



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. 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

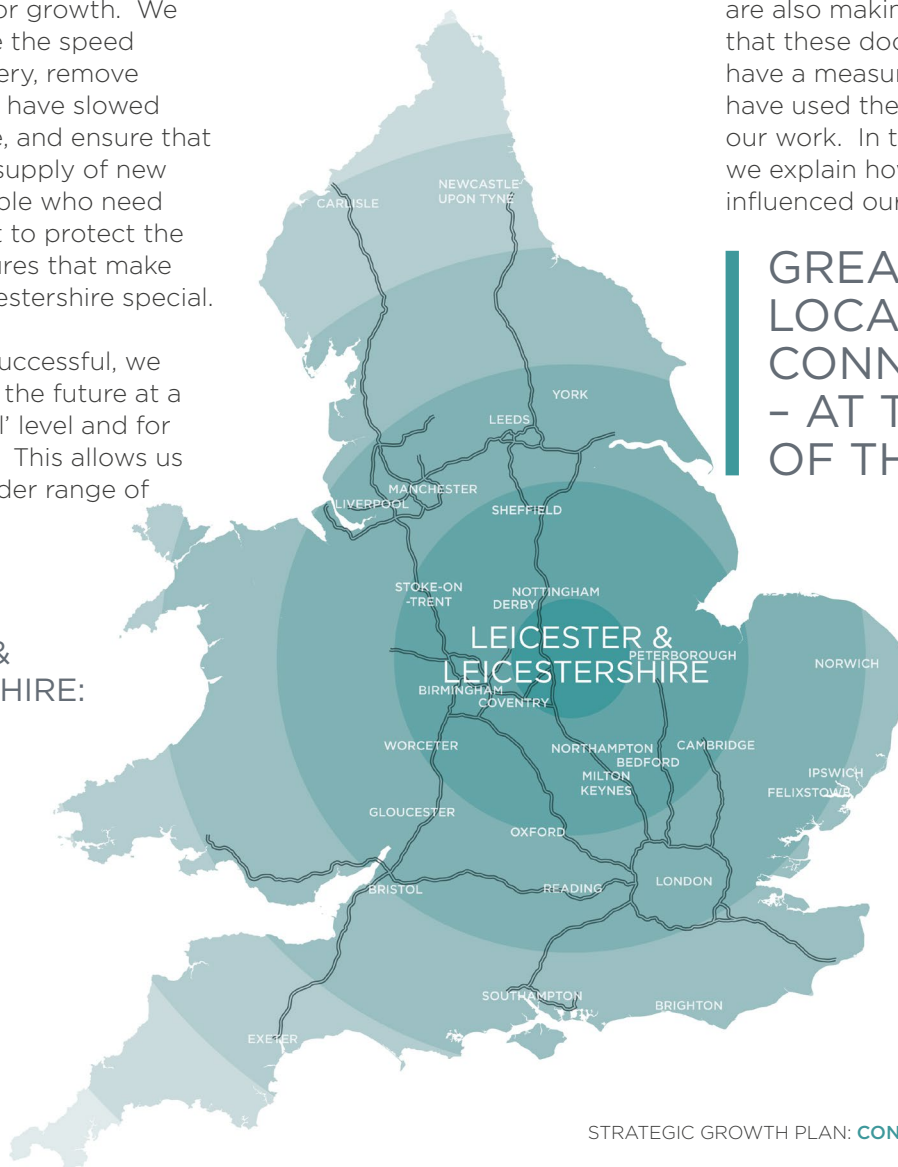
PLANNING FOR OUR FUTURE

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.

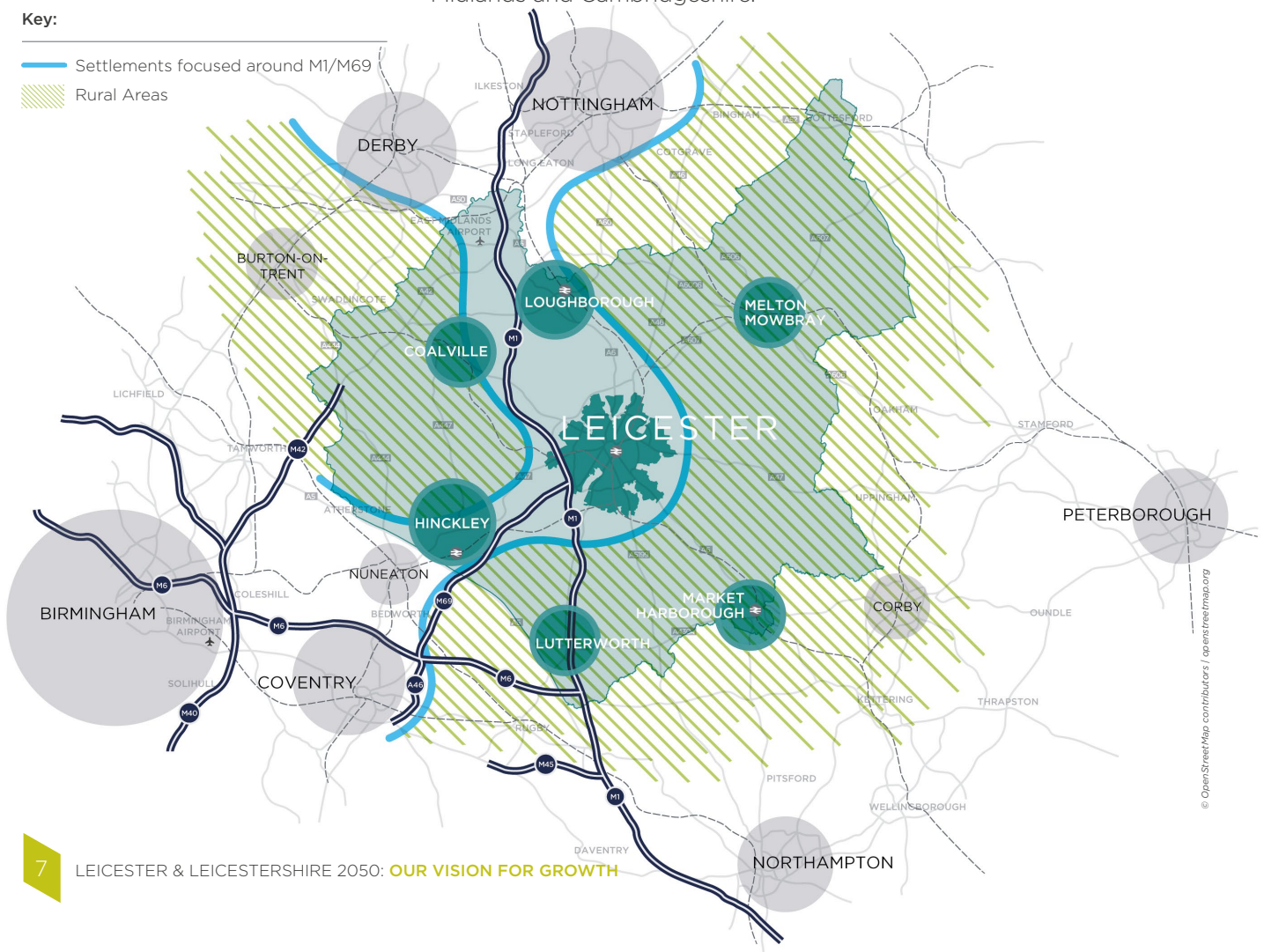
THE BUILDING BLOCKS FOR OUR DRAFT PLAN

We are aware that other agencies are preparing plans and strategies which will influence what we do. In many cases, we have already contributed to these documents so their contents are already aligned with our own aspirations. At the same time, the Draft Plan must be firmly rooted in the character of Leicester & Leicestershire and must protect our environmental, historic and other assets. This chapter summarises the principal building blocks that we have used to prepare our Draft Plan.

FIGURE 2:
SETTLEMENT PATTERN

Key:

-  Settlements focused around M1/M69
-  Rural Areas



THE EXISTING SETTLEMENT PATTERN

The first building block for our Draft Plan is the settlement pattern that we already have. Looking beyond the county boundaries, the settlement pattern can be described as a series of separate towns and cities, extending from Derby and Nottingham in the north to Coventry and Birmingham in the south-west, mostly focused around the M1 and the M69 with intervening rural areas. On either side, extensive rural areas separate Leicester & Leicestershire from the West Midlands and Cambridgeshire.

Within Leicester & Leicestershire the settlement pattern is quite distinctive:

- **A strong 'central' city (Leicester)**, located at the heart of the County, with suburbs extending into adjoining boroughs and districts. With strong office, shopping, arts, culture, heritage and visitor profiles, the City is a focus for the market towns, rural areas and major employment areas that are linked to it.

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 20th 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.

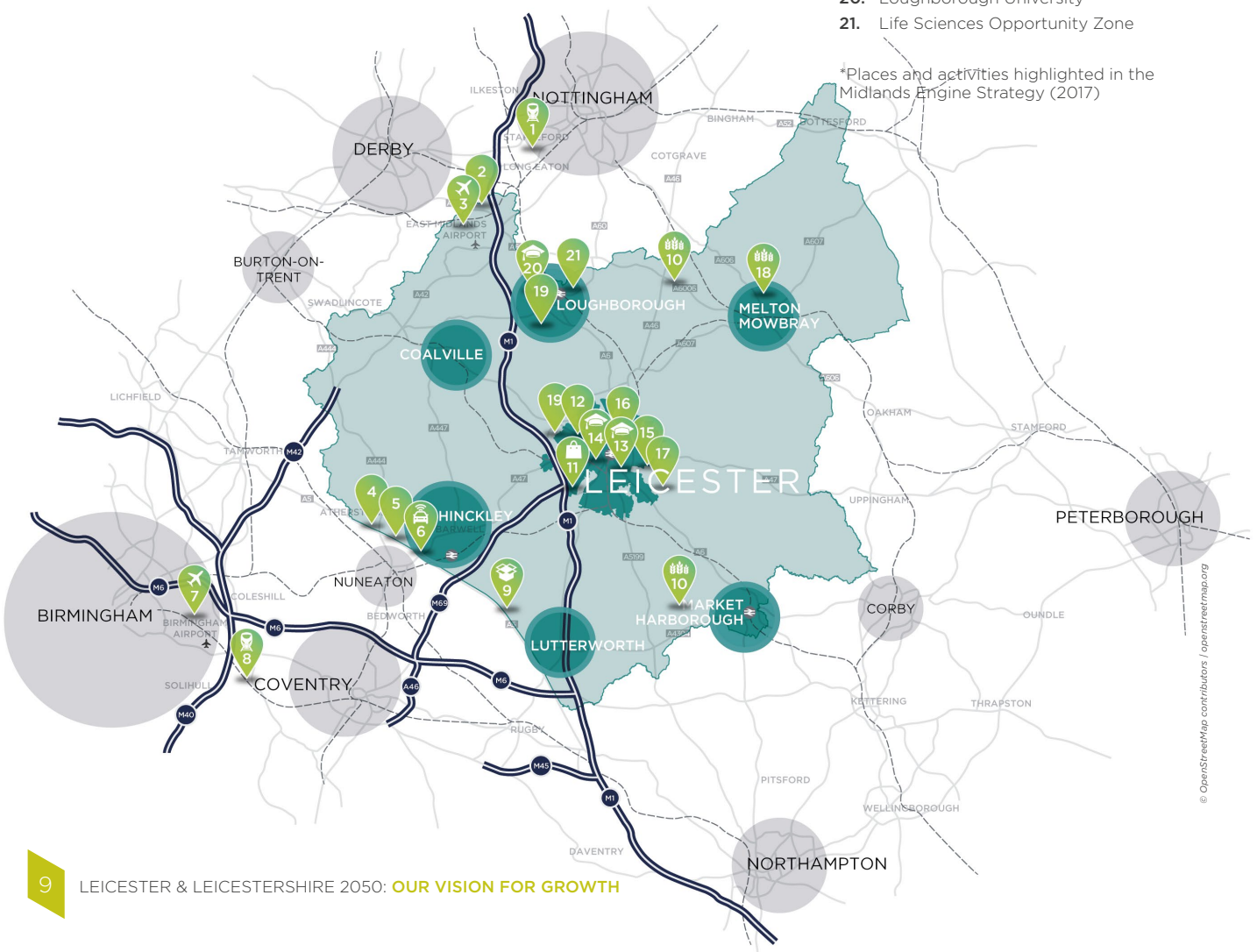
The Midlands Engine Strategy has been prepared by Government and sets out a collective ambition for economic growth and prosperity. It describes how the government's emerging industrial strategy can be applied at the regional level and builds upon existing business sectors and areas of opportunity. It 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)



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.

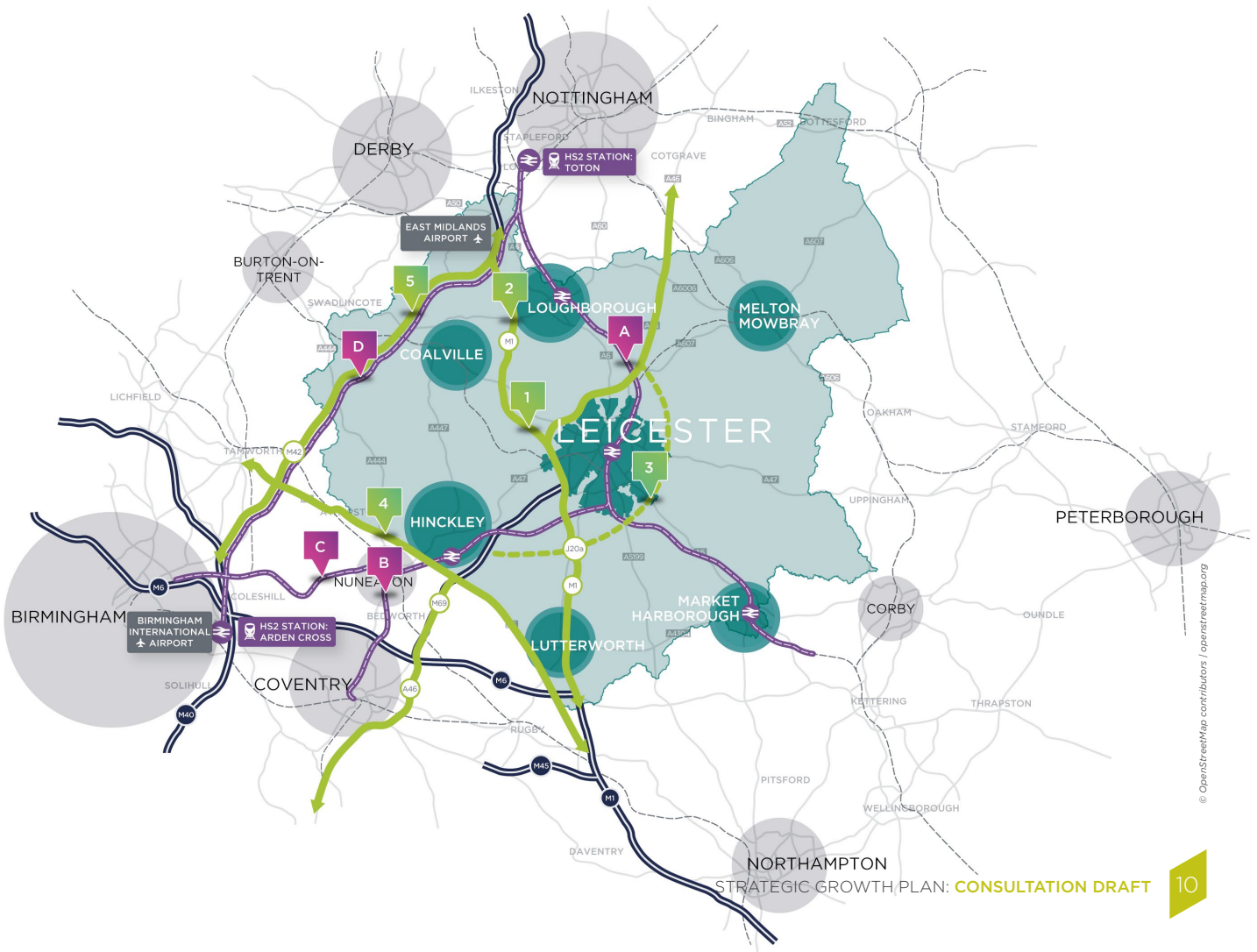
FIGURE 4:
ROAD AND RAIL IMPROVEMENTS

(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



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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 21ST CENTURY GARDEN TOWNS, VILLAGES AND SUBURBS

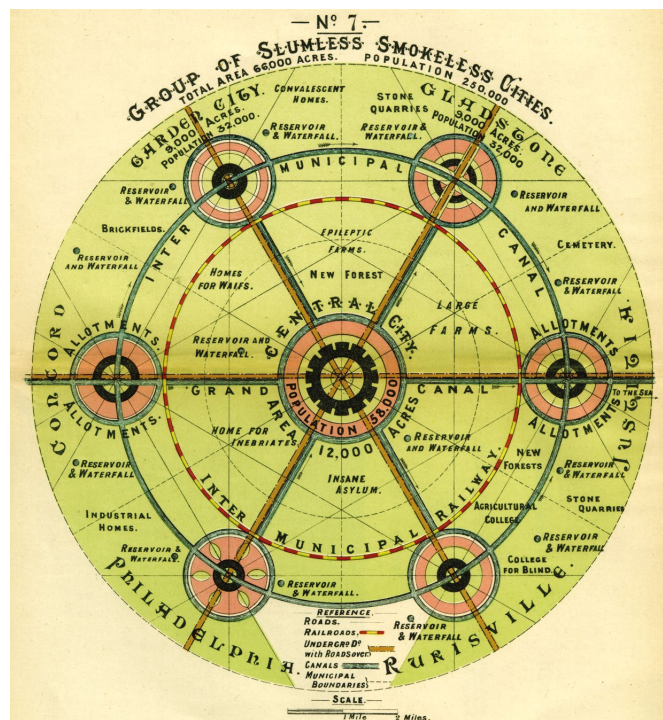
The scale of opportunity in Leicester & Leicestershire gives us choices. This draft strategy proposes to focus development along transportation corridors and close to important employment centres. At a local level, we could expand existing settlements or create new ones. We could plan for some new development 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.

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

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 ¹	
	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
Total (Leicester & Leicestershire)	4,829²	96,580²

TABLE 2: HOUSING NEED 2011-36

Authority	Housing Need ¹	
	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
Total (Leicester & Leicestershire)	4,716²	117,900²

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
Totals	142-198	132	93	177-215	165	117

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 ¹		Delivery on Non-Strategic Sites ⁴		Delivery on Strategic Sites ⁵	Total Delivery	
	dpa	Total	dpa	Total	Total	dpa	Total
Blaby DC	361	6,859	110	2,060 ³	15,500	924	17,560
Charnwood BC	994	18,886	470	8,890 ²	10,000	994	18,890
Harborough DC	514	9,766	150	2,930 ³	15,000	944	17,930
Hinckley & Bosworth BC	454	8,626	140	2,590 ³	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 ²	4,000	448	8,520
Oadby & Wigston BC	155	2,945	60	1,140	1,500	139	2,640
Total (Leicester & Leicestershire) (%)	4,764	90,516	1,800	34,100 (38%)	56,500 (62%)	4,768	90,600

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:

➤ llstrategicgrowthplan.org.uk

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