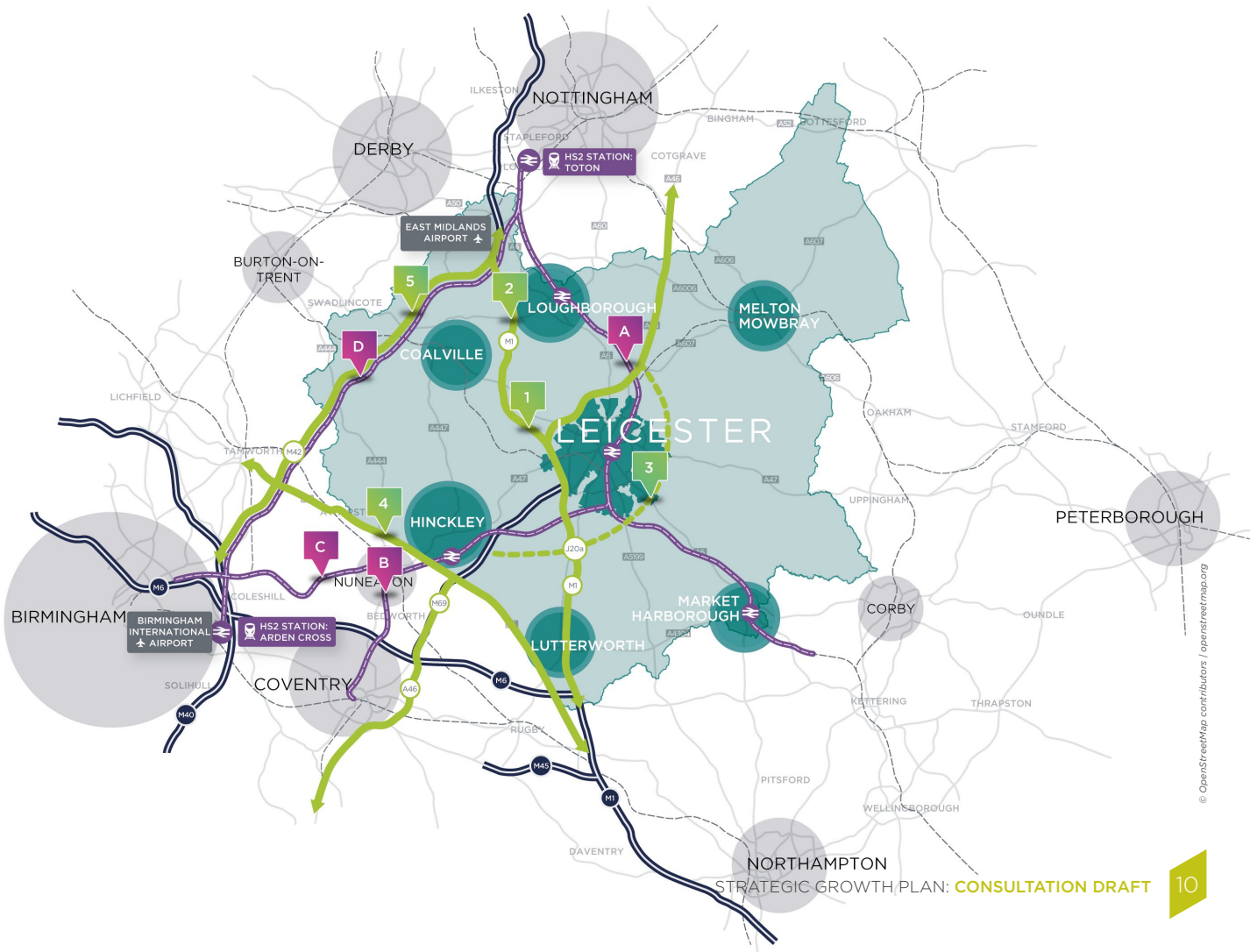
**FIGURE 4:**  
**ROAD AND RAIL IMPROVEMENTS**

(referenced in the Midlands Connect Strategy and shown diagrammatically)

**Key:**

- ROAD IMPROVEMENTS**
1. Smart Motorway M1 J19-23a
  2. M1 J23/A512 improvements
  3. A46 Expressway
  4. A5 Expressway
  5. M42/A42 Expressway

- RAIL IMPROVEMENTS**
- A. Midland Main Line Upgrade and Electrification
  - B. Leicester-Coventry Upgrade
  - C. Leicester-Birmingham Upgrade
  - D. High Speed 2



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The Midlands Connect Strategy has been prepared jointly by the Midlands Connect Partnership and Government. It supports the Midlands Engine Strategy and sets out a series of long term transport investment priorities to help unlock jobs and growth. It proposes a rolling 25-year programme of strategic road and rail improvements around a series of economic hubs and intensive growth corridors.

The Strategy endorses a number of key rail projects in Leicester & Leicestershire, including the Midland Mainline upgrade and electrification, and improved rail services between Leicester, Coventry and Birmingham. Key road projects include improving the A5, M42/A42 and A46 to expressway standard, including a new road to the south and east of Leicester linking into the M69 to the west.

Whilst government has announced its intention to cancel the proposed electrification of the Midland Mainline north of Kettering, arguments in favour of its reinstatement continue to be made.

## PROTECTING OUR ENVIRONMENTAL, HISTORIC AND OTHER ASSETS

The fifth building block in the Draft Plan has been a recognition of the assets that are most important to us. We have identified key features and designations to help us make decisions about areas that need to be protected. We have few national or international constraints but there are key features that are important to Leicester & Leicestershire, not least the National Forest, Charnwood Forest, Bosworth Battlefield, areas separating urban areas (our 'green wedges'), valuable landscape and townscape, local nature conservation designations, civic heritage, conservation areas, etc.

KEY FEATURES IMPORTANT TO LEICESTER AND LEICESTERSHIRE....  
THE NATIONAL FOREST,  
CHARNWOOD FOREST,  
BOSWORTH BATTLEFIELD,  
OUR 'GREEN WEDGES',  
VALUABLE LANDSCAPE, LOCAL NATURE,  
CIVIC HERITAGE,  
CONSERVATION AREAS, ETC.

# OUR DRAFT STRATEGY

We acknowledge that Leicester & Leicestershire will grow. Our population is increasing and we need more homes. We have clusters of businesses, universities and research institutions that operate on a world stage. There is a national and regional imperative to provide more homes and jobs.

But we also know that too much growth in particular locations, and insensitive development, is having an adverse impact on our local communities and on our environment. The lack of essential infrastructure is also slowing the pace of delivery.

The Draft Strategic Growth Plan is our proposal for balancing these competing interests. By providing a long term strategy and a framework for our Local Plans, the Draft Strategic Growth Plan gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery.

THIS IS OUR OPPORTUNITY FOR CHANGE

## OUR PRIORITIES

During the course of our work, we have identified four priorities. They are:

- **creating conditions for investment and growth** - balancing the need for new housing and jobs with protection of our environment and built heritage.
- **achieving a step change in the way that growth is delivered** – focusing more development in strategic locations and less on non-strategic sites.
- **securing essential infrastructure** that is needed to make this happen – taking advantage of proposals to improve national and regional networks (as set out in the Midlands Connect Strategy) and maximising the benefits from them.
- maintaining the essential qualities of Leicester & Leicestershire and **delivering high quality development**.

This sets an agenda for growth which is based on achieving a better relationship between homes, jobs and infrastructure, increasing the speed of delivery and ensuring that development does not damage the special places that we cherish.

## SHIFTING THE FOCUS OF DEVELOPMENT

To date, the majority of new housing in Leicester & Leicestershire has been built on small and medium-sized sites in the City, market towns, villages and rural areas. Some of this development has been unplanned. Often these developments make little or no contribution to infrastructure or services and, instead, rely on existing facilities. This has created significant problems. Some communities feel overwhelmed by the speed and scale of change. Others are disadvantaged by pressures on local schools, health centres and recreation facilities. Congestion on local roads and public transport is a frequent cause of complaint.

Sometimes those who want to live in good quality homes close to their place of work find that there is little available within their price range. Several major employers and clusters of economic opportunities are located towards the edge of the County. Not all are close to housing so a great deal of commuting takes place. This is a problem not least for those who do not have a car – public transport is often limited.

## OUR VISION\*

Our vision is that:

“By 2050, Leicester & Leicestershire will have established itself as a driver of the UK economy, exploiting opportunities for linkages across its diverse economic base, supporting its urban and rural centres, and taking advantage of its exceptional location. Growth will contribute to people’s health, happiness and well-being through the timely delivery of well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness.”

*\* Reference: Strategic Growth Statement (2016)*

Our draft strategy proposes to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together with new and improved roads, public transport, schools, health services, local shops and open space. Development on major sites has been slow but we are working with developers to increase the speed at which this will be built. We will continue to seek funding for essential infrastructure to support development.

Our analysis has demonstrated that, through our existing and emerging Local Plans, and planning permissions, we can make provision for the amount of new homes and jobs we need in the period up to 2031. This will be achieved through a mixture of major strategic sites already identified in Local Plans (about 40%) and smaller scale growth on non-strategic sites (about 60%). The Draft Strategic Growth Plan, therefore, does not need to focus on this time period.

Beyond 2031, we propose to make provision for more of our growth in strategic locations. To do this, we need new strategic infrastructure which will open up sites for development. The Midlands Connect Strategy lays the foundations for this.

Analysis for the Midlands Connect strategy has shown that by investing in road and rail schemes in Leicester & Leicestershire, congestion can be reduced on other parts of the regional and national network. The strategy, therefore, proposes major improvements to road and rail facilities throughout the area.

We have considered how these road and rail improvements could support strategic development in Leicester & Leicestershire. We have concluded that there may be major opportunities for strategic development in locations that relate well to areas of housing need and economic opportunity. It makes great practical and financial sense to maximise the benefits that are offered by these schemes.



# OUR PROPOSED GROWTH AREAS

## THE PRIMARY GROWTH AREAS

### THE A46 GROWTH CORRIDOR

One piece of infrastructure is absolutely critical to our draft strategy - the 'expressway' proposal for the A46. This is included in the Midlands Connect Strategy and proposes a new road extending from a new or improved junction on the M69, and continuing to the south and east of Leicester, with a new junction on the M1 (J20a). The new road would rejoin the existing A46 near Syston. Improvements to the railway lines and services between Leicester, Coventry and Birmingham are also proposed.

Together with the proposals to create an expressway along the A5 - also proposed in the Midlands Connect Strategy - the combination of new and improved roads and railways in this area creates the opportunity for major development along a corridor extending from the M69 to the north-eastern fringes of Leicester. The proposed new road is of national and regional significance but it also provides the opportunity for strategic development in Leicester & Leicestershire. We estimate that this corridor has the potential to accommodate about 40,000 new homes and additional new jobs.

FIGURE 5: STRATEGY PLAN

- Key:**
- PRIMARY GROWTH AREAS:**
    - Leicester
    - A46 Corridor
  - SECONDARY GROWTH AREAS:**
    - Northern / Southern Gateways
  - GROWTH POINTS:**
    - Key Centres
    - Managed Growth in Local Plans
    - Growth to support local needs only
  - ESSENTIAL INFRASTRUCTURE: (shown diagrammatically)**
    - Road Improvements
    - A46 Expressway
    - A5 Expressway
    - M42/A42 Expressway
    - Rail improvements
    - HS2



The Midlands Connect Strategy proposes that the A46 and A5 expressways will be built by the early 2030s. Increased capacity on the railways is proposed within the same timeframe. As planning progresses on these road and rail projects, and Local Plans make provision for future development, the Draft Plan proposes that we should start to shift the balance of new growth, away from small and medium-sized sites, towards major strategic locations within this corridor.

### **LEICESTER: OUR 'CENTRAL CITY'**

Leicester has a pivotal role to play in the draft strategy. We propose that it should develop its role as the 'central city' supporting the market towns and rural areas around it. More jobs, leisure, arts, culture and entertainment facilities would be provided within the City Centre. The strategic regeneration area along the Waterside will develop as a mixed use area, extending the economic opportunities available within the centre of the City, but balancing new jobs with the need for new homes.

The population of the urban area, in and around Leicester City, is about 650,000 and increasing rapidly. We are working collaboratively to accommodate all of the homes that the City needs in places that are well-connected to it. The A46 Growth Corridor is critical to the future success of Leicester & Leicestershire because it would allow the City to grow in such a way that we can make full use of existing services and infrastructure. We could also provide more homes close to jobs in the City Centre and other employment centres, and relieve development pressures in other parts of the surrounding authorities.

Given the scale of development on the fringes of Leicester, proposals to build the A46 Expressway would need to be accompanied by measures to increase capacity on the radial roads and improve public transport.

## **THE SECONDARY GROWTH AREAS**

### **THE NORTHERN GATEWAY**

The Northern Gateway is focused around the northern parts of the A42 and the M1. Major employment centres are located on the edges of the county and in Loughborough nearby. A significant amount of development has planning permission but has not yet been implemented. We propose to provide new homes close to jobs, and we estimate that the area has the potential to accommodate about 10,000 new homes. Improvements to the A42, the M1, railway lines and services – all set out in the Midlands Connect Strategy – support this opportunity.

### **THE SOUTHERN GATEWAY**

The Southern Gateway is focused around the A5, and the proposed new link between the M69 and the M1 (part of the A46 Growth Corridor). Expressway proposals for both the A5 and the new section of the A46 will create opportunities for development in areas well-located relative to employment opportunities, not least the MIRA Technology Park and nationally significant logistics and distribution centres. Substantial provision for growth has already been made within and on the edge of Hinckley but much of this has still to be built. Further development in this area should be consistent with the need to support local growth.

## KEY CENTRES

### MELTON MOWBRAY

Melton Mowbray sits at the centre of a large, agricultural area in the north east of the county, somewhat distant from other centres, strategic road and rail routes. Accessibility will be improved to a degree with the completion of the A46 Expressway, and would be enhanced by more localised improvements and better connectivity. Strategic growth, facilitated by the proposed Melton Mowbray Distributor Road, is already planned but there is scope for further strategic development in the town to support economic growth and regeneration of the town centre.

### LUTTERWORTH

The character of Lutterworth has changed markedly in the last twenty years or so as locations close to the M1 and the A5 have increasingly become a focus for the logistics and distribution industry. New development to the east of the M1, together with new infrastructure to relieve congestion in the town, is already planned. Further new growth would enable better services to be provided. More homes would allow employees to live closer to their places of work and reduce the high-levels of out-commuting from Leicester.

**TABLE A: NOTIONAL CAPACITY OF STRATEGIC GROWTH AREAS (DWELLINGS)**

Growth area	Notional capacity (dwellings)
A46 Growth Corridor (including the Southern Gateway)	40,000
Northern Gateway	10,000
Melton Mowbray and Lutterworth	5,000
Total	55,000

\* Reference: *Housing and Economic Development Needs Assessment (2017)*

## AREAS OF MANAGED GROWTH IN LOCAL PLANS

### COALVILLE, HINCKLEY LOUGHBOROUGH AND MARKET HARBOROUGH

Coalville, Hinckley, Loughborough and Market Harborough vary in size, location and economic base but all contribute significantly to the local economy. All are already under intense pressure for development and have made substantial provision within and on the edges of the existing towns. Much of this has still to be built and is dependent upon new local infrastructure. Further development should be consistent with the need to support local growth. In particular, there are aspirations for continued town centre regeneration and better services.

### OUR VILLAGES AND RURAL AREAS

In recent years, our villages and rural areas have been under intense pressure for growth. The draft strategy proposes that, in future, there will be limited growth in these areas, consistent with providing for local needs.

## NOTIONAL CAPACITY (DWELLINGS)

We have estimated the notional capacity of our strategic growth areas to accommodate new homes and this is shown in Table A below. In Appendix B we indicate how this growth would be distributed across the eight local authorities in Leicester & Leicestershire.

## NOTIONAL CAPACITY (EMPLOYMENT LAND)

Our study of housing and economic development needs\* indicates the amounts of employment land that will be required in the periods 2011-31 and 2011-36 (see Appendix A). We are confident that, for these periods, provision will be made in existing and emerging Local Plans.

Longer term requirements are not quantified. The need for employment land is subject to considerably greater market variability than the need for new homes. It is, therefore, unrealistic to anticipate what these might be so far ahead. In principle, however, it is considered that the spatial distribution of new employment will need to reflect the overall strategy of the Plan, enable homes and jobs to be located in close proximity, and take advantage of opportunities for commuting by public transport. The need for new employment land will be monitored and reviewed on a regular basis.

## A COMMON AGENDA: DELIVERING 21<sup>ST</sup> CENTURY GARDEN TOWNS, VILLAGES AND SUBURBS

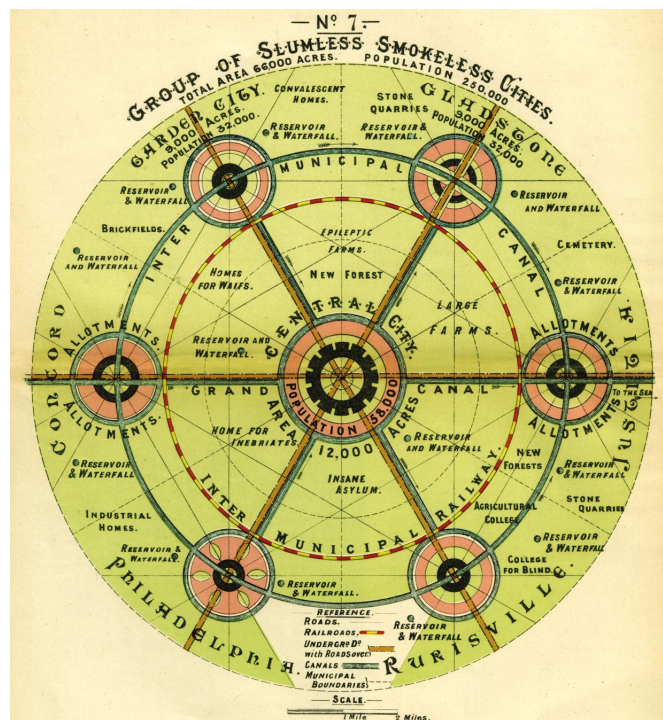
The scale of opportunity in Leicester & Leicestershire gives us choices. This draft strategy proposes to focus development along transportation corridors and close to important employment centres. At a local level, we could expand existing settlements or create new ones. We could plan for some new development in existing urban areas. Indeed, given the scale of opportunity, several of these options could be delivered in combination. The decisions will be made in our Local Plans but the intention is that individual decisions will be made in line with this strategy.

We also propose to seek high quality environments, with a strong community focus and economic justification, and we consider that new strategic development should be delivered to a common agenda.

For this we have looked to our distinctive settlement pattern - Leicester as a thriving central city surrounded by strong, independent and characterful market towns, and extensive rural areas. We are keen to reflect our heritage of garden suburbs and government support for new garden towns, villages and suburbs.

The Garden City concept allows us to plan for new development which captures the very best of town and country. It would ensure that new development is planned with strong social, economic and environmental foundations, and that communities are placed at the heart of planning. We propose that this should be the common agenda to which we work as we bring forward, through our Local Plans, the major development opportunities in the Strategic Growth Plan.

**FIGURE 6:**  
THE SOCIAL CITY CONCEPT OF THE GARDEN CITIES MOVEMENT



Credit: Town And Country Planning Association

# OUR COMMITMENT TO DELIVERY

## A PARTNERSHIP APPROACH

Our analysis demonstrates that Leicester & Leicestershire has the potential to deliver development which is of national and regional significance. The fact that the Strategic Growth Plan is being prepared by the ten partner organisations responsible for planning, transport and economic development demonstrates the extent of the collaborative work that is taking place. Three strategic documents are being prepared in parallel: the Strategic Growth Plan, the Strategic Transport Plan and the Local Industrial Strategy. Together with Local Plans, these key documents will demonstrate our commitment to future growth and infrastructure investment.

## STATUTORY VS NON-STATUTORY PLANS

We are aware of government's recent consultation document '*Planning for the Right Homes in the Right Places*'. This states a preference for statutory plans, makes recommendations on a standard methodology for calculating housing need, and sets out the requirements for a '*Statement of Common Ground*'. The work on our three strategic plans, however, has reached an advanced stage. To pause and re-work the Draft Strategic Growth Plan in a different format would cause significant delay at a time when there are significant issues to resolve and opportunities to grasp.

We propose, therefore, to proceed on the basis of a non-statutory plan and we will reinforce its provisions as necessary to give confidence that we are committed to delivery. We will implement the Strategic Growth Plan, in its final form, through our statutory Local Plans, supplemented by Memoranda of Understanding as necessary.

## ALIGNING INFRASTRUCTURE AND GROWTH

It is clear, however, that we will need support from government if we are to achieve the step change in the amount and speed of housing and economic growth that we propose.

We started our work with a shared commitment to deliver the homes and jobs that Leicestershire needs over the period 2011-50 and our proposed strategy is set out in this Draft Plan. We wish to take full advantage of the opportunities that are presented by the Midlands Engine and Midlands Connect strategies. Our proposals will, therefore, maximise the benefits that are delivered by the infrastructure investment proposed in these documents. We value the government's stated commitment to the region.

## DIGITAL CONNECTIVITY

Digital connectivity is a significant issue in parts of Leicester & Leicestershire, both rural and urban. High quality communications support remote working and provide access to on-line services. They are an essential part of the infrastructure planning process and need to be funded as such.

## OUR OFFER TO GOVERNMENT

Our offer to government, in return for investment in infrastructure, is to maximise the benefits that can be achieved from commitments that are already made in the Midlands Engine and Midlands Connect strategies. We are confident that we can deliver genuinely high quality new homes and jobs, in successful communities at a faster pace than has been achieved to date. New infrastructure will enable this to happen.

Given that our growth in the period 2011-31 can be provided on existing sites or in Local Plans, we have time to align infrastructure and new growth. We propose to work with government and its executive agencies to put this into effect. We will also work with local communities and government departments to ensure that new development brings with it the local services that are needed.

# NEXT STEPS

The consultation on the Strategic Growth Statement (August 2016) started the discussion about the long term future of Leicester & Leicestershire. Since that time, we have undertaken a considerable amount of work and commissioned studies to inform our analysis.

This document explains the building blocks that we have used in preparing the Plan and sets out our proposed strategy in the form of a Consultation Draft Plan. As a strategic plan, it focuses on the high level strategy that would be used to guide more detailed work in Local Plans. It identifies broad locations where development might take place and what infrastructure might be needed to support it. If this is agreed, much more detailed work would be undertaken at the local level but decisions would be made in line with the final version of the Plan

In terms of transportation, a considerable amount of work is already in progress and is summarised in the County Council's recent publication '*Prospectus for Growth*' (September 2017). This identifies a number of road and rail improvement projects on which work is already far advanced.

At this stage, we invite comments on our Draft Plan from as wide an audience as possible: local residents, businesses, developers, landowners and statutory organisations. Details of how to comment are available on our web site [llstrategicgrowthplan.org.uk](http://llstrategicgrowthplan.org.uk).

At the end of the consultation period, responses on the Draft Plan will be considered and a final version of the Plan will be prepared during 2018. The final version of the Plan will be used as a framework for preparing Local Plans. Together with the Strategic Transport Plan and Local Industrial Strategy, the Strategic Growth Plan will be used as a bidding document to secure funding for essential infrastructure and services in our area.

**WE INVITE COMMENTS ON OUR DRAFT PLAN FROM AS WIDE AN AUDIENCE AS POSSIBLE: LOCAL RESIDENTS, BUSINESSES, DEVELOPERS, LANDOWNERS AND STATUTORY ORGANISATIONS. DETAILS OF HOW TO COMMENT ARE AVAILABLE ON OUR WEB SITE [LLSTRATEGICGROWTHPLAN.ORG.UK](http://LLSTRATEGICGROWTHPLAN.ORG.UK)**

# APPENDIX A

## HOUSING NEEDS 2011-31 AND 2011-36

We have undertaken a study of our housing and employment economic development needs for the periods 2011-31 and 2011-36 to align with the different time periods for which Local Plans are currently being prepared. The results of this analysis are set out in Tables 1 and 2 and further detail can be found in the study. Leicester City Council has formally declared that it will be unable to meet its 'objectively assessed needs' (OAN) for housing for the period 2011-31. Oadby & Wigston Borough Council has declared that it will be unable to meet its needs for the period 2011-36. Planning guidance requires the OAN to be satisfied across the 'housing market area' (HMA) as a whole.

We have undertaken an analysis of completions, planning permissions and allocations in adopted and emerging Local Plans. We have concluded that sufficient provision has been, or will be, made in adopted or emerging Local Plans to accommodate the OAN for housing, across the HMA as a whole, for the period 2011-31. The unmet need arising in the administrative areas of Leicester City Council will, therefore, be accommodated in the remaining borough and district councils and this will be reflected in Local Plans as they progress.

Beyond, 2031, provision will be made in Local Plans in accordance with the framework set out in the final version of the Strategic Growth Plan. A Joint Statement of Co-operation was produced in January 2017 to explain how this work would be taken forward. The Joint Statement of Co-operation was updated in November 2017. A Memorandum of Understanding on housing needs will be produced in early 2018.

**TABLE 1: HOUSING NEED 2011-31**

Authority	Housing Need <sup>1</sup>	
	Number of dwellings per annum	Total number of dwellings
Blaby DC	370	7,400
Charnwood BC	1,031	20,620
Harborough DC	532	10,640
Hinckley & Bosworth BC	471	9,420
Leicester City Council	1,692	33,840
Melton BC	186	3,720
North West Leicestershire DC	481	9,620
Oadby & Wigston BC	148	2,960
<b>Total (Leicester &amp; Leicestershire)</b>	<b>4,829<sup>2</sup></b>	<b>96,580<sup>2</sup></b>

**TABLE 2: HOUSING NEED 2011-36**

Authority	Housing Need <sup>1</sup>	
	Number of dwellings per annum	Total number of dwellings
Blaby DC	361	9,025
Charnwood BC	994	24,850
Harborough DC	514	12,850
Hinckley & Bosworth BC	454	11,350
Leicester City Council	1,668	41,700
Melton BC	170	4,250
North West Leicestershire DC	448	11,200
Oadby & Wigston BC	155	3,875
<b>Total (Leicester &amp; Leicestershire)</b>	<b>4,716<sup>2</sup></b>	<b>117,900<sup>2</sup></b>

Notes:

1. Source: *Housing and Economic Development Needs Assessment*, GL Hearn, January 2017.

2. The totals do not match the sum of the parts due to the way in which additional provision to support economic growth in Melton BC and North West Leicestershire DC is taken into account.

## EMPLOYMENT LAND NEEDS 2011-31 AND 2011-36

The study of housing and economic development needs also considered employment land needs for the periods 2011-31 and 2011-36. The results of this analysis are set out in Table 3 and further detail can be found in the study. In addition to the needs set out in Table 3, the authorities will seek to meet the need from strategic B8 uses identified in a separate study relating to logistics and distribution.

**TABLE 3: EMPLOYMENT LAND NEEDS (HA) 2011-31 AND 2011-36**

	2011-31			2011-36		
	B1a/b	B1c/B2	Small B8	B1a/b	B1c/B2	Small B8
Blaby DC	37-45	15	10	47-48	19	12
Charnwood BC	14-37	21	11	17-40	26	13
Harborough DC	14-21	22	8	17-24	28	9
Hinckley & Bosworth BC	11-32	14	16	13-34	17	20
Leicester City Council	2-6	36	15	3-7	45	19
Melton BC	10-18	21	14	10-23	26	17
North West Leicestershire DC	45-46	3	17	50-56	4	21
Oadby & Wigston BC	1	0	4	2	0	5
<b>Totals</b>	<b>142-198</b>	<b>132</b>	<b>93</b>	<b>177-215</b>	<b>165</b>	<b>117</b>

**Notes:**

The range for the Total B1a/b does not sum to the cumulative minimum and maximum range for each local authority. This is because the source of the minimum and maximum figures varies according to the outcome of the labour demands scenario and completions trends. The totals reflect the total for each scenario. Numbers may also not add up due to rounding.

Local Plans will make provision for these needs in the period 2011-36. A Memorandum of Understanding will be prepared in early 2018.

Beyond 2031, provision made in Local Plans, for both housing and economic growth, will be made in accordance with the framework established by the Strategic Growth Plan."

# APPENDIX B

## NOTIONAL HOUSING NEEDS AND SUPPLY 2031-50

For the purposes of the Strategic Growth Plan, we need to estimate the likely scale of growth for the period 2031-50. This needs to be identified across the housing market area as a whole. Currently, only the Melton Local Plan goes beyond 2031, and only to 2036.

The study of housing and economic development needs also gives us an indication of what needs might be for the period 2031-36.

We recognise that projecting forward beyond this date is highly problematical but we need some notional estimates of growth in order to take a longer term view. In the absence of any more authoritative data, therefore, we have chosen to extrapolate these figures forwards. The results are set out in Table 4.

It is important to note that, although these numbers cannot be regarded as being authoritative, they will be consistently monitored and reviewed, and can be adjusted as necessary.

In Table 4, we have also estimated the likely sources of housing supply. The Draft Strategic Growth Plan assumes that both Leicester City Council and Oadby

& Wigston Borough Council will be unlikely to meet their objectively assessed needs during this period. Table 4, therefore, assumes that there will be a re-distribution of housing across the housing market area. In line with the strategy set out in the Draft Plan, we propose that there should be a shift in the focus of development from small- and medium-sized sites to strategic locations.

Pending the outcome of consultation on this Draft Plan, the authorities in Leicester & Leicestershire propose that the distribution in Table 4 will be used as the basis for future Local Plans. The process by which this work will be taken forward is set out in the Joint Statement of Co-operation.

**TABLE 4: NOTIONAL HOUSING NEED AND SUPPLY 2031-50**

Authority	Notional Housing Needs 2031-50 <sup>1</sup>		Delivery on Non-Strategic Sites <sup>4</sup>		Delivery on Strategic Sites <sup>5</sup>	Total Delivery	
	dpa	Total	dpa	Total	Total	dpa	Total
Blaby DC	361	6,859	110	2,060 <sup>3</sup>	15,500	924	17,560
Charnwood BC	994	18,886	470	8,890 <sup>2</sup>	10,000	994	18,890
Harborough DC	514	9,766	150	2,930 <sup>3</sup>	15,000	944	17,930
Hinckley & Bosworth BC	454	8,626	140	2,590 <sup>3</sup>	7,500	531	10,090
Leicester City	1,668	31,692	550	10,450	0	550	10,450
Melton BC	170	3,230	80	1,520	3,000	238	4,520
North West Leicestershire DC	448	8,512	240	4,520 <sup>2</sup>	4,000	448	8,520
Oadby & Wigston BC	155	2,945	60	1,140	1,500	139	2,640
<b>Total (Leicester &amp; Leicestershire) (%)</b>	<b>4,764</b>	<b>90,516</b>	<b>1,800</b>	<b>34,100 (38%)</b>	<b>56,500 (62%)</b>	<b>4,768</b>	<b>90,600</b>

**Notes:**

1. Notional housing needs 2031-50 based on information contained in Housing and Economic Development Needs Assessment (January 2017).

2. Charnwood and North West Leicestershire are assumed to meet notional OAN so delivery on non-strategic sites exceeds the Strategic Growth Plan's indicative figure of 40% of notional OAN.

3. Due to the level of provision for development on strategic sites in Blaby DC, Harborough DC and Hinckley & Bosworth BC, development on non-strategic sites is limited to 30% of notional OAN.

4. Delivery on non-strategic sites rounded to the nearest '10'.

5. Delivery on strategic sites rounded to the nearest '500'.



For further details on the Strategic Growth Plan please visit our web site:

➤ [lstrategicgrowthplan.org.uk](http://lstrategicgrowthplan.org.uk)

or contact any of the partner organisations listed on the inside cover.



# Have your say on the Draft Strategic Growth Plan for Leicester and Leicestershire

The Strategic Growth Plan is the opportunity for the ten partner organisations - the City Council, the County Council, the seven boroughs and districts, and the Leicester & Leicestershire Enterprise Partnership – to prepare a plan which will shape the future of Leicester and Leicestershire. It will be a non-statutory plan but, in its final form, it will set out our agreed strategy for the period to 2050. It will provide an agreed framework for Local Plans prepared by individual authorities.

A draft Strategic Growth Plan has been prepared for the purpose of public consultation. It explains the approach that we have taken in preparing the draft plan, identifies broad locations where we think that development might take place and the infrastructure needed to deliver it. We would like to encourage local people, businesses, developers, landowners and statutory organisations to work with us and to comment on the draft plan. The feedback will be used to inform the final version of the plan.

Please read the supporting information provided before completing the questionnaire.

Thank you for your assistance. Your views are important to us.

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Please note: Your responses to the main part of the survey (Q1 to Q11, including your comments) may be released to the general public in full under the Freedom of Information Act 2000. Any responses to the questions in the 'About you' section of the questionnaire will be held securely and will not be subject to release under Freedom of Information legislation, nor passed on to any third party.

## Your role

Q1 In which role are you responding to this consultation? Please tick ONE option only

- Member of the public
- I represent a voluntary and community services (VCS) organisation
- I represent/own a local business developer/ landowner
- I am a developer/ landowner
- I am an elected member/ councillor
- I represent another stakeholder e.g. district/borough/parish council, health, police etc.
- Other

**Go to 'Key Priorities' section (Q4)**

**Continue**

Please specify 'other' below

Q2 If you are responding on behalf of a stakeholder organisation, please provide your details.

Name:

Role:

Organisation name:

Organisation postcode:

This information may be subject to disclosure under the Freedom of Information Act 2000

Q3 Are you providing your organisation's official response to the consultation?

- Yes
- No

## Key priorities

The draft plan identifies four priorities:

- Creating conditions for investment and growth
- Achieving a step change in the way growth is delivered
- Securing essential infrastructure
- Delivering high quality development.

See page 12 of the consultation document.

Q4 To what extent do you agree or disagree with the four priorities identified in the draft plan?  
Please tick ONE option only

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this? Are there any other priorities you think should be included?

## Proposals in detail

Our draft strategy proposes to build more development in major strategic locations and to reduce the amount of development that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together with new and improved roads, public transport, schools, health services, local shops and open space. To achieve this the draft plan proposes a hierarchy of potential development locations close to economic generators and infrastructure:

- The delivery of a proposed A46 expressway, with a new J20a on the M1
- Leicester as an increasingly important regional city, with a strong City Centre
- Focusing growth in secondary growth areas, known as the Northern and Southern Gateways
- Concentrating growth at growth points in the form of Key Centres, these are identified at Lutterworth and Melton Mowbray
- Managed growth in Local Plans for Coalville, Hinckley, Loughborough and Market Harborough

See pages 13 to 16 of the consultation document.

The following sections explore each element of the proposals in more detail.

### The Primary Growth Areas

One piece of infrastructure is absolutely critical to our draft strategy - the 'expressway' proposal for the A46. This is included in the Midlands Connect Strategy and proposes a new road extending from a new or improved junction on the M69, and continuing to the south and east of Leicester, with a new junction on the M1 (J20a). The new road would rejoin the existing A46 near Syston. Improvements to the railway lines and services between Leicester, Coventry and Birmingham are also proposed.

Together with the proposals to create an expressway along the A5 - also proposed in the Midlands Connect Strategy - the combination of new and improved roads and railways in this area creates the opportunity for major development along a corridor extending from the M69 to the north-eastern fringes of Leicester.

Q5 To what extent do you agree or disagree with the proposed corridor of growth around the south and east of Leicester linked to the construction of a new A46 expressway? Please tick ONE option only

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

Leicester has a pivotal role to play in the draft strategy. We propose that it should develop its role as the 'central city' supporting the market towns and rural areas around it. More jobs, leisure, arts, culture and entertainment facilities would be provided within the City Centre.

Q6 To what extent do you agree or disagree with the proposal that Leicester should develop its role as the 'central city'? Please tick ONE option only

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

## The Secondary Growth Areas

Two gateways are proposed. These are:

- Northern Gateway - focused around the northern parts of the A42 and the M1.
- Southern Gateway - focused around the A5, and the proposed new link between the M69 and the M1 (part of the A46 Growth Corridor)

Q7 To what extent do you agree or disagree with the two gateways identified? Please tick ONE option only on each row

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Northern Gateway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southern Gateway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this? Are there any other gateway locations you think should be included?

Lutterworth and Melton Mowbray are identified as Key Centres.

- Melton Mowbray - Accessibility will be improved to a degree with the completion of the A46 Expressway, and would be enhanced by more localised improvements and better connectivity. Strategic growth, facilitated by the proposed Melton Mowbray Distributor Road, is already planned but there is scope for further strategic development in the town to support economic growth and regeneration of the town centre.
- Lutterworth - New development to the east of the M1, together with new infrastructure to relieve congestion in the town, is already planned. Further new growth would enable better services to be provided. More homes would allow employees to live closer to their places of work and reduce the high-levels of out-commuting from Leicester.



Why do you say this?

Q10 To what extent do you agree or disagree that growth in our villages and rural areas should be limited to providing for local needs? Please tick ONE option only

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you say this?

## Any other comments

Q11 Do you have any other comments on the draft strategic growth plan?

## About you

**The following questions are for members of the public (as identified in Q1).**

Leicestershire County Council is committed to ensuring that its services, policies and practices are free from discrimination and prejudice and that they meet the needs of all sections of the community.

We would therefore be grateful if you would answer the questions below. You are under no obligation to provide the information requested, but it would help us greatly if you did.

Q12 What is your gender identity? Please tick ONE option only

- Male
- Female
- Other (e.g. pangender, non-binary etc.)

Q13 Is your gender identity the same as the gender you were assigned at birth?

- Yes
- No

Q14 What was your age on your last birthday? (Please enter your age in numbers not words)

Q15 What is your full postcode? This will allow us to understand the areas people are responding from. It will not identify your house.

Q16 Do you have a long-standing illness, disability or infirmity?

- Yes  
 No

Q17 What is your ethnic group? Please tick ONE option only

- White  Black or Black British  
 Mixed  Other ethnic group  
 Asian or Asian British

Q18 Many people face discrimination because of their sexual orientation and for this reason we have decided to ask this monitoring question. You do not have to answer it, but we would be grateful if you could tick the box next to the category which describes your sexual orientation. Please tick ONE option only

- Bi-sexual  Lesbian  
 Gay  Other  
 Heterosexual / straight

Thank you for your assistance. Your views are important to us.

Please return your completed survey to:

Strategic Growth Plan Consultation  
Leicestershire County Council  
Have Your Say  
FREEPOST NAT18685  
Leicester  
LE3 8XR

**Data Protection:** Personal data supplied on this form will be held on computer and will be used in accordance with the Data Protection Act 1998. The information you provide will be used for statistical analysis, management, planning and the provision of services by the Leicestershire County Council and its partners. The information will be held in accordance with the council's records management and retention policy. Information which is not in the 'About you' section of the questionnaire may be subject to disclosure under the Freedom of Information Act 2000.



Charity Number: 1164985

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## LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN

Scrutiny Commission 7<sup>th</sup> February 2018

Comments by CPRE Leicestershire

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### *1. Introduction*

The Campaign to Protect Rural England (CPRE) Leicestershire welcomes the chance to submit evidence to the scrutiny panel in relation to the Strategic Growth Plan (SGP). We will be responding in detail to the Consultation on the Plan in due course but we are still considering the document and its background material, so these preliminary comments are restricted to broad issues.

Last year we commissioned work to examine the Housing and Economic Development Needs Assessment (HEDNA), which is still being used to inform the plan, and we can make that report available on request. We also considered how the HEDNA figures were being interpreted in local plans, in as much as that was known at the time, and expressed some concern about the inflation of housing numbers.

CPRE supports the principle of strategic planning where that adds value to local decision making so we are not against the development of such a plan. There are parts of the current document we support, such as improved rail services, but there are significant areas which cause us concern.

In this written submission we consider three key areas which we believe the committee should be looking at:

- the process by which the SGP is being developed
- the timescale, and
- the key elements in the plan.

Our comments should be considered as interim views and not comprehensive.

## 2. Key Points

The following key points are of concern to CPRE Leicestershire:

### *Process*

- Lack of local engagement in the plan's development.
- Reliance on evidence which has not been subject to external scrutiny, such as Midlands Connect.
- Lack of some detailed supporting evidence to date (particularly Environmental Impact Assessment (EIA) and Transport Assessment).
- Lack of public examination (EIP) to test the evidence for the Strategy before it is adopted.

### *Timescales*

- Adoption of 2050 timescale for identifying areas for development, despite the uncertainty about future needs and the requirements of Local Plans which do not involve such a long timescale.
- Assumption that current trends will continue beyond a reasonable timescale.

### *Proposals*

- Reliance on housing numbers which exceed genuine demographic and economic need.
- Insufficient allowance for undesignated sites to come forward to meet housing needs.
- As a result, a risk that development will occur in areas of countryside at the expense of urban regeneration.
- Over-emphasis on large scale road building, particularly the A46 Expressway.
- Lack of detailed evidence considering the impact of these proposals on local roads, congestion and sustainable transport choices.
- Reliance on demand led evidence for large industrial and logistics site without an overall assessment of need across the West and East Midlands which could inform how much is genuinely required and will be taken up.
- Little detail on environmental protection.
- Risk that landscape and other designations will be treated as simply a constraint not an asset.

## 3. Process

In looking at the SGP process we appreciate that the Councils are restricted by Government Policy, in particular the lack of any Statutory Strategic Processes above

the Local Plan level, but we are still concerned about the implications of all this for local people and for interest groups such as CPRE.

We are concerned that up to this stage there has been a lack of engagement in the development of the plan outside the confines of officers and of the Member Advisory Group (MAG), comprising one elected member from each of the Leicestershire authorities. What discussion there has been has largely been with business interests, such as LEPs, which are unaccountable and unelected bodies. In our view this has led to a one-sided plan, which does not consider sufficiently alternative strategies for development or address fully the negative impacts of the strategy.

This is compounded because the SGP is supported by evidence which itself has been developed with little public engagement, such as the Midlands Engine and Midlands Connect Reports, and which are based on assumptions which, therefore, have not been sufficiently challenged in the development process, such as the benefits of large scale road building.

As a result the SGP, which has very little actual detail (for example, nothing to say where or what size actual roads will be), will still become a key document in determining the development of local plans when the details are put before the public for consultation and examination. This democratic deficit will be compounded by the proposed Memorandum of Understanding between local authorities on the contentious issue of housing numbers and distribution, coming before there has been proper public debate on that issue. All this risks leaving local people with no opportunity to have their say until it is too late.

A lack of some of the supporting information further exacerbates the problem for organisations such as CPRE who wish to scrutinise the SGP. Whilst the Landscape, Flood Risk and Utilities reports were published alongside the Consultation Document and the HEDNA is already in circulation, the Environmental Impact Assessment (Sustainability Appraisal) is not available at time of writing, although we are assured it will be published soon.

Even more worryingly, a key report on the transport implications of the SGP (as opposed to the vague justifications in Midlands Connect) may not be available during the consultation. In respect of the latter, CPRE strongly argues that further consultation responses must be allowed after that report is published. In response to a letter from CPRE, Pat Willoughby has said that they will 'assess more localised impacts but this will still be at a relatively high level, appropriate to a strategic plan,' and that the strategic context is provided by the Midlands Connect Strategy. While this is a clear position it is not one we agree with. The impact of induced traffic on local roads will have long term impacts for congestion, the economy and the environment and needs, in our view, to be fully understood before any strategic plan is progressed.

Lastly, in terms of process, the on-line questionnaire poses a number of important questions and we welcome the fact that these are being asked in a reasonably open

fashion. However, the preamble to some of the questions heavily leads the answers. An obvious example is the sentence: “One piece of infrastructure is absolutely critical to our draft strategy - the ‘expressway’ proposal for the A46”. In CPRE’s view this is a matter of contention which should not be assumed, as we will address later.

One option for addressing this issue would be to hold a Public Examination into the overall plan where all parties could present their arguments. While this would not fully answer our concerns it would at least mean the evidence could be tested before the plan is implemented.

#### 4. Timescales

A key element of the SGP is the assumption that areas for development need to be identified up to 2050. That is 32 years away. To put that in context it is like asking someone in 1986 to identify the development needs for today and to anticipate the many social and economic changes that have happened in-between as well as the incredible uncertainty about population and household levels.

The absurdity of such predictions can be seen by comparing, as an example, DfT prediction of traffic growth with actual traffic growth. They have consistently over-predicted as the graph below demonstrates, even when traffic growth is actually falling.

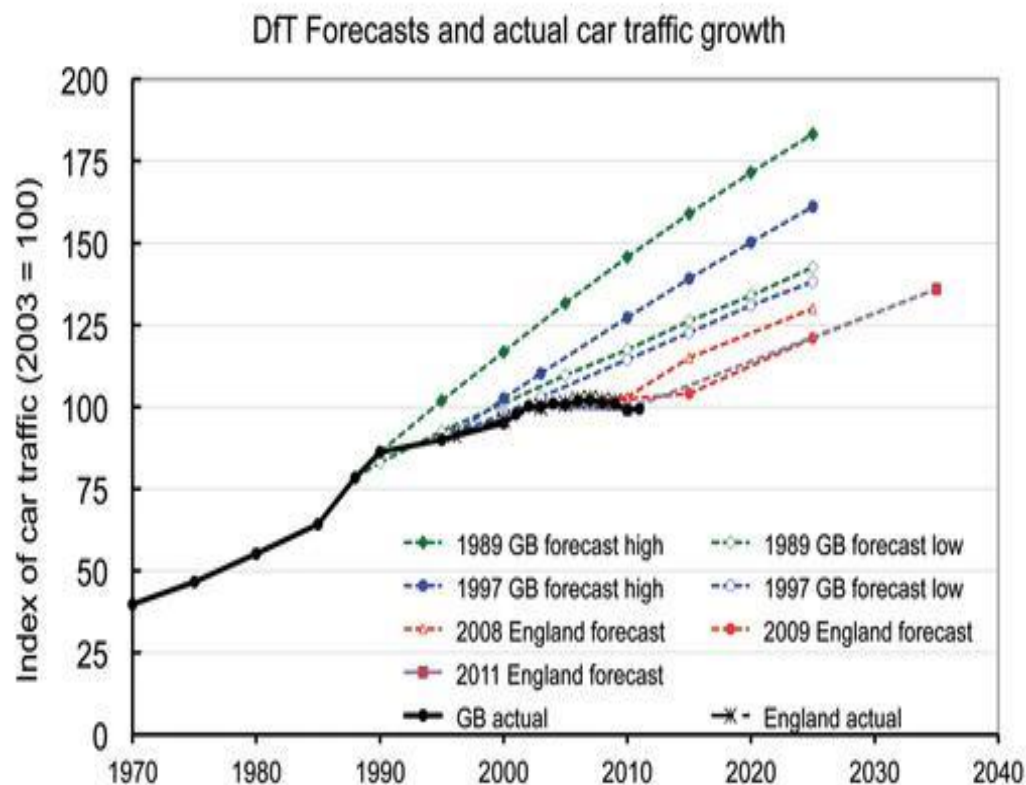


Fig 1. Comparison of DfT forecasts and actual traffic growth

The impact of such predictions and assumptions about future behaviour is important because it embeds current behaviour into the future. The more those trends change the less the models represent real needs. Even this year the Office of National Statistics (ONS) has downgraded its anticipated population growth, partly reflecting changes in migration trends and trends in births and deaths.

The plan acknowledges the difficulty of such forward predictions but says in relation to housing:

*“We recognise that projecting forward beyond this date (2031) is highly problematical but we need some notional estimates of growth in order to take a longer term view. In the absence of any more authoritative data, therefore, we have chosen to extrapolate these figures forwards.”*

This is not something we agree with. We understand why the HEDNA considers the period up to 2036 (which incidentally leads to lower annual housing requirements) as well as to 2031, it is because local plans need evidence to put to an Inquiry. However, the identification of land for a further 15 years makes little sense. Not only does it risk sites coming forward in locations which turn out to be unsuitable but it also threatens to undermine other initiatives, such as brownfield regeneration, which could better answer development needs.

Anyway, long before 2036 there will be opportunities to review the need for housing and employment land and allocate it as needed through a more democratic local plan process.

Transport projects, of course can have longer lead times; however, again the requirement at Inquiry is normally for twenty years of traffic or patronage predictions. Even projecting that far forward can produce dubious economic results, especially when Cost Benefit Analysis is based on a large number of very small benefits (as in many road projects). This is only exacerbated by longer projections which assume a continuation of current patterns of behaviour even though we know that sociological changes, such as an ageing population, will almost inevitably lead to different patterns of travel.

One particular issue is that by 2050 we will need to have made serious in-roads into our climate change reduction commitments. Some of this can be achieved through technological change. However, it is likely we will also need to create more sustainable patterns of growth and unlikely that this will be assisted by dispersed development.

## 5. SGP Proposals

CPRE supports the aspiration for a thriving and prosperous county. However, there are four areas where we have doubts about the SGP's conclusions.

We are concerned that

- a. the housing figures are too high;
- b. the transport proposals put too much emphasis on major road building;
- c. the need for large economic sites, particularly logistic, needs to be assessed over a wider area; and
- d. additional work needs to be done to ensure the Environment and Countryside is protected.

### a. Housing

CPRE has a number of concerns about the Government's methodology for assessing housing need and, noticeably, the most recent Government national population projections have been lowered.

Local Authority	OAN in HEDNA 2011-2036 (Adopted Figure)	Demographic Trend HEDNA 2011-2036 (Past Trends)	SNPP in HEDNA 2011-2036 (Government Projections)	Oxford Economic HEDNA 2011-2036 (Workforce Needs)
Leicester	1668	1516	1504	993
Blaby	361	301	278	300
Charnwood	994	947	950	735
Harborough	514	447	402	423
Hinckley and Bosworth	454	413	377	414
Melton	170	134	156	170
North West Leicestershire	448	378	304	448
Oadby and Wigston	155	129	110	126
<b>Total</b>	<b>4716</b>	<b>4265</b>	<b>4081</b>	<b>3608</b>

*Fig 2. Leicestershire Housing Figures for 2036 from HEDNA*

However, even on the basis of the figures set out in the HEDNA report, the overall need for housing across Leicestershire is open to question. The table shown in Fig.2 shows the total housing required based on Government population predictions, past trends and on economic need as set out in HEDNA. None of these account for the 4,700 dwellings per year in the HEDNA. Indeed, the economic figures suggest only 3,600 are needed, even though economic prosperity is being used to justify such high numbers.

The extra increase in housing need is justified in the HEDNA as a response to 'market signals', but increases are applied to all areas of Leicestershire whether or not prices have been rising and whatever the market signals say, something not required by Government policy.

The additional housing above Government predictions amounts to roughly 700 a year, something like 14,000 over twenty years, which is now, for lack of any alternative evidence, being extended further into the future.

Our report on the HEDNA also considered specifically the response to the higher end figures by Melton, North West Leicestershire and Harborough, all of whom want to exceed their annual need in terms of the allocations in their local plans, even using the HEDNA figures which are already above the number of households that are likely to actually exist.

But this is only one side of the story. A further question relates to the supply of housing land. It is almost impossible to say now how much land will become available in the county up to 2050, particularly on non-allocated sites.

In our HEDNA report we commented that North West Leicestershire, for example, had not included any small scale windfall sites in its provision, even though these have provided significant land, and are likely to provide land into the future. It is certainly hard to believe we will not see new large and small windfall sites coming forward in a major city like Leicester, beyond what is currently known.

The main problem, of course, with over allocation, particularly of market housing, is that it doesn't guarantee greater provision of much needed affordable housing. What it does allow is more housing to be built on peripheral, poorly located and car-dependent sites. This is already apparent in the approach to strategic sites.

We certainly agree that where new housing is developed it is important that local infrastructure, schools, medical facilities and shops for example, are included in the plans. But peripheral estates (what we generally call 'sprawl') are never likely to be able to provide the service levels of existing urban areas and. Even with the best public transport access they are unlikely to be as well linked to the urban core as existing areas.

Putting the emphasis on very large new housing estates can actually undermine the kind of organic growth which is likely to be more sustainable.

In our view, there is a need to review the overall housing numbers and to look much more closely at how we deliver the right levels of housing, how we deliver more of it as affordable housing and how we ensure new housing meets high design and environmental standards, including provision for a growing number of elderly and disabled residents.

### *b. Transport*

It is hard to comment in detail on the transport proposals without a detailed assessment but we would like to express a number of broad concerns.

The proposals for large scale road building are predicated on a two assumptions, which in our view are both fallacies. Firstly, that there is a need to build a ring of strategic housing sites in the countryside round Leicester, as well as smaller towns such as Melton Mowbray. Secondly, that building these new roads will improve journey times and reduce congestion. In many ways these are contradictory goals, in that the traffic from the strategic housing sites will fill up the roads, but it also is not backed up in our view by broader evidence.

The impact of large scale road building was examined in detail in CPRE's report 'The End of the Road' in 2017 which was based on research which examined post-operational impacts of recent road building. That report showed that economic impacts were over-rated and often happened in the wrong locations, that the roads generated significantly more new traffic than was admitted (so called 'induced traffic') and that they had significant environmental impacts.

One particular problem is that this additional traffic ends up on local roads which often cannot cope, (although the extent of the issue in this case has yet to be revealed). Notably the SGP refers to the need to address this issue in regards to the A46 Expressway, but does not consider whether or not the solutions would either be practical or acceptable, even though this would seem to be a prerequisite of taking the scheme forwards. People already living on busy and constrained roads into the urban centre from the bypass area may have concerns about the realism of this.

Midlands Connect took a largely traditional approach of examining inter-urban road schemes only in terms of notional time savings on the strategic highway network. The problem is that this is likely to lead to a long-term increase in car dependency just when we need to reduce it.

The alternative approach would be to invest in a step-change in public transport provision with much greater emphasis on managing local travel. This would both deliver sustainable transport goals, while reducing congestion in a long term and sustainable manner. That is not to say, it would seek to achieve the same goals as the major road projects, since it would primarily aim to encourage urban living and urban regeneration, while also supporting sustainable transport initiatives in rural areas.

It would include significant investment in strategic rail, including inter-urban improvements to links with Birmingham, London and the North, and that is something we support.

### ***c. Economic Development***

Identifying the need for industrial sites to support development is complex, not least because of the importance of ensuring that sites are genuinely attractive to the market and available for construction ('shovel ready' in the jargon). It will certainly be important to ensure that urban sites where there is contamination or other issues are addressed if the County is to thrive.

We accept there may also be some need for new strategic sites in the County but we are concerned that this is currently being considered only in a narrow local context. This is particularly important when it comes to large regionally and nationally significant industrial sites, particularly for logistics.

The HEDNA identifies a demand led figure for B8 sites, amounting to 472 hectares (equivalent to 4-8 sites of 50-100 hectares). The problem is that these sites service a national market and there are already competing proposals in other areas of both the West and East Midlands. To take just one example, a 270 hectare site is being promoted at Four Ashes in Staffordshire through the National Infrastructure Commission, far larger than any local need can justify.

It might be argued that a large level of allocation will create competition between sites, but it is also likely that it will lead to capacity which is never used, including costly investment in supporting infrastructure. These sites can also have large impacts on the environment, with their very high buildings, night time lighting and noise.

In the past, regional planning processes sought to address this particular conundrum. That important role is now devolved to local authorities. But until there is a broader analysis of competing sites, we believe the figure in the HEDNA is likely to be exaggerated and a more modest level of B8 provision should be progressed and further sites only identified when that is actually occupied.

### ***d. Environment***

The last area which causes us particular concern is the environmental, landscape and countryside impact of the SGP proposals. Unfortunately there is, as we stand, no Environmental Impact Assessment of the SGP, but even that would probably only identify specific impacts of the proposals, rather than offering an assessment of alternative strategies which could reduce the environmental impacts.

The SGP has little to say in support of the environment or the countryside. Despite being identified as the fifth pillar of the strategy the document does not offer a vision of how environmental protection will be enshrined in the development process.

Tellingly, it says:

*“We have few national or international constraints but there are key features that are important to Leicester & Leicestershire, not least the National Forest, Charnwood Forest, Bosworth Battlefield, areas separating urban areas (our ‘green wedges’), valuable landscape and townscape, local nature conservation designations, civic heritage, conservation areas, etc.”*

What is noticeable is the use of the words ‘constraints’ as opposed to ‘assets’. In CPRE’s view the features identified are assets which have value in themselves, as well as providing ecological, landscape and amenity value to communities. They should not simply be seen as things which get in the way of development.

Indeed, it is those areas closest to urban areas which are often most used by local people and it is many of those areas which are under threat both from housing and from the impact of major new road building.

Of particular concern to CPRE is the protection of the landscape of Leicestershire and we welcome the acknowledgement of the importance of areas, such as the Charnwood Forest, and some commitment to enhancing them, but overall we see this document as a potential threat to areas of landscape, particularly on the edge of Leicester. High Leicestershire contains valued landscape worthy of protection and the countryside on the borders of the city provides a valuable resource for the wellbeing of walkers, cyclists and others from the urban area and more widely. We are currently considering the Landscape report in this regard.

## **6. Conclusions**

In conclusion, Leicestershire CPRE would like the Scrutiny Commission to recommend:

- a. consultation to be extended should the Sustainability Appraisal and Transport Impact Report continue to be delayed;
- b. an Examination in Public (EIP) into the impacts of the SGP;
- c. greater caution to be adopted about any assessment beyond 2036;
- d. a review of the overall housing need and whether undesignated sites, particularly in urban areas may help meet genuine housing need;
- e. a review of major road building in the county, taking account of induced traffic and the impact on local roads;
- f. a wider analysis of the need for large industrial sites, particularly logistics; and
- g. a stronger commitment to promote the landscape and environmental assets of the county, and to stop referring to them as ‘constraints’.

**LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN**  
**CONSULTATION DRAFT – JANUARY 2018**  
**SUBMISSION FROM THE LEICESTER SHELTER HOUSING AID AND**  
**RESEARCH PROJECT (SHARP)**

**Introduction**

The Shelter Housing Aid and Research Project (SHARP) has been helping and supporting people who are homeless or poorly housed in Leicester and Leicestershire for over 45 years. Our housing aid service includes the provision of information, advice, practical assistance and advocacy to people in need. Specialist advice covers not only housing but also welfare benefits. We also provide intensive housing support to people who have previously been sleeping rough and are likely to experience difficulties in maintaining independent living. In addition, we provide information about housing and homelessness and carry out research when resources permit. We have a small number of paid professional staff and a number of volunteers.

Despite our best efforts and those of other organisations we work with, we continue to see a big increase in the number of people experiencing housing difficulties. More people are sleeping rough and more families are having to stay in bed and breakfast accommodation for far too long. Councils are struggling to provide homes even for the most needy. Too many people have no choice but to rely on privately rented accommodation but rents have been rising steeply and we are seeing more and more people who are living in very poor conditions. With the changes to the housing benefit system, benefit reductions resulting from the introduction of Universal Credit and the growth in the number of zero hour contracts, the demand for our services is greater than ever.

Many of these problems come back to the fact that there are simply not enough houses in the City and County to meet needs. With a growing population, a relatively young population and a significant increase in the number of households, there is a need for many more new dwelling units. Annual building rates need to be substantially above what has been achieved over the last 40 years or so. Most importantly, the City and County need a lot more affordable housing. Increasing the number of houses in total is crucial but for the vast majority of the clients we help, home ownership is not an option. Good quality housing for rent at affordable prices is what is needed most.

**The Strategic Growth Plan**

Our submission understandably focuses on the housing elements of the Plan.

**Overall Housing Need**

Page 5 of the Plan states a need for 96,580 new homes during the period 2011 to 2031 and 117,900 between 2011 and 2036. These are very large amounts but

SHARP believes that this number of new homes is required to meet need. We would therefore want to support and endorse these figures. One caveat on the overall numbers relates to assumptions which have been made about migration. Net migration into the City and County usually represents a significant component when calculating overall housing need. However, given the uncertainties currently surrounding the UK's leaving of the EU, putting a figure on net migration is very difficult. We would suggest therefore that the housing need figures will need to be revisited once the nature of the UK's departure from the EU is known.

### The Need for Affordable Housing

Based on our experience of need, providing an appropriate supply of affordable housing will be vital to the successful implementation of the Plan. We believe that the Plan should include a commitment to ensuring that affordable housing is provided to meet identified needs. We appreciate that the detail of this will be covered in the Local Plans which district councils and the City Council will be preparing but a strong policy statement at the strategic level should be included in the Growth Plan. This commitment would then logically feed through to the Local Plans.

### The Proposed Growth Areas

It is essential that any new homes are located alongside the necessary support services and facilities with easy access to employment opportunities. These must also be in sustainable locations. This is acknowledged in the Growth Plan and we would want to endorse this. Mindful of this and of the need to maximise use of brownfield sites and encourage regeneration, we would support the Plan's Primary Growth Area of Leicester. There is clearly significant housing need in the County towns so the Plan's growth points in these towns make sense. We appreciate that these locations will struggle to accommodate all of the housing planned so can understand the need for A46 Corridor development and other growth areas. However, any residential development must be linked to the creation of jobs and the provision of support services and facilities. To develop just the housing would be a recipe for problems in the future.

### Ensuring Delivery

To build the number of houses planned within the timescale of the Growth Plan will require an annual build rate which has not been achieved for many years. We welcome the section in the Plan on "Our Commitment to Delivery". We support the partnership approach, the aligning of infrastructure and growth, digital connectivity and the request for Government funding for infrastructure. However, will this be enough to secure the building rates required? We believe that the Plan needs to give further commitments to delivery. Tying in with the importance of affordable housing, we would like the Plan (and the Partnership) to press for Government investment not just in infrastructure but in affordable housing as well. Investment in new Council housing and additional financial support for housing associations should go hand in hand with better ways of securing more affordable housing from the private sector and greater investment and commitment to affordable housing from financial institutions. Aside from meeting the sort of housing need which we experience, it is

only by doing this that the house building rates required will be met. The private sector alone will not be able to achieve these building rates. It is noticeable that the last time they were near to being achieved (in the 1970's) coincided with a large public sector house building programme. We appreciate that detailed matters of implementation may be beyond the scope of this Plan but would want the Plan to recognise these issues and include a policy statement which will help to deliver affordable housing and with it, the required building rates.

Frazer Robson

Chair of Trustee Board, Shelter Housing Aid and Research Project, Leicester

29 January 2018

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**Strategic Growth Plan Leicester and Leicestershire 2050: Consultation Draft.****Response from Leicestershire County Council Public Health Department.**

Being in good employment is good for health and wellbeing, whereas unemployment contributes to poor health. However “jobs need to be sustainable and offer a minimum level of quality to include not only a decent living wage but also opportunities for in-work development, the flexibility to enable people to balance work and family life, and protection from those adverse working conditions that can damage health” (1). In addition how far people have to travel to jobs, and the development of sustainable infrastructure that facilitates and encourages active travel can make a significant contribution to increasing physical activity and improving air quality (2).

More broadly, the built and natural environment is a key environmental determinant of health and wellbeing and the design the physical environment in which people live, work and play, including: schools, workplaces, homes, communities, parks/recreation areas, green (i.e. visible grass, trees and other vegetation) and blue spaces (i.e. visible water), makes a larger contribution to health outcomes than the provision of health-care (3).

The vision and strategy outlined in this draft plan is largely supported by this evidence and has the potential to both improve health and well-being and reduce health inequalities across L&L. We make a number of comments and suggestion where further detail or a change of emphasis may enhance these opportunities putting health and wellbeing at the heart of the vision for the people of Leicester and Leicestershire over the next 30 years.

**Overarching recommendation: This plan and all associated local plans and polices should take a ‘Health In All Policies’ approach to ensure that all opportunities are taken to make Leicester and Leicestershire among the healthiest places in the country, and exemplars in creating health promoting environments for future generations.**

**Leicester & Leicestershire Today:**

This section clearly outlines identified current strengths and weaknesses.

Recognised weaknesses have both direct and indirect impacts on health and health inequalities for people working living and working in L&L. Congestion on roads contributes to poor air quality and increased carbon emissions as well as wasted productivity and impacts on mental health. Congestion and gaps in the rail network (particularly east - west) reduces capacity for sustainable and active travel.

Low pay also has both direct and indirect health impacts – people in low paid insecure jobs are often unable to afford decent housing, healthy diets, access to leisure facilities and the ability to be full participants in civic life. For example, around 15% of people using Trussell Trust Food Banks are in families where at least one member is in employment. (4).

There is increasing evidence (1) that it is not the ageing population per se that presents a problem for the sustainability of health and social care, but the unhealthy ageing population. The gap between healthy life expectancy and life expectancy is growing, particularly within the most deprived communities. This is largely preventable and designing health promoting environments and investing in upstream public health prevention programmes can make a major contribution to reducing this gap.

Recommendation: The identified weaknesses should state ‘unhealthy ageing population’ rather than simply ageing population.

### **Planning for the future:**

Long term plan to 2050

*4 key matters –*

- *delivering new housing*
- *supporting the economy*
- *identifying essential infrastructure, and*
- *protecting our environment and built heritage.*

As described above each of the four key matter has the potential to improve health and wellbeing and protect against poor health. Built heritage and other community assets also have the potential to increase civic pride and belonging and help to improve community cohesion and social capital.

### **Accommodating our growth**

*96000 new homes to 2031*

Decent, affordable, well designed sustainable housing is a major contributor to protecting and improving health.

**Recommendation: There is potential to strengthen this section by emphasising the importance of housing provision that attains the highest possible standards of energy efficiency and are built to be affordable, adaptable, lifetime homes.**

### **Longer term growth 2031 – 2050**

*Significant investment in infrastructure and services*

Focussing growth in areas close to new infrastructure has the potential to increase active and sustainable commuting, both increasing physical activity and improving air quality.

**Recommendation: Infrastructure should be designed to be health promoting – incorporating a Health in all Policies approach to all future local developments. For example by considering**

provision of sustainable energy production, electric points for vehicles, and cycling and walking infrastructure.

## **7 LEICESTER & LEICESTERSHIRE 2050: OUR VISION FOR GROWTH**

### **Economy and Midlands Engine Strategy**

**Recommendation:** This section recognises the growth potential of major employment areas such as East Midlands Airport, East Midlands Gateway, the two enterprise zones. It should also however ensure Health Impact Assessment is made for major developments that can consider in more detail issues such as the impact on air quality, and access to employment opportunities for more deprived areas of L&L

### **Midlands Connect Strategy – road and rail networks**

*Rolling 25-year programme of strategic road and rail improvements around a series of economic hubs and intensive growth corridors.*

**Recommendation:** The health impact of transport should be at the heart of investment strategies for travel infrastructure. This would agree a hierarchy for sustainable travel placing walking and cycling at the top, followed by public transport and then private cars. Investment strategies should take account of this.

### **Our Draft Strategy**

*Better relationship between homes, jobs and infrastructure.*

**Recommendation:** This section should acknowledge the contribution long commuting makes to poor air quality, climate change, road traffic accidents, sedentary lifestyles and mental health.

### **Vision**

*Growth will contribute to people's health, happiness and well-being through the timely delivery of well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness.*

Public Health is at the heart of this vision – the challenge lies in converting this into real plans and developments.

### **Proposed Growth Areas**

There is a large emphasis on A46 and road improvements, and much less so on rail and other forms of public transport. .

**Recommendation: More emphasis should be given to improving rail and other public transport infrastructure.**

### **COMMON AGENDA: DELIVERING 21ST CENTURY GARDEN TOWNS, VILLAGES AND SUBURBS**

*It would ensure that new development is planned with strong social, economic and environmental foundations, and that communities are placed at the heart of planning.*

**Recommendation: Add 'health' to the list of 'foundations'**

**30/01/18**

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