

SWOT Analysis for Option 2

Description of Option

Focus major development at the Sub-Regional Centres of Coalville, Hinckley, Loughborough, Market Harborough, and Melton Mowbray, and promote regeneration related development at Leicester.

New development at Leicester would be focused on the redevelopment of brownfield land within the urban area.

Implications for Leicester and Leicestershire

- Shifts the major new development activity away from Leicester towards the larger towns, which also have good transport connections and links with Leicester
- Continued regeneration within PUA (10,000)
- Enlarge existing SUEs and / or additional SUEs to SRCs (Loughborough, Hinckley and Coalville) (18,000)
- New SUEs to SRCs (Market Harborough and Melton Mowbray) (12,000)

Much of the assessment of Option 1 in relation to the Sub-Regional Centres will apply to Option 2. Where this is the case, it is not repeated. This SWOT therefore lists only those factors specific to additional expansion of the Sub-Regional Centres.

Strengths	Weaknesses
<p>HMA It retains the Principal Urban Area of Leicester's role as the main settlement in the Housing Market Area, whilst promoting a greater level of development activity and investment at the Sub Regional Centres (Ref 19) It allows Sub-Regional Centres to develop to a scale that would enable them to meet their economic potential (Ref 19) It better enables housing needs and choices in the Housing Market Area and choices to be met where they arise (Ref 19) Promotes the expansion of the Sub-Regional Centres through the development of larger scale Sustainable Urban Extensions across the Leicestershire districts (Ref 1)</p> <p>Blaby Blaby and Harborough Districts have the lowest unemployment rates (Ref 10)</p> <p>Charnwood <i>Loughborough</i> Would benefit from additional investment (Ref 2)</p> <p>Harborough <i>Market Harborough</i> Blaby and Harborough Districts have the</p>	<p>HMA It could be less sustainable in transport terms as it may promote wider dispersal and a greater need to travel to work in main employment centres away from the Sub-Regional Centres (Ref 19) It would require a robust sustainable transport strategy to accommodate the impacts of potential additional travel demand both by car and public transport (Ref 19) Housing growth would need to be matched by employment growth to avoid exacerbating commuting elsewhere, particularly by car to Leicester and neighbouring employment centres (e.g. Coventry) (Ref 2) New development in Leicester would be focused on previously developed land but it is not clear what this actually means in terms of its ability to absorb further development and therefore what scale of development would need to be found in Sub-Regional Centres (Ref 21)</p> <p>Blaby Very narrow tracts of green wedge separating Blaby from Glen Parva and Whetstone and the floodplain of the River Sence (Ref 21) There is no Sub-Regional Centre in Blaby. Blaby town's population is only some 6,000 with limited potential for growth due to constraints</p>

<p>lowest unemployment rates (Ref 10)</p> <p>Hinckley and Bosworth</p> <p><i>Hinckley</i></p> <p>There might be some prospect of accommodating further growth in this area</p> <p>Leicester PUA</p> <p>Allows for continued regeneration related development in and around Leicester (Ref 1)</p> <p>Reduced competition for regeneration from greenfield development around the PUA (Ref 9)</p> <p>Melton</p> <p><i>Melton Mowbray</i></p> <p>North West Leics</p> <p><i>Coalville</i></p> <p>Oadby and Wigston</p>	<p>(Ref 21)</p> <p>Charnwood</p> <p><i>Loughborough</i></p> <p>It may not be the case that further investment in transport infrastructure will acceptably mitigate the impact of development and be at reasonable cost (Ref 21)</p> <p>Harborough</p> <p><i>Market Harborough</i></p> <p>Hinckley and Bosworth</p> <p><i>Hinckley</i></p> <p>Leicester</p> <p>It may limit the potential for meeting the affordable housing needs of the Principal Urban Area of Leicester (Ref 19)</p> <p>Melton</p> <p><i>Melton Mowbray</i></p> <p>North West Leics</p> <p><i>Coalville</i></p> <p>The housing numbers in this option would still not be sufficient to change the position regarding the reopening of the Ivanhoe Line and the need for major on-going subsidy (Ref 3)</p> <p>Coalville a less well performing SRC (Ref 21)</p> <p>Oadby and Wigston</p>
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Opportunities

HMA

It could promote better transport linkages between Sub-Regional Centres and the Principal Urban Area of Leicester, and development focused on transport nodes and corridors (Ref 19)

It could promote more effective town centre renewal and regeneration in many of the Sub-Regional Centres (Ref 19)

It could make it more likely that housing development targets can be met as a greater focus on development in Sub-Regional Centres could promote the early development of greenfield sites more likely to be used which are more lucrative development options (Ref 19)

Allows Sub-Regional Centres to reach their potential (Ref 1)

Blaby

Charnwood

Harborough

Market Harborough

Additional housing growth would help to improve transport infrastructure (Ref 3)

Hinckley and Bosworth

Leicester PUA

Melton

Melton Mowbray

Additional development might help to deliver more of a 'bypass' (Ref 3)

North West Leics

Coalville

Would benefit from additional investment (Ref 2)

Additional housing growth would assist in regeneration of the town centre (Ref 7)

Oadby and Wigston

Threats

HMA

By limiting growth at the Principal Urban Area of Leicester, it may over-emphasise the capacity of some or all of the Sub-Regional Centres to accommodate the scale of development and growth needed across the Housing Market Area (Ref 19)

It may promote the loss of identity and character of some Sub-Regional Centres if they need to grow substantially (Ref 19)

Mixed effects on biodiversity (Ref 2)

Blaby

Charnwood

Loughborough

Significant impact on sensitive landscapes (Charnwood Forest, Soar Valley, Wolds and High Leicestershire Countryside), biodiversity, air quality, settlement identity and areas that flood (Ref 21)

Harborough

Market Harborough

Could affect historic and sensitive character (Ref 2)

Hinckley and Bosworth

Leicester PUA

It may affect the long term economic performance and potential and competitiveness of the Principal Urban Area of Leicester by dispersing population, development and investment to smaller centres (Ref 19)

It could lead to the Principal Urban Area of Leicester failing to meet its potential to the same extent as Derby and Nottingham as part of the 3 Cities Growth Area (Ref 19)

Could affect the growth potential of Leicester (Ref 1)

Melton

Melton Mowbray

Could affect historic and sensitive character (Ref 2)

North West Leics

Coalville

Without increased investment in public transport infrastructure, could lead to increased greenhouse gas emissions (Ref 2)

Oadby and Wigston