

# Strategic Growth Plan: Leicester & Leicestershire

## Consultation results

September 2018



## Strategic Growth Plan - Public consultation results

Jo Miller  
Strategic Business Intelligence Team Leader

Alistair Mendes-Hay  
Research and Insight Officer

Sharon Wiggins  
Strategic Planning Manager

Tim Smith  
Policy Officer

Strategic Business Intelligence Team  
Strategy and Business Intelligence  
Chief Executive's Department  
Leicestershire County Council  
County Hall, Glenfield  
Leicester LE3 8RA

Tel 0116 305 7341  
Email [jo.miller@leics.gov.uk](mailto:jo.miller@leics.gov.uk)

Produced by the Strategic Business Intelligence Team at Leicestershire County Council.

With support from:

- Economic Growth Team, Leicestershire County Council
- Communities Team, Leicestershire County Council
- Communications Team, Leicestershire County Council

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## Executive Summary

The Strategic Growth Plan (SGP) is the overarching plan that is being prepared jointly by ten partner organisations in Leicester and Leicestershire which will set out the aspirations for delivering growth (housing, economic, infrastructure) in the city and county until 2050.

The SGP will focus on four key matters:

- Delivering new housing
- Supporting the economy
- Identifying essential infrastructure
- Protecting our environment and built heritage

To achieve this the draft plan proposes a hierarchy of potential development locations close to economic generators and major infrastructure:

- The delivery of a proposed A46 Expressway, with a new Junction 20a (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

A public consultation of the draft SGP ran from 11 January 2018 to 10 May 2018 (a seventeen week window), and was communicated in various ways, including press releases, public exhibitions, and social media posts.

In total, 458 responses were received to the survey (i.e. submitted by questionnaire either electronically or by paper). These are referred to throughout the report as 'survey responses' (see chapter 2).

Four-fifths of the survey responses were from members of the public (79%), and others were from a range of professional stakeholders. This sample was notably over-represented by respondents from southern Leicestershire districts\* (78%) and rural areas of the county (62%), compared to the 2011 Census (52%, 21%).

In addition to the survey responses, 130 written responses were received by email or letter; these were submitted by individuals, organisations, or agents on behalf of landowners or developers. These are referred to throughout the report as 'non-survey responses' (see chapter 3).

\* Northern districts - Charnwood, Melton, North West Leicestershire  
Southern districts - Blaby, Harborough, Hinckley and Bosworth, Oadby and Wigston

## Survey responses

### Key priorities

When asked to consider the four key priorities outlined above, similar proportions of respondents said they agreed (42%) and disagreed (42%) with them.

One primary concern of respondents was in regard to the environmental implications of the plan. Some felt large sections of countryside and wildlife would be adversely affected by the proposals in the draft SGP, as a result of the construction of the A46 Expressway and the additional pollution resulting from all proposals focusing on growth. Some respondents suggested the SGP place greater emphasis on the use of environmentally-friendly alternatives, such as renewable energy or sustainable growth, and make environmental preservation a higher priority.

Some respondents also felt concerned about the housing development proposed in the draft SGP. Whilst some felt the county had already been excessively developed for housing, others felt the proposals may result in further or over-development, particularly of rural areas and villages. Respondents made a number of suggestions in relation to residential growth, such as small-scale development, making use of disused sites or brownfield land, and focusing on needs-based housing.

### Primary Growth Areas

Over half (57%) disagreed with the proposed construction of the A46 Expressway, whereas nearly a third (31%) agreed with the proposal.

Respondents were often concerned about the potential implications of the A46 Expressway on the existing road network and congestion. Some felt the existing network to be congested and insufficient in terms of capacity for growth. Others felt concerned about the additional congestion that may be added to the south and east of the county as a result of the Expressway. Some respondents made a number of suggestions as to how the current road network could be improved or congestion reduced. In contrast, some respondents felt the proposed Expressway would improve the existing road network and ease congestion.

Other respondents felt the Expressway would cause irreversible damage to much of the Leicestershire countryside and wildlife, and add pollution and noise to the proposed areas. Some respondents felt the Expressway would have a detrimental impact on the character of the towns and villages of the south and east of the county, and in response made a number of suggestions as to how the SGP could improve its proposals for these housing and residential areas.

The majority of respondents agreed with the proposal to develop Leicester into becoming the 'central city' of the region (54%),

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whereas nearly a third disagreed (29%).

Several respondents felt previous growth in Leicester had already established the area to be the natural 'central city' of the region. Others cited it to be the economic hub of the region, and saw the proposed development as the natural trajectory for the city. In contrast, some respondents saw such previous growth in the city as excessive, resulting in Leicester becoming too busy and crowded. The proposals to develop the city were therefore seen as having the potential to compound these issues further.

Some respondents voiced concerns about the transport infrastructure in the city. Some felt the proposed development of Leicester would worsen the current congestion and parking issues experienced in the city. Others voiced concern at the standard, expense, and breadth of provision of public transport connected to the city, and that such accessibility between Leicester and residential areas in the county needed to be improved via: reduced fares or increased subsidies; de-privatisation of bus services; improved railway access between areas; and the development of a Leicester tram network.

### Secondary Growth Areas

Respondents were in greater agreement with the proposed Northern Gateway than the Southern Gateway; nearly half of respondents (47%) agreed with the Northern Gateway, whereas only a third of respondents (33%) agreed with the proposed

Southern Gateway. In contrast, whilst half of respondents (50%) disagreed with the Southern Gateway (39% strongly disagreed), less than a third (28%) disagreed with the Northern Gateway.

Respondents often cited the current and proposed transport infrastructure, the proximity of existing and planned employment centres, nearby cities, towns and villages, and the availability of development-ready land as reasons for their agreement of the Northern Gateway.

Some respondents voiced similar reasons in support of the Southern Gateway, but others felt the road network to be ill-prepared for additional traffic associated with the proposed growth. Others voiced concerns about the potential impact of the Southern Gateway on the surrounding residential areas, with particular reference to villages.

Reaction to the proposed Key Centres of Lutterworth and Melton Mowbray appeared to be evenly split; nearly four-in-ten agreed with Lutterworth (40%) and Melton Mowbray (38%), whereas over a third (36% and 34% respectively) disagreed.

Some respondents felt the existing infrastructure, such as the road network, rendered the two towns suitable to be 'Key Centres'. Others felt positive in relation to proposed growth of the two Key Centres, with several respondents specifying the need for employment growth in Lutterworth and Melton Mowbray.

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Other respondents were more concerned about the potential implications on the road network and congestion around Lutterworth and Melton Mowbray. Some respondents felt Lutterworth already faced high levels of congestion and had little alternative transport options, and others felt Melton Mowbray to be too far from the proposed A46 Expressway to reap enough benefit.

Respondents were typically more positive about the proposals relating to limited growth. The majority of respondents agreed that the market towns of Market Harborough (61%), Loughborough (59%), Coalville (55%), and Hinckley (54%) should have 'managed growth' only, and four-fifths of respondents agreed that growth in villages and rural areas should be limited to providing for local needs (79%).

Respondents often cited that such proposals would protect against overdevelopment of these areas. Others felt growth is needed in these areas. In relation to the 'managed growth' of the four market towns, some respondents felt significant investment was required for regeneration and transport infrastructure improvements. Other respondents felt growth in villages and rural areas should not be limited to local need, and instead that development was needed to prevent future deterioration.

### Other comments

When asked whether they had any other comments, respondents made a number of points.

Several respondents felt the draft SGP did not include enough information in regard to housing and residential areas, suggesting: the proposed locations for development to be vague; the methodology used to determine need to be unclear; and those affected by the proposals were not adequately identified.

Other respondents voiced a similar concern about the A46 Expressway, suggesting: the proposed route was unknown; there was a lack of business case for the Expressway; and how the Expressway would be connected to the existing road network was unclear.

Following on, respondents felt more information should be provided and that subsequent consultations held in order to provide a more informed response.

Other respondents reiterated their concerns about the environmental implications of the draft SGP, suggesting the proposals may cause excessive damage to the countryside and wildlife. Respondents reaffirmed their suggestion for the SGP to make environmental consideration a higher priority.

Some respondents also restated their concerns of the possible effects of the SGP on villages and rural areas, with apprehensions about road capacity, local character and identity, and the capacity of other infrastructure such as GP practices and schools. Respondents made a number of suggestions relating to residential development,

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including: using disused sites or brownfield land; focusing on needs-based development; and building new towns or settlements instead of extending existing ones.

Other respondents reiterated their concerns about the impact of the SGP on the road network and congestion, suggesting the plans to be overly focused on car-based travel, and inadequately considering public transport as an alternative.

### Statistical analysis

Statistical analysis of the survey responses showed some differences by demographic groups. Male respondents, respondents answering in a professional capacity, and those based in northern Leicestershire districts or urban city and town areas of the county were typically more positive about the proposals than the average. In contrast, female respondents, members of the public, or those based in southern Leicestershire districts or rural areas of the county were often more negative about the proposals.

### Non-survey responses

In the main the 130 non-survey responses reflected the key points raised in the analysis of the survey responses set out in chapter 2.

### Spatial strategy

With regards to the spatial strategy of the draft SGP the A46 Expressway received the majority of the comments in comparison with other components of the SGP strategy. The Northern and Southern Gateways received similar mention to each other, as did the two proposed key centres, Melton Mowbray and Lutterworth. Reference was also made by some respondents to Coalville, Loughborough, Hinckley, Market Harborough and larger rural communities continuing to represent sustainable locations for growth. The need to maximise the use of brownfield sites for housing, particularly in the City, was made by many respondents. Some respondents expressed concern about the downgrading of the rural character of villages and the related adverse effect on wider rural areas.

Details on several potential new settlements or strategic sites were submitted as a response to the consultation.

### Transport

With regards to transport the most notable concerns were regarding the amount of new road building, the congestion this may cause, and concerns about poor public transport infrastructure.



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There were also particular concerns on the lack of infrastructure to promote and support sustainable travel, reducing car usage and promoting more sustainable means such as car-pooling, walking and cycling.

### Environment, health and wellbeing

Comments regarding the environment were wide ranging, with the vast majority of these either referring to the negative effects that the SGP may bring about or providing suggestions on how to minimise or mitigate their effects. Common themes amongst responses related to; concerns regarding the loss of, and damage to agriculture land and landscapes, and that the protection of the environment is lacking from key priorities.

There were a few, but fairly detailed responses regarding health and well-being.

### Housing

The lack of affordable housing and too much housing development in and around villages and rural areas were particular concerns relating to housing. Some comments questioned the robustness of projections around the new number of new homes required by 2050, and that a more realistic assessment of need should be carried out. A number of responses referred to a lack of consideration of environmentally-friendly, low carbon housing, with some suggestions that new homes should be designed on a carbon

neutral standard. A number of respondents felt that the SGP would contribute to the loss of community and would downgrade the character of the rural villages.

However, there was some acknowledgement that the SGP recognised the need to provide sufficient housing and there was some support, especially from agents, for proposals to place a greater emphasis on housing developments in major strategic locations.

### Employment land

Employment land was referred to either specifically or more generally in connection with other forms of development on several occasions. With regards to warehousing reference was made to no more warehousing being directed towards Lutterworth, with Daventry and Rugby more logically fulfilling the Southern Gateway role. Less reliance on logistics was requested, and specific support sought for grass root small enterprises etc.

The national and regional shortage of warehousing and distribution was referred to, and a proposal for a Strategic Rail Freight Interchange (SRFI) near Hinckley.

### Town centre, retail, ICT, waste, and energy

A few respondents commented specifically on these topics. The need to invest in ICT infrastructure and an agreement that digital

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connectivity is a major issue for many in rural areas was referred to.

The lack of reference to Minerals and Waste Plans was noted.

Regarding energy, a common response was that there should be more of a focus on the building of carbon neutral housing and increasing the use of renewable energy.

### Process and consultation

It was noted that it has been a positive step to listen to people at this early stage; however, there has been some criticism that the consultation lacked local engagement and public examination. A number of respondents felt that the plan to be too simplistic, not thought out and/or lacking evidence. A review period in line with the National Planning Policy Framework (NPPF) has been suggested. There were some concerns over the delay in progressing a memorandum of understanding and whilst some praised that the SGP was bringing partners together, a number of developers and Parish Councils had concerns that the SGP wasn't being delivered as a statutory plan, with some feeling it should be.

Additional points made included concerns over the provision of community infrastructure such as schools, doctors, dentists and digital connectivity, support for the priorities and principles of the SGP, and for reference to be made to the importance of tourism.

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## Chapter 1: Introduction and methodology

### The Strategic Growth Plan

The Strategic Growth Plan (SGP) is the overarching plan that is being prepared jointly by ten partner organisations in Leicester and Leicestershire which will set out the aspirations for delivering growth (housing, economic, infrastructure) in the city and county until 2050. The SGP will be used as a basis for preparing or reviewing individual Local Plans, transport plans and economic plans.

The vision of the SGP 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.

The SGP will focus on four key matters:

- Delivering new housing
- Supporting the economy
- Identifying essential infrastructure
- Protecting our environment and built heritage

### Key priorities

The SGP 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 the planning of 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 major infrastructure:

- The delivery of a proposed A46 Expressway, with a new Junction 20a (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

### Overview of the process

The ten partner organisations have consulted with the public on the draft Strategic SGP. A consultation survey was made available on the Strategic Growth Plan website from 11 January 2018. This was accompanied by the draft plan itself and the summary leaflet, both of which set out the proposals.

The survey asked for views on the SGP proposals. Respondents also had the option of responding to the consultation via letter or email, rather than the survey (these non-survey responses are analysed in Chapter 3 of this report). Further evidence was made available after the consultation period had started and as a consequence the consultation period was extended from 5 April 2018 to 10 May 2018 (a seventeen week fieldwork window) to provide the opportunity for this evidence to inform consultation responses.

### Communications and media activity

The partner organisations communicated the draft Strategic Growth Plan consultation in a number of ways, including:

- A press release announcing the start of the consultation in January 2018, with a further press release issued in late March 2018 when the consultation period was extended to 10 May 2018.
- Statutory consultees were notified about the consultation by email or letter. Each partner then contacted other organisations and groups whom they wished to notify about the consultation

via email or letter.

- Public exhibitions were held during the consultation period (see full list in Appendix 4).
- Copies of the draft SGP and summary leaflets were available in all libraries in the County and the City. Paper copies of the survey and all the evidence were made available at the main offices of each partner.
- The draft SGP and all of the accompanying evidence was available via the Strategic Growth Plan website ([lstrategicgrowthplan.org.uk](http://lstrategicgrowthplan.org.uk)).
- Links to the SGP website were provided on the websites of partner organisations.
- Social media messages.

### Alternative formats / Equality and Human Rights Impact Assessment (EHRIA)

Measures were put in place to make the consultation process open and inclusive. The draft SGP and evidence was available to download from the Strategic Growth Plan website. Copies of the draft SGP, summary leaflet, evidence and survey were available as hard copy and in alternative formats on request. A freepost return address was provided for completed hard copy surveys to encourage response. Contact details for a named officer at each partner organisation was given on the website to help with queries.

Analysis methodology

In total, 458 responses were received to the survey (i.e. submitted by questionnaire either electronically or by paper). These are referred to throughout the report as ‘survey responses’ and are analysed in chapter 2. In addition to the survey responses, 130 written responses were received by email or letter; these were submitted by individuals, organisations, or agents on behalf of landowners or developers. These are referred to throughout the report as ‘non-survey responses’, and are analysed in Chapter 3.

Graphs and tables have been used to assist explanation and analysis. Survey question results have been reported based on those who provided a valid response, i.e. taking out the ‘don’t know’ responses and no replies.

Postcodes supplied by respondents to the survey (members of the public and organisations) were used to collect geographical information, including lower-tier local authority, deprivation (IMD county quintile) and rural-urban classification (RUC).

The survey responses of different demographic groups were also statistically compared using Chi-Square analysis.

The survey contained eight open-ended questions, which received a total of 2,450 comments. Coding frames were devised for each of the questions. All of the comments were read and coded by analysts. Open comment themes are available in Appendix 2.

Survey respondent profile

Nearly four-fifths (79%) of survey respondents were members of the public, and nearly fifth (19%) were professional stakeholders. The sample was notably over-represented by respondents from southern Leicestershire districts\* (78%) and rural areas of the county (62%). A full respondent profile is in Appendix 3.

The stakeholder organisations that responded to the consultation survey are listed in Table 1. Of the stakeholders that responded to the consultation survey, three-quarters (75%) said they were providing the official response of their organisation.

Chart 1: Survey respondent roles



Base = 458

Chart 2: Survey respondent stakeholders: Official responses



Base = 93

\* Northern districts - Charnwood, Melton, North West Leicestershire  
Southern districts - Blaby, Harborough, Hinckley and Bosworth, Oadby and Wigston

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**Table 1: Stakeholder organisations (survey responses)^**

^ does not include MPs, elected members, or members of the public

Andrew Granger & Co.	Great Glen Parish Council	Sheepy Parish Council
Andrew Hiorns Limited for Parker Strategic Land Limited	Harlow Bros Holdings Ltd	Stoney Stanton Parish Council
Anstey Parish Council	Herbert Daybell	Stoughton Parish Council
Ashby Town Council	Houghton on the Hill Parish Council	Strutt & Parker
Barrow upon Soar Parish Council	Hugglescote and Donington Le Heath Parish Council	Swithland Parish Meeting
Barwell Parish Council	Huncote Parish Council	The Environment Agency
Bidwells	Hungarton Parish Council	The National Forest Company
Birstall Parish Council	IM Properties Ltd	Thurcaston & Cropston Parish Council
Bitteswell Parish Council	Kibworth Harcourt Parish Council	Thurnby and Bushby Parish Council
Burbage Parish Council	LeicesterShire & Rutland Sport <sup>1</sup>	Time
Burton on the Wolds, Cotes and Prestwold Parish Council	Leicestershire Police	Together Leicester
Burton Overy Parish Council	Lichfields (on behalf of Commercial Estates Group)	Ullesthorpe Parish Council
Carlton Parish Council	Long Clawson, Hose and Harby Parish Council	Vale Planning Consultants
Claybrooke Magna Parish Council	Loughborough University	Whetstone Parish Council
Copesticks Ltd	Lutterworth Town Council	Wigston Parva Parish Council
Countesthorpe Parish Council	Manston Investments Ltd	Wilson Bowden Developments Ltd
Cre8 Associates Limited	Marrons Planning (on behalf of C Walton Ltd)	Wymeswold Parish Council
Croft Parish Council	Mountsorrel Parish Council	
Croxton Kerrial & Branston Parish Council	Narborough Parish Council	
Define Planning and Design Ltd	Overseal Parish Council	
Desford Neighbourhood Development Plan Working Group	Oxalis Planning Limited	
DPP Planning	Packington Parish Council	
Earl Shilton Town Council	Sapcote Parish Council	
East Langton Parish Council	Persimmon Homes	
Federation of Small Businesses	Quorndon Parish Council	
Fosse Villages Neighbourhood Plan	Railfuture	
Fox Bennett	Rothley Parish Council	
Framptons Town Planning Ltd	Savills	
Framptons Town Planning Ltd (on behalf of db symmetry)	Sharnford Parish Council	
GraceMachin: Planning & Property	Shearsby Parish Council	

<sup>1</sup> on behalf of Active Places Forum group

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**Table 2: Stakeholder organisations (non-survey responses)^**

^ does not include MPs, elected members, or members of the public

Anglian Water	Hoby With Rotherby Parish Council	Savills (on behalf of Taylor Wimpey)
Ashby Town Council*	Homes England	Savills (on behalf of Merton College, Oxford)
Barkby & Barkby Thorpe Parish Council	ID Planning (on behalf of Litton Properties Ltd)	Scraptoft Parish Council
Barkby and Barkby Thorpe Parishes Action Group	Keyham Village	Sempervox
Beeby Parish Meeting	Kilby Parish Council	Shepshed Town Council
Bidwells (on behalf of Farmcare Ltd)	Lambert Smith Hampton (on behalf of DJ&SC Smith)	Shobnall Parish Council
Blaby Parish Council	Leicester Green Party	Sport England
Campaign for Better Transport (Leicestershire)	Leicester Quakers	Stoney Stanton Parish Council
Campaign to Protect Rural England	LeicesterShire & Rutland Sport	Tetlow King Planning (on behalf of Rentplus UK)
Canal & River Trust	Leicestershire & Rutland Wildlife Trust	The Coal Authority
Castle Donington Parish Council	Leicestershire Partnership NHS Trust	Transition Leicester
	and The University Hospitals of Leicester NHS Trust	
Centrebus Limited and Midland Classic Limited	Loughborough Quakers	Witherley Parish Council
Division of Public Health, Leicester City Council	Irmplanning <sup>2</sup>	WYG (on behalf of Barwood Land)
East Goscote Parish Council	Magna Park is Big Enough	
East Leake Parish Council	Mather Jamie (on behalf of Parker Strategic Land)	
East Midlands Airport	Misterton with Walcote Parish Council	
Education and Skills Funding Agency (ESFA)	Narborough Parish Council	
End of the Road Campaign	National Grid	
Footpaths: Community Carbon Reduction	Natural England	
Framptons Town Planning Ltd (on behalf of db symmetry)*	NFU East Midlands Region	
Friends of the Earth	North Northamptonshire Joint Planning & Delivery Unit	
Geoffrey Prince Associates Ltd (on behalf of Cawrey Limited)	Nottinghamshire County Council	
Gladman	Pegasus Group <sup>3</sup>	
Great Central Railway	Planning Prospects	
Health and Safety Executive	Road Haulage Association (RHA)	
Heaton Planning Ltd (on behalf of Tarmac Trading Ltd)	RPS Planning & Development (on behalf of IM Land)	
Highways England	Rushcliffe Borough Council (RBC)	
Historic England	Sapcote Parish Council	

\*also provided additional comments via survey

<sup>2</sup> on behalf of William Davis and Parker Strategic Land

<sup>3</sup> on behalf of Hallam Land Management, Bloor Homes, William Davis, Barratt Homes, David Wilson Homes and Mrs BA Walker



## Chapter 2: Survey response analysis

Survey respondents were asked several questions about what they thought about the draft SGP proposals.

### Key priorities

The four priorities of the draft SGP were outlined:

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

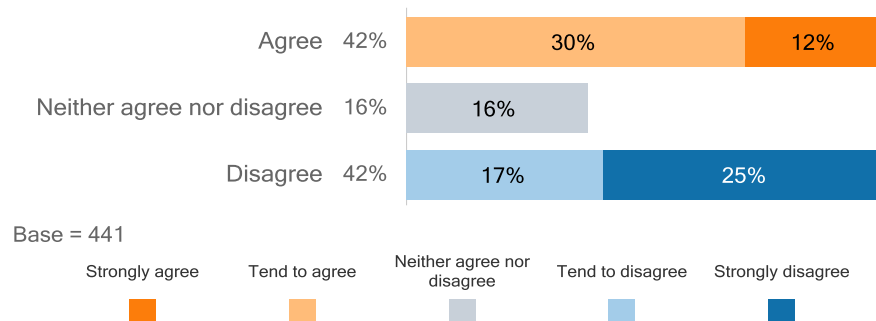
Respondents were asked to what extent they agreed or disagreed with the four priorities. Chart 3 shows a split response; 42% of respondents agreed with the four priorities, and 42% disagreed.

Respondents who were significantly more likely to agree were: professionals (63%), from northern districts (57%) or urban city and town areas (49%), or were male (46%). Those who were more likely to disagree were: from rural town and fringe areas (51%), members of the public (47%), or from southern districts (44%).

Respondents were then asked to provide comments. Chart 4 lists the top 10 codes.

Respondents were often concerned about the environmental implications of the proposals outlined in the draft SGP. Some felt

Chart 3: Key priorities



the potential developments, such as the A46 Expressway, would inevitably lead to building on “greenbelt”\* areas of the county, resulting in the permanent loss of large sections of the Leicestershire countryside, farmland and wildlife. Several respondents argued that the proposals placed a disproportionate focus on car transport, which would result in additional pollution and diminishing air quality. Other respondents voiced their concerns that little consideration had been made in the draft SGP to the effects of the proposals on the environment.

Often in conjunction with their concerns, several respondents felt the environment should be more prominently considered in the SGP. Topics such as climate change and renewable energy, sustainable methods of transportation and development, and the reservation of natural habitats within the county were all raised as potential alternative priorities.

\* There is no statutory greenbelt in Leicester and Leicestershire but the term was used by survey respondents to denote greenfields, green space, or similar.

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Several respondents voiced their concerns about housing overdevelopment. Some respondents felt previous growth had already resulting in the overdevelopment of certain residential areas. Others felt the SGP could extend the issue to other areas in order to meet housing quotas. Respondents in rural areas and small villages felt such development could reduce the space between their area and others, resulting in a loss of character or identity. More broadly, other respondents felt the draft SGP to be disproportionately focused on growth in general, and felt other strategies had not been considered. Respondents also often provided a suggestion in relation to housing and residential areas, such as the delivery of small-scale developments, protecting rural and village areas, making use of disused land instead of “greenbelt”, building new towns instead of developing existing ones, and focusing on needs-based housing.

Other respondents were more positive about the Key Priorities. Several respondents simply voiced their agreement with the proposals, and others felt the proposals created the conditions required for development and economic growth in the county, and for Leicestershire to improve its standing in the national context.

Some respondents felt the current road infrastructure and congestion to be a mitigating factor for further development in the county, and that the proposals of the draft SGP would only worsen these aspects. Several respondents felt public transport infrastructure, such as bus or train services, should be improved in order to negate these potential road-based issues.

Several respondents felt they needed more information in order to provide a response.

*“Does the local government have no qualms destroying the local countryside, nature & wildlife?”*

*“I would like to see emphasis on low carbon, green commitment in all development issuing from this Plan”*

*“The development outlined will destroy the nature of the communities that currently exist ... effectively villages will be amalgamated into large towns”*

*“Focus should also be given to create homes on existing derelict buildings and sites rather than taking entirely from green belt”*

*“If housing must be developed, then it should be in keeping with surrounding areas”*

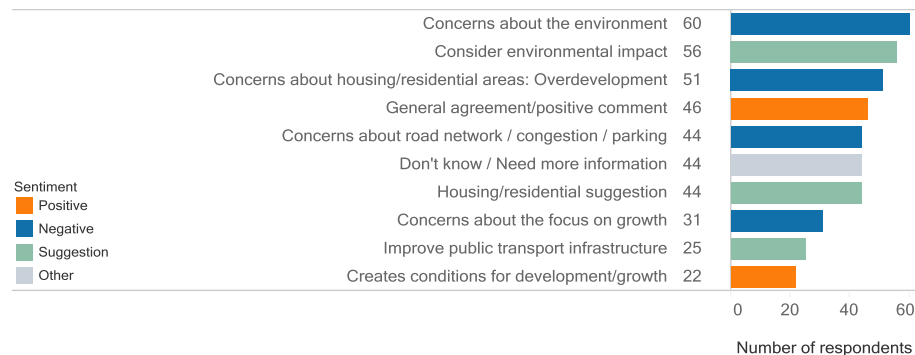
*“All the key issues have been well considered and carefully prioritised”*

*“All the above are essential for the continued growth of the Leicestershire region”*

*“Road network is totally inadequate. Without improving roads (proper investment, e.g. M1 Junction 21, where it has been tinkered with that will never solve the problem) business will be reluctant to invest. I own a business and am reluctant to invest in this area due to continued congestion”*

*“There is a strong need for greatly improved local and regional bus or light rail services”*

**Chart 4: Key priorities - Open comments (Top 10)**



## The Primary Growth Areas

Respondents were asked a number of questions about the proposed Primary Growth Areas: the A46 Expressway, and Leicester developing its role as the 'central city'.

### The A46 Expressway

Respondents were asked to what extent they agreed or disagreed with the proposed corridor of growth around the south and east of Leicester linked to the construction of a new A46 Expressway.

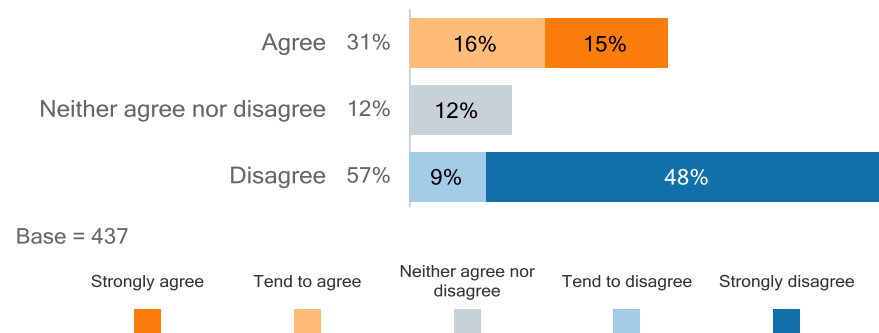
Chart 3 shows the majority of respondents disagreed with the proposed A46 Expressway (57%), whereas a third said they agreed (31%).

Respondents who were significantly more likely to agree were: from northern districts (51%), professionals (49%), from less deprived areas of the county (IMD county quintile 4) (46%), urban city and town areas (41%), or were male (33%). Those who were more likely to disagree were: female (73%), from rural town and fringe areas (69%), members of the public (65%), or from southern districts (62%).

Respondents were then asked to provide comments. Chart 6 lists the top 10 codes.

The most frequent concern from respondents was that of the road network and congestion in relation to the existing road infrastructure and proposed A46 Expressway. Being specific to the

Chart 5: A46 Expressway



proposed A46 Expressway, some respondents felt the new road would add congestion to the south and east of the county, and encourage residents to overly rely on transportation via car. More generally, some respondents felt the existing road network in Leicestershire was already too congested and not of sufficient quality or capacity for growth to occur.

In conjunction, some respondents suggested the road network be improved in various ways. Some respondents voiced this suggestion at a broad level, suggesting the roads in general be repaired or improved, or congestion be reduced, whilst others made reference to specific routes or areas. Other respondents felt greater focus could be placed on improving public transport infrastructure, such as bus or train services, instead of focusing on car-focused growth.

In contrast, some respondents felt the proposal would improve the existing road network and ease congestion.

Similar to the previous question about Key Priorities, some respondents voiced their concern about the implications of the

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proposed A46 Expressway on the environment. Respondents felt the proposal would cause irreversible damage to much of the Leicestershire countryside and wildlife, and add pollution and noise to the affected areas. In conjunction, several respondents suggested that the environmental implications be considered more in the development of the SGP. In relation to the proposed A46 Expressway, respondents often suggested the rural areas affected be offered greater protection from development. Others made their suggestion at a broader level, suggesting the SGP place greater emphasis on environmental responsibility, such as sustainable transport and growth.

As a result of the proposed A46 Expressway, some respondents felt housing and residential areas in villages and towns would be overdeveloped or overused, and lose their character and identity. Some respondents made suggestions relating to housing and residential areas: some felt the SGP should make greater effort to protect the existing size and character of rural villages; others felt housing developments should be more needs-focused; some suggested specific locations of further housing growth; and some felt new towns could be built instead of developing existing areas.

In response to the proposed A46 Expressway, some respondents suggested alternative locations of such development, including improvements to specific roads, routes or areas.

Several respondents felt they needed more information in order to provide a response.

*"An expressway to the south of the city will create traffic whilst the development in the A46 corridor will be heavily car dependent"*

*"The roads in and around Lutterworth already are unsuitable for purpose, the traffic at peak times is unbearable with long delays and many accidents"*

*"The envisaged road improvements should also include a link between the A6 in Loughborough and the M1 near Shepshed via an improved A512 to reduce pressure on the M1"*

*"If the scheme is planned properly it should ease congestion at the bottle neck that is currently junction 21 which should persuade businesses that Leicester is more suitable than neighbouring cities"*

*"The proposal that a new "expressway" be built through some of the nicest countryside adjacent to Leicester City, destroying village & wild life environments is sheer vandalism on a huge scale"*

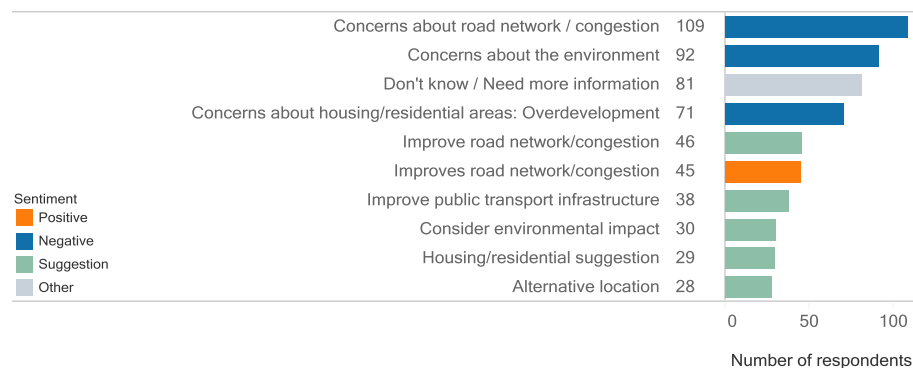
*"The strategy must be mindful of the protection of rural villages, the environment, heritage and landscape"*

*"The details given suggest that Countesthorpe will be adversely prejudiced and might be consumed into a new urban sprawl losing its identity and character as a rural village"*

*"A new town on the A47 to Peterborough would be a more suitable site for housing which Leicester City is struggling to provide and would allow the number of junctions on the expressway to be minimised"*

*"The proposed route is being planned too near existing housing and should be built further south"*

**Chart 6: A46 Expressway - Open comments (Top 10)**



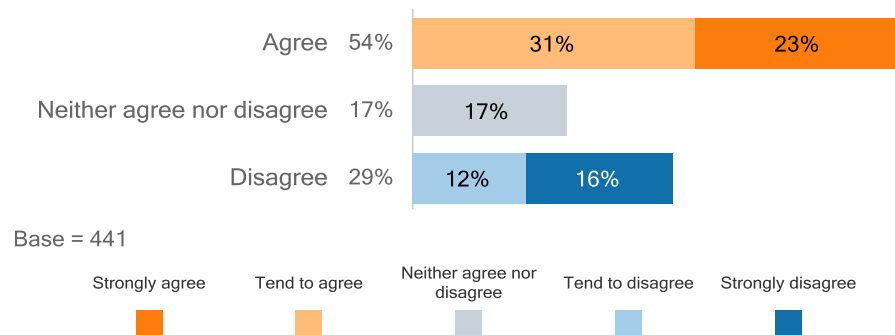
### Leicester as the 'central city'

Respondents were asked to what extent they agreed or disagreed with the proposal that Leicester should develop its role as the 'central city'.

Chart 7 shows that the majority of respondents agreed with the proposal of Leicester developing as the 'central city' (54%), whereas three in ten said they disagreed (29%).

Respondents who were significantly more likely to agree were: professionals (66%), male (58%), or from urban city and town areas (41%). Those who were more likely to disagree were: female (36%) or from southern districts (31%).

**Chart 7: Leicester as the 'central city'**



Respondents were then asked to provide comments. Chart 8 lists the top 10 codes. Many of the comments related to the transport options around Leicester.

The most frequently mentioned comment was to suggest improvements to the public transport infrastructure in the city and county in order to sustainably improve accessibility between residential areas and Leicester. Suggestions regarding public transport made reference to: improving the current general infrastructure; reduced fares or increased subsidies; de-privatisation of bus services; improving railway access between areas; and the development of a Leicester tram network.

In relation to the suggestions above, several respondents felt the current public transport infrastructure to be of poor standard, or to be ill-prepared for the future growth proposed by the SGP. Respondents felt current provision to be expensive, and felt that current accessibility between Leicester and residential areas in the county and other cities to be limited.

Other respondents voiced concerns about the current road infrastructure and congestion, and felt the proposals would only worsen these aspects. Some respondents made specific reference to the city centre, citing current congestion and parking issues as a potential issues of developing Leicester to be the 'central city'. Others felt the proposed developments would only increase the traffic within the city centre. Some respondents voiced their concerns about the roads at a more general level, citing their difficulties in accessing Leicester from their rural residential area via road, and that they felt the proposals to be too car-focused.

Other respondents were more positive about the proposal to develop Leicester as the 'central city'. Several respondents felt

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previous growth in Leicester had already established the area to be the natural 'central city' of the region. Others cited it to be the economic hub of the region, and saw the proposed development as the natural trajectory for the city.

Other respondents placed greater emphasis on the need for Leicester to develop. Some respondents felt the city to be run-down and in need of great investment to modernise and become a more attractive location in terms of employment and leisure opportunities, in order to compete with other nearby cities.

Other respondents felt more negatively about Leicester, suggesting the city to have already been the favoured recipient of much investment and growth in the past, and as a result has become overdeveloped, too busy and crowded, and unattractive as a location. Other respondents felt the proposals would simply add to these issues.

Some felt the focused development of Leicester would be detrimental to the villages and rural areas in the county, as growth in these areas may be limited as a result. Following on, several respondents suggested the developments proposed in the SGP should be spread more evenly across the county.

Lastly, several respondents made suggestions with regards to housing and residential areas. Respondents suggested: using vacated buildings or brownfield sites for housing developments in the city; providing housing within the vicinity or within easy access of the city centre; and providing affordable homes.

*"Improvements to public transport into the city from its suburbs and outlying areas - bringing bus services into local authority control and co-ordination"*

*"Leicester once had a very efficient tram system. It could have one again and transform itself"*

*"The lack of consideration of new public transport links is very concerning, it will not be possible to deliver all the housing growth and a thriving city centre without vastly improved public transport options"*

*"Traffic in Leicester is already congested so attracting more people into the City is just going to make it worse"*

*"Leicester is already the central city, and it would be ridiculous not to build on the range of facilities and services already based there"*

*"The city needs to develop in this way. The current decay of the city centre needs to be reversed to make it become more attractive, from both a social and business perspective"*

*"Having everything in the centre is a bad idea as it means that everyone will have to travel to the city. This is not sustainable."*

*"Focusing investment here will further marginalise the market towns that are already in a state of decline"*

*"Options to turn vacant space in the city centre into housing should be considered"*

**Chart 8: Leicester as the 'central city' - Open comments (Top 10)**



## The Secondary Growth Areas

Respondents were asked a number of questions about the proposed Secondary Growth Areas.

### The Northern and Southern Gateways

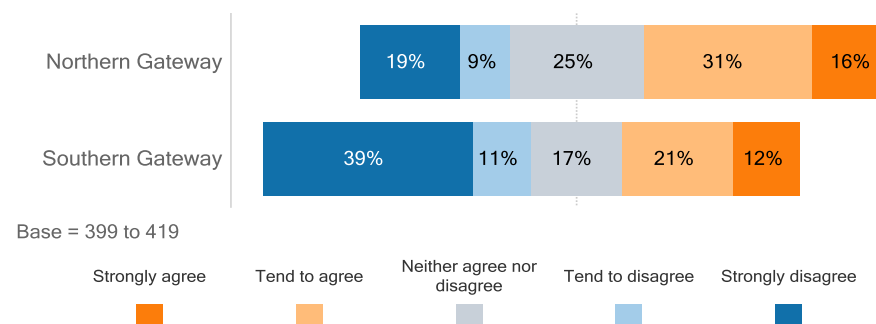
Respondents were asked to what extent they agreed or disagreed with the proposed Northern and Southern Gateways.

Chart 9 shows that respondents were in greater agreement with the proposed Northern Gateway than the Southern Gateway; nearly half of respondents agreed with the Northern Gateway (47%), whilst less than a third disagreed (28%). In contrast, whilst a third (33%) agreed with the Southern Gateway, half (50%) disagreed. Notably, four in ten respondents strongly disagreed with the Southern Gateway (39%).

Respondents who were significantly more likely to agree with the Northern Gateway were: from Hinckley and Bosworth (67%), from less deprived areas of the county (IMD county quintile 4) (65%), professionals (65%), from Charnwood (62%), or were male (55%). Those who were more likely to disagree were: female (42%), or members of the public (33%).

Respondents who were significantly more likely to agree with the Southern Gateway were: from northern districts (58%), professionals (56%), from less deprived areas of the county (IMD county quintile 4) (51%), urban city and town areas (45%), or were male (36%).

Chart 9: Northern and Southern Gateways



Those who were more likely to disagree were: from rural town and fringe areas (67%), female (65%), from the most deprived areas of the county (IMD county quintile 1) (64%), from southern districts (57%), or members of the public (57%).

Respondents were then asked to provide comments. Chart 10 lists the top 10 codes.

The most common comment from respondents was that the area around the Northern Gateway renders it suitable for the development of the proposal. Respondents cited the following factors as supportive attributes for the development of the Northern Gateway: the current and proposed transport infrastructure, such as the East Midlands Airport, rail network (including HS2) and motorway; the proximity of existing and planned employment centres; the proximity of nearby cities, towns and villages, their associated residential areas and other infrastructure; and the availability of development-ready land.



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Some respondents made similar points about the proposed Southern Gateway. For this proposal, respondents cited the following supportive attributes: the current and proposed road infrastructure, such as the M1 and the improvements to the A5; the proximity of employment centres such as Magna Park and Daventry International Rail Freight Terminal (DIRFT); and its accessibility to other regions.

However, several respondents also expressed numerous concerns about the proposed Southern Gateway.

Most often, respondents felt the roads around the Southern Gateway, such as the M1, M6, M69, A5, and village roads, were at full capacity with regards to traffic. Others felt the roads in particular villages would be ill-prepared and adversely affected by the Southern Gateway due to the increased traffic, with particular concern about HGVs. Some respondents voiced the same concern at a general level, without making reference to either the Northern or Southern Gateway.

Following on from the concerns about village roads, several respondents voiced concerns about the impact of the proposals on the residential areas around the Southern Gateway. Respondents felt the proposal could potentially result in overdevelopment of the village and rural areas.

Other respondents felt the proposals would damage the environment around the Southern Gateway, due to the development on “greenbelt” land, and the increased pollution from

additional traffic to the area. Some respondents voiced the same concern at a general level, without making reference to either the Northern or Southern Gateway.

Some respondents felt they needed more information in order to make an informed comment.

*“We strongly support the Northern Gateway because it is associated with the A42, M1, East Midlands Airport, and near the Midlands Mainline railway and HS2 at Toton”*

*“There is sufficient infrastructure along the A5 including DIRFT and Magna Park”*

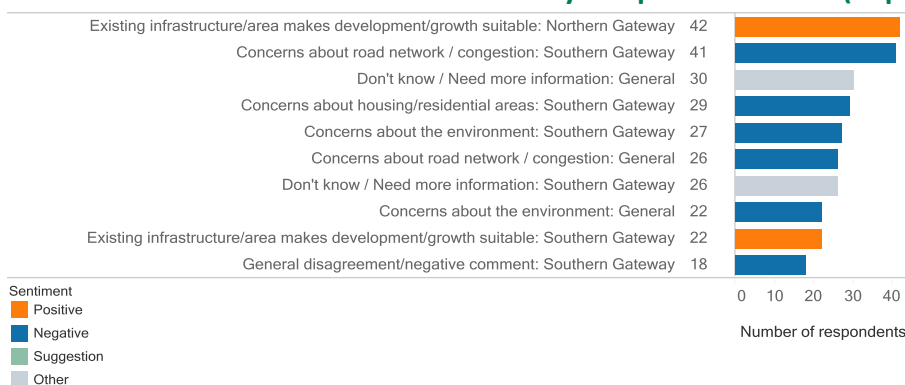
*“This will significantly increase traffic and so public safety in villages in South Leicestershire that are already at capacity for road use”*

*“I can envisage several villages in the Southern Gateway area being subsumed into urban sprawl”*

*“The Southern Gateway will destroy vast areas of important well-loved countryside, (and) will destroy the landscape character of many out-lying villages”*

*“We are extremely concerned about the Southern Gateway for the following reasons; 1. The concept of a “Southern Gateway” is not defined, other than a concentration of development growth. We would like to see more detail of the role a gateway plays in the county. 2. The location of the gateway is not clearly specified”*

**Chart 10: Northern and Southern Gateways - Open comments (Top 10)**





## Key Centres

Respondents were asked to what extent they agreed or disagreed with Lutterworth and Melton Mowbray being identified as Key Centres.

Chart 11 shows that the response was fairly even between the two proposed Key Centres; nearly four in ten respondents agreed with the proposal of developing Lutterworth (40%) and Melton Mowbray (38%) as Key Centres. However over a third of respondents disagreed with the proposals (36% and 34% respectively).

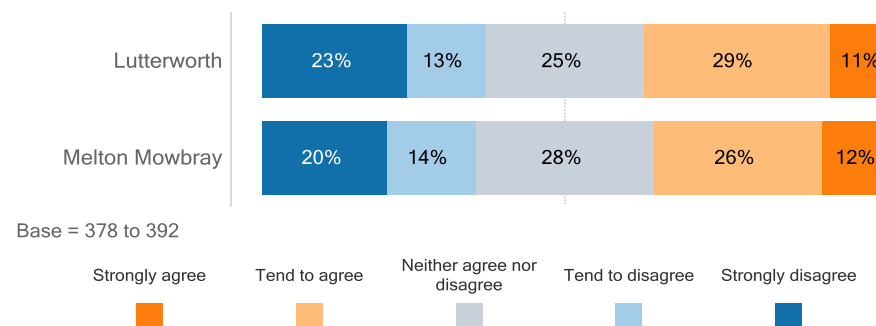
Respondents who were significantly more likely to agree with Lutterworth were: from Charnwood (62%) or Harborough (55%), or were male (48%). Those who were more likely to disagree were: female (49%), from southern districts (39%), or were members of the public (38%).

Respondents who were significantly more likely to agree with Melton Mowbray were: professionals (51%), or male (45%). Those who were more likely to disagree were: female (48%), or members of the public (37%).

Respondents were then asked to provide comments. Chart 12 lists the top 10 codes.

Respondents were most often concerned about the road network and congestion around both Lutterworth and Melton Mowbray.

Chart 11: Key Centres



With regards to Lutterworth, respondents felt the town already had high levels of traffic and congestion, and that the proposed developments in the SGP and that of the growth of Magna Park would worsen the problem by increasing car-dependency without alternative transport options. With regards to Melton Mowbray, respondents also felt the current level of congestion to be a detrimental factor to the SGP proposals, that the town is too far from the proposed A46 Expressway to reap enough benefit, and that the proposed distributor road would have limited impact.

Other respondents had a positive outlook about the proposals. Some respondents felt growth is needed in Melton Mowbray. Whilst some respondents made the point on a general level about economic growth, others cited more specific areas in which the town could grow: town centre redevelopment; expansion of specific business sectors; housing; and education and training.

Other respondents made the same point about Lutterworth. Most respondents commented at a general level with regards to growth

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in Lutterworth, but some specified the need for employment growth, and others felt the town was overdue an expansion. In contrast, some respondents felt concerned about the level of growth in the town, and felt the SGP could lead to its overdevelopment.

Several respondents felt the existing infrastructure and the areas in general, of both Lutterworth and Melton Mowbray, rendered the towns suitable to be 'Key Centres'. Whilst some respondents made this point at a general level, others cited specific infrastructure or aspects.

In reference to positive factors of Lutterworth, respondents cited: the current and planned transport network, such as the M1 and DIRFT; employment centres such as Magna Park; and the other nearby areas, such as Birmingham and Northamptonshire.

In reference to positive factors of Melton Mowbray, respondents cited: the current and planned transport network, such as the Distributor Road, A46 Expressway, and rail network; and its existing identity as a rurally-focused economy.

Some respondents felt concerned about the potential implications of the proposals on the housing and residential areas of Lutterworth. Respondents felt Lutterworth had already undergone significant housing growth, and that any additional growth might damage the historic character of the town. Others questioned the affordability of the new housing developments, citing the employees of distribution parks are likely to be low-wage earners.

Some respondents felt they needed more information in order to make an informed comment.

*"The current Magna Park development is already stretching the capacity of the wider road network and further development, even with new roads, would probably be unsustainable"*

*"Lutterworth town centre has long seemed too small for its recent developments in housing and industry, and its infrastructure too limited"*

*"Lutterworth is already suffering from excessive development"*

*"Lutterworth is ideally situated for an expansion of the Logistics/Distribution industry, due to its well established road and rail network. For example Magna Park's proximity to M1 and Daventry International Rail Freight Terminal"*

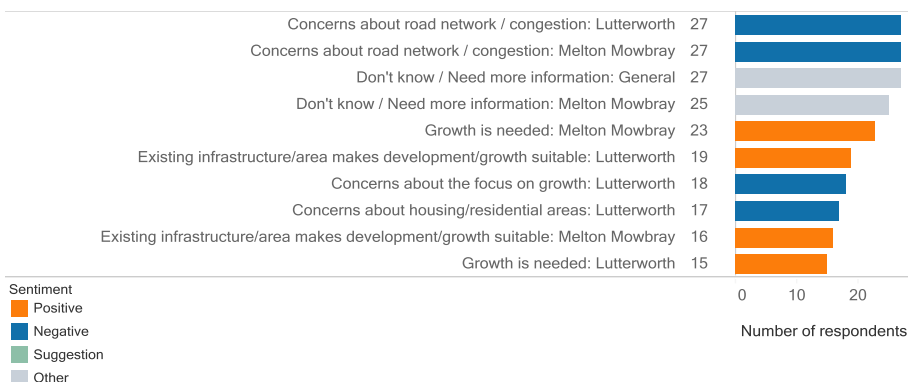
*"New houses in Lutterworth will not be affordable for those on low wages at Magna Park"*

*"Even with the building of the A46 Expressway, Melton Mowbray is still a considerable distance from the proposed road"*

*"The proposed (Melton Mowbray) distributor road only covers half of the town. The town struggles at time of gridlock. I doubt the new road will help"*

*"Melton, on the other hand, has the potential for further growth in jobs centred on the food and drinks sector, and agricultural industries. It therefore makes good sense to support expansion there, in a planned way"*

**Chart 12: Key Centres - Open comments (Top 10)**



## Strategic Growth Plan - Public consultation results

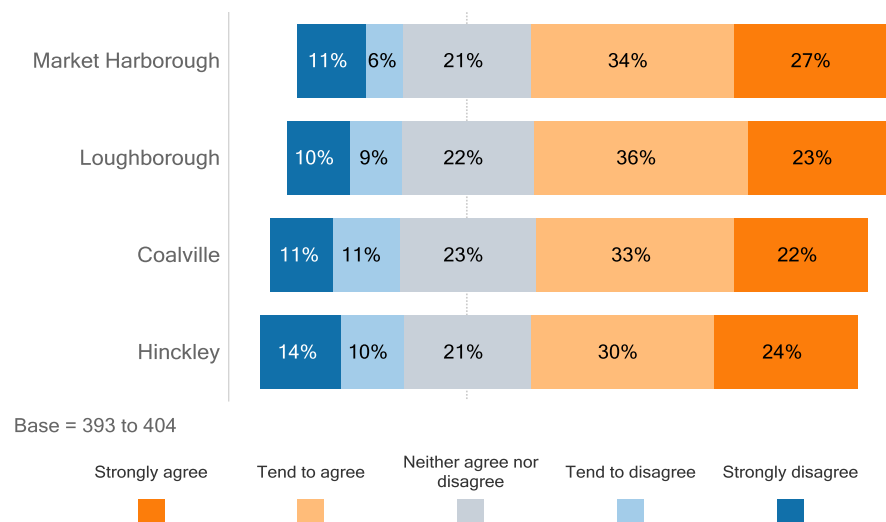
### Managed Growth

Respondents were asked to what extent they agreed or disagreed that Coalville, Hinckley, Loughborough and Market Harborough should have 'managed growth' only.

Chart 13 shows that the majority of respondents agreed that Market Harborough (61%), Loughborough (59%), Coalville (55%), and Hinckley (54%) should have 'managed growth' only. However, over one in five respondents disagreed with the proposal for Hinckley (24%) and Coalville (22%).

There were very few significant differences in the responses between different demographics.

**Chart 13: Managed Growth**



Respondents aged 45-54 were significantly more likely to disagree with the proposal of 'managed growth' only in Hinckley (39%), and members of the public were more likely to disagree with the proposal in regard to Market Harborough (13%).

Respondents were then asked to provide comments. Chart 14 lists the top 10 codes. In line with the previous question, most comments were positive about the proposal for 'managed growth' in Market Harborough, Loughborough, Coalville, and Hinckley.

Several respondents said that each of the four market towns had been overdeveloped by previous growth, or felt that they were the potential locations of future overdevelopment. As a result, respondents welcomed the proposal of 'managed growth' in these market towns in order to mitigate further development and the negative implications associated.

In contrast, some respondents felt the market towns needed significant investment rather than 'managed growth'. Respondents most often felt Coalville, Hinckley and Loughborough needed such investment, citing the need for town centre regeneration and the improvement of road, bus and railway infrastructure.

Some respondents felt they needed more information in order to make an informed comment.

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*"Hinckley has already been subjected to huge expansion so any further growth should be limited"*

*"Market Harborough could quickly lose the charm that makes it attractive if it becomes a large Midlands town rather than a bustling English market town"*

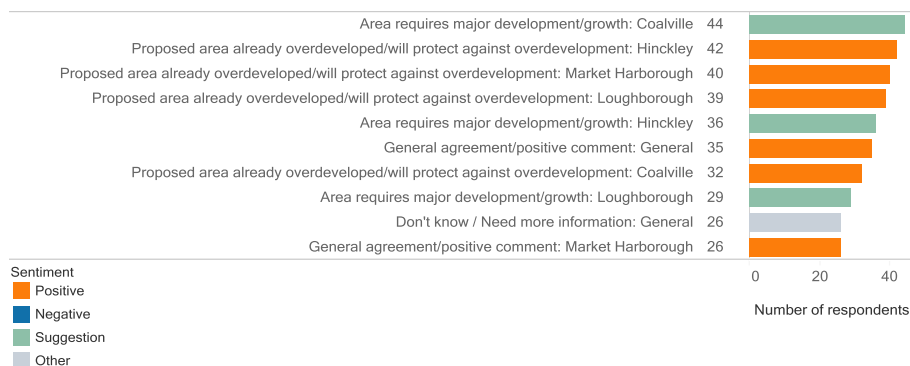
*"Loughborough is already heavily developed and has constraints such as the River Soar, the two rail lines to the east, and the M1 to the west - managed growth is best here"*

*"All growth should be managed, something LCC & NWLDC are not doing in Coalville and surrounding areas. Loads of house building in Ashby without provision of extra infrastructure, libraries not funded properly, no new schools, health centre new but already at bursting, bus services cut to the bone. There appears to be no plan apart from building more homes to see some management would be a start"*

*"Coalville and Hinckley would benefit from further investment and growth, providing better job opportunities"*

*"Loughborough still has potential for economic growth with Enterprise Zones and the University and major employers at the heart of its prosperity. This needs to be balanced but some planned growth could still be possible"*

**Chart 14: Managed Growth - Open comments (Top 10)**



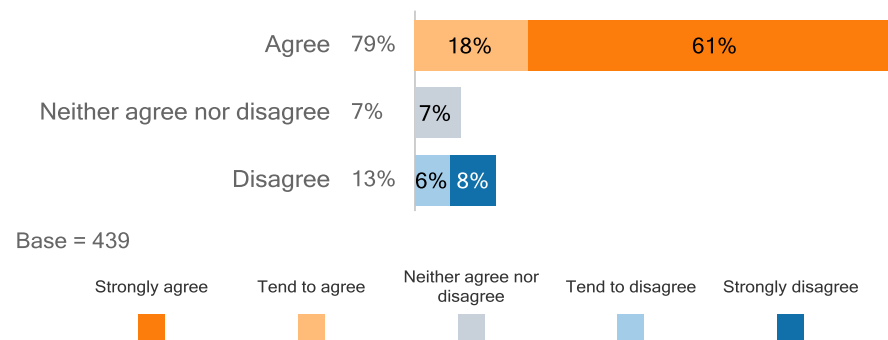
## Local Need Growth

Respondents were asked to what extent they agreed or disagreed that growth in villages and rural areas should be limited to providing for local needs.

Chart 15 shows that the vast majority of respondents agreed that growth in villages and rural areas should be limited to providing for local needs (79%), whereas nearly one in seven said they disagreed (13%).

Respondents based in rural areas were significantly more likely to agree with the proposal (86%).

**Chart 15: Local Need Growth**



Respondents were then asked to provide comments. Chart 16 lists the top 10 codes.

As per the previous question, respondents were very welcoming of the proposal to limit growth in villages and rural areas to meet local

## Strategic Growth Plan - Public consultation results

needs. Respondents made several comments as to why growth in these areas should be limited to local need.

Respondents often felt villages and rural areas had been subjected to growth over recent years, and as a result had become overdeveloped. Other respondents felt that the other proposals within the draft SGP had the potential to affect these areas with additional overdevelopment, therefore the proposal to limit growth was welcomed. Similarly, some respondents stressed the importance to distinguish between rural and urban areas.

A similar number of respondents felt the proposal to limit growth would protect the character and heritage of the villages and rural areas, and preserve the surrounding environment. In a similar vein, some respondents emphasised the importance of protecting the needs of the local area and its residents when considering growth.

Several respondents felt villages and rural areas did not have the infrastructure required for growth. Respondents often cited schools and doctors surgeries being at capacity or lacking in number, inadequate road network for increased traffic, and a lack of public transport infrastructure as potential mitigating factors for growth within villages or rural areas.

In contrast, some respondents felt growth should not be limited to local need in these areas, and felt villages and rural areas needed growth in order to prevent stagnation and deterioration in the future.

Other respondents suggested housing growth should be limited and focused on affordability, and others felt public transport in villages and rural areas required improvement.

*"Growth in local villages has almost destroyed rural communities because development has been allowed to be too big and not appropriate to the village size"*

*"Villages should maintain their individuality and not become urban suburbs of the city"*

*"Villages should not be overly developed to such an extent that they lose their heritage and character as a historic settlement"*

*"Local needs must come first"*

*"Villages and rural areas do not have the services and facilities to support population increases. My village, Countesthorpe, has seen excessive development already without infrastructure improvements"*

*"Local needs does not equate to local growth and without growth, villages and rural areas will continue to stagnate, services close and these villages will become less and less sustainable"*

*"I am sure all villages would like is some modest affordable housing to meet local need"*

*"Villages need to have the necessary local facilities but this must include sufficient public transport to access more substantive facilities"*

**Chart 16: Local Need Growth - Open comments (Top 10)**



## Any other comments

Respondents were asked whether they had any other comments on the draft SGP. Chart 17 lists the top 10 codes.

Respondents noted two areas in which they felt the draft SGP had either (i) not provided enough information to be able to develop a considered comment, or (ii) presented an argument based on limited evidence, specifically housing/residential areas and the A46 Expressway.

With regards to the information provided about housing and residential areas, respondents expressed a number of concerns: the proposed locations of the new housing developments were too vague and required greater detail; the methodology for forecasting the proposed need for the number of new houses had not been well documented, and appeared excessive; housing needs analysis of the local population have not been taken into consideration; and the residential areas affected by the other proposals in the draft SGP, such as the A46 Expressway, had not been clearly identified.

With regards to the information provided about the A46 Expressway, respondents expressed a number of concerns: the proposed route of the A46 Expressway was too vague regarding the connection to the M69, M1 Junction 20a, the route around the south and east of the county, and the connection to the A46; how traffic will be managed on the new road; a lack of a business case for the Expressway; the lack of information regarding access roads to

the Expressway; the unknown number and location of villages that might be adversely affected by the construction and operation of the new road; and how the Expressway will be funded.

Often following on from these concerns regarding the information provided, respondents suggested that further consultation opportunities should be presented once the information requested had been made available, in order for more considered feedback to be collected. Other respondents made similar comments, suggesting that public input take a greater role in understanding local needs, and that relevant stakeholders should be included in the development of the SGP.

Several respondents expressed their concern that the proposals in the draft SGP might cause excessive damage to the environment, such as rural areas, “greenbelt” land, and wildlife. Respondents felt the proposals, such as the A46 Expressway, would involve building in the valued countryside, and the additional traffic as a result would increase pollution in these areas. Some respondents highlighted their concern that the draft SGP did not consider alternative methods of transport which may be more environmentally sustainable. Respondents sometimes felt the environmental implications should be better considered in the draft SGP, often referring to the importance of preserving the character of such areas for future generations, and felt growth should be focused in urban areas.

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Respondents voiced a number of concerns about the effects of the proposals on villages and rural areas, feeling that: such areas would not have the road capacity to handle additional traffic; proposed growth around these areas appeared excessive, unsuitable, and detrimental to the local character; and the lack of other infrastructure, such as GP practices and schools, would struggle under additional development. Respondents also made a number of suggestions relating to housing and residential areas, including; providing a variety in types of housing to suit local need; providing housing in specific locations; focusing on environmentally friendly housing; building a new town or settlement, rather than extending existing ones; and using derelict land or brownfield sites for housing, instead of greenfield land.

Some respondents felt concerned about the current and proposed road network and congestion within the context of the draft SGP. Whilst some felt current traffic and congestion to be an issue, others felt the proposed development would only add to the problems, often referring to the potential adverse effects it may have on residential areas. Some respondents felt the draft SGP to be too car-focused, and suggested the public transport infrastructure should be improved as an alternative.

Lastly, several respondents were critical of the consultation process, suggesting it had not been advertised adequately, had not engaged enough of the public or stakeholders, and questioning whether it would have any effect on the outcome of the SGP.

*"The housing figures are flawed and do not reflect the genuine demographic need"*

*"There is a lack of detail around some crucial items including: the route of the expressway and access roads onto the expressway"*

*"Another consultation is required at a later date, when more information is available"*

*"Hopefully, local views of local people are taken into account and not just those of businesses and developers"*

*"CEG would welcome the opportunity to discuss any of the matters raised if further input would support the plan preparation process"*

*"Almost all of the proposals seem aimed at increasing commuting and destroying the beautiful Leicestershire countryside"*

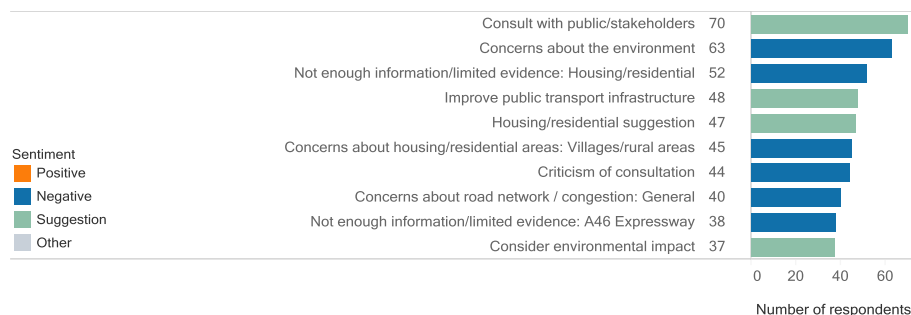
*"The growth would significantly impact the amount of traffic going through the villages in this area that do not have the road structure to deal with this"*

*"The new developments must include an appropriate mix of housing types and tenures, including starter homes, retirement bungalows and affordable housing"*

*"The plan assumes that road transport (car and lorry) is the only route to growth - the plan must consider alternatives such as expansion of the heavy rail network, the potential development of light rail, and the encouragement of integrated local and regional bus services"*

*"Poor late engagement with the tax payers as usual. I do hope this consultation isn't just an "after the event" tick in the box for the communities you tend to irreversible disrupt and ignore"*

**Chart 17: Any other comments (Top 10)**





## Chapter 3: Non-survey response analysis

This chapter forms a high-level summary of the responses received within the consultation period which were not made via the consultation survey. These are referred to throughout the report as 'non-survey responses'.

In total, 130 non-survey responses were received during the consultation period by email, email with attachment(s) or by letter. Any survey response received via email or hard copy was included in the main survey analysis (chapter 2).

The majority of the non-survey consultation responses were submitted by individuals or organisations, the remainder were mostly from Parish Councils and agents on behalf of developers or landowners. See Appendix 5 for a breakdown of the non-survey respondents by local authority planning area.

All of the non-survey consultation responses were collated separately from the survey responses and coded.

In the main these responses reflect the key points raised in the analysis of the survey responses set out in chapter 2.

### Spatial strategy

The A46 Expressway received the majority of comments in comparison with other components of the SGP strategy. Some respondents felt that the A46 Expressway was a key piece of infrastructure to support the future growth of Leicester and would considerably improve connections for those in Charnwood, Harborough, Oadby & Wigston and Blaby Districts. Other respondents were uneasy regarding the potential reliance on the A46 Expressway, and felt it may have significant negative environmental and social impacts. One individual mentioned the "Strategy should look at growth without reliance on the car".

Both the Northern Gateway and Southern Gateway received similar mention. The majority of the comments on the Northern Gateway were positive, with comments noting the potential the contribution that East Midlands Airport and the East Midlands Airport area can make to delivering future economic growth, and support for growth around Loughborough and Shepshed. Negative comments included reference to defining the extent of the Northern Gateway and generally not wanting more growth.

With regards to the Southern Gateway positive comments included the Southern Gateway being of equal importance to the Northern Gateway to the future success of the area, and negative comments included strong disagreement to the gateway, with no specific



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reason given.

The two key centres identified in the SGP, Melton Mowbray and Lutterworth, received similar mention. The comments about Melton Mowbray were mostly positive, regarding support for growth at Melton Mowbray, though one respondent noted limited capacity of Melton Mowbray town so suggested looking at additional options, including Six Hills, a potential site for a new settlement. The negative comment was part of a general objection to growth.

With regards to Lutterworth, comments of support included the need for growth to be accompanied by community infrastructure – schools, public infrastructure and digital connectivity. Negative comments included reference to Lutterworth being endangered by uncontrolled and badly planned growth which is of little or no benefit to the residents of the town and its surrounding villages.

Reference was also made to Coalville, Loughborough, Hinckley, Market Harborough and larger rural communities continuing to represent sustainable locations for growth; and as such, the SGP to make appropriate provision for growth in these locations. One respondent called for Loughborough to have a greater role in the delivery of growth. A suggestion was made for the SGP to consider identifying further secondary growth areas close to Leicester i.e. Ratby, Groby and Desford.

Many respondents referred to the need to maximise the use of brownfield sites for new housing, particularly in the City. Reference was also often made to the need to increase density in the City by building upwards to create taller buildings, with the likely related benefits of reducing commuting times, transport costs and congestion. The re-use of previously developed or derelict land for housing before the use of greenfield land was regularly emphasised; with the use and conversion of empty buildings for housing also stressed. The call was also made for support to decrease the amount of under-occupancy in homes, whether through encouraging people to down size from larger homes, or taking in lodgers.

Specific reference was made to the adverse impact in terms of pollution and safety of the proposed growth within existing urban areas, for example, Aylestone Meadows. The loss of Blaby town centre as a characterful market town was also referred to by one respondent.

Some respondents expressed concern about the downgrading of the rural character of villages and the related adverse effect on wider rural areas, for example, Kilby, Barkby and Barkby Thorpe, Queniborough, Beeby, Keyham, Scraftoft, Houghton, Stoughton, Burbage, Earl Shilton, Sharnford, Stoney Stanton, Wymeswold, Great Glen, Misterton and Walcote.

## Strategic Growth Plan - Public consultation results

Details on several potential new settlements or strategic sites were submitted by agents as a response to the consultation. These included:

1. Availability of strategic land at Home Farm, Park Lane, Castle Donington, potential strategic site in Northern Gateway area;
2. Soar Brook Village (which includes Hogue Hall), located off A5 to south of Hinckley/Burbage, potential new village within Southern Gateway area;
3. Six Hills, potential new settlement with potential for substantial community facilities to the west of Melton Mowbray;
4. Stretton Hall site, south east Leicester;
5. Stoughton Estate Leicestershire (heart of site is Leicester Airport);
6. South of Syston;
7. North-east of Kibworth Harcourt;
8. Finger Post Farm, near M1 J23A (ID Planning on behalf of Litton Properties);
9. Whetstone Pastures Garden Village, near Blaby;
10. Proposed Strategic Rail Freight Interchange called Hinckley National Rail Freight Interchange, north east of Hinckley, within Blaby District.

A suggestion was also received from a parish council to look to the south of Melton; an 'Eastern Gateway' to create a new settlement.

## Transport

A substantial number of responses across a range of respondents had referenced transport, with a high proportion of these being negative. There were also a number of suggestions, whilst there were fewer responses giving positive comments.

The most notable concerns were regarding the amount of new road building, the congestion that this may cause, and concerns about poor public transport infrastructure. There were also particular concerns on the lack of infrastructure to promote and support sustainable travel, reducing car usage and promoting more sustainable means such as car-pooling, walking and cycling.

A high number of comments referred to an expected increase in traffic problems in and around villages as a result of the SGP and that traffic is significantly problematic even at current levels. Some felt that developing additional roads such as the A46 Expressway would be counterproductive and cause additional traffic problems. Several comments referred to a lack of traffic impact assessments and a number of objections were made about specific link roads, for example Evesham Road to Aylestone Road across Aylestone Meadows.

A few comments were made regarding a lack of reference to East Midlands HS2 Growth Strategy and its wider implications. East Midlands Airport felt that the SGP should acknowledge and include the Airport's international connectivity value and economic and

## Strategic Growth Plan - Public consultation results

employment contribution to the County Economy. EMA also felt there should be a greater emphasis on setting Leicestershire within a wider East Midlands and Midlands context and how the City and County can contribute to the wider objectives of the Midlands Engine.

There were a number of suggestions on how public transport infrastructure, road network and congestion and access/connections to other areas could be improved. The most prominent suggestion was to improve rail infrastructure for both freight and passenger travel and the re-introduction of existing lines, such as the Leicester to Burton-upon-Trent line, the line through Blaby, and a new railway terminal at Elmesthorpe or Croft. There were also suggestions about alternative road building such as linking the A47 on Clickers Way to the M69 at the shortest route, and improving the existing A46 link by introducing a flyover link at the Hobby Horse instead of the existing roundabout. There was specific reference made to freight travel and the need for new strategies to ensure provision of lorry parking facilities, however there was support for strategies of transportation corridors close to employment centres.

There were also comments about the need to improve links between the East and the West of the sub-region. Specific comments included making improvements around East Midlands Airport and East Midlands Parkway and ensuring that public transport links are considered holistically with regions outside of

Leicester and Leicestershire. One response also referred to improving the waterway network as a sustainable method of travel.

Some other suggestions included discouraging private car use by introducing congestion charges and making parking more expensive whilst more emphasis should be placed on services such as buses and car pooling, introducing trams and improving infrastructure for cyclists.

### Health, Wellbeing and Environment

Comments regarding the environment were wide ranging, with the vast majority of these either referring to the negative effects that the SGP may bring about or providing suggestions on how to minimise or mitigate their effects. Common themes amongst responses related to; concerns regarding the loss of, and damage to agricultural land and landscapes, and that the protection of the environment is lacking from key priorities.

Some respondents felt that an adequate environmental assessment had not been carried out. One respondent felt that the natural environment, biodiversity and important habitats have not been properly considered and that reference should be made to the Leicester and Leicestershire Landscape Sensitivity and Green Infrastructure Study.

## Strategic Growth Plan - Public consultation results

One individual suggested that the built and natural environment section needed a detailed statement and targets to provide clarity and strength within the SGP on environmental issues.

There were a few, but fairly detailed responses regarding health and wellbeing. Sport England believed that identified priorities do not raise improvements to health and wellbeing by reference to active travel, active design and creating an active environment to encourage the inactive to become active. Leicestershire Partnership NHS Trust and The University Hospitals of Leicester NHS Trust had concerns that additional services would not receive full funding for the first 12 months and that there is the need to secure financial obligations for NHS services through Section 106. They felt there would be increased need in particular sectors as a result of housing growth with no financial support for increased service provision. Public Health England felt that whilst the Plan offered the opportunity to recognise the role of planning in health and wellbeing, health and wellbeing should be more evident throughout the plan. Another respondent cited a lack of active infrastructure, including provisions for walking, cycling and sport.

### Housing

The majority of comments around housing were negative with a notable number of concerns regarding residential areas, in particular the lack of affordable housing and too much housing development in and around villages and rural areas. One particular Parish Council felt that the large scale housing runs counter to the SGP's policy that

“growth in our villages and rural area should be limited to providing local needs”.

Some comments questioned the robustness of projections around the new number of new homes required by 2050 and that a more realistic assessment of need should be carried out. The Housing and Economic Development Needs Assessment (HEDNA) was directly referred to by some respondents, one Action Group felt it was too long and too difficult to understand and its late availability made it difficult to respond to the consultation. One developer recommended that the HEDNA is regularly reviewed on a year/bi-yearly basis. One agent carried out their own review of HEDNA and considered the evidence to underestimate employment growth and suggest HEDNA is re-run on the basis of more ambitious assumptions.

There were multiple concerns around the lack of social housing, particularly from individuals and action groups. Some felt that house building focused too much on building large detached homes, rather than denser developments to cater for single occupancy, those on low incomes and those with disabilities.

There were a number of responses from individuals, action groups and organisations referring to a lack of consideration of environmentally-friendly, low carbon housing, with some suggestions that new homes should be designed on a carbon neutral standard. A number of respondents felt that the SGP would

## Strategic Growth Plan - Public consultation results

contribute to the loss of community and would downgrade the character of rural villages.

It was suggested a number of times, particularly by individuals, that improving existing housing stock and brownfield sites should be prioritised over use of green land.

Overall, there were few positive comments regarding housing. However there was some acknowledgement that the Strategic Growth Plan recognised the need to provide sufficient housing and there was some support, especially from agents, for proposals to place a greater emphasis on housing developments in major strategic locations.

### Employment Land

Employment land was referred to either specifically or more generally in connection with other forms of development on several occasions.

Reference was made to no more warehousing being directed towards Lutterworth, with Daventry and Rugby more logically fulfilling the Southern Gateway role. Reference was also made to the low wages and increased road usage associated with logistics and the need to prioritise business growth associated with higher wages. This was a strand of thinking which also came through in other consultation responses where less reliance on logistics was requested. The CPRE suggested an overall assessment of need for

large industrial and logistics sites across the West and East Midlands to inform genuine requirement.

A call for reference to supporting grass root small enterprises was made, as was greater priority for health care, community facilities and low carbon businesses.

One Town Council referred to welcoming employment sites to meet technology, science and renewable energy. Other consultation responses referred to support for local businesses, further investment in training, skills and schools and the importance of the rural economy.

The Road Haulage Association (RHA) requested transportation corridors close to employment centres, providing easy access for HGVs, the provision of adequate lorry parking facilities for existing and new developments, and ensuring the movement of freight in a cost-effective and timely manner.

An agent on behalf of a developer referred to the national and regional shortage of warehousing and distribution employment land and the strong demand from occupiers and investors. Another agent on behalf of a developer promoted a proposed Strategic Rail Freight Interchange (SRFI) near Hinckley, which would be an open facility allowing all occupiers to access rail freight.

## Strategic Growth Plan - Public consultation results

### Town Centre and Retail

Only a small number of respondents commented specifically on Town Centres and retail.

One respondent felt that Blaby Town Centre is at risk of no longer being an independent and characterful market town and another felt that Lutterworth is endangered by uncontrolled and badly planned growth which is of little or no benefit to the residents of the town and its surrounding villages. A third respondent commented that whilst Shepshed is the second largest town in Charnwood, it does not have indoor leisure facilities or adequate employment.

One individual felt that the City of Leicester is congested and dirty and another believes the Clock Tower area, Granby Street, and Gallowtree Gate is unattractive with cheap shops. Another referenced that a higher density population will support the revival of retail and culture of the city. One respondent thought the SGP did not look at technological changes and its impact on retail.

### ICT

There were few specific comments in relation to ICT. However there was acknowledgement by the National Farmers Union East Midlands of the need to invest in infrastructure and an agreement that digital connectivity is a major issue for many in rural areas, in particular those working in agriculture, which is becoming increasingly dependent on the internet and mobile connectivity for information.

One business commented that they were pleased to see that the need for quality internet access has been identified. Another individual felt that growth needs be accompanied by community infrastructure, including digital connectivity.

### Waste and Energy

One agent identified that Leicestershire is an important supplier of construction materials and that this should be referred to in the SGP as it will be more sustainable to use local aggregate and operate at local waste management and recycling facilities. The lack of reference to Minerals and Waste Plans was noted by several agents, and another individual felt that the Plan lacked mention of reducing waste or local recycling.

A common response was that there should be more of a focus on the building of carbon neutral housing and increasing use of renewable energy. One individual felt that there should be a mention of the Energy Strategy for Leicester and Leicestershire, and plans about reducing waste and local recycling. National Farmers Union East Midlands felt that there is a need for on-farm renewable energy and planning policies which enable employment sites to use renewable energy.

### Process and Consultation

The consultation process itself has had some positive feedback, for example it has been noted that it has been a positive step to listen

## Strategic Growth Plan - Public consultation results

to people at this early stage, and to include the extension of the response deadline. However there has also been some criticism that the consultation lacked local engagement and public examination, with many people being unaware of the consultation or of the plan themselves. There was also some concern that the Strategic Transport Assessment was not available at the start of the consultation. It has been suggested that further consultations are carried out once more detailed proposals are formulated. The CPRE asked for a Public Examination into the SGP to be held where all parties could present their arguments.

A number of respondents felt that the plan is too simplistic, not thought out and/or lacks evidence. Some felt that there are too many unknowns and that projections through to 2050 are unrealistic and too precise, especially with additional external factors such as Brexit. Highways England felt that whilst figures up to 2036 are based on population and employment forecasts, figures up to 2051 are using projections with the same distribution, possibly resulting in a wide margin of error.

Furthermore, there was a suggestion that there should be a review period for the policy, possibly in line with the National Planning Policy Framework (NPPF), which is 5 years. Some also found it difficult to comment without complete details and some felt that the plan was vague, lacking detail and did not show precise routes and locations of developments. Some raised concerns at the lack of traffic assessments and the pressure the SGP was putting on Local

Plans. Some felt that the SGP should remain adaptable to population/economic change.

There were some concerns over the delay in progressing a memorandum of understanding and whilst some praised that the SGP was bringing partners together, a number of developers and Parish Councils had concerns that the SGP wasn't being delivered as a statutory plan, with some feeling it should be.

### Additional points

In addition to comments regarding road/public transport infrastructure, a number of responses, particularly from individuals, had concerns over community infrastructure which includes the provision of schools, doctors, dentists and digital connectivity. The Education and Skills Funding Agency (ESFA) showed concern that the appropriate amount of funding from developer contributions towards new schools and new school places in existing schools would not be met.

Some responses, particularly from agents and organisations showed support for the four priorities of the SGP; creating conditions for investment and growth, achieving a step change in the way that growth is delivered, securing essential infrastructure and delivering high quality development.

Some respondents praised the principles set out by the SGP, whilst others felt that the assessments of strengths and weaknesses had

## Strategic Growth Plan - Public consultation results

been well defined. Some of these were less clear on how these assessments may be tackled in practice. Homes England welcomed the production and promotion of the SGP and believed it sensible to prepare an overarching document to support Local Plans.

There were a few responses from organisations indicating that the plan should make reference to the importance of tourism.



## Appendix 1 - Questionnaire



### 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.

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

## Strategic Growth Plan - Public consultation results

### 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.

## Strategic Growth Plan - Public consultation results

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 ☐

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 ☐

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.

## Strategic Growth Plan - Public consultation results

Q8 To what extent do you agree or disagree with these two settlements being identified as key centres? 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
Lutterworth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Melton Mowbray	<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 alternative key centres you think should be included?

It is proposed that the other four market towns (Coalville, Hinckley, Loughborough and Market Harborough) should have 'managed growth' only. These towns 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. It is proposed that 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.

Q9 To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have 'managed growth' only? 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
Coalville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hinckley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loughborough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Market Harborough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?

## Strategic Growth Plan - Public consultation results

### 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.

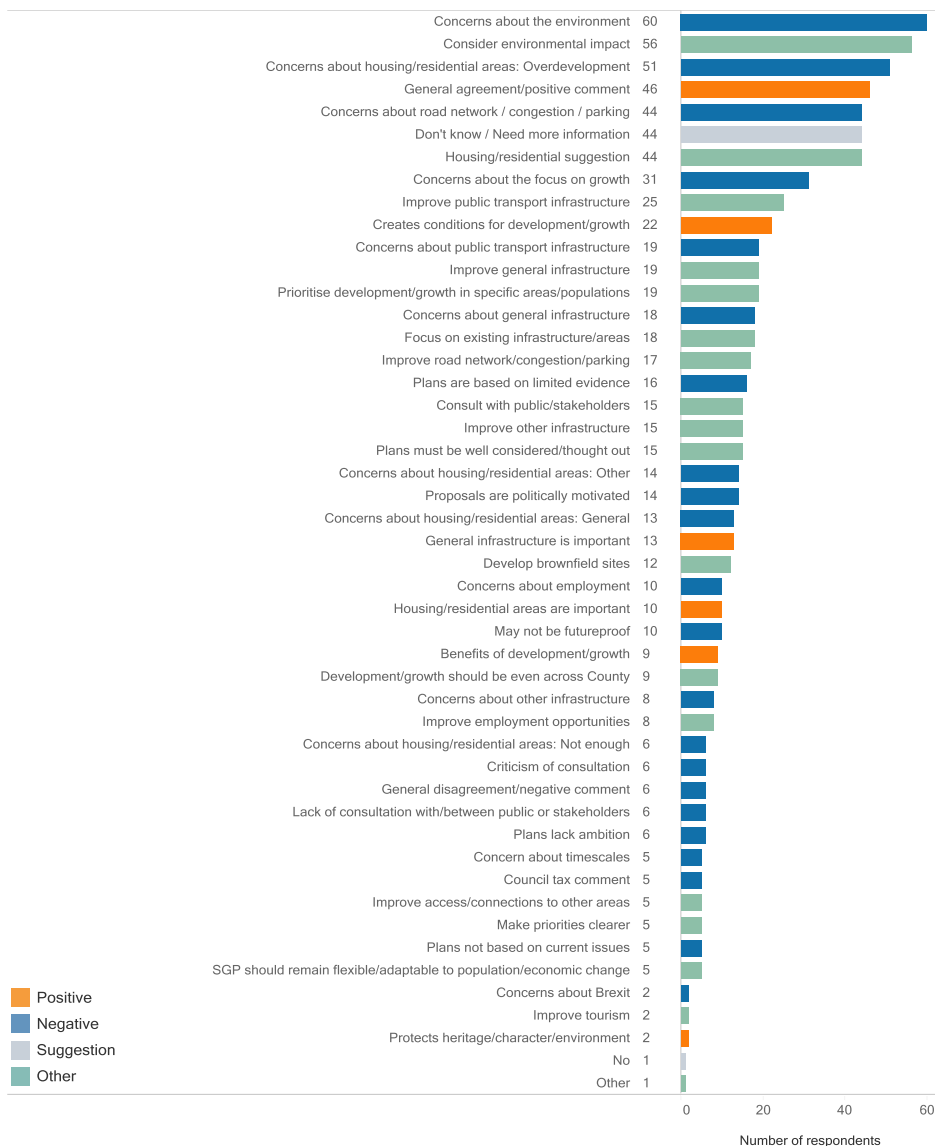
Please return your completed survey to:

Strategic Growth Plan Consultation  
Leicestershire County Council  
Have Your Say  
FREEPOST NAT 18685  
Leicester  
LE3 8XR

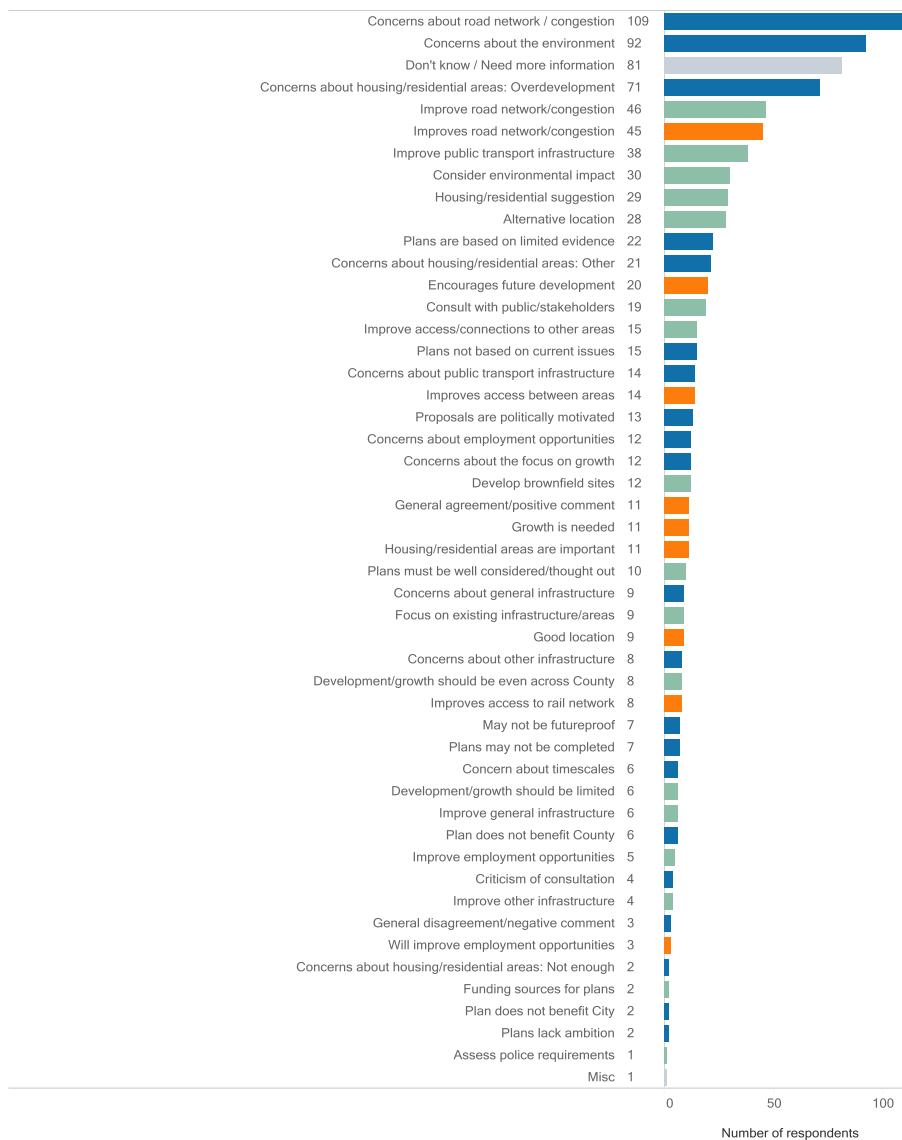
**Data Protection:** Personal data supplied on this form will be held on computer and will be used in accordance with the Data Protection Act 1998. The information you provide will be used for statistical analysis, management, planning and the provision of services by the Leicestershire County Council 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.

## Appendix 2 - All open comment themes

### Q4a: Key priorities

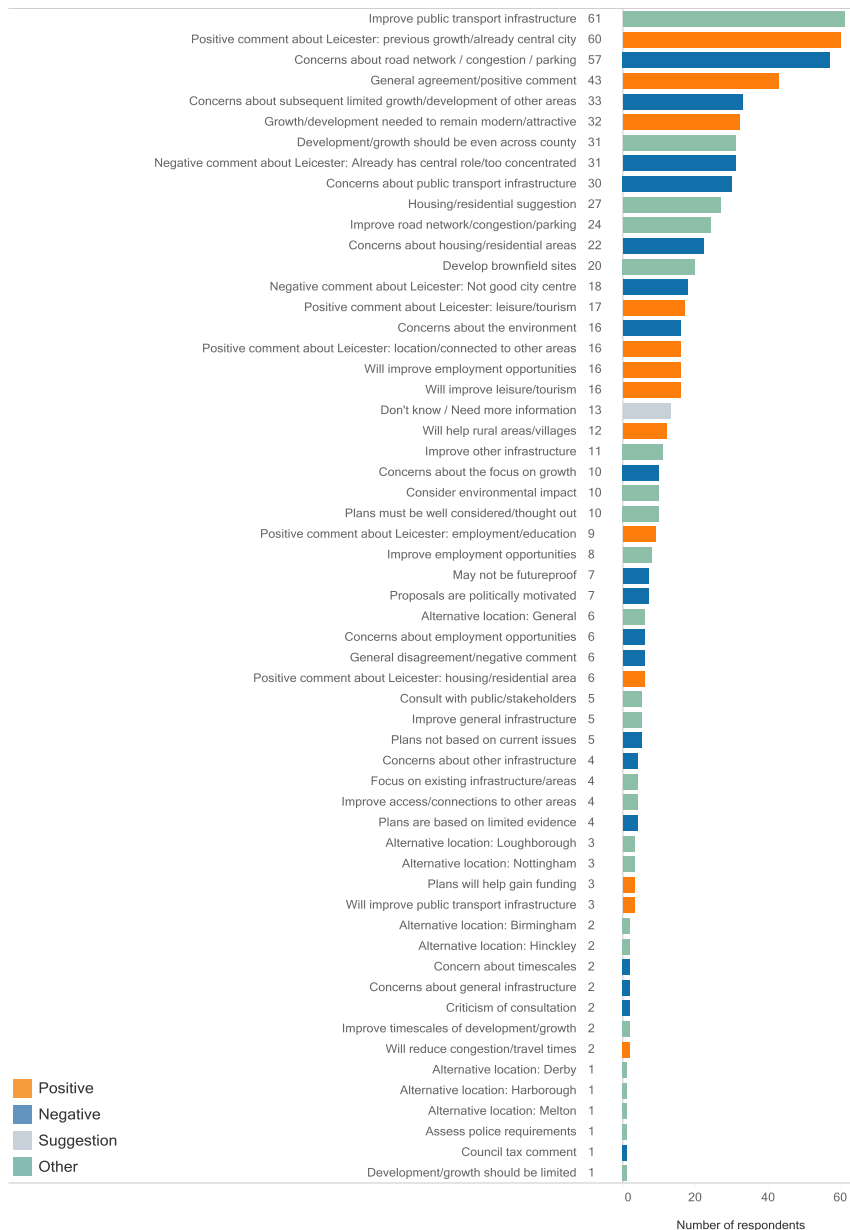


### Q5a: A46 Expressway



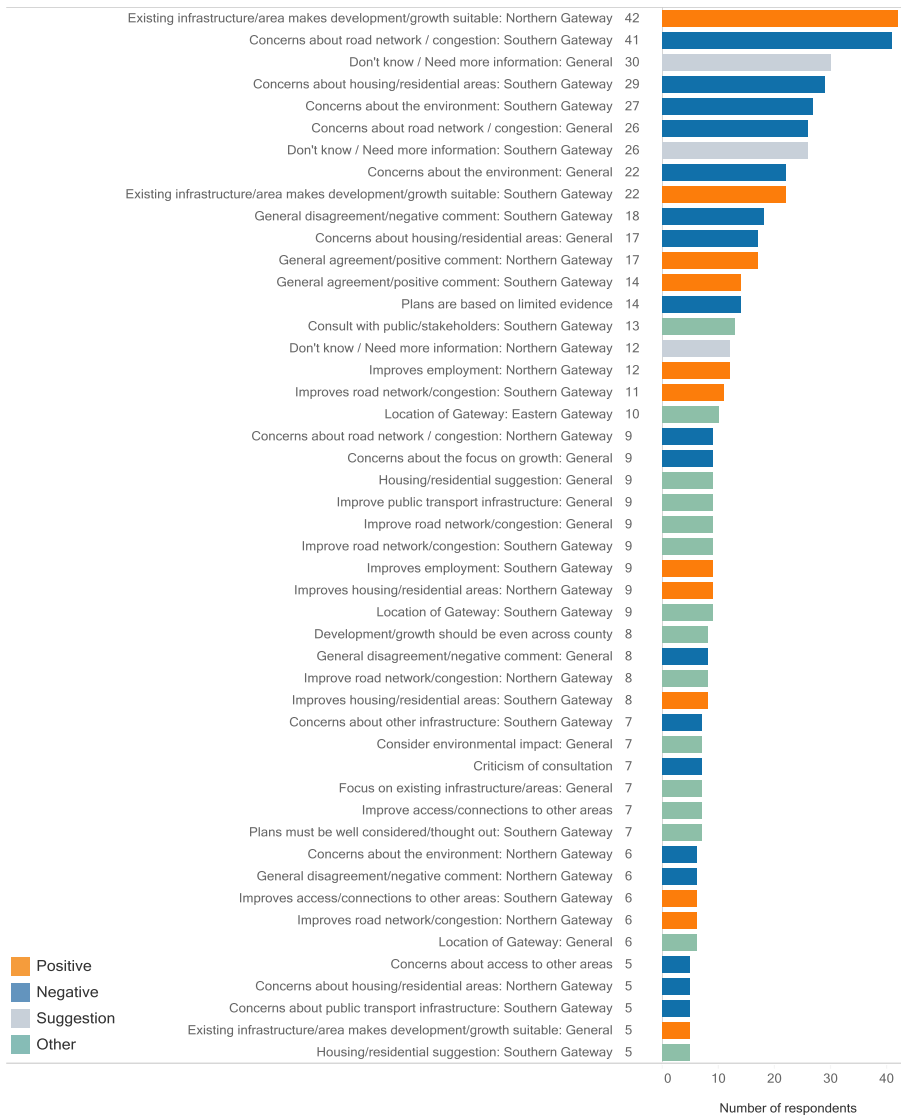
## Strategic Growth Plan - Public consultation results

### Q6a: Leicester as the 'central city'



# Strategic Growth Plan - Public consultation results

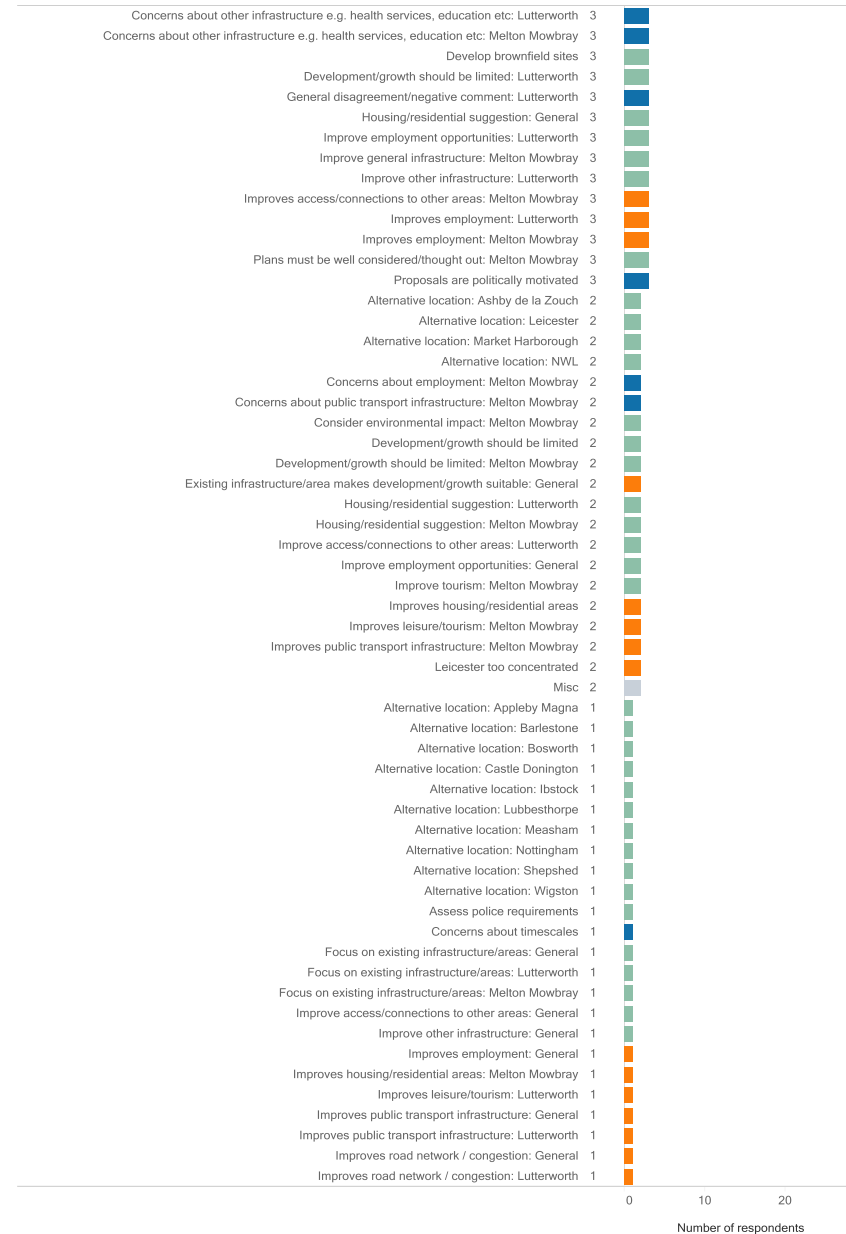
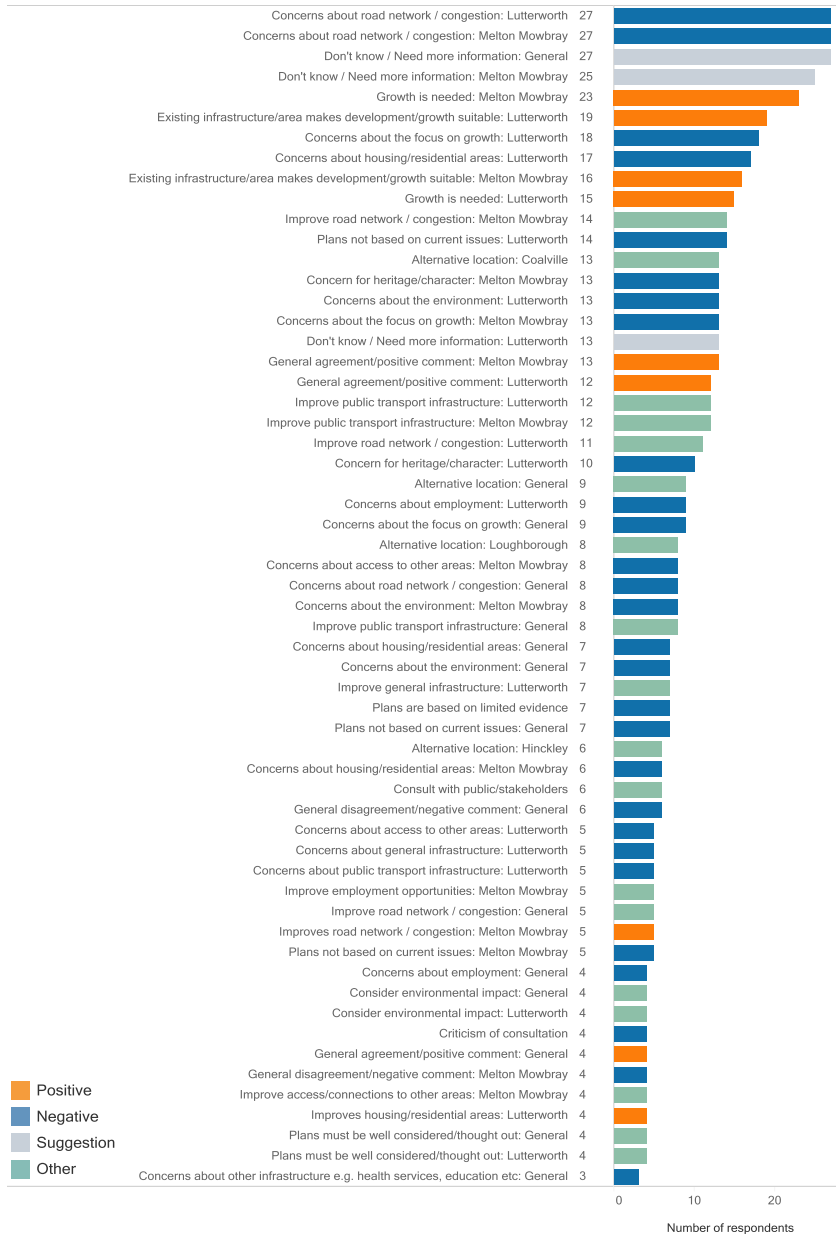
## Q7c: Northern and Southern Gateways





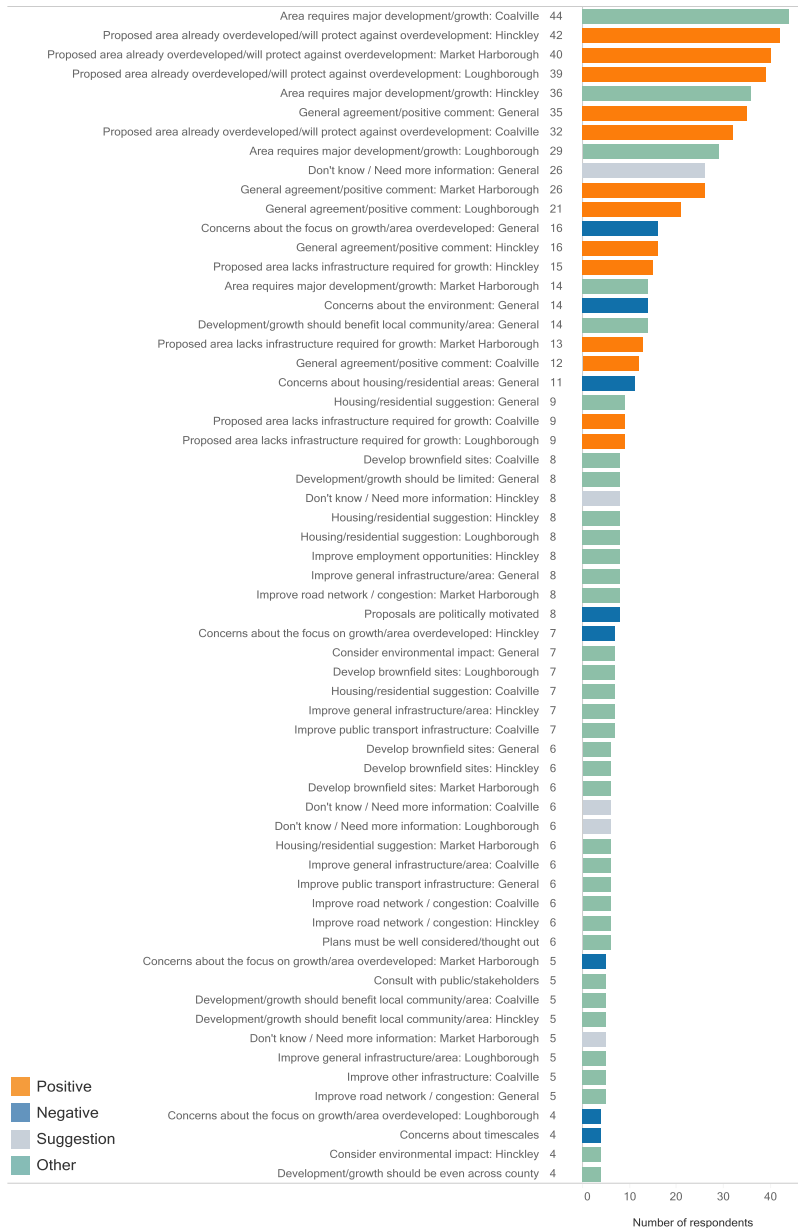
# Strategic Growth Plan - Public consultation results

## Q8c: Key Centres



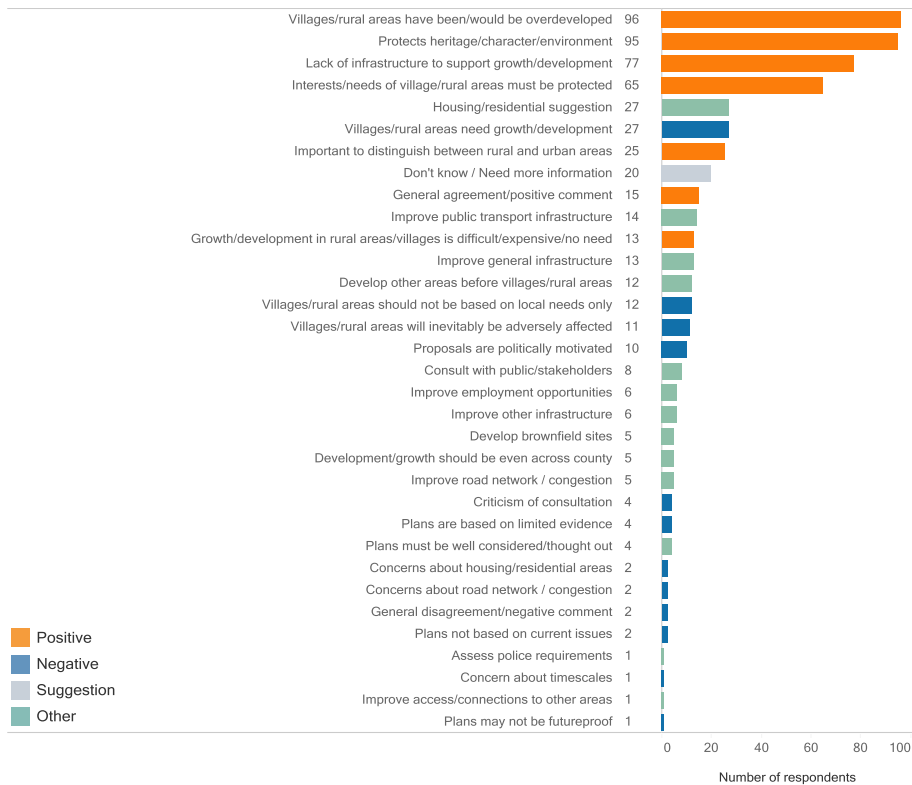
# Strategic Growth Plan - Public consultation results

## Q9e: Managed Growth



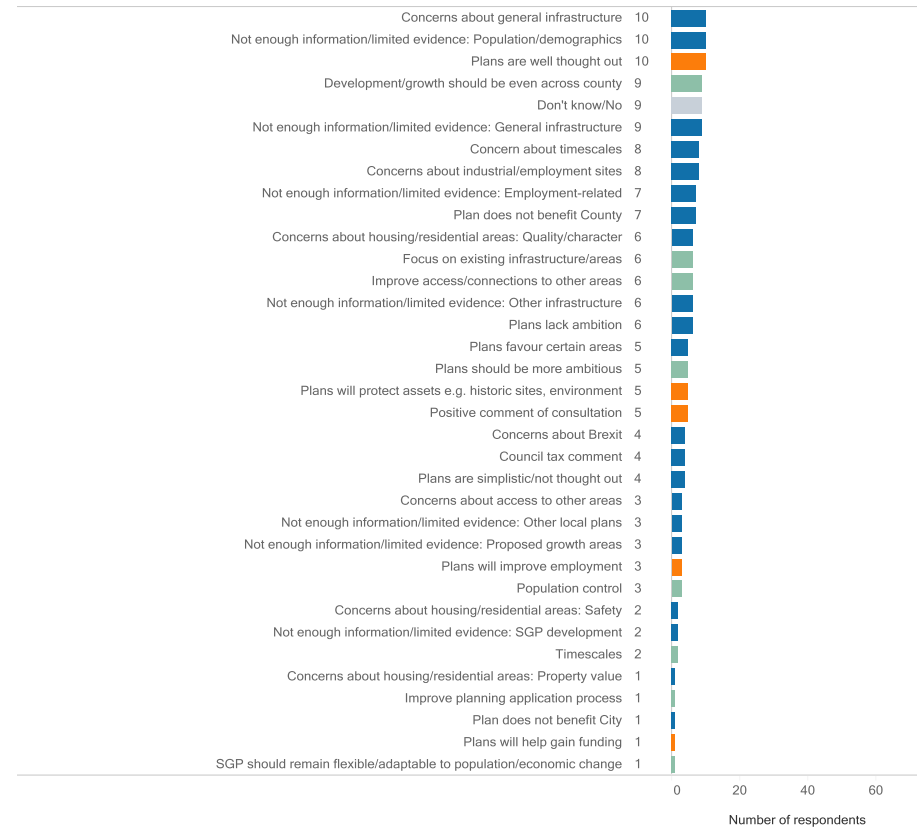
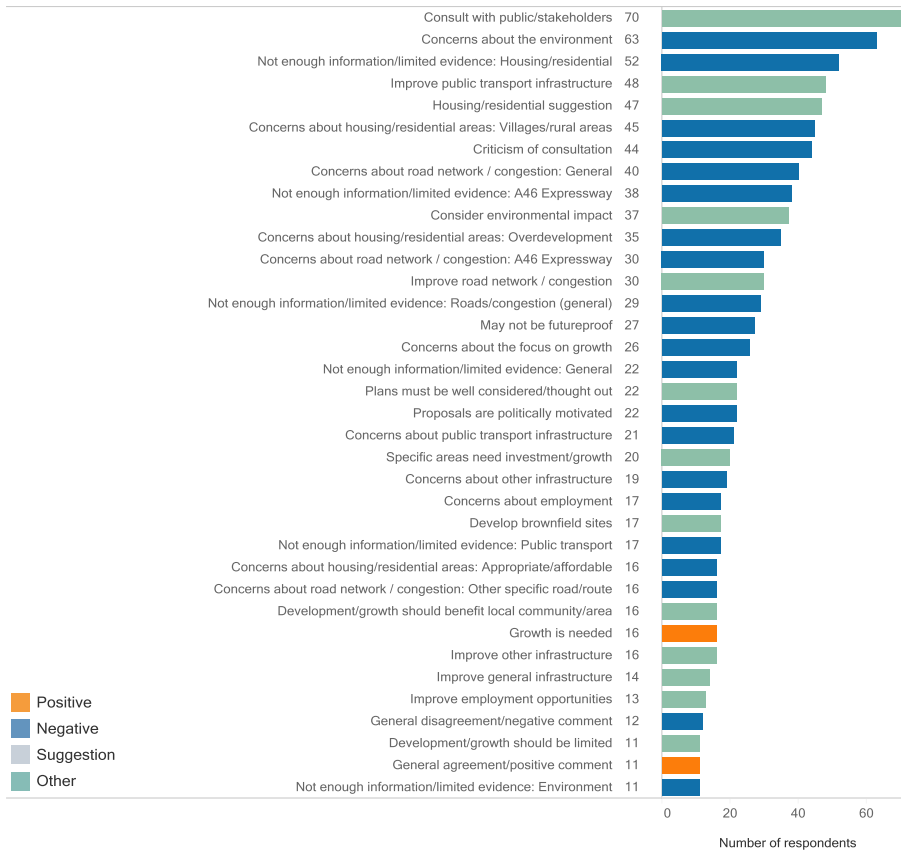
## Strategic Growth Plan - Public consultation results

### Q10a: Local Need Growth



## Strategic Growth Plan - Public consultation results

### Q11: Any other comments



## Appendix 3 - Survey respondent profile

	Survey Responses			2011 Census (16+)
Gender identity*	458	% Ex NR*	% Inc NR*	%
Male	182	53.1	50.0	49.0
Female	161	46.9	44.2	51.0
Other (e.g. pangender, nonbinary etc.)	0	0.0	0.0	
No reply	21		5.8	
Not asked	94			
<i>*2011 Census asks for respondent gender</i>				
Is your gender identity the same as the gender you were assigned at birth?	458	% Ex NR*	% Inc NR*	%
Yes	333	99.7	91.5	N/A
No	1	0.3	0.3	
No reply	30		8.2	
Not asked	94			
Age	458	% Ex NR*	% Inc NR*	%
Under 15	6	1.9	1.6	
15-24	11	3.4	3.0	14.3
25-34	32	9.9	8.8	13.2
35-44	57	17.6	15.7	17.2
45-54	81	25.0	22.3	17.8
55-64	69	21.3	19.0	15.9
65-74	57	17.6	15.7	11.6
75-84	9	2.8	2.5	7.2
85 and over	2	0.6	0.5	2.9
No reply	40		11.0	
Not asked	94			

	Survey Responses			2011 Census (16+)
District	458	% Ex NR*	% Inc NR*	%
Blaby	146	37.4	31.9	14.3
Charnwood	50	12.8	10.9	25.9
Harborough	89	22.8	19.4	12.9
Hinckley & Bosworth	31	7.9	6.8	16.2
Melton	9	2.3	2.0	7.7
North West Leicestershire	20	5.1	4.4	14.2
Oadby & Wigston	12	3.1	2.6	8.7
Leicester	33	8.5	7.2	
No reply	68		14.8	
IMD 2015 County band	458	% Ex NR*	% Inc NR*	%
Top 10% (most deprived)	8	2.2	1.7	N/A
10-50%	111	31.1	24.2	
50-90%	200	56.0	43.7	
Bottom 10% (least deprived)	38	10.6	8.3	
No reply	101		22.1	
RUC 2011	458	% Ex NR*	% Inc NR*	%
Rural town and fringe	158	40.5	34.5	12.2
Rural village and dispersed	82	21.0	17.9	9.2
Urban city and town	150	38.5	32.8	78.0
No reply	68		14.8	

\*NR = No reply

## Strategic Growth Plan - Public consultation results

Do you have a long-standing illness or disability?*	Survey Responses			2011 Census (16+)
	458	% Ex NR*	% Inc NR*	%
Yes	32	9.6	8.8	19.1
No	301	90.4	82.7	80.9
No reply	31		8.5	
Not asked	94			

*\*2011 Census asks if respondents day-to-day activities are limited a lot*

Ethnicity	458	% Ex NR*	% Inc NR*	%
White	317	96.1	87.1	92.2
Mixed	2	0.6	0.5	0.8
Asian or Asian British	5	1.5	1.4	6.0
Black or Black British	1	0.3	0.3	0.6
Other ethnic group	5	1.5	1.4	0.4
No reply	34		9.3	
Not asked	94			

Sexual orientation	458	% Ex NR*	% Inc NR*	%
Bisexual	6	2.1	1.6	N/A
Gay	4	1.4	1.1	
Heterosexual/straight	268	92.4	73.6	
Lesbian	3	1.0	0.8	
Other	9	3.1	2.5	
No reply	74		20.3	
Not asked	94			

\*NR = No reply

## Appendix 4 - Public exhibitions and meetings

Location	Date(s)
St Peter's Parish Hall, Market Bosworth	30 January 2018
Tesco, Ashby de la Zouch	1 February 2018
Memorial Hall, Sheepy Magna	2 February 2018
Reception, Charnwood Borough Council, Loughborough	12 February 2018 - 10 May 2018
The Pavilion, Newbold Verdon	12 February 2018
Main Reception, Leicestershire County Council, Glenfield	13 February 2018 - 10 May 2018
Village Hall, Witherley	15 February 2018
Thurmaston Parish Council, Thurmaston	19 February 2018 - 8 March 2018
Village Hall, Groby	21 February 2018
Hill Court, Bushby	21 February 2018
Kegworth Parish Council, Kegworth	22 February 2018
Hinckley and Bosworth Borough Council, Hinckley	26 February 2018
Blaby District Council, Narborough	27 February 2018
Harborough District Council, Market Harborough	27 February 2018
Customer Services Centre, Granby Street, Leicester City Council	1 March 2018 - 10 May 2018
Whetstone Parish Council, Whetstone	1 March 2018
Broughton Astley Parish Council, Broughton Astley	1 March 2018
Wycliffe Rooms, Lutterworth	3 March 2018
Village Hall, Great Glen	3 March 2018
Syston Town Council, Syston	12 March 2018 - 10 May 2018
Melton Mowbray Borough Council, Melton Mowbray	14 March 2018
Sapcote Pavilion, Sapcote	19 March 2018
Oadby and Wigston Borough Council, Wigston	21 March 2018

## Appendix 5 - Non-survey respondent profile

Local Planning Authority area	130	% Ex NR*	% Inc NR*
Blaby	9	7.9	6.9
Charnwood	12	10.5	9.2
Harborough	13	11.4	10.0
Hinckley and Bosworth	9	7.9	6.9
Leicester	38	33.3	29.2
Melton	1	0.9	0.8
North West Leicestershire	4	3.5	3.1
Oadby and Wigston	2	1.8	1.5
Other	26	22.8	20.0
Not provided	16		12.3

\*NR = No reply



Strategic Business Intelligence Team  
Strategy and Business Intelligence  
Chief Executive's Department  
Leicestershire County Council  
County Hall  
Glenfield  
Leicester  
LE3 8RA

ri@leics.gov.uk  
www.lsr-online.org

If you require information contained in this leaflet in another version e.g. large print, Braille, tape or alternative language please telephone: 0116 305 6803, Fax: 0116 305 7271 or Minicom: 0116 305 6160.

જો આપ આ માહિતી આપની ભાષામાં સમજવામાં થોડી મદદ ઇચ્છતાં હો તો 0116 305 6803 નંબર પર ફોન કરશો અને અમે આપને મદદ કરવા અવસ્થા કરીશું.

જેકર તુહાનું ઇસ જાણકારી નું સમજણ વિષે કુચ મદદ જાગીદી હૈ તાં કિરપા કરકે 0116 305 6803 નંબર કે ફોન કરે અકે અસીં તુહાડી મદદ લઈ કિસે દા પૂર્ણ કર દવાંગે।

এই তথ্য নিজের ভাষায় বুঝার জন্য আপনার যদি কোন সাহায্যের প্রয়োজন হয়, তবে 0116 305 6803 এই নম্বরে ফোন করলে আমরা উপযুক্ত ব্যক্তির ব্যবস্থা করবো।

اگر آپ کو یہ معلومات سمجھنے میں کچھ مدد درکار ہے تو براہ مہربانی اس نمبر پر کال کریں 0116 305 6803 اور ہم آپ کی مدد کے لئے کسی کا انتظام کر دیں گے۔

假如閣下需要幫助，用你的語言去明白這些資訊，請致電 0116 305 6803，我們會安排有關人員為你提供幫助。

Jeżeli potrzebujesz pomocy w zrozumieniu tej informacji w Twoim języku, zadzwoń pod numer 0116 305 6803, a my Ci pomożemy.