

## SWOT Analysis for Option 1

### Description of Option

Continue with the current strategy of focusing development in the Principal Urban Area of Leicester, and the Sub Regional Centres of Loughborough, Hinckley, Coalville, Market Harborough and Melton Mowbray.

### Implications for Leicester and Leicestershire

- Additional regeneration within PUA (10,000)
- Enlarge existing 2 SUEs to PUA and / or additional SUE(s) to PUA (10,000)
- Enlarge existing SUEs to SRCs (Loughborough, Hinckley and Coalville) and / or additional SUEs to SRCs (Loughborough, Hinckley and Coalville) (12,000)
- Limited new development to remaining SRCs (Market Harborough and Melton Mowbray) (8,000)

<b>STRENGTHS</b>	<b>WEAKNESSES</b>
<p><b>HMA</b></p> <p>It has recently been approved through the formal regional planning process, gives certainty to the local development framework process and developers, and is deliverable across the Housing Market Area (Ref 19)</p> <p>It makes good use of existing development infrastructure and provides opportunities for further enhancements and expansion (Ref 19)</p> <p>It provides development, regeneration and investment opportunities of an appropriate scale in the Sub-Regional Centres across the Housing Market Area (Ref 19)</p> <p>Emerging LDFs already look to 2026, so difficult to change strategy significantly (Ref 21)</p> <p>Politically easy solution because it does not require a change to policy (Ref 7)</p> <p>Allows for Sustainable Urban Extensions at Coalville, Hinckley, Loughborough, Market Harborough, and Melton Mowbray (Ref 1)</p> <p>Enables existing development, regeneration, and infrastructure plans to be continued and completed based on current strategies (Ref 1)</p> <p>Would make use of existing transport infrastructure and reduce travel distances to education, employment and services (Ref 2)</p> <p><b>Blaby</b> <i>Existing PUA SUE expansion</i></p>	<p><b>HMA</b></p> <p>It promotes development at all of the Sub-Regional Centres but some (e.g. Coalville, Hinckley, and Loughborough) could have potentially more capacity than others (e.g. Market Harborough and Melton Mowbray) to accommodate growth. The role and definition of the Sub-Regional Centres may need to be redefined (Ref 19)</p> <p>It does not specifically identify or prioritise the potential levels of investment into the Sub-Regional Centres as clearly as other options (Ref 19)</p> <p>It allows for regeneration in the Principal Urban Area and the Sub-Regional Centres but does not recognise that viable regeneration opportunities may be exhausted by 2031 (Ref 19)</p> <p>Urban capacity considerations in the PUA and Sub-Regional Centres mean that most additional development would have to be in the form of urban extensions (Ref 2)</p> <p>The evidence gathered for Local Development Frameworks on development constraints suggest that the scope to accommodate any significant development beyond that required to meet the adopted Regional plan requirement is very limited in some Sub Regional Centres including the largest SRCs (Ref 21)</p> <p>It could promote the over development of greenfield land if the regeneration of brownfield / previously used land proves less viable (Ref 19)</p> <p>Unemployment in Leicester highest in the East Midlands at 6.7%, whereas unemployment in</p>

<p>Potentially good location with employment / strategic transport links (Ref 3)</p> <p><b>Charnwood</b> <i>Existing PUA SUE expansion</i> Potentially good location with employment / strategic transport links (Ref 3)</p> <p><i>Loughborough SUE expansion</i> Good rail connection to Leicester (Ref 1) National Forest (Ref 1) Best employment location (Ref 7)</p> <p><b>Harborough</b> <i>Market Harborough SUE</i> Good rail connection to Leicester (Ref 1) Probably the most sustainable location in the district (Ref 3) Airfield Farm suitable site (Ref 7)</p> <p><b>Hinckley and Bosworth</b> <i>Earl Shilton / Barwell / SUE expansion</i> <i>Additional SUE Hinckley</i> Good rail connection to Leicester (Ref 1)</p> <p><b>Leicester PUA</b> It recognises the role of the Principal Urban Area of Leicester and allows it to grow in a sustainable way, through a combination of regeneration and new development (Ref 19) Promotes Leicester and its urban area as the major focus for development, investment and regeneration (Ref 1) Urban areas make more efficient use of land (Ref 2) Most sustainable location for transport, infrastructure and services (Ref 3)</p> <p><b>Melton</b> <i>Melton Mowbray SUE expansion</i> Good rail connection to Leicester (Ref 1)</p> <p><b>North West Leicestershire</b> <i>Coalville SUE Expansion</i> National Forest (Ref 1) Good location for employment (Ref 7)</p> <p><b>Oadby and Wigston</b></p>	<p>Leicestershire County is relatively low at 3.1% (Ref 10)</p> <p><b>Blaby</b> <i>Additional SUE to PUA</i> Air Quality Management Area (Ref 1) Difficulty in finding suitable location; Enderby / Blaby / Narborough area may not be regarded as SUE (Ref 7)</p> <p>M1 Motorway 'at stress' between J21 and J21A, as is J21 itself (Ref 21) Uncertainty now about the nature and timing of improvements to M1 J21 (and provision of additional capacity particularly on the length of the M1 to the north) (Ref 3) The transport assessment indicates that the network, particularly the A47, is already working 'beyond capacity' (Ref 21) Little potential for opening the National Forest line to passenger traffic, so there is little prospect of a new station at Blaby or Elmesthorpe (Ref 22) Green wedges placed under increasing pressure to accommodate additional housing, potentially threatening the character and identity of individual settlements in and adjacent to the PUA (Ref 21) Flooding constraints around Blaby, Whetstone, Glen Parva etc (Ref 21)</p> <p><b>Charnwood</b> Air Quality Management Area (Ref 1) M1 and A6 between Leicester and Loughborough congested at peak times (Ref 1)</p> <p><i>Additional SUE to PUA</i> Effect on Charnwood Forest and lack of capacity adjoining the PUA may rule out locations such as Anstey (Ref 12) Birstall area ruled out by transport assessment evidence base for LDF (Ref 4) Limited scope for further expansion of the PUA without affecting the character of surrounding settlements (Ref 21)</p> <p><i>Loughborough SUE expansion</i> Further study work by Charnwood has confirmed the difficulties of delivering significant additional growth in the town without significant investment in transport infrastructure (Ref 4) Limited space in Garendon / Science Park area (Ref 7) Significant environmental constraints east of Loughborough (Ref 12) Significant impact and flood risk on the sensitive landscapes of the Charnwood Forest,</p>
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Soar Valley and High Leicestershire (Ref 21)

**Harborough**

Air Quality Management Area (Ref 1)

*Additional SUE to PUA*

Pennbury work indicates south east sector of PUA unsuitable (Ref 7)

Thurnby area probably unsuitable due to limited facilities / employment (Ref 3)

*Market Harborough SUE*

Study work by Harborough has identified that it will be extremely difficult to deliver even the current levels of growth. The issues are similar to those in Loughborough, with a very constricted town centre network that is not capable of accommodating any further significant increases in traffic (Ref 11)

A14 capacity (Ref 11)

**Hinckley and Bosworth**

*Additional SUE Hinckley*

A very significant issue is the A5 'Longshoot' junction and delivering improvements to it (probably costing between £20m to £30m) (Ref 13)

**Leicester PUA**

Would require significant publicly funded investment and intervention (Ref 2)

Air Quality Management Area (Ref 1)

Existing transport network in PUA already highly congested at peak times (Ref 1)

Lack of schools to cater for increase in family population in central areas (Ref 14)

**Melton**

*Melton Mowbray SUE expansion*

Study work undertaken by Melton highlights that a bypass could induce unsustainable patterns of travel and that the development options tested to date generate significant levels of out-commuting (Ref 5)

**North West Leics**

Air Quality Management Area (Ref 1)

*Coalville SUE Expansion*

It promotes development at Coalville but the potential for this could be limited by a lack of development infrastructure capacity and lack of railway links (Ref 19)

Reopening of the Ivanhoe Line would involve significant capital and revenue costs and major ongoing subsidy, unless an unacceptably high number of new houses were built around the proposed new stations (Ref 22)

Housing at Coalville would need to be balanced by employment (Ref 3)

	<p>There is a limit to amount of development the town can accommodate, based on marketability and environmental reasons (Ref 15)</p> <p>Transportation study work has highlighted that growth in Coalville would generate significant levels of out-commuting (Ref 6)</p> <p><b>Oadby and Wigston</b></p>
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## **OPPORTUNITIES**

### **HMA**

It distributes housing development in line with capacity and development potential across the Housing Market Area and allows for the delivery of affordable housing in the areas of greatest need (Ref 19)

It enables development to be based on sustainable transport principles (Ref 19)

Some strategic routes such as A46 and M69 have spare capacity (Ref 1)

Key economic growth sectors including high tech manufacturing, health, biotechnology, environmental and sports science and technology, knowledge based industries and consumer services (Ref 1)

Three universities (Ref 1)

Urban extensions need to be planned as an integral component of settlement concerned (Ref 2)

Higher densities can be achieved if thoughtfully designed (Ref 2)

Unemployment in Leicester highest in the East Midlands at 6.7%, whereas unemployment in Leicestershire County is relatively low at 3.1% (Ref 10)

Unusually, the workplace median earnings are lower in Leicester City than in Leicestershire. Low wages in the City are likely to be due to the relatively low number of jobs in knowledge-based sectors (Ref 10)

### **Blaby**

### **Charnwood**

#### *Loughborough New SUE*

There are a number of alternative locations where land is available around the edge of Loughborough for significant development (Ref 21)

Significant development could be located east of Loughborough (Ref 7)

### **Harborough**

#### *Market Harborough SUE*

Airfield Farm suitable site (Ref 7)

### **Hinckley and Bosworth**

#### *Additional SUE Hinckley*

Regeneration opportunities (Ref 21)

Employment opportunities (Ref 7)

Significant additional development in the Earl Shilton area may provide the

## **THREATS**

### **HMA**

History of construction rates lower than targets could result in a backlog in addition to increased requirement (Ref 1)

Significant transport capacity improvements to roads and public transport required to support development in and around urban areas (Ref 1)

Uncertainty for developers of currently planned SUEs (Ref 7)

### **Blaby**

#### *SUE expansion*

Earlier Junction 21 works required (Ref 3)

M1 Junction improvements could lead to an expansion of current road based movement (Ref 2)

### **Charnwood**

#### *Loughborough New SUE*

Environmental capacity (Charnwood Forest / Soar Valley SSSI) (Ref 21)

Significant impact on the sensitive landscapes of the Charnwood Forest, Wolds and Soar Valley (Ref 21)

Significant impact on biodiversity associated with the strategic river corridor and Charnwood Forest (Ref 21)

Could affect character of Loughborough itself and surrounding settlements (Ref 21)

Flood risk (Soar Valley) (Ref 2)

The transport measures required could be amongst the most expensive and/or challenging to deliver (Ref 3)

### **Harborough**

#### *Market Harborough SUE*

Could affect character of settlement (Ref 2)

Influence of the Milton Keynes and South Midlands Growth Area (Ref 7)

### **Hinckley and Bosworth**

#### *Additional SUE Hinckley*

Could affect character of settlement (Ref 2)

### **Leicester PUA**

It needs to recognise that there could be physical and development infrastructure capacity constraints on the delivery of further substantial development and growth at the Principal Urban Area of Leicester (Ref 19)

Ability of Leicester to deliver existing Regional Plan requirement following recession (Ref 14)

Uncertainty about physical capacity of PUA and surroundings to accommodate additional development (Ref 14)

<p>opportunity to examine the viability of a new station at Elmesthorpe (Ref 3)  Burbage Wood / Common Green Infrastructure (Ref 12)  Extension to Warwickshire public transport corridor and links to West Midlands (Ref 3)</p> <p><b>Leicester PUA</b>  Main urban areas have greatest opportunity to achieve critical mass to support more sustainable patterns of development (Ref 2)  Urban areas offer significant potential to achieve more efficient use of energy and management of waste (Ref 2)  Where there are clusters of people and jobs potential to provide excellent and more viable public transport (Ref 2)  New hub could be created within the PUA supported by rapid transit to balance current city centre (Ref 3)</p> <p><b>Melton</b>  Additional development might help to deliver more of a 'bypass' (Ref 3)</p> <p><b>North West Leics</b></p> <p><b>Oadby and Wigston</b></p>	<p>There may come a point where the continued expansion of existing urban areas reaches its limits (Ref 1)  Concerns about continual peripheral expansion on the character of Leicester (Ref 2)  It may promote the loss of identity and character of some adjoining areas (e.g. Syston and Blaby) if the Principal Urban Area of Leicester expands over time to incorporate them (Ref 19)  Additional expansion of Leicester may result in new development being too remote from services / infrastructure in City Centre (Ref 21)  Ability of services and infrastructure to cope with additional development (Ref 2)  Capacity constraints without creation of new hub and major public transport investment Ref 3)  Earlier Junction 21 works required (Ref 3)  M1 Junction improvements could lead to an expansion of current road based movement (Ref 2)  Low employment rates (Ref 14)  Flood risk (River Soar) (Ref 2)</p> <p><b>Melton</b>  <i>Melton Mowbray New SUE expansion</i>  It may over-emphasise the potential for development and growth at Melton Mowbray (Ref 19)  Could affect character of settlement (Ref 2)  Employment very local (Ref 7)  Limited market for growth (Ref 7)  Flood risk (Ref 2)</p> <p><b>North West Leics</b>  <i>Coalville SUE Expansion</i>  Could affect character of settlement (Ref 2)</p> <p><b>Oadby and Wigston</b></p>
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