

Leicester & Leicestershire

Strategic Growth Plan

Partner Responses

(on comments received on Draft Plan)

September 2018

Draft Strategic Growth Plan Partner Response Report

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Chapter 1

Consultation on the Draft Strategic Growth Plan

Partner responses

1. Consultation on the Draft Strategic Growth Plan took place from 11 January to 10 May 2018 (17 weeks). Most of the comments (458 responses) were submitted in questionnaire format. Additional comments (130 responses) were submitted in other formats e.g. letter, email, PDF documents, etc. We have taken these comments into account when deciding whether and how the Plan should be amended.
2. Information on the consultation process surrounding the Strategic Growth Plan is provided in three documents:
 - The **Consultation Overview report**, which describes the various consultation exercises which have been undertaken since the start of the process.
 - The **Consultation Results report**, which provides an overarching summary of comments made and indicates the strength of views on particular issues.
 - The **Partner Responses report**, which includes comments submitted on the draft plan, highlighting key issues and how these have been taken on board in the revised version of the Plan.
3. This document constitutes the Partner Responses.
4. In this document we highlight key issues and summarise some of the detailed comments made. In doing so, we provide more information than is contained in the Consultation Results report but it should be noted that not every comment is highlighted in this way and not every matter of detail is provided. Failure to include a comment in this document, however, does not mean that the comment has not been taken into account.
5. In compiling the document, we have organised the comments in terms of the questions posed in the questionnaire. In responding to each question, many respondents provided additional information which frequently ranged across a number of matters. For each question, therefore, we have grouped the responses under a number of headings i.e.:
 - Spatial Strategy;
 - Transport;
 - Health, Wellbeing and Environment, Waste and Energy;
 - Housing;
 - Employment Land, Town Centre, Retail and Digital;

- Process and Consultation; and
 - Additional points.
6. Inevitably, this means that there is a degree of repetition across the various questions but this was considered preferable to further generalisation. Also, please note that no weighting has been attributed to the comments made.
 7. Some of the responses have led to changes being made to the Plan, either as a variation in the strategy or amendments to the text and/or plans. In other cases, whilst the comments have been considered, they have not resulted in any change. There are two principal reasons for this:
 - Some of the comments related to matters of details which are not the subject of the Strategic Growth Plan – these provide important information which the partner organisations will take into account when they are preparing their individual Local Plans, Local Transport Plans, the Strategic Transport Plan, the Local Industrial Strategy and other documents.
 - Some of the comments did relate to strategic planning matters but, on balance, the partners decided to adopt a different position to the comment made.
 8. It should be noted that this document is being published at the same time as the revisions to the Strategic Growth Plan. As a result, the responses reflect the changes that have been made to the Plan. Please be aware, that the revised Plan is subject to the governance processes of the individual organisations, however, so there is the possibility that there might be further changes to the Plan.
 9. In terms of the partner responses to the comments made, where these have resulted in changes to the Plan we have highlighted these. Also, where the comments related to matters which were outside the scope of the Strategic Growth Plan (often because they related to matters of detail) we have indicated where they might be considered in future. Finally, in terms of comments which have not resulted in changes to the Plan, please be assured that partners have considered these comments in coming to the view that no change should be made.

Chapter 2a
Spatial Strategy – Survey Responses

Q4. To what extent do you agree or disagree with the four priorities identified in the draft plan? Why do you say this? Are there any other priorities you think should be included?

Respondent Comments	Partner Responses
<p>SPATIAL STRATEGY</p> <ul style="list-style-type: none"> • Agreement with the priorities and principles of the Strategic Growth Plan which are well balanced and in theory should ensure properly structured growth. • Support the Plan’s recognition of the need for delivering new homes and objectives well aligned to central government. • Economic development should focus on developing high level, technically advanced engineering and production that will employ output from our Universities. • Priorities well thought out if assuming a continued growth agenda but break-points should be introduced to review external changes such as Brexit. • Should prioritise prosperity of people living in the City, not wealthy business owners with property on newly developed areas. • Support for more development on strategic sites and less on non-strategic sites. • Good quality development is needed in the correct areas. • Strategic growth need not only be developed through large scale Sustainable Urban 	<ul style="list-style-type: none"> • The Strategic Growth Plan seeks to deliver sustainable development across the City and County to ensure sufficient well located homes, jobs and supporting infrastructure for the estimated population growth up to 2050. • The focus of the plan (delivering growth on large sites) supports the delivery of new, significant infrastructure, thereby assisting the delivery of sustainable development. • Growth is explained in the Housing and Economic Development Needs Assessment (HEDNA, 2017). This is available online and is part of the evidence base that underpins the Strategic Growth Plan. • The evidence base underpinning the Strategic Growth Plan indicates there is a need to accommodate growth (housing and employment) into the future. In accordance with Government guidance, this evidence will be reviewed and updated at regular intervals to ensure local plans are delivering the appropriate levels of growth within the framework set out in the Strategic Growth

<p>Extensions but also through the development of sustainably located sites, which already have access to strategic infrastructure, such as Anstey and Glenfield.</p> <ul style="list-style-type: none"> • The focus on development in strategic locations should not necessarily be at the expense of other strategic scale development in sustainable locations such as market towns or non-strategic development at key rural centres and sustainable villages. • Support for larger strategic development rather than small and medium sized development • The necessity for growth depends on who benefits from it • Changing the way growth is delivered through larger strategic sites within the primary growth area may lead to SMEs being pushed out of the market • There is already over-development and the Plan will only make this worse in particular in south and south-east Leicestershire. • Question the need for population and economic growth when Leicestershire is a wealthy county with low unemployment. • Development should be appropriately and sympathetically balanced across different parts of the county (City, towns, villages and rural areas) and targeted to meet local need. • An alternative site for a new town would be around the Diseworth area to provide housing for the major area of employment growth at Roxhill and the Airport area. • Support the proposed corridor of growth around the south and east of Leicester, but consider that the Strategic Growth Plan should have an equal focus on how the short–medium term requirements of the area are to be satisfied, through the identification of more immediately deliverable key strategic sites for employment or housing development. Suggestion that Carnival Way in Castle Donington offers the potential to deliver much needed employment 	<p>Plan.</p> <ul style="list-style-type: none"> • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester & Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • The Plan considers the infrastructure in place currently and the new infrastructure that would be needed to support growth. New / improved infrastructure is generally funded by associated growth. • Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan strategy and will be assessed together with all other options through preparation of Local Plans. However, given the quantity of brownfield land available and the level of need, it is clear that development of brownfield land alone will not suffice. • The Strategic Growth Plan reflects opportunities <u>in</u> the Midlands Connect Strategy which proposes major transport infrastructure to support growth. • The need for high quality development is emphasised in the Strategic Growth Plan. This will be delivered through the future local plans and through the application of the Garden City Agenda. • Impacts on Swithland, Countesthorpe and other villages will be
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land in the short term, in a highly accessible and sustainable location.

- South Leicestershire is already over-developed.
- North West Leicestershire is being overwhelmed with development.
- New development should be focused in the east of the county.
- The housing numbers allocated to Lutterworth compared with the assessed need is out of proportion.
- There is a disproportional amount of the Notional Housing Needs & Supply 2031-2050 allocated to Harborough District.

INFRASTRUCTURE

- Provision of infrastructure should be clearly established as a pre-requisite to growth
- Need to define requirements for feeder road development in line with key roads (M69, A5 and A46)
- Too much housing development with little investment in facilities
- Developments in Countesthorpe have made no contributions to infrastructure and services
- Hinckley & Bosworth and North West Leicestershire have taken large expansions in housing and businesses with little infrastructure investment

TRANSPORT

- All new developments should facilitate use of environmentally friendly transport
- Concerns over lack of new public transport links - more rail lines should be opened, such as

determined by future local plans.

- The Strategic Growth Plan seeks to shift the focus of development away from the expansion of existing villages (which puts strain on existing services and community) to delivering fewer, larger strategic sites / new developments supported by new infrastructure.
- The details of green infrastructure proposals will be considered in Local Plans.
- Government has recently expressed a commitment to improving infrastructure for ultra-low emission vehicles through its Road to Zero Strategy. This will be pursued through future local plan policies for new developments as well as broader government initiatives beyond the scope of the Strategic Growth Plan.
- The Strategic Growth Plan cannot address issues arising from existing development but seeks to provide new growth sustainably by delivering the necessary, supporting infrastructure. This supports the focus of delivering growth in new settlements with new infrastructure.
- The Strategic Growth Plan recognises that high quality development needs to be supported by investment in local road and rail improvements and in public transport.
- The details of potential strategic sites or new settlements are noted. These potential strategic sites or new settlements will be considered through the preparation of the future Local Plan

the Leicester-Burton line.

- Reinstatement of the Leicester-Burton rail passenger service would provide links to other vital infrastructure.

COMMUNITIES & ENVIRONMENT

- Protection of environment and built heritage should be as a strong a priority as creating conditions for growth.
- Should be working to prevent growth and should be aiming for sustainability and renewable energy.
- Focus should be made to regenerate existing sites and to deliver housing on brownfield sites, particularly in Leicester.
- The Strategic Growth Plan will provide the mechanism to support creation of well-planned new communities.
- Leicestershire should not suffer due to poor use of land by Leicester City.
- Should focus on limited quality development rather than larger developments overwhelming existing communities.
- Villages (e.g. Swithland) want to remain as they are without incursions from nearby developments.
- South Leicestershire is already over developed.
- North Leicester / Melton Mowbray are areas that would better satisfy key priorities.
- More emphasis should be placed on protecting existing communities.

within which the site is located.

Q5. To what extent do you agree or disagree with the proposed corridor of growth around south and east of Leicester linked to the construction of a new A46 expressway? Why do you say this?

Respondent Comments	Partner Responses
<p>SPATIAL STRATEGY</p> <ul style="list-style-type: none"> • Infrastructure should be put in place before bowing to business demands. • Proposed area for development is already over-loaded. • Economic growth predictions are over-optimistic so the proposed level of development is not needed and encourages unnecessary urban spread, in particular proposed house building in Harborough District is unjustified. • Leicester is big enough and should not encroach onto green land and surrounding villages. • Development to the east of Leicester is acceptable but no additional development is needed to the south west. • Concern for rural areas with all the new developments that are planned. • Developing housing in the south will force more cars onto the roads in the City. <p>A46</p> <ul style="list-style-type: none"> • Expressway will potentially provide much needed infrastructure for businesses and communities for the delivery of future growth around the south and east of Leicester however it is late coming in and needs will not be met in the short or medium term. 	<ul style="list-style-type: none"> • The need for growth is explained in the Housing and Economic Development Needs Assessment (HEDNA, 2017). • Evidence shows there is a need for further houses and jobs to be delivered, and legislation and national policy requires local plans to deliver this. • The Strategic Growth Plan aims to deliver growth in the most sustainable way, which is dependent on the provision of significant infrastructure. Text has been added to emphasise the importance of infrastructure delivery to support growth. • Midlands Connect Strategy, reflected in the Strategic Growth Plan, considers both road and rail improvements. • The Strategic Growth Plan seeks to improve highways infrastructure at a strategic level recognising that more local improvements may also be needed to deliver growth. • Planned growth will be delivered in association with the proposed A46 Expressway, appropriate locations will be identified in Local Plans. • The Strategic Growth Plan and the proposal for the A46

<ul style="list-style-type: none"> • The new road should join the A46 further north than Syston. • Consider that the A46 expressway begins at J2 of the M69 and that this junction is improved to give access to M69 to the South. • Proposed route should be built further south. • Planned route is too far south and will impact on a number of villages. • The A46 link is needed to cater for current poor infrastructure and should not be used to further expand housing or warehousing. • The area to the south where the A46 Expressway will join the M69 is overdeveloped and does not need more housing developments. • A46 Expressway is a good idea but the extent of housing development should be more evenly spread around the City and County. • Housing should be restricted to the City side of the A46 Expressway, with no development to the South or East of it. • Implies a Leicester by-pass to allow the expansion of the city causing irreparable damage to the countryside with little benefit to the rest of the county. • Housing and commercial development must be restricted to the City side of the A46 expressway. • Improving existing roads such as the A5 and the Western Ring Road would be less disruptive and provide more benefits. • The proposals are expensive and will take a long time to achieve and the funding could be 	<p>expressway reflect the opportunity to deliver significant infrastructure improvements set out in the Midlands Connect Strategy. Associated development sites are to be determined through future local plans, which will be the subject of consultation.</p> <ul style="list-style-type: none"> • Existing roads could not accommodate the scale of growth proposed. The anticipated provision of an Expressway would allow growth to be focused around the new road rather than dispersed more widely. • Improvement of the existing western ring road would not, in isolation, be sufficient to support the scale of growth anticipated. • The precise route of the A46 expressway is yet to be determined but will be the subject of consultation at various stages in its design. • Improvements to the A5 are supported in the Midlands Connect Strategy and in the Strategic Growth Plan. • Further text has been included in the Strategic Growth Plan to outline the current position with regards to specific ongoing and proposed improvements to the A5 corridor. • Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. A single gateway, referred to as 'The Leicestershire International Gateway', is proposed, focused around the northern parts of the A42 and M1 where there are major employment opportunities notably East
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better used.

- Route of the A46 through south-east Leicestershire will cause traffic disruption and expansion in size of already established residential villages and eliminate green wedges.

RAIL

- Need to ensure easy access to Midland Main Line train stations.
- High density housing near rail stations should be considered to allow easy commuting.

LOCATIONS

- Must ensure protection against unsustainable development for rural communities.
- Brownfield sites should be developed first.
- Development should be in the west of the county.
- South Leicestershire should not be expected to pick up the slack.
- A new town would be better suited to the east of the county, for example, there is scope between Melton Mowbray and Market Harborough.
- Concerns about the proposed expansion of Lutterworth and Coalville.
- Main area for growth should be Melton Mowbray and Charnwood.
- Look to the M42 corridor as an additional and primary focus for growth.
- Locations to the north and west of the City (such as Glenfield and Anstey) offer housing potential in the short and medium term and Carnival Way in Castle Donington offer potential

Midlands Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby.

- Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan strategy and will be assessed together with all other options through preparation of Local Plans. However, given the quantity of brownfield land available and the level of need, it is clear that development of brownfield land alone will not suffice.
- The Strategic Growth Plan seeks to shift the focus of development to fewer, strategic sites that can deliver their own infrastructure and facilities rather than small - medium sites that add pressure on to existing sites. Precise location of such sites will be determined through the local plan process, and a range of factors including landscape and heritage will inform the site selection process.
- The Strategic Growth Plan seeks to provide growth in a sustainable way in developments that can provide their own infrastructure (e.g. schools, health, etc.) and not add pressure onto existing facilities.
- Loughborough and Coalville are identified in the Strategic Growth Plan as areas for managed growth through local plans, which could assist with town centre regeneration aspirations. Further details will be available in future local plans.
- Protecting our environmental, historic and other assets form the fifth building block of the Strategic Growth Plan. A diagram

<p>for employment land in the short-term.</p> <ul style="list-style-type: none"> • New roads will only mean more traffic and more congestion and pollution including on M1, in rural villages which is will pass too close to in particular on and around new feeder roads. Also encourages urban sprawl, more car-building and associated pollution. • Industrial development should be to west of the city around motorways and major roads and east of county should be left for recreation and farming. • Will have a negative impact on the suburbs and rural villages in south and south-east Leicestershire, placing increased pressure on existing facilities and services. • Should be developing in the City and on brownfield sites. • Do not need rail-freight or more warehouse and distribution businesses, should be focusing on higher quality and better paid sectors. • Charnwood villages have already seen too much growth. • Corridor of growth is not suitable for the rural area of Great Glen; a new town would be better suited. • Consideration should be given to the proposed village development at Six Hills. • An alternative site for a new town would be around the Diseworth area to provide housing for the major area of employment growth at Roxhill and the Airport area. • A new town on the A47 to Peterborough would be more a suitable site for housing which Leicester City is struggling to provide. • Growth corridor will create an urban sprawl. Growth should be by way of new villages built in 	<p>showing environmental assets in Leicester & Leicestershire and further text regarding the importance of locally important assets has been added to the Strategic Growth Plan.</p> <ul style="list-style-type: none"> • All sites promoted for development will be considered through the preparation of the future local plan for the areas in which they are located. • Short to medium-term identified development needs (up to 2031) have been accommodated through what is built, committed or allocated in local plans. The partners will work to ensure that the necessary development in the identified growth corridors will be delivered in a timely manner through their local plans to ensure sufficient land is available at the right time. The Strategic Growth Plan does identify other areas of growth beyond the A46 corridor also. • The details of potential strategic sites or new settlements are noted. These potential strategic sites or new settlements will be considered through the preparation of the future Local Plan within which the site is located.
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less densely populated areas, evenly distributed across the county.

- Growth corridor and new housing is a long way from Enterprise Zones at MIRA and the University, which are the proposed centres of employment
- Major growth should be provided in a new town in the east of the County.
- Should focus growth near to the expressway rather than elsewhere in the County.
- Disagreement with the concentration of development in Harborough District and within the High Leicestershire Landscape Character Area.
- Areas affected are villages and not towns.
- Housing should be focussed along the M1/M69/A5, preserving the east of Leicester for recreation and farming.
- Potential junction 20a on M1 will support growth to the South of Leicester for large scale development.
- Outdated assumption that that housing will be occupied by people employed locally and area at risk of becoming a dormitory location for London and Birmingham.
- Corridor of growth is a good opportunity to provide affordable housing and local jobs.
- Concern at the disproportionate level of housing in the south of the county compared with the north which will have the benefit of HS2.
- Locations to the north and west of the city such as Glenfield and Anstey could be utilised for housing development.
- Additional strategic housing and employment growth on both sides of the A5 should be

<p>identified to lever in private sector funding.</p> <ul style="list-style-type: none"> • Suggestion that Whetstone Pastures is well placed to provide a significant element of the proposed housing and employment growth. • Concern that will destroy the lives many tens of thousands of families have built for themselves. 	
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❖ *The rail freight hub is not a proposal within the Strategic Growth Plan; it is being dealt with under the provisions for nationally significant infrastructure projects*

Q6. To what extent do you agree or disagree with the proposal that Leicester should develop its role as the ‘central city’? Why do you say this?

Respondent Comments	Partner Responses
<p>CASE FOR & AGAINST LEICESTER</p> <ul style="list-style-type: none"> • Focus should be on growth in Leicestershire as a whole. Not everything should be in the centre as this requires everybody to travel to the city and will focus more money into the City rather than market towns. • Leicester is already over-populated and there is already strain on infrastructure. • Developing its role as described will only increase congestion and environmental damage and will ultimately choke further growth. • The City Centre including retail is in decline; too much of it is semi-derelict (e.g. Humberstone Gate, London Road) so should be developed for housing. • The growth of student accommodation is one of the main reasons for the shortage of affordable housing. 	<ul style="list-style-type: none"> • The Strategic Growth Plan recognises Leicester as having a 'central city' role because it has a full range of services and facilities. It also identifies other areas of housing growth close to major employment centres hence reducing the need to commute for jobs and services. • The Strategic Growth Plan provides a strategy to invest in and enable Leicester (including the city centre) to grow, evolve and regenerate. • Potential strategic sites, housing developments and new settlements will be considered through

<ul style="list-style-type: none"> • Put houses back in the city and re-develop the brownfield sites. • The major recent investment in Leicester City has resulted in improvements and raised the profile of the city nationally and other areas seem ripe for further development e.g. Frog Island. It now competes and far outshines other local cities. • Leicester has fewer cultural centres compared to neighbouring cities i.e. Nottingham. Museums should be reopened. • The City needs serious investment as it is not a pleasant place to visit in the majority of areas and risks becoming worse. • Leicester is the geographical, administrative, commercial and cultural centre of the county and is at the centre of its transport network so makes sense to build on this. • The City has services that the small towns can't sustain. • Development of the city will relieve the pressure on the market towns and rural areas. • Leicester is already a central city in the East Midlands and is big enough. • Leicester needs re-developing as it is an awful city and it should be done here rather than in the countryside. Focus should be on brownfield sites and look to develop the City as a cultural, environmental, social/community and economic hub. • Need to develop jobs and facilities where people live and not facilities in the city and housing around the county. • The focus on Leicester is based on an outdated model. Other parts of the county should be allowed to develop, in particular Loughborough which is a vibrant, growing urban centre. 	<p>the preparation of future Local Plans.</p> <ul style="list-style-type: none"> • The Strategic Growth Plan identifies both the city centre and areas elsewhere within the city and county for growth. This will bring growth and infrastructure benefits to a wide range of locations. Market Towns are identified as either key centres or areas of managed growth through Local Plans. • The Strategic Growth Plan seeks to protect the character of market towns and reduce the current development on them. Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan strategy and will be assessed together with all other options through preparation of Local Plans. However, given the quantity of brownfield land available and the level of need, it is clear that development of brownfield land alone will not suffice. • Additional text has been included in the Strategic Growth Plan on securing essential infrastructure, and this includes the need for development schemes to be supported by local road, rail and public transport improvements to improve accessibility. • The Strategic Growth Plan recognises the need to deliver homes and jobs together on large strategic
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<p>THE COUNTY</p> <ul style="list-style-type: none"> • Would prefer to see market towns to become destinations and cultural centres with more leisure, arts, culture and entertainment facilities e.g. Loughborough, Melton, Market Harborough and Hinckley. • The development of Fosse Park will make the town centre less attractive. • Out of town living and working should be developed, e.g. Meridian Business Park. • Agree with the idea of jobs being closer to where the people live. • Needs to develop ideally as a polycentric city, with 'towns' on its fringes that offer employment opportunities in their own right. • Plan does not suggest the creation of employment zones along the A46 Corridor, reinforcing the notion that it will just be a dormitory for people willing to commute by car into Leicester city centre. • New housing areas should be supported by having local facilities such as shops, doctors, schools, cafes, pubs, workplaces, etc. so that travel is not essential to a major conurbation/city. <p>TRANSPORT</p> <ul style="list-style-type: none"> • Leicester is the economic hub but poor transport links around the county hamper this role. • An improvement of transport links would make it more appealing than neighbouring cities with this service (i.e. Coventry or Birmingham). • The proposal fails to recognise essential connectivity beyond the borders of the county - to the south, west, north and east, as well as internationally. 	<p>sites and this will require supporting infrastructure.</p>
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Q7. To what extent do you agree or disagree with the two gateways identified? Why do you say this? Are there any other gateway locations you think should be included?

Respondent Comments	Partner Responses
<p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Both are logical with the focus of growth being along the western side of the city and county, but this must not be at the expense of future development for market towns and villages to the east of the county. • The concept of 'Gateways' is vague and ill-defined. • Consider an east gateway (around Melton Mowbray) and a west gateway. • Better infrastructure connections, and housing development, should be focused around Market Harborough. • Having all major urbanisation in 2 particular areas is detrimental to the quality of life of the people who live there. • Against more building and development – build on existing brownfield sites. • Development in the County should be spread out not just concentrated in and around the City. • This is concentrating growth in villages unable to support it and certain villages will be swamped under urban growth. • Also identify opportunities to deliver housing and employment land within and adjoining the city, within the short to medium term. • A third gateway should be considered running from the A42 (Ashby) to Loughborough and across to the A46. • The concept of creating two centres of business and employment on the outer edges of the county appears to 	<ul style="list-style-type: none"> • The Strategic Growth Plan seeks to shift the focus of development away from the continued expansion of existing settlements to new strategic scale sites that can deliver both homes and jobs along with new services and facilities to support the new communities. This will ease the burden of growth on existing settlements. • As set out in the Strategic Growth Plan, the short - medium term identified development needs (up to 2031) have been accommodated through what is built, committed or allocated in local plans. This allows the Strategic Growth Plan to focus on the spatial distribution of development in the period 2031-2050 and securing the delivery of the major infrastructure improvements required to support the broad locations for development identified. • The distribution of housing growth set out in the Strategic Growth Plan reflects the ability to deliver growth with supporting infrastructure, particularly reflecting the opportunities developed in the Midlands Connect Strategy. This is considered to be the most sustainable approach. Development

<p>contradict the Strategic Growth Plan’s stated aim to reduce outward commuting from Leicester City to other places of business in the county.</p> <ul style="list-style-type: none"> • Both Loughborough and Hinckley should be identified as 'Key Centres'. • Magna Park should be given over to housing in particular starter homes and rail-freight should go to existing facility at DIRFT. Development to the north of this would damage the countryside and rural villages. • Better to use brownfield and derelict sites in particular in the city. • Concern regarding disproportionate level of housing in the south of the County compared with the north. • Disagree with location of Whetstone Pastures, consider Bruntingthorpe a better choice. • Suggestion that Carnival Way in Castle Donington offers the potential to deliver much needed employment land in the short term, in a highly accessible and sustainable location. • Consider building new cities or expanding rather than taking scattergun approach. • Should not build houses / dormitory towns in out of the way places that people will need to drive to. • Too much emphasis on the use of greenfield sites and inadequate consideration of brownfield sites or urban regeneration as alternatives. • This is concentrating growth in villages unable to support it. • It is better to focus new housing on two or three larger developments such as Lutterworth, Hinckley and Kegworth, where transport links and connectivity are already in place. • The two gateways benefit from transport links and existing and planned employment centres so it makes sense to locate homes here. 	<p>will be brought forward in local plans, and designed to mitigate any negative impacts on existing communities.</p> <ul style="list-style-type: none"> • The Southern Gateway has been removed from the Strategic Growth Plan. A single gateway ‘The Leicestershire International Gateway’ is proposed, focused around the northern parts of the A42 and M1 where there are major employment opportunities notably East Midlands Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby. • The Strategic Growth Plan does not specifically promote the development of Magna Park but recognises its presence as a major source of jobs in the south of the County. • Brownfield sites in the 'right' locations are sought to deliver the strategy, and will be assessed through the local plan process. • There is an evidenced need to accommodate growth across the city and county. • Further consideration has been given to the spatial distribution of development and it has been decided that Lutterworth will no longer be identified as a Key Centre; instead it will be identified as an area of ‘Managed Growth’ in Local
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- Concept of creating two centres on the outer edges of the County appears to contradict the Strategic Growth Plan’s aim to reduce outward commuting from Leicester City.
- Opportunities should also be sought to deliver housing and employment land within and adjoining the Principal Area of Leicester.

SOUTH

- There is already too much development around the area proposed for the Southern Gateway.
- Southern Gateway proposal concentrates development around an area that is congested and with limited transport infrastructure.
- Put the gateways near to city locations.
- Lutterworth has already had an excess of planning applications. Poor infrastructure planning to the north should not be taken out on the south.
- There is sufficient development along the A5 including DIRFT and Magna Park, development of the southern gateway will affect countryside and surrounding villages.
- The southern gateway should take care that Hinckley & Nuneaton do not merge into one large conurbation. Due to the linear nature of the A5 it would be better to concentrate developments into one large area rather than spread over several miles of the A5.
- There is a lot of growth around the A5 towards Rugby. The schemes need to integrate with this rather than compete.
- 'Gateways' should be located near to the two Enterprise Zones. Instead, they are proposed to be located close to areas of mainly lower wage, low-skilled jobs (logistics, warehousing).
- Strongly support the identification of the Southern Gateway for significant growth as linked to the A46 Growth

Plans.

- The future of jobs and focus on certain employment sectors will be shaped by the emerging Leicester & Leicestershire Enterprise Partnership's (LLEP) Local Industrial Strategy. This in turn will reflect the Midlands Engine Strategy.
- The Strategic Growth Plan has identified the potential of Loughborough and Hinckley for growth through their status as areas of managed growth through Local Plans. Both areas have substantial Local Plan allocations that have still to be developed.
- Not all jobs in warehousing and distribution logistics are low skilled.
- The combined total of undesignated sites and 'strategic sites' meets the overall housing need, and in meeting needs in full, will reduce the prospect of unplanned development in countryside locations that would be greater if insufficient provision was identified.
- Through the Strategic Growth Plan the partners are working together to accommodate all of the homes that the City needs, but cannot accommodate, in places that are well connected

<p>Corridor and the opportunities for a new Garden Village at “Whetstone Pastures”.</p> <ul style="list-style-type: none"> • Do not need a road in the Blaby area as it will bring more industry and housing. • Concern that Magna Park is still included in the Southern Gateway proposals despite recent developments. • Lutterworth already has an excess of planning applications. • Close Magna Park and use the site for houses instead. • The Southern Corridor states 40,000 houses but this is not sensitive and will not retain the green wedge for Leicester. • Disagreement with the Southern Gateway as a major site for housing development due to damage to local countryside and risks of urban spread. • Agreement with the Southern Gateway with limited, small scale development. • Southern Gateway is less necessary. • Greater housing developments should be focused around Market Harborough and an ‘Eastern Gateway’ (Melton Mowbray) is important. • Concerns that the Southern Gateway will lead to large conurbations (including Hinckley, Nuneaton and Coventry). • Growth associated with Gateways should focus on ‘New Town’s’ around the M69 and M1 rather than increasing existing population centres. • The South is already becoming one large housing estate. • Support the development of Hinckley as a housing and employment centre but employment should be geared 	<p>to it.</p>
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away from logistics.

- Southern Gateway will be well supported by road links once the proposed new roads have been built.
- The Southern Gateway should extend to the A14 in the south east of the county.
- Strong support for the Southern Gateway as linked to the A46 growth corridor and the opportunities for a new garden village at 'Whetstone Pastures'.
- There is a disproportionate level of housing in the South of the county compared with the North, especially in Harborough district.
- Support for the Southern Gateway, providing an outer ring road around Leicester.
- The Southern Gateway should be moved south near Rugby

NORTH

- The Northern Gateway is better placed near major population centres, has better infrastructure and is more sustainable with the current development of the East Midlands Gateway around J23 and its potential for links to the rail network, with the proximity of East Midland Airport, and the possibility of support of Loughborough University.
- The Northern Gateway is a sensible choice because of the airport and M1/A42 - however care should be taken that development does not overload what is already a busy transport network as the M1 / A42 / A453 and A50 are used for long-distance strategic journeys to the North, North West/Stoke, South, Nottingham and West Midlands.
- There is significantly more space available to the north of the county than the south.
- The Northern Gateway recognises, and should include, major employment centres around Castle

<p>Donington/Donington Park and East Midlands Airport and they should be connected by rail.</p> <ul style="list-style-type: none"> • Northern Gateway is a good location with airport, rail (East Midlands Parkway and planned HS2), and road connections and would meet employment needs – though need to ensure it tackles congestion and improve the A42/M42. • Northern Gateway appears to be the natural choice for this development. • Northern Gateway is a sensible choice because of the airport and M1/A42 however development should not overload the already busy transport network. <p>Northern Gateway has huge potential but concerns about the increase in volume of HGV traffic.</p>	
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❖ *The rail freight hub is not a proposal within the Strategic Growth Plan; it is being dealt with under the provisions for nationally significant infrastructure projects*

<p>Q8. To what extent do you agree or disagree with Lutterworth and Melton Mowbray being identified as key centres? Why do you say this? Are there alternative key centres you think should be included?</p>	
Respondent Comments	Partner Responses
<p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Focus should be on improvement and environmental protection, not growth and overdevelopment with associated pollution, congestion and over stretched services and infrastructure (health, schools, sewage, and water). • These areas are clearly in need of development as they are close to the areas of Economic Development identified in the Draft Plan. • Both of these settlements should have 'managed growth' only. 	<ul style="list-style-type: none"> • Evidence shows there is a need to provide further homes and jobs in Leicester & Leicestershire into the future. • The Strategic Growth Plan seeks to deliver growth that will create sustainable communities in strategic locations thereby delivering housing and jobs supported by the necessary infrastructure, not putting additional pressures on services in

- Although these two locations make excellent key centres I do not understand why the city is not identified as the key centre as that is where future growth should take place. It has the infrastructure, it has the services, it has the facilities and it has the population to support growth.
- Development and regeneration need to be delivered with Government’s climate change targets in mind i.e. avoid new roads, build on brownfield sites, support downsizing, support employment that aims to reduce the impacts of climate change, improve public transport. Then similar to Leicester, publicise the importance of these centres, in promoting a sustainable, regenerative future.
- Build meaningful communities, providing development which meets the needs of local communities, and encourages integration.
- Need to give thought to services required to support growth when building around these existing hubs, this needs to be in the scope of the Strategic Growth Plan.

LUTTERWORTH

- Lutterworth needs no more houses.
- The Lutterworth junction with the M1 is currently open to greater development opportunities with the close presence of Magna Park, the A5 and links to the M6.
- Development to the east of the M1 is a bad idea as the development will be cut off from the rest of Lutterworth by the M1.
- Lutterworth - it is currently an M1 satellite town. This development will allow the expansion of the business park outside the town proper as has been attempted on many occasions.
- Lutterworth's recent growth has been mainly in low skilled, low wage jobs in warehousing and distribution logistics. It is not a key centre for anything else.
- Lutterworth is a good location due to the M1, Magna Park and proximity to DIRFT but needs better local road

existing centres.

- The strategic objectives of the Strategic Growth Plan set out the importance of 'balancing the need for new housing and jobs with protection of our environment and built heritage'. Protecting our environmental, historic and other assets form the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester & Leicestershire and further text regarding the importance of locally important assets has been added.
- The Strategic Growth Plan highlights the importance of Leicester's role as the central city, and recognises that it will continue to be a focus for growth. Notwithstanding this, it does not have capacity to meet all of its own growth up to 2050, or that of other Districts / Boroughs, so development will need to be located elsewhere in the county also. The Strategic Growth Plan does this in the most sustainable way and ensuring that it can be delivered with the necessary supporting infrastructure.
- Specific sites will be determined through the local plan process taking account of all relevant considerations, including accessibility and transport links, with a view to delivering

connections.

MELTON

- Melton 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.
- Melton is very easily accessible. But regeneration of the town would be a great improvement.
- Melton is a rural location requiring a bypass, but this should not be dependent on an extended A46 Expressway.
- Melton is very isolated and rural by comparison.
- Without joining up across the region towards Cambridge or North towards Lincoln, Melton Mowbray will remain a cul-de-sac.

OTHER TOWNS

- North-west of the county should get a fair slice of the pie.
- Hinckley should be identified as a Key Centre due to its existing infrastructure which can support growth, as well as being more centrally located for Leicester, Birmingham and Coventry. The fact that large companies reside in this area and nearby illustrates the desirability from a commercial perspective and as such housing and employment allocations should be promoted.
- Should be centred around towns like Market Harborough, Loughborough, Coalville and/or Ashby de la Zouch.
- Market Harborough with its rail and road links to the South and East would also seem to be a potential growth key centre.
- Wigston because it has major rail links (north-south and east-west) and therefore should help keep freight off

sustainable development.

- Pollution will be a consideration in identifying sites.
- Text has been added to the Strategic Growth Plan referring to the recent approval of the Melton Mowbray Relief Road and the catalyst for change this provides for the town.
- Text has been added to the Strategic Growth Plan on the A5 improvement corridor.

<p>the road. This would be a better far place than the proposed Rail Freight Depot near Elmesthorpe/Stoney Stanton/Sapcote.</p> <ul style="list-style-type: none"> • A new town between Melton and Market Harborough on the A47 with access onto the proposed expressway would be another good site for a key centre. • Should specifically seek to identify Castle Donington as a further Key Centre for growth. This is based upon the fact that Castle Donington already represents a key, strategic location for economic development, through the existing commercial and business development at Carnival Way. • Promote growth of towns and villages to the West of Leicester, for example, Bosworth and Barlestone, Measham and Appleby Magna, and Ibstock, all very accessible and communities that need services reinvigorating and investment to drive employment. • Other areas would be better e.g. Loughborough, Shepshed, Coalville and around East Midlands Airport. • Loughborough second largest centre in Leicestershire and has a renowned university, with opportunity for spin offs leading to future sustainable growth in the new industries of the future. • Six Hills proposal downplayed, it dovetails with the strategic aims expressed elsewhere in this consultation. • A new town is needed within easy reach of Magna Park with its own access to the M1 and A5. • Jobs should be provided in Leicester with homes in new towns encircling it. • A new town between Melton and Market Harborough on the A47 with access to the proposed expressway would be a good site for a key centre. 	
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Q9. To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have

'managed growth' only? Why do you say this?

Respondent Comments	Partner Responses
<p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Should not develop areas that do not increase the wealth of the citizens. • Managed growth should mean no more. We can't cope with what we have. • There is no point citing quotas for housing provision as these have already been exceeded within Blaby District Council. • Every town should be as affluent as possible but the majority of development should be in the easily accessible centre. • All towns should remain as they are and not become commuter towns. • All towns need better infrastructure. • Villages need protecting from irreparable damage. • Villages should have managed growth too. • Managed growth should not be limited to any of these areas if there is a demand for people to live and work. • All locations have already suffered extensively from 'bolt on' housing developments that have put unsustainable pressure on infrastructure. • Market forces and labour availability should dictate growth. • It is considered that there is a disproportionate level of housing proposed for the south of the county 	<ul style="list-style-type: none"> • The spatial distribution strategy of the Strategic Growth Plan is focused on the period 2031-2050, not current local plan requirements. Every District / Borough Council, as well as the City, has a need to accommodate growth. • The Strategic Growth Plan is a response to the evidenced need for growth in Leicester & Leicestershire which national policy requires local authorities to meet. • There is a need to provide growth (homes and jobs) across Leicester & Leicestershire both now and into the future. The Strategic Growth Plan sets out a framework for this growth and identifies the strategic infrastructure improvements that are needed to support this growth. • The Strategic Growth Plan is clear in promoting development that is supported by the necessary infrastructure to avoid adding pressure onto existing facilities; the best way to achieve this is through strategic scale developments. • Text has been added to the Strategic Growth Plan

compared to the north which will have the benefit of HS2.

- There are other strategically located settlements throughout Leicestershire and on the edge of the Principal Urban Area of Leicester which can accommodate the dwellings required.
- Growth should be concentrated in existing urban areas, to increase population density and thus reduce the need for road transport.

TOWNS

- Loughborough would be suitable for significant development given its strategic location with good rail and road links. It is also close to but outside the National Forest.
- Loughborough has already had improvements but could do with more so should be identified as a key centre.
- Loughborough is too busy already.
- Loughborough could grow considerably (a new city?) considering the University and good road and rail links.
- Hinckley should be identified as a key centre as it requires major regeneration, expansion and investment.
- Hinckley is overdeveloped and already suffers from heavy traffic and some overwhelmed services.
- Hinckley already has shortages of facilities like doctors and schools.
- Coalville needs to be a priority as currently it is a dying town with little or no town centre improvements including retail.
- Coalville needs investment but has seen significant recent housing development with little infrastructure improvement.
- Regrettable that a major draw to the Coalville area has been closed (Snibston Discovery Park) as this was

acknowledging the importance of local road, rail and public transport schemes to support growth.

- Text has been added to the Strategic Growth Plan elaborating the importance of significant investment in infrastructure and services, and explaining that the strategy makes provision for a greater proportion of growth to be provided in strategic locations.
- Coalville is identified as an area for managed growth through local plans in recognition of its ambition for town centre regeneration, supported by housing and employment growth in strategic locations.
- The area around the north part of the M1/A42 is identified in the plan as the Leicestershire International Gateway. In this area there are major employment opportunities notably East Midlands Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby.
- Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan strategy and will be assessed together with all other options through preparation of Local Plans. However, given the quantity of brownfield land available and the level of need, it is clear that development

<p>exactly the sort of attraction the helps energise an area and also celebrated its industrial heritage.</p> <ul style="list-style-type: none"> • Re-open the Leicester-Burton passenger rail service to Support Coalville. • Market Harborough should be left as it is. • Market Harborough is a very attractive market town and new developments should be carefully controlled to preserve its character and integrity. • Market Harborough has had lots of housing development but attracts commuters who offer little to the local economy and no additional facilities have been provided. • Only allow managed growth around Market Harborough. • Hinckley, Coalville and Loughborough have many areas of brownfield land and any development needs to be managed to ensure this is used up before the towns are allowed to spread out. • Coalville, Hinckley and Loughborough need to expand toward Leicester. To the benefit of the central city. • The amount of new homes being built on green spaces, farmland and woodland in North West Leicestershire is appalling. • Promotion of Castle Donington as an appropriate location to accommodate further employment development, through a strategically planned extension to the existing business park at Carnival Way. This growth can be managed and targeted to meet a specific and demonstrable need, which is currently unmet through existing allocations within the North West Leicestershire Local Plan. • Questioning why Melton and Ashby De la Zouch are not included as areas for managed growth. • Promoting Glenfield / Anstey as a strategically located settlement which can accommodate the dwelling numbers and employment development required. 	<p>of brownfield land alone will not suffice.</p> <ul style="list-style-type: none"> • Hinckley, Loughborough and Market Harborough are identified as areas where growth will be managed through local plans. • Melton is identified as a key centre for regeneration and growth in recognition of its need for infrastructure to support growth and the desire for town centre renewal and economic prosperity. • Loughborough is identified as an area where growth will be managed in local plans in recognition of its potential for growth and the need to deliver existing local plan allocations and planning permissions. Infrastructure improvements will support this process.
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- Already exceeding housing quotas in Blaby leading to over-development so do not want more.
- Loughborough is a vibrant town that is fine as it is and does not need to grow.
- Huge potential for Loughborough to grow based around top university and high tech industry.
- Growth should be managed and within towns and on brownfield sites. It should be avoided at edge of towns and where villages may become joined.
- Importance of community identity, on which relationships are built and the foundation for economic prosperity are laid. Ensure 'managed growth only' focuses on regenerating town centre, improving current housing stock, creating spaces for relationships etc.
- Major regeneration, expansion and investment required at Coalville and Hinckley. Hinckley has potential for development as a regional centre for the arts, culture and entertainment.
- Hinckley is a lovely place to live and needs to keep attracting more investment to help attract more young people to live, work and raise families here.
- Coalville town centre regeneration needed to increase future prosperity of town.
- Significant brownfield land in North West Leicestershire that could accommodate much economic growth, both housing and commercial.
- Market Harborough is a very attractive market town, new development should be carefully controlled to preserve character and integrity.
- Note Market Harborough will be affected by strategic growth from Kettering area.
- All market towns should remain as small manageable towns.

<ul style="list-style-type: none"> • Focus should be on ensuring there is enough affordable housing for those on low incomes. 	
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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? Why do you say this?

Respondent Comments	Partner Responses
<p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Development needs to be in proportion across the county. • The Western side of Leicestershire has taken all the growth in the last seven decades with very little in the Eastern areas. • Should be utilising brownfield sites in towns before using villages and rural areas. • Protection of the green wedges between villages and the City of Leicester are vitally important in ensuring they retain distinct and separate identities from neighbouring areas. • Access to some affordable housing is an important priority to cater for those who want to live rurally. • Service infrastructure has not grown with increase in population. • It makes no sense to grow areas that are distant from the major employment areas within the county. • Investment should be provided to make these areas more self-sufficient with improved shopping and social infrastructure. • Plan must include sustainable ideas for allowing the growth of green transport between villages, local towns 	<ul style="list-style-type: none"> • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located including requirements for affordable housing. • Further text has been included in the Strategic Growth Plan elaborating the importance of significant investment in infrastructure and services, and explaining that the strategy makes provision for more growth to be provided in strategic locations. • Protecting our environmental, historic and other assets form the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester & Leicestershire and further text regarding the importance of locally important

and Key centres.

- Suggestions of reopening railway stations on the Leicester-Harborough line, the Leicester-Melton line and the restoration of passenger services on the freight line between Leicester and Coalville.
- Deliver sustainable new growth within the County and protect rural areas, needs to include protection of character of villages identified through neighbourhood planning process.

VILLAGES & TOWNS

- Villages should not be overdeveloped to the extent that they lose their heritage, rural character and become congested.
- Merging of neighbouring villages should be avoided.
- There should be no more development in villages due to a lack of infrastructure and services.
- Some villages need growth to survive. It should not be solely local needs, but provide affordable housing (in all tenures) for some incoming younger families with children and for elderly people.
- Catering for commuters harms local places as they contribute little to communities.
- We all have to bear the brunt of increased development and all villages should expect some development in order to share the load.
- Small growth for local needs will be better supported than imposing large developments and will better protect sensitive sites.
- Growth should be Neighbourhood Plan led, with new small villages being created to support the desire for quality village housing.
- Villages tend to be left out for funding.

assets have been added.

- Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan strategy and will be assessed together with all other options through preparation of Local Plans. However, given the quantity of brownfield land available and the level of need, it is clear that development of brownfield land alone will not suffice.
- Further text has been added elaborating the importance of significant investment in infrastructure and services including improvements to rail connectivity.
- The text of the Strategic Growth Plan has been amended to include references to the Leicester to Burton railway line and rail services to and from Melton Mowbray.
- Local Plans will contain policies and guidance to address important issues such as affordable housing and housing type and tenure needed.
- The Leicester & Leicestershire Rail Strategy (March 2017) sets out the priority proposals for rail enhancements in the area. This will be reviewed as necessary and any additional priorities will be identified at that time. In the meantime, the local authorities will liaise with

<ul style="list-style-type: none"> • Would help if centres for growth were identified to help planning for housing and employment and where rural and village areas could accommodate modest development to accommodate this. • Development so far has been uncontrolled and local people have not had their wishes taken into account. This has and will continue to drive up house prices and destroys character of villages and Plan will not prevent this from happening. • Small number of affordable homes and bungalows required in villages. • The major expansion of existing towns and villages will increasingly become undesirable and inappropriate and we would advocate the creation of new settlements. These should be large enough to justify essential services and facilities such as schools and medical facilities, in order to ensure the creation of proper new communities, not just new housing estates. • Towns already of a certain size have much better capacity than villages and rural areas to deal with increased infrastructure needs and increased populations. • Urban areas should not be overwhelmed with massive developments and villages should take their fair share of development. Some additional homes in each village has less community impact than drowning towns with huge housing developments. • Growth should be located in the City, the Market Towns and the two identified growth areas which are best able to cope with it. 	<p>Network Rail and service providers to deliver the current priorities. The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray.</p> <ul style="list-style-type: none"> • The overall strategy of the Strategic Growth Plan is to provide more delivery in strategic locations and to reduce the amount that is delivered in villages and rural areas. • The plan seeks to achieve a balance between protection in villages and rural areas and allowing for organic growth which will respond to the needs of local communities. • Strategic development locations will be supported by new infrastructure provision, reducing pressure in other areas.
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<p>Q11. Do you have any other comments on the draft strategic growth plan?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>GENERAL POINTS</p>	<ul style="list-style-type: none"> • The draft Plan notes the pressures on existing

<ul style="list-style-type: none"> • A very exciting and well considered plan with a great vision. It is desperately needed and I wish you all the best in its delivery. • Plan generally well thought out and should be deliverable. • The identification of Leicester City as a central hub, to support the market towns and rural areas around it is fully endorsed. • The plan doesn't take advantage of immediate opportunities for growth, where the possibility to integrate a number of spatially related initiatives could provide a major boost early in the life of the plan. • Growth of our towns, cities and road network is clearly not sustainable. • Greater consideration should be given to existing residents of areas that are affected who want fields and nature; not everything needs to be geared up for speed and industry and for villages to become dormitories for larger towns and Leicester. • Villages will lose their individual identities and green spaces. • Brownfield sites need to be redeveloped before any further green fields are considered. Plenty available in Leicester. • Would destroy the natural beauty of the county. It would create a huge industrial and built up conurbation that sprawls for miles and miles with absolutely no character and no sight of countryside as far as the eye can see. • There should not be a strategic growth plan. Should focus on preservation of our County's unique landscape and communities and rebuilding the community cohesion already lost to excessive growth. • The plan is driven by development interests rather than social and environmental ones. The needs of the city for housing (which could have been partly met by land given over to student accommodation) have taken 	<p>communities and the need to focus on supporting the economy in line with local and national economic strategies such as the Local Industrial and Midlands Engine Strategy.</p> <ul style="list-style-type: none"> • The preparation of the draft Strategic Growth Plan has been underpinned by a sustainability appraisal. • Further text has been included in the Strategic Growth Plan elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. Infrastructure studies will assess the potential for such transport options. • Further explanation on the A46 expressway proposal has been included in the Strategic Growth Plan; the precise route of the expressway is still to be determined and will be the subject of consultation at various stages in its design. • Protecting our environmental, historic and other assets form the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester & Leicestershire and further text regarding the importance of locally important assets have been included in the Strategic Growth
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<p>priority over the preservation and character of suburban centres, smaller towns and high quality landscape.</p> <ul style="list-style-type: none"> • The plan focuses on out of town development which damages the environment, communities and people. It means more people will have to travel into the city by car. • Some smaller scale developments, in sustainable locations, continue to have an important role to play in delivering the quantum and quality housing required to fulfil local housing needs. • Development should focus on brownfield sites and empty business and housing properties. • Proposed development is in the wrong places and encourages urban sprawl which will destroy the character in particular of rural areas. • Development is not wanted nor needed, funding would be better spent on other things. • Consider growth better achieved through creation of new settlements spread more equally around the County, with speed that technology is progressing in future likely to more home working less commuting by car. • Use of empty homes first before further growth is planned for and delivered. • Feel that there should be a development of the infrastructure requirements first, to provide growth opportunities. • More housing needs to be provided in Leicester City Centre and run down parts needs to be developed first. • Agreement that housing is necessary but would be better achieved by the creation of new settlements spread equally around the country. • Many of the proposals do not develop the county as a whole and put ever increasing pressure on areas already suffering under an increasing amount of housing. 	<p>Plan.</p> <ul style="list-style-type: none"> • Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan strategy and will be assessed together with all other options through preparation of Local Plans. However, given the quantity of brownfield land available and the level of need, it is clear that development of brownfield land alone will not suffice. • Local Plans will set out requirements for energy efficiency and affordability. • Proposals for new settlements will be considered through Local Plans, as a concept they are recognised as part of the portfolio of options for delivering growth. • Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. A single gateway, referred to as 'The Leicestershire International Gateway', is proposed, focused around the northern parts of the A42 and M1 where there are major employment opportunities notably East Midlands Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby. • Through the Strategic Growth Plan the partners are working together to accommodate all of the
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LOCATIONS

- A prosperous and well-functioning City is important to the future, but not to the extent suggested in the draft plan - and care should be taken not to over focus on the City alone.
- The plan seems to favour the West of the County and there seems to be no negative compromise for the City.
- The communities to the East and South of the City - not yet in the suburbs - seem to bear the brunt of these proposals with no tangible benefit.
- Consider relocation of hospitals to the A46/A50 junction which would be accessible also from the M1.
- A series of New Towns at the junctions of the A46 Expressway and the major A Roads in Leicester (e.g. A426, A50, A6, A47) would provide all the housing we need if these towns were large enough to be self-sufficient.
- Need to address the possibility/probability of the creation of a further market town to the east of the city and its impact on the unique character of this area.
- Consider a new Leicestershire town, pick an area with great connectivity, both rail and road.
- There are major opportunities in the northern part of the county and related to Loughborough in particular.
- Coalville is a major road linked logistics hub but is only regarded as a secondary development area. It is on a railway line, it should be a rail logistics hub to make passenger services viable.
- The overall approach is supported, in particular the identification of a Northern Gateway which could consolidate the role of Castle Donington as a major employment centre, is fully endorsed.
- Think that it is important to highlight areas where growth will be very limited due to the historic or environmental value e.g. Charnwood Forest and Beacon Hills, High Leicestershire, around Bosworth Field. Often these areas have limited infrastructure, but also are important for future of the County.

- homes that the City needs in places that are well connected to it. There is a continuing need for housing which cannot be met within existing urban areas.
- The Strategic Growth Plan has considered how the predicted unmet need for housing from Leicester City can be accommodated by the other local authorities in Leicester & Leicestershire. The partners have decided that these additional needs will be satisfied in part, by development in strategic locations in accordance with the strategy set out in the Plan.
- Ashby de la Zouch is not included as a growth area in the Strategic Growth Plan and any additional development proposed will be allocated through the North West Leicestershire Local Plan review.

- Communities to south and east of City take brunt of the Strategic Growth Plan proposals; accept approach sometimes necessary for greater good, but no consideration appears to have been given to service delivery in newly developed or existing communities.
- Not sustainable to envisage more growth around Ashby-de-la-Zouch.
- The Strategic Growth Plan should be much more forceful in identifying preferred location for at least one new garden city to reduce pressure on existing communities.
- Series of New Towns at junctions of the A46 Expressway and the major A roads in Leicestershire would provide growth need if towns large enough to be self-sufficient (20 to 30,000 residents), linked to Leicester by rail/underground.
- The plan needs to be more forceful and identify at least one site for new garden city/village to reduce pressure on existing communities.
- The expansion of Ashby de la Zouch is a concern.
- Development around Hinckley is far too expansive.
- Objection to the A46 expressway in favour of improving the existing Western Ring Road to avoid massive industrial and housing expansion to the East of Leicester.
- Concern over the designation of Coalville as a secondary development area despite being a major road linked logistics hub.
- Glenfield and Anstey should be considered as suitable locations to accommodate further residential growth.

TRANSPORT

- An emphasis on large-scale road building, particularly a new eastern A46 bypass, without detailed analysis on

<p>genuine demographic and economic need.</p> <ul style="list-style-type: none">• 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. The plan fails to consider intra-urban movement by the continued development of walking and cycling infrastructure.• Reopen the Leicester-Burton train line to promote growth in Coalville and pull workers, shoppers and visitors from Burton and the outer county in to Leicester.	
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Chapter 2b
Spatial Strategy – Non-Survey Responses

Respondent Comments	Partner Responses
<p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Support for overall spatial strategy assessment and distribution of growth requirements. • Strategic Growth Plan too concentrated in limited number of locations and so is high risk as no alternatives. • Do not support focus on developing on large scale strategic sites – prefer range of different locations reflecting balanced growth. • Redevelopment of brownfield sites hasn’t been adequately considered with providing for local needs when this conflicts with overall plan strategy. • No recognition of unallocated sites and windfall sites. • Plan is too focussed on developing infrastructure for long term needs not looking at short and medium requirements up to 2036. • Delay in delivery of Sustainable Urban Extensions (SUEs) has affected 5 year land supply. • Status of villages is under threat. • Welcomes the intention to protect small rural communities from further large 	<ul style="list-style-type: none"> • Evidence demonstrates a need to accommodate additional development within Leicester & Leicestershire up to 2050. A range of options have been tested in the development of the Plan, and the preferred approach is considered to be the most sustainable with the best opportunity to deliver major infrastructure. • The Plan proposes to shift the focus for growth away from small and medium sized sites in existing villages and rural areas to more development in major strategic locations. This allows us to plan for and deliver new supporting infrastructure, seeking to reduce the impact on individual locations. • A number of generic options were initially identified in the Strategic Growth Statement and later refined and assessed through a Sustainability Appraisal. The preferred approach is considered to be the most appropriate with the ability to deliver strategic development locations supported by infrastructure and thereby reducing pressure on existing settlements. • The detail of the A46 expressway proposal will be worked up in collaboration with Highways England, the Department for Transport and Midlands Connect. There will be public consultation at various stages. • The proposed A46 expressway and A5 improvement will be subject of significant transport evidence (including detailed modelling) to understand

<p>scale development.</p> <ul style="list-style-type: none"> • Housing and employment developments should be equally distributed not concentrated in one area. <p>ROADS</p> <ul style="list-style-type: none"> • A46 is ill-conceived will have a negative effect on the character of rural villages. • Local roads cannot cope with the current level of transport so to build yet another road (the proposed A46 Expressway) seems counterproductive. • Leicester does need a new bypass (Expressway) around the south and east of the city and the proposal for it to begin at Syston and continue around the south of the city to the M1 does make sense. If it is to continue to the M69 and if it is to join at junction 2 near Sapcote, then there are considerable implications for the traffic entering Hinckley. • There are only two entrances from the south-east into Hinckley and both of them become heavily congested at peak travelling times - even before the draft plan provision to turn the A5 into an 'Expressway' and link the M69 by the construction of the A46 'Expressway'. • Would like to see more consideration given to the impact of proposed Leicestershire growth, particularly the Northern Gateway, on roads in vicinity. • Improve access to local junctions. • Disagree that the A46 Expressway corridor is the best way to provide access for 40,000 homes. 	<p>how they should be routed, the impact the proposals have and how adverse impacts might be mitigated.</p> <ul style="list-style-type: none"> • The proposal for the A46 Expressway is supported by the Midlands Connect Strategy, and will be strengthened by the delivery of growth in the corridor. • The precise details of the alignment of the proposed A46 expressway are not known at this time. Significant work will be undertaken to inform decisions, and transport evidence will be collected to understand what is needed to mitigate any adverse impacts. • The Strategic Growth Plan recognises the importance of the rail network, and supports the Midlands Connect Strategy and aspirations within it. Decisions about re-opening of local stations are beyond the remit of the Strategic Growth Plan, but could be subject to separate discussions in the future, should such schemes be viable. • All districts will see increased levels of development. The distribution of housing is based upon the opportunities presented to deliver growth in association with existing centres of population and services, as well as the potential for delivery of significant infrastructure provision. Housing distribution is considered proportionate. • The Strategic Growth Plan acknowledges the importance of Green Infrastructure and retaining the identity of individual villages. Designation of such policies will take place through Local Plans. • Potential to deliver improved road and public transport links will be considered in association with development through Local Plans. • Infrastructure for shorter and medium term requirements (up to 2036) is being
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<ul style="list-style-type: none"> • Strongly agree with the proposals to focus residential and employment growth around A46 expressway. <p>OTHER TRANSPORT</p> <ul style="list-style-type: none"> • Would welcome any improvements in public transport links between East Leake (and Nottingham) and Leicestershire, particularly towards East Midlands Airport, East Midlands Parkway, and the developments around junction 24. Public transport links for the Northern Gateway should be considered holistically in cooperation with Derbyshire and Nottinghamshire. • Improved rail transport required. <p>LOCATIONS</p> <ul style="list-style-type: none"> • Consider Northern Gateway area can help provide an opportunity to accommodate the unmet demand whilst also providing better positioned housing and employment growth that is in close proximity to the proposed rail and road infrastructure as part of the Midlands Connect Strategy. • Draft plan does not appear to consider the potential of East Midlands Parkway despite proximity to Northern Gateway area. • Opposition to development across Southern Gateway, Northern Gateway, Lutterworth, Melton Mowbray, A46 corridor and Leicester. • Various landowners and developers with land holdings put forward potential sites for development within the Northern Gateway, Southern Gateway and by the A46 growth corridor. 	<p>brought forward in current and emerging Local Plans.</p> <ul style="list-style-type: none"> • Detailed delivery of Sustainable Urban Extensions (SUEs) and 5 year supply will be addressed through Local Plans. • Suggestions for potential strategic sites or new settlements are welcomed. These will be considered through the preparation of future Local Plans. • The degree of expected delivery of windfall sites across the County will be taken account of in Local Plans. The Strategic Growth Plan seeks to reduce the reliance on bigger, unallocated sites in accordance with the plan-led system by ensuring delivery of properly planned sites with supporting infrastructure.
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- Questioning the omission of Ashby De La Zouch within plans.
- An area of separation and green space should be retained between the surrounding villages of Castle Donington.
- Strategic Growth Plan should identify further secondary growth areas close to Leicester i.e. Ratby, Groby and Desford.
- Melton, North West Leicestershire and Leicester appear much less affected by the proposed development. South orientated approach to the plans.
- Harborough District is proposed to take more development than other Districts.
- Coalville, Hinckley, Loughborough and Market Harborough (given their role and function) should be identified as key centres with Melton Mowbray and Lutterworth.
- A new town near Billesdon would be a better site for housing requirements and infrastructure.

Chapter 3a
Transport – Survey Responses

Q4. To what extent do you agree or disagree with the four priorities identified in the draft plan? Why do you say this? Are there any other priorities you think should be included?

Respondent Comments	Partner Responses
<p>ROADS</p> <ul style="list-style-type: none"> • Road networks must be developed before further development. • Current road network inadequate. • Specific road network/junction improvements proposed. • Too much emphasis on highways improvements. <p>RAIL</p> <ul style="list-style-type: none"> • Potential to reopen rail lines, or trams/light rail to reduce need for cars or lorries. • Improved east-west rail links, including provision for freight. • Suggestion for reopening of Leicester-Burton line. • Importance of local rail connections. <p>PUBLIC TRANSPORT</p>	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • Our strategy makes provision for a greater proportion of growth than previously to be provided in strategic locations thereby reducing pressure in villages and rural areas. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. • Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary

<ul style="list-style-type: none"> • Poor public transport, particularly buses. • More emphasis on sustainable transport e.g. public transport, walking and cycling etc. <p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Impact on business investment. • Volume of traffic coming through Sapcote and other villages, particularly HGVs. • Related noise and air pollution. • Reduction of reliance on fossil fuels. • Congestion caused by existing and proposed development. • High levels of commuting. • Car parking strategies to support sustainable transport options. • Impact of new technology on sustainable transport options. • Insufficient detail, including lack of costs for major infrastructure projects. • Lack of clarity over delivery. • A46 Expressway won't come on stream until 2030s. • Impact on lower order routes. • Inappropriate to focus growth around the A46 Expressway. 	<p>(including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures.</p> <ul style="list-style-type: none"> • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester-Burton railway line and rail services to and from Melton Mowbray. • The Strategic Growth Plan recognises the importance of local businesses to the economy, the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the Leicester & Leicestershire Enterprise Partnership, and will attempt to keep any uncertainty to a minimum. • The A46 'expressway' proposal has been identified as critical long-term infrastructure to support growth beyond 2031, whereas growth up to 2031 will be facilitated by infrastructure identified through Local Plans and planning applications. Specific opportunities to fund and deliver the expressway (including phasing) will need to be considered in parallel with emerging growth proposals as part of future Local Plans and strategies. • The Strategic Growth Plan's strategy proposes to move the focus of development to major strategic locations and reduce the amount taking place
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<ul style="list-style-type: none"> • Vehicle movements arising from warehousing and distribution. • East-West highways improvements. • Responsiveness to business interests. • Improved connectivity between market towns. • Increased infrastructure and housing means more traffic on already slow roads resulting in more congestion with slower car and bus journeys and increased noise and air pollution. • Should be more focus on rail, sustainable and public transport infrastructure rather than on roads. • The supporting infrastructure including roads and broadband (in particular in rural areas) should come first before the economic and housing sites to avoid congestion and lack of connectivity. 	<p>in existing towns, villages and rural areas.</p>
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<p>Q5. To what extent do you agree or disagree with the proposed corridor of growth around south and east of Leicester linked to the construction of a new A46 expressway? Why do you say this?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>A46</p> <ul style="list-style-type: none"> • Lack of detail on how A46 Expressway will be funded. • Development in A46 corridor will be heavily car dependent without high capacity public transport options to 	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • The strategy makes provision for more growth to

<p>the City Centre.</p> <ul style="list-style-type: none"> • Support for A46 Expressway and links to existing road network. • A46 Expressway will be huge benefit for the south of the City, improve congestion and unlock opportunities for much needed new housing, including the potential new Garden Village at Whetstone Pastures. • A46 Expressway would assist growth of the City and vastly improve transport links whilst protecting rural roads from congestion. • Concern that the A46 Expressway will go across a major gas pipeline to the south of Countesthorpe. • Careful consideration required regarding exact route of A46 expressway. • Sceptical the A46 expressway will happen and even if it does it will be piecemeal as per approach to previous road projects so benefits have been lost. • Feeder roads into the A46 Expressway also need to be considered, such as A47 to the east of Leicester, A6 to the south of Leicester, etc. • A46 Expressway and intersections need better design (hard shoulders, etc.) bearing in mind existing problems of northern A46. • Concern A46 corridor will become dormitory for Leicester City as significant portion of new housing far away from proposed new centres of employment. • A more sustainable solution would be to improve the M69 and A46 junctions and build to the north-west. • Funding better spent improving - M1 junctions 21 and 21A and adding an additional carriageway to the existing A46 link rather than building an entirely new road. 	<p>be provided in strategic locations thereby reducing pressures in villages and rural areas.</p> <ul style="list-style-type: none"> • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. It will be through these processes that details of the route, type of road, and number of junctions on the A46 Expressway will emerge, and consultation will take place. Mitigation measures to improve the safety of the road network and to protect and improve the quality of the environment within villages and existing urban areas will also be considered, with key measures set out in Local Plans and Transport Strategies/Studies. • The strategic nature of the A46 expressway is such that significant public sector investment will be required to deliver this, although private sector investment in the corridor will also be sought where opportunities exist. Specific opportunities to fund and deliver the expressway (including phasing) will need to be considered in parallel
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- Long term, A46 is vital for Leicestershire.
- Proposed A46 Expressway does little to link existing Enterprise Zones; - A5 Expressway in contrast addresses current traffic issues and improves flow between East and West Midlands.

RAIL

- Scope for two new railway stations where A46 Expressway crosses two radial railways.
- Need for A46 Expressway to link with HS2.
- Rail or light rail links should be considered, including use of former rail lines, bus routes will not be sufficient.
- Support for electrification of Midland Main Line.
- Support for improvement of Leicester to Birmingham rail line.

GENERAL POINTS

- Development should be focused in west of the County where there is existing transport infrastructure, and existing and planned employment sites.
- Focused growth is needed; the new road will promote organic development with ease of access to Midland Main line stations.
- Infrastructure must come first.
- Lack of detail on route, type of road and number of junctions mean that it is hard to respond to the consultation. Precise location of proposed road must be considered at earliest opportunity and made available for public consultation.
- Lack of consideration of public transport infrastructure; heavy investment in public transport must be a

with emerging growth proposals as part of future Local Plans and strategies.

- The Strategic Growth Plan recognises the important role that new settlements can play in the delivery of growth. It will be through the preparation of future Local Plans that the specific location of potential new settlements will be considered.
- Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local, transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will also identify the need for additional improvements not specifically identified in the Strategic Growth Plan, and will work closely with the LLEP and other partners to maximise funding opportunities. They will also work together to improve accessibility across the city and surrounding urban areas, particularly by public transport.
- The Leicester and Leicestershire Rail Strategy (March 2017) sets out the priority proposals for rail enhancements in the area. This will be reviewed as necessary and any additional

<p>priority.</p> <ul style="list-style-type: none"> • Better integrated public transport is required. • Very congested, improved road network long overdue needed to ease congestion now. • Radial routes into and out of the City need to be drastically improved, difficult to access Leicester City centre and hospitals. • Inner City park and ride schemes needed; more frequent and convenient bus services required. • Concern smaller villages in vicinity do not have road width to cope with increase in traffic, such as Stoney Stanton, Sapcote (particularly with proposed Rail Freight development), Witherley, Thurnby, Bushby, Scraftoft, etc. • Road through Sapcote needs to be made safe for residents. • Limited scope for mitigation in some villages, due to listed buildings etc. • Must ensure protection against unsustainable development for rural communities. • Support for upgrading the A5, including removal of low bridges. • Links to south and east are weaker, makes sense to strengthen these. • Improve access to north of Leicester City from its southern areas. • Concern regarding safety of existing junctions. • Concern regarding costs when funds are limited. • Object to road building which will lead to over development of Hinckley area. 	<p>priorities will be identified at that time. In the meantime, the local authorities will liaise with Network Rail and service providers to deliver the current priorities. The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester-Burton railway line and rail services to and from Melton Mowbray.</p> <ul style="list-style-type: none"> • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • The Strategic Growth Plan recognises the importance of local businesses to the economy and the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the LLEP, and will attempt to keep any uncertainty to a minimum. • Strategic infrastructure in the western part of the County (and close to existing/already planned
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- Concern regarding road capacity given the development proposed in the West of Loughborough Sustainable Urban Extension.
- Over congestion already exists, further development with the proposed infrastructure will worsen this situation.
- Concern more urban sprawl, building more roads not the answer.
- Need for local communities to access road network and move along these corridors by providing high quality cycling and pedestrian infrastructure.
- Cut parking costs and stop further out of town developments - which encourage more cars and are unsustainable.
- Detrimental effect on nearby communities.
- Road network in and around Lutterworth already unsuitable for purpose.
- Concern Lutterworth becomes an extension of Wigston.
- Object to loss of beautiful local countryside, resultant congestion and increase in air pollution.
- Long term goal should be to create efficient infrastructure, improvement in high-speed infrastructure most pressing concern for future growth in L&L.
- Include proposals for refuel/recharge points, truck depots and general 'driving break' locations.
- M69 needs a four way junction at Sapcote.
- Concern regarding the effect on the countryside and quality of life of existing residents.
- Should enable main traffic flow to use new road network and more local traffic to use existing network links.

employment sites) is already congested with limited scope for further enhancements. Transport proposals in the Strategic Growth Plan are designed to address this and provide alternative routes for both longer-distance and more local traffic, whilst also creating new opportunities for employment and housing development.

- Further explanation on the A46 expressway proposal is to be included in the Strategic Growth Plan; the precise route of the expressway is still to be determined and will be the subject of consultation at various stages in its design. A new expressway has the potential to benefit existing communities by removing traffic from local roads and improving access around Leicester. The A46 expressway is just one aspect of the Strategic Growth Plan.
- The Strategic Growth Plan recognises that alongside the A46 expressway measures to increase capacity on the radial roads and improve public transport would be needed.
- Through the Strategic Growth Plan the partners are working together to accommodate all of the homes that the City needs in places that will be well connected to it.

- Support for proposed new roads and motorway junction.
- Must be mindful of protection of rural villages, the environment, heritage and landscape.
- Begin M1 Junction 20a as soon as possible; needed to ease pressure on J21.
- Other improvements need to be made to current road network, especially on major bus routes.
- Consider scope to create a new key centre between Melton Mowbray and Market Harborough.
- Huge impact on rural landscape to eastern side of Leicester, including area known as High Leicestershire.
- Money could be better spent on more sustainable transport options e.g. electric and autonomous vehicles, which could bring improvements.
- Encourages more people to avoid Leicester rather than getting them to stop in the city. In particular damaging business and employment to south-east of the city.
- Should be encouraging alternative (rail, bus, sustainable) transport options not more roads, in particular looking to develop rail links from the county into the city.
- Should be encouraging people to work, shop etc. locally with suitable public transport.
- It will relieve traffic in Leicester city and on rural roads, helping to tackle current congestion and pollutions issues including areas that are currently used as cut-throughs.
- Need to ensure communities are sheltered from the road by use of tunnels and cuttings, encouraging use of old railway lines.
- Further housing will dramatically worsen traffic on the roads from the South and East of Leicester.
- Existing residents will not benefit without junctions for local traffic.

Q6. To what extent do you agree or disagree with the proposal that Leicester should develop its role as the 'central city'?	
Respondent Comments	Partner Responses
<p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Roads into City need to be improved, traffic is a problem. • Higher concentrations of development within City required limiting travel. • Significant public transport infrastructure investment required such as new rail or light rail, road based transport will not be sufficient. • 'Step changes' required such as in Nottingham, frequent modern buses and successful tram network. • Prevent competing centres, such as Fosse Park, and improve public transport into City from suburbs and outlying areas. • Reduce public transport fares. • Leicester is a vibrant City, though needs to improve and maintain local and regional transport infrastructure. • Improved access and car parking required. • Better connections between City, surrounding towns and villages required, do not ignore rural areas. • Affordable homes must be provided in or close to the City Centre with access to 	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • Our strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. • Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures. They will also work together to improve accessibility across the city and surrounding urban areas, particularly by public transport.

<p>jobs and services by transport for non-car owners.</p> <ul style="list-style-type: none"> • Should open up the Great Central Way linking Lutterworth and Leicester and other lines to improve access into the City. • Extend time Park and Ride operates in evening so can access City in evening. • Wish to see inclusion of Leicester-Burton line, mention of improvements to the railway line to Melton Mowbray, Oakham and beyond, and any additional stations on existing routes. • Incorporate positive proposals in Leicester & Leicestershire Rail Strategy within the Strategic Growth Plan. <p>CONCERNS</p> <ul style="list-style-type: none"> • Leicester is dirty, unsafe and roads can't cope. • Lack of consideration of new public transport very concerning. <p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Communities to north of County use other centres such as Burton-upon-Trent. • Leicester is the economic hub for County but poor bus and rail links hamper this role. • Current transport issues mean encouraging more people into the City is a bad idea. • Expansion and improvements in City should not impact on safety of the public. • It will not be possible to deliver all housing growth <i>and</i> a thriving city centre 	<ul style="list-style-type: none"> • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • The Leicester and Leicestershire Rail Strategy (March 2017) sets out the priority proposals for rail enhancements in the area. This will be reviewed as necessary and any additional priorities will be identified at that time. In the meantime, the local authorities will liaise with Network Rail and service providers to deliver the current priorities. The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray. • The Strategic Growth Plan recognises the importance of local businesses to the economy and the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the LLEP, and will attempt to keep any uncertainty to a minimum. • The Strategic Growth Plan acknowledges that new ways of living and working are evolving and that this might entail a greater proportion of home working in the future. Ease of movement to access facilities will still be important to individuals and businesses and the underlying strategy of the Strategic Growth Plan seeks to enable this to happen.
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without significant improvements to public transport.	
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Q7. To what extent do you agree or disagree with the two gateways identified?	
Respondent Comments	Partner Responses
<p>SOUTHERN GATEWAY</p> <ul style="list-style-type: none"> • Southern Gateway will destroy green spaces in the area, and surrounding Sapcote, Stoney Stanton, Burbage and Hinckley will be overrun with traffic. Put gateways near to City locations. • Southern Gateway has limited public transport connectivity. • Will significantly increase traffic in villages, public safety in villages in South Leicestershire is a concern. • Already excess planning applications in Lutterworth area. • Southern Gateway is less necessary; suggest an ‘Eastern Gateway’ is considered, our connection to the port towns must be prioritised. • Support for Southern Gateway as linked to proposed A46 growth corridor. • Current pinch points around proposed Southern Gateway need to be removed, A5 prime example around Hinckley and the M69 junction. • Southern Gateway unrealistic, low unemployment and completely road dependent. • A46 Expressway and Southern Gateways would help by constraining development in known areas and avoid damaging dispersed development i.e. not all along the A5 and not merging Hinckley and Nuneaton. 	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • Our strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. In relation to this, further text has been included in the Strategic Growth Plan to outline the current position with regards to specific ongoing and proposed improvements to the A5 corridor.

NORTHERN GATEWAY

- Northern Gateway has some wonderful countryside around it which people treasure.
- Northern Gateway is better serviced by existing infrastructure, less intrusive to local villages.
- Northern Gateway more sustainable with the current development of the East Midlands Gateway around M1 J23, potential for rail links, proximity to EM Airport and Loughborough University.

SOUTHERN AND NORTHERN GATEWAY

- Northern Gateway is a no-brainer; Southern Gateway needs much more thought and should involve the adjacent counties.
- Concern regarding Nottingham and Derby taking credit for development in Northern Gateway area, Southern Gateway better links to Birmingham.
- Gateways merely locations of huge warehousing, to support Leicester as ‘Central City’ important for Northern Gateway (M1 J22 to M1 J23), Southern Gateway (M1 J20a), Eastern Gateway the A46 Expressway, Western Gateway (A5/M69).
- Both gateways will increase traffic and air pollution.
- Concept of gateways makes sense but to position new housing away from them does not.
- Gateways could relieve pressure on the City with traffic not needing to go into the City.

SUPPORT

- Businesses will benefit from improved infrastructure and transport links.

CONCERNS

- Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures.
- The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised.
- The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray.

- Flawed approach to build roads to take traffic away from busy areas, and then build around them to make busy areas, just perpetuates the demand for road building.
- Do not need a new road in the Blaby area; infrastructure is not in place to deal with more industry and housing.
- The Plan will lead to a significant increase in traffic and concern over public safety in villages in South Leicestershire.
- Over emphasis on large scale road building and failure to identify alternative transport solutions.
- No link road through Aylestone Meadows in the City.

SUGGESTIONS

- Better public transport before more road building, already greater air pollution and associated poor health in the City.
- Road upgrades needed e.g. A5, A42 to motorway status.
- The Strategic Growth Plan should look additionally to the M42 corridor as an early primary focus for growth.
- A512 into Loughborough from the M1 needs improvement, solution is not mentioned in the Strategic Growth Plan.
- New fresh approach to the south would alleviate and provide opportunities to control heavy traffic.
- Improve existing junctions, M1 J21A, intersection with M1/M69 etc.
- Need better east-west connection, suggest along A47 through the City and County with growth corridors on the A5 (working with Warwickshire).

- The Strategic Growth Plan recognises the importance of local businesses to the economy and the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the LLEP, and will attempt to keep any uncertainty to a minimum.
- Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. A single gateway, referred to as 'The Leicestershire International Gateway', is proposed, focused around the northern parts of the A42 and M1 where there are major employment opportunities notably East Midlands Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby.
- The Strategic Growth Plan proposes major improvements to both rail and road facilities throughout the area.
- Precise route of roads are still to be determined and will be the subject of consultation at various stages of design.

<ul style="list-style-type: none"> • Suggest continue A50 across M1 J24 to the A46 and the A1 and create more crossings over River Trent. • Direct rail line to East Midlands Airport is required, current Roxhill development for rail freight goes within one mile of EM Airport, use line not just for freight but for passengers to commute too. • Support for re-opening Leicester-Burton railway line. • Re-open the existing freight only railway through Castle Donington to regular passenger services, to accelerate direct services between Nottingham and Birmingham City Centres and to provide more local transport needs. • New distributor road for Melton Mowbray is needed, so is a bypass for the Kibworth's, both have congestion and decreasing air quality. • Future employment to be non-logistics, and resist further development along the A5 corridor. • Smaller gateways required to spread the load. • Eastern part of Leicestershire has worse employment prospects, in part due to access and infrastructure; A46 expressway and gateways would help to alleviate this. • Should be consultation on location of proposed M1 J20a. • More investment needed in existing road networks to alleviate existing problems. • Development should not increase car use but have good public transport and walking and cycling links. 	
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<p>Q8. To what extent do you agree or disagree with Lutterworth and Melton Mowbray being identified as key centres?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>

MELTON

- Melton is a rural location and needs a bypass, but this should not be dependent on an extended A46 Expressway.
- Melton Mowbray has poor traffic flow, this needs improving.
- Support for Melton Mowbray as key centre but needs to be supported by balanced programme of rail as well as road improvements rather than entirely based on road infrastructure.
- A46 too far from Melton.

LUTTERWORTH

- Good if those who work at Magna Park can afford to live in Lutterworth, otherwise those who need to commute will find their journey much worse as roads more congested.
- Better links from new East Lutterworth to existing villages required.
- At Lutterworth, development to east of M1 is a not a good idea as development will be cut off from rest of Lutterworth, lead to high use of car with limited options for sustainable travel. Request for further motorway bridge to ensure existing J20 does not become gridlocked.
- Lutterworth already unsuitable for the traffic it attracts.

MELTON AND LUTTERWORTH

- Support for Melton Mowbray bypass to remove congestion in town centre. No further developments in Lutterworth or Melton until proper transport infrastructure in place.
- Better public transport and sustainable transport goals for Melton and Lutterworth. Note current reduction in public transport in rural areas.

- Our strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas.
- As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies.
- Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures.
- The Strategic Transport Plan will set out short,

- Railway infrastructure needs to be considered, no rail line between Leicester and Lutterworth. Ask for reinstatement of rail line offering potential to link Magna Park to the West Coast Main line at Rugby, also consider rail improvements for Melton Mowbray and possible use of disused colliery branch line to Cotgrave, where major new housing is planned.
- Melton is very isolated in comparison with Lutterworth; proposals do not address this, Melton Mowbray still considerable distance from proposed A46 expressway.
- Increase in homes at Lutterworth moves pull from Leicester towards Rugby and Coventry. A46 expressway correctly configured will draw Melton Mowbray more into the Leicester sphere.
- Congestion needs to be addressed in the two towns but they appear to function well as they are.

SUGGESTIONS

- Ideas detailed to improve Coalville and justify opening the Leicester-Burton Railway line as a passenger with a stop at Coalville.
- New rural public transport links need to be included.
- More detail required on ordnance survey map base so implications of development and infrastructure can be assessed and comments can be made.
- Widening of A5 more a priority.
- Suggest new east west corridor from M1 J23 to connect A46 and A1 for more commercial activity.
- Prioritise company buses for transporting people from home to place of work.
- Need to work with neighbouring authorities to secure improved rail infrastructure and services.

medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised.

- The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray.
- Further consideration has been given to the underlying strategy of the Strategic Growth Plan and it has been decided that Lutterworth will no longer be identified as a Key Centre; instead it will be identified as an area of ‘Managed Growth in Local Plans’.

Q9. To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have ‘managed growth’ only?

Respondent Comments	Partner Responses
<p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Improve transport infrastructure before any development takes place. • Consider Loughborough can grow further, particularly extend to the north, has good rail and road links and is close to but outside the National Forest. • Current growth has led to congestion and gridlock in Hinckley; need investment in infrastructure to ease this. Improvements to the A5. • Coalville has underused rail link, and potential for improved road links without serious disruption to local environment. Coalville needs more investment. • Electrification of East Midlands mainline required allowing growth to continue. • Risk of increased road transport leading to congestion and air pollution. <p>CONCERNS</p> <ul style="list-style-type: none"> • Conspicuous absence from draft Strategic Growth Plan is existing railway between Leicester and Burton upon Trent via Coalville. • Limited parking and no decent public travel options for families, elderly or disabled people. 	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • Our strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. • Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures. • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green

	<p>transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised.</p> <ul style="list-style-type: none"> • The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray. • The Strategic Growth Plan recognises the importance of local businesses to the economy and the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the LLEP, and will attempt to keep any uncertainty to a minimum.
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<p>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?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Reopen the Burton-Leicester line. • Need to improve public and sustainable transport links and public footpath network, roads, services and utilities for existing village residents. • Infrastructure should support local needs first, and then assist with the new large developments around the villages and essential bypasses to remove traffic from the small villages. • Public transport for rural villages must significantly improve; need to reduce 	<ul style="list-style-type: none"> • Our strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. • Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport

<p>dependency on cars.</p> <ul style="list-style-type: none"> • Reduce scope for loneliness in villages by better public transport. • Villages need to have necessary local facilities; this must include sufficient public transport to access more substantive facilities. • Encourage growth of ‘green’ transport between villages, local towns and key centres. • Protect airfields for aviation not housing. <p>CONCERNS</p> <ul style="list-style-type: none"> • Too many houses being built creating traffic dangers. 	<p>improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures.</p> <ul style="list-style-type: none"> • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray.
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<p>Q11. Do you have any other comments on the draft strategic growth plan?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p> <ul style="list-style-type: none"> • Already too much congestion, related pollution and parking issues. • Do not agree that more roads are needed; if M1 was to be improved through the County would the A46 expressway be necessary? 	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • Our strategy makes provision for more growth to be provided in strategic locations thereby reducing

- Fails to mention need for restoration of Leicester-Burton passenger railway line nor upgrading of the A42 and M42.
- Insufficient consideration of rail and other public transport (e.g. re-introduction of the Leicester-Burton rail line and other local commuter rail routes into the city); green economy, sustainable transport options, rail transport of freight and sustainable/green development.
- No need for East Leicestershire to have better connections as it will just cause congestion.
- How will A46 expressway be funded?
- Has proposed ban on petrol and diesel cars been considered?
- No account has been taken of growth on the other side of A5 in the West Midlands, will increase traffic in Lutterworth many fold.
- Insufficient infrastructure provision in the draft Strategic Growth Plan to accommodate growth plans for south east Leicestershire.
- Lack of evidence to assess the impact of growth on local roads, congestion, and sustainable transport choices.
- Proposals limit access to live or visit areas and encourage commuting.
- When transport so central to the strategy, transport evidence should have been prerequisite.
- A6006 is a ‘rural’ route under considerable strain; Wymeswold is already physically divided in two by traffic.

SUGGESTIONS

- Do not create Leicestershire equivalent of M25.

pressure in villages and rural areas.

- As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. It will be through these processes that details of the route, type of road, and number of junctions on the A46 Expressway will emerge, and consultation will take place at this time.
- Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of

<ul style="list-style-type: none"> • Reopen the Leicester-Burton Line to promote growth in Coalville. • Substantially more information required to properly comment on proposals. • Support for strategic co-ordination in the planning, funding and delivery of necessary improvements to infrastructure, this must be co-ordinated with the delivery of new housing and employment. • High quality public transport infrastructure needs to be delivered if growth is to be sustainable. • Invest in existing road infrastructure. • Stoney Stanton and Sapcote would need to have a 7.5 tonne weight limit restrictions with further development. • Charging points required for lorries on new A46 expressway. • The Strategic Growth Plan must consider alternatives such as expansion of the heavy rail network, potential of light rail, integration of local and regional bus services, and intra-urban movement by walking and cycling. • Foresee need for transport links from Northern Gateway (and M1 in general) to Melton, south east of City and the A47, without these blight on Wymeswold and Walton with high volume of HGVs. • Air needs to be more breathable and less toxic, focus on renewable energy, active public transport and low carbon housing. • Dynamic, ambitious and creative plans for Leicester as the central City are needed; large scale projects should include e.g. an indoor arena, integrated transport system with car free routes etc. • Keep ambition strong and simple; modern integrated transport infrastructure required, not new roads, just better roads. 	<p>such measures.</p> <ul style="list-style-type: none"> • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray. • Further consideration has been given to the underlying strategy of the Strategic Growth Plan and it has been decided that Lutterworth will no longer be identified as a Key Centre; instead it will be identified as an area of 'Managed Growth' in Local Plans. • Existing strategic infrastructure (including the M1) across the western part of the County is already congested with limited scope for further enhancements. Transport proposals in the Strategic Growth Plan are designed to address this and provide alternative routes for both longer-
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<ul style="list-style-type: none"> • More segregated cycle lanes required to ensure safety and encourage take up of cycling. • Technology is going to fundamentally change how we live, work, travel and socialise, i.e. smart cars. Plan needs to be future facing or transformational. • A46 expressway should be an expressway with dual carriageway, national speed limit, grade separated junctions and an overall improvement of public transport. • Bypass for the Kibworth's is long overdue. • Focus on improvement of existing roads rather than A46 expressway. • Dedicated light rapid transit system for City and much improved public transport required. • Focus on completing the outer ring road through Evington and Oadby first. • Focus needs to be on how average person can have more opportunities without moving, cheaper energy that is clean, green sustainable and provides economic benefits at home and for transportation. • Support for strategic thinking behind this plan; have risks inherent in delivery of plan been addressed? Consider adoption of a different delivery mechanism. 	<p>distance and more local traffic, whilst also creating new opportunities for employment and housing development.</p> <ul style="list-style-type: none"> • The transport evidence base developed in support of the Strategic Growth Plan is proportionate to the high-level nature of the proposals and demonstrates the in-principle acceptability of the Plan from a transport perspective. More detailed transport evidence will be produced to support more specific proposals as they emerge through future Local Plans, planning applications and transport strategies/studies. • The strategic nature of the A46 expressway is such that significant public sector investment will be required to deliver this, although private sector investment in the corridor will also be sought where opportunities exist. Specific opportunities to fund and deliver the expressway (including phasing) will need to be considered in parallel with emerging growth proposals as part of future Local Plans and strategies.
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❖ *The rail freight hub is not a proposal within the Strategic Growth Plan; it is being dealt with under the provisions for nationally significant infrastructure projects*

Chapter 3b

Transport – Non-Survey Responses

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • There is a lot of emphasis on the construction of new highways and lack of aspirations for developing rail option for both freight and passenger travel. • Supporting ‘strategic assessment of traffic’ impacts reports (26th Mar 18) does not consider the minor road network in any detail. • Effect of the A46 Expressway on Kilby will be increased traffic problems in villages. • High stationary traffic levels are already causing environmental issues in Castle Donington. • An underpass at the black spot Seagrave/Thrussington crossroads which will become more dangerous with the proposed Leicester City development at the Park Hill golf club. • The expansion of East Midlands airport, in both freight and passenger travel, has caused more vehicles of all sizes to drive through the middle of the village [Wymeswold]. The expansion plans also fail to recognise the impact of the road system. Infrastructure needs to support the plans for expansion. • Leicester & Leicestershire have excellent connections however there are gaps from East-West. • Concern about the proposed loss of through services from Wellingborough in its response to the Rail Franchise consultation; the Strategic Growth Plan should support the maintenance of these through services. • East Midlands Airport does not appear important enough in the plan– nothing on logistics businesses who rely 	<ul style="list-style-type: none"> • Further text has been included highlighting the essential relationship between infrastructure, services and growth. • Our strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. • Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified

on the airport for access to strategic Road Network. Therefore identifying the Northern Gateway without recognising the Airport is significantly underplaying the role of the area.

- No alternative is suggested should the development of the A46 road not go ahead and growth for Harborough District will have to be accommodated elsewhere within the district, causing issues for traffic, flooding, drainage and heritage.
- Figures for 2036 are based on population and employment forecasts but figures for 2050 are using projections using the same distribution, possibly resulting in a wide margin of error in this assumption. This would have implications for exact locations of congestion and the problems indicated would almost certainly occur in the places where the housing and employment growth actually occurred.
- Assumes future growth will follow past growth this disadvantages low income groups with no own transport.
- Nothing on impact of new developments on Rights of Way network.
- The Strategic Growth Plan makes it more difficult to reduce carbon footprints by encouraging car use through building houses in the countryside rather than in the towns and city, and building roads to support them.
- Concern that the Great Central Way cyclist route will be disrupted.
- Proposals for South of Leicester could still impact on S.Notts – nothing on mitigating infrastructure to manage this growth.
- Northern Gateway – no ref to East Midlands HS2 Growth strategy – need to include information as becomes available to explore synergies.

SUPPORT

- Leicester clearly does need a new bypass (Expressway) around the south and east of the city and the proposal for it to begin at Syston around the south of the city to the M1 does make sense.

within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, LLEP, other statutory bodies and service operators) to develop and secure the delivery of such measures

- The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised.
- The Leicester and Leicestershire Rail Strategy (March 2017) sets out the priority proposals for rail enhancements in the area. This will be reviewed as necessary and any additional priorities will be identified at that time. In the meantime, the local authorities will liaise with Network Rail and service providers to deliver the current priorities. The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton

- Proposal to link transport and spatial planning is welcome but evidence of deliverability and achievability are required.
- The proposals for a new expressway route for the A46 south/east of Leicester would improve connectivity and strategic links, particularly for Corby and Kettering.

SUGGESTIONS

- A flyover link at the Hobby Horse instead of the existing roundabout. An accident and congestion hotspot.
- A new underpass/ flyover system at the M1/M69 junction, a serious congestion point which can slow down all south-bound M1 traffic.
- Leicester City – should be recognition of the difficulties associated with existing levels of traffic, parking and poor use of Birstall Park and Ride.
- The centre of Leicester is the most vulnerable part of our infrastructure and heritage, and development there needs prioritising, but only in a way that enhances environmental sustainability and liveability, so we need trams or electric buses, more pressure to use Park and Ride, including looking at road charging or taxing city employers for car parking and more pedestrianisation and cycle ways.
- Need for a bus service to be introduced from Ashby de la Zouch in North West Leicestershire to East Midlands Airport and the adjacent Business Park to provide essential employment opportunities from areas of high unemployment.
- Buses in Blaby could also do east west routes, but don't currently e.g. it is only possible to get to Fosse Park from Blaby by going into Leicester and then out again.
- Improved connections between North Northamptonshire and Leicestershire could facilitate wider connectivity to the Cambridge-Milton Keynes-Oxford (C-MK-O) corridor which will be a key focal point for housing growth and economic development.

railway line and rail services to and from Melton Mowbray.

- The Strategic Growth Plan recognises the importance of local businesses to the economy and the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the LLEP, and will attempt to keep any uncertainty to a minimum.

- Clarification of funding availability to assist in the introduction of a conventional type of local bus service to assist access to work for residents of Leicestershire would be welcome.
- The land immediately either side of the new link road, and backing onto the M69 itself from junction 2 down to the A5 could be used to accommodate large modern industrial businesses, whilst the regular farmland between the businesses and Hinckley should be filled in with new housing.
- Rail service levels should not be unduly reduced for the larger towns in Leicestershire e.g. Loughborough and Market Harborough, particularly the latter given its connections with North Northamptonshire.
- Request for Leicester-Burton line be reinstated as a strategic intention.
- The strategic assessment acknowledges that the actual distribution of growth, post 2036 will differ from assumptions. Appropriate mitigation measures should be considered in order to ensure that the long-term operation of the Strategic Rail Network is maintained.

GENERAL POINTS

- One of the key means of connectivity between the two areas is rail travel between Wellingborough, Kettering, Corby and Leicester via the Midland mainline, primarily for commuting purposes but also for leisure, health and education.
- Northamptonshire Joint Core strategy (JCS) not only seeks the electrification and line speed improvements of the Midland Mainline northbound, but also seeks the continuation of through services from North Northamptonshire to Leicester, Derby and Nottingham and connecting with HS2 for onwards northbound travel.
- Building in city will enable traffic demand management to be used.

Chapter 4a
Health, Wellbeing and Environment – Survey Responses

Q4. To what extent do you agree or disagree with the four priorities identified in the draft plan? Why do you say this? Are there any other priorities you think should be included?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Environmental impacts of the Plan will be, air, water and noise pollution; loss of biodiversity, nature and wildlife; and loss of/reduced access to public green space, countryside, rural environment and landscape. • The Plan ignores the wishes of people who moved to rural areas for the quality of life benefits this brings, which will be undermined by (continued) progressive urbanisation. • A46, Southern Gateway and rail-freight sites will cause unacceptable loss of countryside, farmland and woodland. • Climate change impacts of the Plan will be increased risks of higher carbon emissions, flooding and water supply shortages and low pressure. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Education and Health should be recognised as separate priorities. • Houses should meet high environmental and energy standards. 	<ul style="list-style-type: none"> • There is a national and regional imperative to provide more homes and jobs which means that Leicester and Leicestershire will grow. The government encourages the preparation of strategic plans such as the Strategic Growth Plan. • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. • The Strategic Growth Plan's priorities include reference to the protection of the environment/ built heritage, securing essential infrastructure and maintaining the essential qualities of Leicester and Leicestershire. • The Strategic Growth Plan sets out a suitable strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of

<ul style="list-style-type: none"> • Need to give greater consideration to the physical, mental and emotional health and wellbeing of residents and workforce. • The Plan needs to include commitments to low/zero carbon development, green infrastructure and investment in green sectors and jobs including a focus on renewable energy and carbon reduction technologies. • Development should be on brownfield and ex-industrial sites and in City, not on greenfield sites and a priority should be to retain rural character of the countryside including “High Leicestershire”. • Need better evidence on environmental impacts of proposed developments including road traffic levels and impact. • Need to take greater account and make more explicit mention of environment and climate change as drivers for the Plan and balance these better with the economic growth driver. It needs to be the right development in the right places that mitigates environmental impact and ideally enhances the environment. • Needs to take account of and preserve the built environment and heritage. 	<p>locally important assets have been added to the Strategic Growth Plan.</p> <ul style="list-style-type: none"> • Maintaining the essential qualities of Leicester and Leicestershire is recognised in the priorities. • Local Plans will provide the detail of where growth will be located taking into account environmental and other constraints, accompanying green infrastructure and mitigations. • Local Plans will provide the detail of where growth will be located, including the redevelopment of brownfield sites in the 'right' locations where appropriate. • Local Plans, local transport plans and other strategies will consider the potential impacts on air quality. • Any local requirements for the sustainability of buildings will be set out in Local Plans. • The Strategic Growth Plan states that the highway authorities are collaborating on a Strategic Transport Plan which will identify projects and sustainable transport initiatives. • Addressing climate change is a core land use principle which Local Plans have to reflect. • The timely delivery of well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness, forms part of the Vision of the Strategic Growth Plan, that will be reflected and implemented through Local Plans.
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	<ul style="list-style-type: none"> • The overall strategy embraces the ‘garden cities’ agenda which seeks to balance social, economic and environmental matters. • Health and well-being is reflected in the vision whilst protection of the environment (encompassing biodiversity) is referred to in the priorities. • The importance of digital connectivity to support low carbon growth for both rural and urban areas, is acknowledged as an essential part of the infrastructure planning process.
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❖ *The rail freight hub is not a proposal within the Strategic Growth Plan; it is being dealt with under the provisions for nationally significant infrastructure projects*

<p>Q5. To what extent do you agree or disagree with the proposed corridor of growth around south and east of Leicester linked to the construction of a new A46 expressway? Why do you say this?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Farm land should not be used for housing developments. • Generally a good idea but the A46 Expressway would need to be shielded from existing communities. • Need to consider flooding risk, in particular proposed development to south of city is on floodplain so is not suitable. • Need to consider health and safety risks, e.g. proposed routes go over major gas line. • Needs to be a more equal balance between growth and protecting the 	<ul style="list-style-type: none"> • The Strategic Growth Plan's strategy proposes to move the focus of development to major strategic locations and reduce the amount taking place in existing towns, villages and rural areas. • The combined total of undesignated sites and 'strategic sites' meets the overall need, and in meeting needs in full, will reduce the prospect of unplanned development in countryside locations that would be greater if insufficient provision was identified. • Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. • The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans, and gives us the opportunity to identify strategic development

<p>environment and rural way of life.</p> <ul style="list-style-type: none"> • Need to ensure footpaths and precious/endangered wildlife habitats and species are preserved and replaced during development. <p>CONCERNS</p> <ul style="list-style-type: none"> • Ignores the economic benefits of the countryside, e.g. landscape, heritage, community, which could be developed and maximised. • Ignores likely future trends that suggest a different approach, e.g. home-working, improved ICT, end of diesel and petrol cars. • No assessment of air and noise pollution and road traffic accident impacts or consideration of Government’s air quality strategy. • Sacrifices green space, green belt, the countryside, wildlife and the environment. • People derive mental health benefits from countryside and green space and this is negatively impacted by greater pollution, noise and traffic congestion. • Undermines the physical and cultural elements of a rural way of life. • Risks undermining tourism, leisure and recreation activities in High Leicestershire. • Loss of high quality agricultural land which should be used for food production. • Benefits will not be felt by local residents as they already have good access and a good quality of life which will be undermined. • Object to the impact that the A46 expressway and associated housing will have on landscapes of High Leicestershire. 	<p>locations along with the infrastructure that is essential to their delivery.</p> <ul style="list-style-type: none"> • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • Local Plans will provide the detail of where growth will be located, including potential impact on air quality, environmental mitigation and green infrastructure policies to support communities, taking into account a range of constraints and up to date evidence. • Addressing climate change is a core land use principle which Local Plans have to reflect. • Local requirements for the sustainability of buildings will be set out in Local Plans. • Considerations such as land quality, flood risk and pollution levels will be taken into account in determining the route of the expressway and in Local Plans Consultation will take place in relation to both these processes. • Measures to reduce the reliance on car usage will be explored in local plans, transport plans and other strategies. • Text has been included on how the highway authorities are collaborating on a Strategic Transport Plan which will identify sustainable transport initiatives. • Alternative options were explored at a high level and these are included in the Sustainability Appraisal of the Strategic Growth Plan.
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<ul style="list-style-type: none"> • Concern that development would not be contained within the A46 and would result in urban sprawl spreading into countryside. • Rural east Leicestershire has contributed to the character of Leicestershire and the A46 expressway would destroy the balance between infrastructure and rural life. • Concern that building up to 40,000 new homes does not keep in line with the priority to protect the qualities and environment of Leicester and Leicestershire. 	
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<p>Q6. To what extent do you agree or disagree with the proposal that Leicester should develop its role as the ‘central city’?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p> <ul style="list-style-type: none"> • Need to limit damage to rural areas, countryside and the environment. Concern that this is just an opportunity for developers to ruin the countryside. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Need to limit damage to rural areas, countryside and the environment. Concern that this is just an opportunity for developers to ruin the countryside. • There is an opportunity to encourage balanced development of business, living, wellbeing and environment. • Need to discourage car use and encourage use of public and sustainable transport and consider people who do not have access to cars. 	<ul style="list-style-type: none"> • The Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • Local Plans will provide the detail of where growth will be located taking into account constraints and up to date evidence. • Local requirements for the sustainability of buildings will be set out in Local Plans. • Addressing climate change is a core land use principle which Local Plans have

<ul style="list-style-type: none"> • Need more social and sustainable housing that is carbon neutral and use renewable energy. • There is an opportunity to use local creativity and expertise to tackle the environmental challenges and develop the green economy including greater openness to new and different ideas and approaches. 	<p>to reflect.</p> <ul style="list-style-type: none"> • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • Consultation on detailed proposals will take place through the Local Plan process. This will be a key opportunity for local creativity and expertise to tackle environmental challenges and develop the green economy to inform the Local Plan.
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<p>Q7. To what extent do you agree or disagree with the two gateways identified?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p> <ul style="list-style-type: none"> • Gateways and associated housing and road infrastructure will lead to loss of rural areas, farmland, countryside, wildlife and greenbelt in particular Southern Gateway. • Gateways will cause noise, pollution, urban sprawl and damage to the countryside and contribute to climate change and associated physical and mental health problems in existing communities. • Risks of overloading local services e.g. doctors, hospitals, schools, when they 	<ul style="list-style-type: none"> • The strategy aims to maintain the essential qualities of Leicester and Leicestershire. • The Strategic Growth Plan envisages a ring of strong, independent market towns of character which deliver managed development without being overwhelmed by it. • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of

<p>already receive less funding.</p> <ul style="list-style-type: none"> Negative impact on the countryside and villages, including pollution. Southern Gateway will impact rural communities more than the Northern Gateway would. Focusing major urbanisation in 2 areas is detrimental to the quality of life for the people living there. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> Focus of plans should be on renewable energy and carbon neutral housing and other developments. Funding could be better used to improve peoples' lives to make them happier and healthier, e.g. address homelessness, child poverty. We are a rural county, protect farmland for food production. Growth should be on hold; any development should be just to be to improve quality of life. 	<p>locally important assets have been added to the Strategic Growth Plan.</p> <ul style="list-style-type: none"> Local Plans will provide the detail of where growth will be located and the type of development, taking into account constraints, local services, public transport, walking and cycling links, up to date evidence and national policy. Local Plans, Local Transport Plans and other strategies will consider the potential impacts on air quality. Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. Addressing climate change is a core land use principle which Local Plans have to reflect in delivering sustainable development. The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised.
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<p>Q8. To what extent do you agree or disagree with these two settlements (Lutterworth and Melton Mowbray) being identified as key centres?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p> <ul style="list-style-type: none"> Lutterworth and Melton are historic market towns and risk losing their character 	<ul style="list-style-type: none"> Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of

<p>if developed too much, in particular by too many new houses.</p> <ul style="list-style-type: none"> • The proposals risk further over-stretching local services, utilities and road infrastructure, and generating increased crime. Co-locating housing and jobs is supported but housing needs to be accompanied by supporting sustainable infrastructure. • Do not need jobs near where people live as in modern society they travel. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • It would be better to improve rail links to Leicester and other larger centres so that people can live in Melton and Lutterworth and work elsewhere. • Melton has potential as a centre for rural businesses including food, drink and has the livestock market but needs better connectivity. • There should be more emphasis on protecting the environment, green space, countryside, wildlife and farmland with more sustainable transport and lower carbon impacts. • The Plan should consider physical and mental health impacts of development on residents. 	<p>locally important assets have been added to the Strategic Growth Plan.</p> <ul style="list-style-type: none"> • Local Plans will provide the detail of where growth and accompanying green infrastructure be located, taking into account constraints, up to date evidence and national policy. • Local Plans will consider the potential impacts of development on air quality. • Addressing climate change is a core land use principle which Local Plans have to reflect in delivering sustainable development. • The revised draft has been amended so that Lutterworth is now an area of managed growth in local plans and not a key centre. • Further explanation in relation to Melton Mowbray as a key centre for regeneration and growth has been included, with reference to the recent approval of the Melton Mowbray Relief Road which will remove congestion in the town centre. • Further text has been included to provide more explanation on the improvements to the A5 corridor. • Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan Strategy.
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<p>Q9. To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have 'managed growth' only?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>

<p>CONCERNS</p> <ul style="list-style-type: none"> • Risks loss of environment, green space, countryside and farmland. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • All areas of county should have managed growth not just towns identified. • Need to balance growth and environmental protection, encouraging sustainable and low carbon development and transport. • Coalville and Hinckley are well located near motorways and are in need of major re-development and investment as long as it generates local jobs and attracts families and does not damage the environment. Growth should be accompanied by supporting infrastructure and ensure high quality design and access to green space. • Focus should be on improving what is already there in particular in Coalville, needing to ensure there are sufficient local services for local people. • Development of Market Harborough should be carefully controlled but does need leisure facilities and has some potential for growth to the south. • Should aim for cheap green sustainable energy use for each person. 	<ul style="list-style-type: none"> • The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans, and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. • The Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. • The Strategic Growth Plan's strategy proposes to move the focus of development to major strategic locations and reduce the amount taking place in existing towns, villages and rural areas. • A strategy of managed growth would help to sustainable development and protection of areas without adversely impacting on local infrastructure. • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • Local Plans will provide the detail of where growth will be located, taking into account constraints and up to date evidence and national policy. These will be subject to public consultation. • The scale and location of growth will be set out in Local Plans, taking into account the need for continued town centre regeneration and better services.
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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?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Risk that villages become dormitories – should not be encouraging people who commute. • Development would overwhelm existing services and infrastructure. • Risk loss of greenbelt, landscape and heritage of villages and rural areas around villages which needs preserving. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Should maintain village character, way of life, community and heritage, these do not need improving – they are fundamental to Leicestershire being “at the heart of the rural shires”. • Should maintain countryside for leisure, tourism, mental health and environmental benefits with new development limited to brownfield sites. • Development in villages should be sensitive, carefully controlled and limited, with sufficient facilities. 	<ul style="list-style-type: none"> • The Strategic Growth Plan proposes that in future there will be limited growth in villages and rural areas, consistent with providing for local needs. • The Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • There is no Green Belt designation in Leicester and Leicestershire, but the diagram of environmental assets includes Green Wedges. • Local Plans will provide the detail of where growth will be located taking into account constraints, up to date evidence and national policies. • Local Plans will provide detail of the redevelopment of brownfield sites in the 'right' locations where appropriate.

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

Respondent Comments	Partner Responses
<p>CONCERNS</p>	<ul style="list-style-type: none"> • The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans, and gives us the opportunity to identify strategic development

- Plan is based on outdated principles of growth and road infrastructure and does not properly factor in other drivers, e.g. environment, health, wellbeing and foreseeable technological developments such as driverless cars and move to internet shopping.
- Proposals will be detrimental to the countryside, environment, road safety, health and the opportunities and health of children and young people.
- Several areas are prone to flooding; need assurance for local residents that they are being safeguarded.

SUGGESTIONS

- Council’s priorities are wrong; instead the focus should be on tackling poverty and rebuilding community cohesion.
- Need greater focus on impacts on and protection of farmland, countryside, wildlife, the environment and climate change in particular air quality and flood risks, landscape, leisure amenities, facilities for young people and quality of life for everyone.
- Agricultural land should be properly assessed and valued.
- The plan should recognise the role of the National Forest in growing green infrastructure and supporting economic development including through development of the natural environment.
- Need to build affordable carbon neutral homes that utilise renewables and battery technology and provide access to green space.
- Need to create safe-routes within new developments to enable families and

locations and the infrastructure that is essential to their delivery.

- Housing is fundamental to the health of the population. Leicester and Leicestershire local authorities have a duty to cooperate on accommodating the housing needed across the area.
- The Strategic Growth Plan is not yet finalised and ratified by the individual local authorities.
- The Strategic Growth Plan is informed by a number of other strategies and evidence documents.
- The Strategic Growth Plan partners are committed to working with local communities to ensure that new development brings with it the local services that are needed.
- The Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage.
- Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan.
- The combined total of undesignated sites and 'strategic sites' meets the overall need, and in meeting needs in full, will reduce the prospect of unplanned development in countryside locations that would be greater if insufficient provision was identified.
- Local Plans will provide the detail of where growth will be located taking into account constraints, up to date evidence and national policies. These plans will

<p>children to walk to school, work and exercise.</p> <ul style="list-style-type: none"> • Suggest consideration given to relocation of hospitals onto more accessible sites (possibly A50/A46 junction) and reuse of sites for housing and employment. • Prioritise health care, community development and low carbon businesses. 	<p>include public consultation and independent examination.</p> <ul style="list-style-type: none"> • Local Plans will provide the detail of where growth will be located and the nature of the development to take place including standards and design matters. • Any local requirements for the sustainability of buildings will be set out in Local Plans. These are principles which will be considered as part of the Local Planning process to deliver 'well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness' as set out in the Strategic Growth Plan's vision. • Local Plans will provide the details of how this will be delivered and consider the air quality impacts. • Addressing climate change is a core land use principle which Local Plans have to reflect. • Partners acknowledge that further work is needed and to identify the potential impacts of plans on villages, countryside and environment.
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Chapter 4b

Health, Wellbeing and Environment – Non-Survey Responses

Respondent Comments	Partner Responses
<ul style="list-style-type: none"> • Concern about the environmental effects of the A46 expressway. • No reference to LL Landscape Sensitivity and Green Infrastructure Study – Green Infrastructure opportunities should be identified. • Protecting the environment and existing heritage is lacking from key priorities. • The viability and success of farmers in Leicestershire is crucial to the county’s economy and the environment. • Farmers need planning policies which enable amongst other things, on farm renewable energy. • High stationary traffic levels are already causing environmental issues. • Ensure the provision of adequate flood alleviation and water infrastructure facilities for both existing and new developments, as well as schools, healthcare and employment. • There appears to be no suggestion how the loss of green space and habitats will be mitigated and no concept of sustainability. • Insufficient acknowledgement of the need to protect green belts and green wedges. 	<ul style="list-style-type: none"> • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • Protection of the environment and built heritage forms part of one of the priorities. • Addressing climate change is a core land use principle which Local Plans have to reflect. • The Strategic Growth Plan acknowledges that individual local authorities are focusing on supporting the rural economy, including tourism, leisure, health and wellbeing. Local Plans will set out policies relating to support rural diversification. • A diagram showing environmental assets (including flood zones 2 and 3) in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added. Local Plans will provide details of where growth will be located and consider constraints, including potential flood risk and pollution impacts. • Sustainability Appraisal is part of the Local Plan preparation process.

<ul style="list-style-type: none"> • No environmental impact assessment undertaken nor impact assessment on rural communities. • Canals and rivers should be included within the existing environmental and historic assets. • The benefits of the waterway network are significant and provide a valuable contribution to the economy. This should be recognised within the final strategy. • Very little is said about environmental concerns and the development of a greener agenda – new development should be carbon neutral and linked to sustainable infrastructure and renewable energy. • There should be a stronger commitment to promote landscape, environmental and heritage assets. • The natural environment, biodiversity and important habitats have not been properly considered. There are no commitments or plans in place for improving the natural environment and making it resilient to future changes. • Need to ensure development sites are located to avoid adverse impacts on environmental assets including nationally and internationally designated conservation sites and SSSI's. • Recommend use of SSSI impact Risk Zones to decide which developments will affect designated nature conservation zones. • The Plan should adopt a more aspirational approach regarding biodiversity. • The plan focuses on out of town development which damages the environment, communities and people. 	<ul style="list-style-type: none"> • Local Plans will provide details of where growth will be located and accompanying policies relating to the type of development to be provided to promote health and wellbeing as set out in comments. • A diagram showing environmental assets (including Green Wedges) in Leicester and Leicestershire and further text regarding the importance of locally important assets has been added. There is no green belt designation in Leicester and Leicestershire. • Firm proposals do not yet exist on which to carry out an Environmental Impact Assessment. • Strategic Green Infrastructure is identified in Local Plans. Local Plans will provide the detail of where growth will be located along with strategic Green Infrastructure opportunities based on up to date evidence and constraints. • There is an acknowledgement that the document cannot convey the full range of assets which will be taken into account in the Local Plan preparation process. Waterways and canals are recognised as an asset in the 'Our Strengths' section. • Urban areas do not have the capacity to accommodate the level of housing needed. The Strategic Growth Plan envisages well-designed and high quality development which raises the bar in terms of environmental standards, quality of life and local distinctiveness. Local Plans will provide the detail of where growth will be located and the nature of that development. Addressing climate change is a core land use principle which Local Plans have to reflect. Any local requirements for the sustainability of buildings will be set out in Local Plans. • Local Plans will provide the detail of where growth will be located (taking into
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<ul style="list-style-type: none"> • Need more dense development of energy efficient housing on inner city brownfield sites that people can afford and from which they can walk, cycle or use public transport to access jobs in the city rather than having to drive and cause even more pollution/greenhouse gases. • 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. • The plan has the opportunity to embed health and wellbeing as an overarching aim for all decisions which flow from the plan. • Need to secure financial obligations for NHS services through Section 106 Agreements. • Leicester faces a greater level of health need than rest of county. Sustainable growth requires an ongoing supply of healthy workers therefore need to create an environment in which people live and work that is health related. • Health and wellbeing should be treated in same way other cross – cutting themes and should be evident throughout the plan. • There is too little on cycling and pedestrian movements which will reduce noise and pollution. • There is no mention of physical activity and sport infrastructure within the Plan. • A lack of police presence in North West Leicestershire will discourage business and people moving into the area. • The quality or local distinctiveness of new housing estates is poor. 	<p>account constraints and up to date evidence) and include policies for the redevelopment of brownfield sites in the 'right' locations where appropriate.</p> <ul style="list-style-type: none"> • The timely delivery of well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness, forms part of the Vision. • The countryside as an asset is recognised in the 'Our Strengths' section. • A fundamental part of the Strategic Growth Plan's vision is that growth will contribute to people's health, happiness and well-being through the timely delivery of high quality developments. Securing health and wellbeing benefits is a recurring theme in the Plan and will be progressed through Local Plans which will provide the details of where growth will be located. • The Strategic Growth Plan references the importance of delivering infrastructure to support health and wellbeing which incorporates provision for physical activity and sport. • Leicestershire's importance as a mineral producer is recognised in the statutory Minerals and Waste Local Plan as is the role of its waste management facilities. The importance of both in supporting new development and growth is similarly recognised and also emphasised in the NPPF. The need to avoid the unnecessary sterilisation of mineral resources, mineral infrastructure and waste management infrastructure is recognised in the Minerals and Waste Local Plan. • The reduction of waste and increase in recycling is supported through the Leicestershire Minerals and Waste Local Plan. Recycling locally is promoted as is the need to reduce the need to travel in Local Plans.
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<ul style="list-style-type: none"> • Concern over the impact on already flood prone areas e.g. Great Glen. • Villages of Burbage, Stoney Stanton, Sapcote and Elmesthorpe will lose individual identities. <p>WASTE</p> <ul style="list-style-type: none"> • Leicestershire is an important supplier of construction materials and also operates waste management facilities and re-cycling. The importance of both should be reflected in the Strategic Growth Plan as both will be required and it is more sustainable to use local aggregate. Plan also needs to secure a future supply of aggregate by not sterilising sites for non-mineral development required to deliver the growth. • No mention of reducing waste or recycling locally. <p>RENEWABLE ENERGY/ENERGY EFFICIENCY</p> <ul style="list-style-type: none"> • Need to focus on development of renewable energy. • Need move to 100% renewable energy generation. • Need to develop modern, energy efficient public transport. • Require more dense development of energy efficient housing on inner city brownfield sites. • Developments need to allow people to walk, cycle or use public transport to access jobs in the city. • Need to promote and support the green economy and should be aiming to attract businesses which are manufacturing green technology such as renewable energy generation and carbon neutral housing. 	<ul style="list-style-type: none"> • The Leicester & Leicestershire Enterprise Partnership is preparing an Energy Infrastructure Strategy for Leicester and Leicestershire, with a consultation paper to inform the strategy published in July 2018. Once prepared the Energy Infrastructure Strategy for Leicester & Leicestershire will shape the delivery of proposals within the Strategic Growth Plan Local Plans. • The Leicester & Leicestershire Enterprise Partnership is actively working with ‘green’ businesses to grow the ‘green’ economy in Leicester and Leicestershire. • Addressing climate change is a core land use principle which Local Plans have to reflect in delivering sustainable development. • The Strategic Transport Plan will set out short, medium and long term aspirations for maximising sustainable transport (including walking and cycling, public transport and other ways of reducing the use of the private car, green transport initiatives etc.) as well as addressing the opportunities afforded by new technology; this will include examining ways in which air pollution, noise and impact on health can be minimised. • One of the four priorities of the Strategic Growth Plan is to deliver high quality development; low carbon and carbon neutral housing will be sought as part of delivering this priority. • More new jobs are expected in the Leicester & Leicestershire Enterprise Partnership’s priority sectors of life sciences (medical technologies); advanced manufacturing and engineering; advanced logistics; space and digital technologies; and textiles. These reflect the priorities of the Midlands Engine Strategy and the growth of the national economy. • Within the Strategic Growth Plan, high levels of commuting are identified as
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- There is no mention of the Energy Strategy for Leicester & Leicestershire.
- Low emission targets should be set.

LOW CARBON LIVING/HOMES

- Should be building low / carbon neutral housing.
- Plan discriminates against people who have less money and live lower carbon lives.
- Government is committed to cutting carbon emissions by 2050 and as the Strategic Growth Plan is the same time frame, it should follow it as top priority.
- Focus on logistics is increasing effects of climate change with reliance on road transport.

one of our weaknesses. Our strategy proposes to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together.

Chapter 5a
Housing – Survey Responses

Q4. To what extent do you agree or disagree with the four priorities identified in the draft plan? Why do you say this? Are there any other priorities you think should be included?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Concern over what will happen once we eventually run out of space to build housing on. • There is no focus on ensuring property is used fully or converted for housing or employment. • Too much local housing and too little investment in facilities. • Villages are already big enough. • Developers will build wherever they want and ignore the wishes of those already living there. • Scepticism over need for new housing. • Concern that there is no definition of 'delivering high quality development' and that it may become a costly requirement that is not supported by a viability assessment, which in turn increases build costs, delay in providing houses and an increase in house prices. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • The vast majority of building should be done on brownfield sites. 	<ul style="list-style-type: none"> • There is a national and regional imperative to provide more homes and jobs which means that Leicester and Leicestershire will grow. The government encourages the preparation of strategic plans such as the Strategic Growth Plan. • The Housing and Economic Development Needs Assessment (HEDNA) study provides evidence of Leicestershire’s identified housing requirement to 2036 and this is reflected in the growth plan. • Brownfield sites in the ‘right’ locations are sought to deliver the Strategic Growth Plan Strategy. • Text on the garden city agenda has been given a more prominent position to emphasise the importance of delivering high quality

- Accommodation for students in the City is vital.
- Policies should improve what we have with less emphasis on growth.
- Should be limited quality development rather than widespread development.
- Need a long term plan to avoid piecemeal housing developments and developing without important local facilities.
- Strategic level housing should be located within easy reach of employment zones.
- New homes must make provision for electric cars.
- Requirement for more affordable homes and homes suitable for families.
- More high rises should be built in Leicester.
- If housing must be developed, then it should be in keeping with surrounding areas and not tower blocks.
- Believe it is necessary to appreciate the role of small scale housing delivery in sustainable rural locations in maintaining and enhancing the vitality of rural communities.

SUPPORT

- Fully agree with the draft Strategic Growth Plan’s recognition of the need to deliver new homes across the Leicester and Leicestershire Housing Market Area.
- Recognise the effect that provision of new housing and infrastructure can have in resulting in further investment and development opportunities.

development.

- Issues specific to housing type and tenure including affordable housing requirements will be addressed through Local Plans.
- Local Plans will contain policies and guidance to address the housing and employment local needs balance and environmental concerns such as climate change.
- Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations.
- The strategy makes provision for more growth to be provided in strategic locations and is clear there is a need to reduce the amount of development that takes place in existing, villages and rural areas. Local Plans will provide the detail of where this growth will be located.
- The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will

	be located.
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Q5. To what extent do you agree or disagree with the proposed corridor of growth around south and east of Leicester linked to the construction of a new A46 expressway? Why do you say this?	
Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Predicting housing needs to 2050 is impossible. • No protection for the many villages that will line the expressway and these will either face an increase in traffic or expansion in size to accommodate private premises. • Concern that proposed housing numbers in Harborough District is unsustainable and disproportionate. • HEDNA figures used have been overestimated and proposed concentration of housing in Harborough district is without evidence. • Housing locations are designated in local plans but in practice are dictated by developers. • Concern that the infill of housing development will extend the City right up to the expressway and increase levels of pollution. • Concern that long timeframes for major infrastructure works will mean housing needs for the area will not be met in the short and medium term. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Should prioritise development of brownfield sites rather than greenfield sites. 	<ul style="list-style-type: none"> • The Housing and Economic Development Needs Assessment (HEDNA) study provides evidence of Leicestershire’s identified housing requirement to 2036 and this is reflected in the growth plan. • The Strategic Growth Plan provides a longer term strategy, spatial distribution and a framework for our Local Plans and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. • The strategy makes provision for more growth to be provided in strategic locations and is clear there is a need to reduce the amount of development that takes place in existing towns, villages and rural areas. Local Plans will provide the detail of where this growth will be located.

<ul style="list-style-type: none"> • Considers that the Strategic Growth Plan should positively encourage new residential development along the A46 growth corridor and that there should not be a cap of 40,000 new homes unless it has evidence to demonstrate otherwise. • Suggest focus on strategies such as moving people out of large homes that they no longer need. • Suggest increasing population density in existing urban areas. • New homes need to be built on smaller, carbon neutral brownfield sites, accessible by foot, cycle and well served by public transport and jobs. <p>SUPPORT</p> <ul style="list-style-type: none"> • A46 expressway is necessary to open up new opportunities for housing delivery within the City. 	<ul style="list-style-type: none"> • The Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. • Local Plans will provide the detail of where this growth will be located and allocations will be based on a range of evidence about a site’s suitability/sustainability to be developed. • Local Plans will contain policies and guidance to address importance issues related to density, releasing capacity from existing stock and planning for an ageing population. • Local Plans will contain policies and guidance to address important issues such as affordable housing and housing type and tenure needed.
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<p>Q6. To what extent do you agree or disagree with the proposal that Leicester should develop its role as the ‘central city’?</p>	
<p>Respondent Comments</p> <p>CONCERNS</p> <ul style="list-style-type: none"> • The City receives all services and facilities whilst other areas only get houses. • Concern with rural areas picking up additional housing requirements with 	<p>Partner Responses</p> <ul style="list-style-type: none"> • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • Brownfield sites in the ‘right’ locations are sought to deliver the Strategic

inadequate infrastructure.

- Plan does not evidence the City and Oadby & Wigston being unable to take further development.
- Concern over Melton taking on some of Leicester's housing need, conflicting with Melton's Local Plan.

SUGGESTIONS

- Brownfield sites (including derelict factories and shops) to be regenerated and redeveloped as housing rather than using greenfield sites.
- A higher concentration of development to take place within the City, including multi-storey house building.
- Options to turn vacant space in the City centre into housing should be considered.
- Less emphasis should be placed on building student accommodation.
- Should prioritise improving the substandard housing in the City.
- Affordable homes must be provided in or close to the City centre.
- Increase housing stock within pedestrian access to City.
- Additional housing distribution should be evenly distributed.
- The City should be the focus for a major percentage of housing and that more accurate figures are required regarding housing needs and capacity.

Growth Plan Strategy; development of brownfield sites alone will not deliver the scale of growth that is needed

- The Strategic Growth Plan provides a longer term strategy, spatial distribution and a framework for our Local Plans and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery.
- The strategy reflects the Midlands Connect Strategy in terms of the need for long term transport investment priorities to help unlock jobs and growth.
- The Strategy seeks to support and further develop Leicester's role as the 'central city' which supports the market towns and rural hinterland.
- The Housing and Economic Development Needs Assessment (HEDNA) study provides evidence of Leicestershire's identified housing needs to 2036 and this is reflected in the Strategic Growth Plan.
- The Strategic Growth Plan's priorities include reference to the protection of the environment/ built heritage, securing essential infrastructure and maintaining the essential qualities of Leicester and Leicestershire.
- The strategy makes provision for more growth to be provided in strategic locations and is clear there is a need to reduce the amount of development that takes place in existing villages and rural areas. Local Plans will provide the detail of where this growth will be located.
- Issues related to the local road network will need to be addressed through Local Plans and Local Transport Plans.
- Local Plans will provide the detail of where growth will be located and how it

<ul style="list-style-type: none"> • More creative housing solutions such as along the canal and on surface carparks should be considered which would help the city meet their own housing need. • More emphasis needs to be place on short-medium housing requirements given the timeframes for the A46 and A5 expressways. • Housing should be carbon neutral and supporting renewable energy wherever possible. 	<p>will be delivered.</p> <ul style="list-style-type: none"> • Local planning authorities are required by planning legislation to plan to meet identified and housing and employment needs within their housing market area, in this case Leicester & Leicestershire. • Local Plans will contain policies and guidance to address important issues such as increased student accommodation and affordable housing. • Local Plans will contain policies and guidance to address the housing and employment local needs balance and environmental concerns such as climate change. • Local Plans will contain policies and guidance to address identified needs for local and community facilities. Current and emerging Local Plans deal with the short to medium term housing and employment needs.
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<p>Q7. To what extent do you agree or disagree with the two gateways identified?</p>	
<p>Respondent Comments</p> <p>CONCERNS</p> <ul style="list-style-type: none"> • Concern that the recently adopted North West Leicestershire Local Plan has ignored the need for additional housing in the Northern gateway area. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Need for more flats to be built rather than just houses. 	<p>Partner Responses</p> <ul style="list-style-type: none"> • The strategy makes provision for more growth to be provided in strategic locations and is clear there is a need to reduce the amount of development that takes place in existing towns, villages and rural areas. Local Plans will provide the detail of where this growth will be located.

<ul style="list-style-type: none"> Should focus on affordable homes and use of brownfield sites and encouraging people to downsize to smaller homes. 	
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<p>Q8. To what extent do you agree or disagree with these two settlements (Lutterworth and Melton Mowbray) being identified as key centres?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>MELTON</p> <ul style="list-style-type: none"> Connectivity to Melton Mowbray is limited and proposals do not effectively address this. Correct configuration of the A46 expressway will draw Melton more into Leicester and away from Nottingham. Melton Mowbray appears to be a good choice for development due to its location and distributor road. <p>LUTTERWORTH</p> <ul style="list-style-type: none"> Lutterworth does not need any more houses and is big enough already. Lutterworth is unsustainable as a key centre. Lutterworth does not seem an obvious area on which to focus housing growth as recent growth has been mainly in low skills, low wage jobs in warehousing and distribution. Proposals for Lutterworth are supported provided that appropriate housing 	<ul style="list-style-type: none"> Identification of Coalville and Hinckley as potential key centres is noted by partners. The Strategic Growth Plan provides a longer term strategy, spatial distribution and a framework for our Local Plans and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. The strategy reflects the Midlands Connect Strategy in terms of the need for long term transport investment priorities to help unlock jobs and growth. Local Plans will contain policies and guidance to address identified needs for local and community facilities. Such social infrastructure is vital for sustainable, cohesive communities. Lutterworth will no longer be identified as a Key Centre; instead it will be identified as an area of ‘Managed Growth’ in Local Plans. Castle Donington is already included within a growth area (Gateway) so does not need a further designation.

<p>meets local employment need and affordability.</p> <ul style="list-style-type: none"> • New homes will not be affordable in Lutterworth and will not reduce levels of commuting. <p>CONCERNS</p> <ul style="list-style-type: none"> • Already too many houses in these areas. • Towns will just be used as dormitories. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Coalville, Hinckley, Castle Donington and Market Harborough should be designated as key centres. • People working in these places will need to be able to afford local homes to avoid having to commute. • Need for more houses but alongside facilities. • Development in the way proposed is only acceptable if the housing type satisfies the needs of the community i.e. starter houses rather than large properties. <p>SUPPORT</p> <ul style="list-style-type: none"> • Agreement with two areas being identified as key centre given their supporting infrastructure. 	<ul style="list-style-type: none"> • Evidence relating to the need for different types of housing (e.g. affordable housing) up to 2036 is set out in the Housing and Economic Development Needs Assessment (HEDNA).
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Q9. To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have

'managed growth' only?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Rural areas have been overdeveloped when housing is not necessary. • Concern over the amount of new homes being built on green spaces in North West Leicestershire, whilst brownfields are being ignored. • Managed growth is not in line with what appears to be being proposed for the number of houses to be built, such as doubling the number of houses in Harborough District. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Support redevelopment of town centres but not building more on the outskirts. • Loughborough does not need to grow any further. • Other towns all have better infrastructure than Lutterworth and will therefore take additional housing more easily. • Market Harborough has a unique opportunity for major growth due to excellent connections and should be considered central to growth plans, not tertiary. • Coalville is not a market town. • Further infrastructure should be provided to support Hinckley. • Loughborough has scope for further growth potential. 	<ul style="list-style-type: none"> • Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan Strategy. • Lutterworth will no longer be identified as a Key Centre; instead it will be identified as an area of 'Managed Growth' in Local Plans. • Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. • Proposals for potential strategic sites or new settlements are noted. These potential strategic sites or new settlements will be considered through the preparation of the future local plan within which the site is located. • The Strategic Growth Plan provides a long-term strategy and a framework for our Local Plans, and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their

- Glenfield and Anstey should be promoted as appropriate locations to accommodate further housing growth.
- Development in Coalville should be managed effectively with developments that will help serve existing communities whilst also attracting new investment.
- Coalville is in need of regeneration and increasing population will help improve spend and footfall in the centre.
- There are opportunities to the south and west of Hinckley, off the A5, for further housing and employment growth.
- The focus should be on services and public transport and ensuring there is enough affordable housing for those on low incomes.
- All locations have the potential for further housing and business development and it is more sensible to build on these than create new ‘garden towns’.
- Small rental houses and houses for older people are required, near existing services.
- Planning should be undertaken very carefully including ideas to tackle an ageing population to free up housing stock for others. Develop schemes to encourage people to take on lodgers to provide more housing options.
- There are opportunities for limited growth on the edge of Loughborough given the town’s proximity to the new HS2 station at Toton.

SUPPORT

- All towns identified have major opportunities.
- Agreement with proposal for all areas.
- Proposals are supported on the basis that managed growth means less environmental damage.

delivery. Local Plans will provide the detail of where this growth will be located.

<ul style="list-style-type: none"> Town centre regeneration is a sustainable way forward and required housing can already be provided within towns through brownfield developments. 	
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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?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> Disagree if it means areas like Burbage and Hinckley will receive even more housing and industrial estates. Affordable housing provided by private developers is less affordable in rural areas as will still cost far more than an equivalent house in a market town. Do not need or want any more homes in villages as they will become dormitory towns. Villages need to remain independent and not merge. Housing calculations are not in line with ONS predictions which suggest only <i>circa</i> 100,000 dwellings would be required. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> Many villages have already been damaged by suburban sprawl with healthcare, retail and leisure provision already lacking. Affordable housing is required. Some growth in villages is desirable and influx of younger families is required but needs provision of affordable housing. There should be aspirational but managed growth to attract a wide range of people including families, and for 	<ul style="list-style-type: none"> The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans, and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. The Strategic Growth Plan proposes that in future there will be limited growth in villages and rural areas, consistent with providing for local needs. The Strategic Growth Plan sets out a strategy for balancing the need for new housing and jobs with protection of the environment and built heritage. Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more

<p>the existing ageing population and meeting accessibility needs.</p> <ul style="list-style-type: none"> Local areas should be improved on an equal footing. Growth should be neighbourhood plan led. Housing development in rural areas must be controlled so that actual needs are met, not just the needs of the developer and which are most profitable. Development in village and greenfield areas needs to be limited. Advocate creation of new settlements which are large enough to justify essential services and facilities. The Strategic Growth Plan and Local Plan Reviews must positively address the National Planning Policy Framework, which is imperative to support rural communities. It is important for the Strategic Growth Plan to differentiate between rural villages, hamlets and areas of countryside that may not be suitable to accommodate strategic growth Should make it more affordable for most of population to live near existing facilities. Need affordable housing for younger people and families to meet local needs and maintain village communities with supporting leisure facilities. 	<p>growth to be provided in strategic locations.</p> <ul style="list-style-type: none"> Further text has been included to emphasise the importance of delivering high quality development. Brownfield sites in the 'right' locations are sought to deliver the Strategic Growth Plan Strategy'. The Strategic Growth Plan will need to take account of the final version of the National Planning Policy Framework (NPPF).
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<p>Q11. Do you have any other comments on the draft strategic growth plan?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p>	<ul style="list-style-type: none"> The Housing and Economic Development Needs Assessment (HEDNA) study provides evidence

- The Plan will decrease the price of thousands of homes which will be surrounded by industrial estates.
- Blaby has already completed the required quota of new houses so questioning the need for more.
- Green villages are being taken over, no more built up areas are needed.
- Building more houses encourages over-population of small villages and towns, but there isn't an increase in services.
- Some villages have already seen growth without improvements to local infrastructure and services.

SUGGESTIONS

- Affordable housing needs to be considered.
- Housing should include flats, apartments and maisonettes to increase density.
- New housing estates must be made as energy efficient as possible, including carbon neutral housing.
- The construction of more attractive smaller dwellings could contribute to people downsizing.
- New developments should include a mix of housing types and tenures including starter homes, retirement bungalows and affordable housing.
- The needs of the city for housing could have been partly met by developing land that has been used instead for student accommodation.
- Local distinctiveness and quality of design of new housing needs improving.

of Leicestershire's identified housing need to 2036 and this is reflected in the growth plan.

- Local Plans will provide the detail of where growth will go taking into account constraints, up to date evidence and national policies. These plans will include public consultation and independent examination.
- Any local requirements for the sustainability of buildings will be set out in Local Plans. These are principles which will be considered as part of the Local Planning process to deliver 'well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness' as set out in the Strategic Growth Plan's vision.
- Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations.
- The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this

	growth will be located.
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❖ *The rail freight hub is not a proposal within the Strategic Growth Plan; it is being dealt with under the provisions for nationally significant infrastructure project*

Chapter 5b

Housing – Non-Survey Responses

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Disagree with increasing housing numbers because of the City’s shortfall. • The amount of unmet need in Leicester City is a concern and the Plan does not give confidence that the demand can be picked up elsewhere. • Do not agree that new homes and employment land can be met through existing and emerging local plans with permissions up to 2031. • Query that the projection of 180,000 new homes required by 2050 is based on genuine demographics. • Plan does not justify why the City’s unmet housing is being taken mainly by Harborough and Blaby whereas Charnwood and NW asked to take very little. • Housing need for Blaby and Harborough is low but delivery targets are not. • The Plan makes insufficient allowance for undesignated sites to come forward to meet housing need which means there are risks that development will occur in areas of countryside at expense of urban regeneration. • Housing development in the countryside encourages more car trips. • Loughborough is listed as an ‘area of managed growth’ rather than as key centre, 	<ul style="list-style-type: none"> • Housing needs identified are for the whole of Leicester & Leicestershire and need to be accommodated within the area as a whole. • The Strategic Growth Plan provides an overall strategy for allocating housing numbers to individual districts; it is also a government requirement to work cooperatively to meet the unmet housing needs from other areas of the County. Local Plans will identify the supply and meet the needs identified in the Strategic Growth Plan. • The needs identified in the Strategic Growth Plan extend beyond the time horizon of the current Local Plans and the delivery timescales of most developments that are underway now. • The type and location of dwellings is a matter to be dealt through individual Local Plans and individual planning applications. Identification of new growth areas that accord with the overall Strategic Growth Plan spatial approach is a matter for individual Local Plans. • The type of housing to be provided will be addressed in individual local authorities' local plans. • The provision of new homes is part of the solution to the housing requirements of Leicester. It will be for Leicester City Council to propose policies, such as on housing type and tenure, in its Local Plan, to complement

<p>yet housing needs of Charnwood are second only to Leicester.</p> <ul style="list-style-type: none"> • The Housing and Economic Development Needs Assessment (HEDNA) is too long, hard to understand and its late availability makes it difficult respond to the consultation. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • The housing shortfall in Leicester is likely to have implications for those other areas picking up the shortfall. This will affect the number of commuting trips. • The City Centre should take more housing in the form of apartments. • Large scale housing development runs counter to the plans policy that “growth in our villages and rural area should be limited to providing for local needs”. • There has been a large amount of new building recently and there are still many sites which appear to be awaiting new housing. • Affordable housing is required, including social housing for those on low incomes and with disabilities. • Denser developments and less detached properties are required. • Support strategy to locate new development close to new strategic infrastructure until new infrastructure is provided, and then for existing settlements to be targeted for development. • National planning guidelines should ensure that developers do not undermine them and build where they like, stricter rules should be in place. • Evidence in HEDNA underestimates employment growth, and the HEDNA should 	<p>this.</p> <ul style="list-style-type: none"> • Potential strategic sites or new settlements will be considered through the preparation or the review of future Local Plans. • Housing and employment development proposals have been informed by the 'Housing and Economic Development Needs Assessment' January 2017, and sustainability and infrastructure considerations. • The scale of development needed is such that both brownfield and greenfield sites will be needed. • The combined total of undesignated sites and 'strategic sites' meets the overall housing need, and in meeting needs in full, will reduce the prospect of unplanned development in countryside locations. • One of the purposes of the Strategic Growth Plan is to ensure that strategic housing and infrastructure are planned in step. The delivery targets have been agreed with all the LPAs that make up the Strategic Growth Plan area. • The strategy of the Strategic Growth Plan is to integrate the accommodation of growth with economic strategies and infrastructure, in order to provide a sustainable solution. The proposed growth areas reflect this approach and result in numerical provision and growth areas that are closely linked to the provision of major infrastructure. • The Strategic Growth Plan has considered how the predicted unmet need for housing from Leicester City can be accommodated by the other local authorities in Leicester & Leicestershire. The partners have decided that these additional needs will be satisfied in part, by development in strategic locations in accordance with the strategy set out in the Plan. The Strategic Growth Plan
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<p>be re-run on basis of more ambitious assumptions.</p> <ul style="list-style-type: none"> • There should be a more realistic assessment of housing need. • Against additional homes, especially in rural areas. • Need to be investing in, and building carbon neutral housing. • There should be a focusing on building more in the city, using existing brownfield sites or derelict sites and building upwards. • The plan should ensure improved infrastructure to cope with housing increase. <p>SUPPORT</p> <ul style="list-style-type: none"> • The joined up approach to infrastructure, housing and economic development is welcome. • Support the proposal to place a greater emphasis on housing developments in major strategic locations and identify the essential infrastructure need to support that expansion. • It is acknowledged that the plan recognises the need to provide sufficient housing – linked to infrastructure and facilities to support growth. 	<p>will help support bids for infrastructure funding from the Government, so that it can be provided in advance or in step with planned new housing and employment development.</p>
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Chapter 6a

Employment Land, Town Centre, Retail and Digital – Survey Responses

Q4. To what extent do you agree or disagree with the four priorities identified in the draft plan? Why do you say this? Are there any other priorities you think should be included?

Respondent Comments	Partner Responses
<p>EMPLOYMENT</p> <ul style="list-style-type: none"> • The employment land at Hinckley East is an area of concern, taking over working farms. • Must get away from growing reliance on logistics as most jobs in this industry are low paid and low skilled. • Manufacturing jobs should be the focus for the future. • Rural / village areas are underrepresented in respect of their ability to provide relatively small scale but offer key employment opportunities for local (mainly smaller) companies. • Plan is not balanced. It focusses on business infrastructure that supports consumption and distribution, already well provided for under existing plans across the Midlands region. • Economic development should focus on developing high level, technically advanced engineering and production that will employ the output of our three universities. • Focus on green investment and job creation would be welcome. • Already have a very low rate of unemployment so cannot see the need to create conditions for investment and growth. Disagreement that new employment opportunities will be provided for those moving into the area as people tend to 	<ul style="list-style-type: none"> • Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. • More new jobs are expected in the LLEP’s priority sectors of life sciences (medical technologies); advanced manufacturing and engineering; advanced logistics; space and digital technologies; and textiles. These reflect the priorities of the Midlands Engine Strategy and the growth of the national economy. • It is considered that the spatial distribution of new employment will need to reflect the overall strategy of

<p>stay in the jobs they already have.</p> <ul style="list-style-type: none"> The order of the priorities is wrong. Infrastructure must be put in place first before development is allowed. High quality development needs to include the type of jobs that are to be attracted to the area - not just warehousing and logistics. <p>RETAIL</p> <ul style="list-style-type: none"> Small businesses in Leicestershire need to be supported to grow through the key priorities in the Strategic Growth Plan, e.g. opportunities to find the right employees and for those employees to get to their place of work with ease. <p>DIGITAL</p> <ul style="list-style-type: none"> The Strategic Growth Plan should also address other key infrastructure issues for successful growth. One of the most important to the community is broadband connectivity in the long term to ensure that rural areas are a priority in adoption of latest technology to ensure communities remain connected and home working remains viable. 	<p>the Plan, enable homes and jobs to be located in close proximity, and take advantage of opportunities for commuting by public transport. The need for new employment land will be monitored and reviewed on a regular basis through the preparation and adoption of Local Plans.</p> <ul style="list-style-type: none"> The Strategic Growth Plan acknowledges digital connectivity as an essential part of the infrastructure planning process.
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<p>Q5. To what extent do you agree or disagree with the proposed corridor of growth around south and east of Leicester linked to the construction of a new A46 expressway? Why do you say this?</p>	
Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> Creating more jobs will create more commuting into the City Centre due to a lack of housing. Concern about proposed expansion of Lutterworth. Support boost to local economies and jobs but not if it means more concentration on building or expanding logistics parks as this drives the low paid (often zero hours) workforce, identified within the plan as a key weakness. 	<ul style="list-style-type: none"> Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations.

- Unclear how 40,000 new homes alongside a new A46 would help the travel network to better route workers to key employment sites both within the City and the County.
- Appears to be an assumption that housing will be occupied by people employed locally. This is a social model which has been outdated for 20 years.
- The growth corridor to the east and south of Leicester is a long way from the two areas that have been identified as having the potential for significant growth in employment, namely the Enterprise Zone at MIRA and the University Enterprise Zone extending from Loughborough to the north side of Leicester.
- The area where the A46 Expressway will join the M69 will see most impact. This area is already over developed. It does not need more employment, housing developments or warehouses.
- Creating the A46 expressway and then directing up to 40, 000 new homes along its route would be creating new towns where there is no current employment demand. Most of this growth would therefore need to be accompanied by employment growth, but this would contradict the location of employment growth expectations in the growth strategy.

SUGGESTIONS

- High-speed infrastructure and better connections is the most pressing need for Leicestershire to improve regional employment opportunities.
- Need to be more ambitious about creating employment opportunities for young people and look to develop other sectors such as technology, manufacturing and engineering, not just low paid warehouse jobs.

SUPPORT

- Significant employment opportunities during construction and development.

- The precise route of the expressway is still to be determined and will be the subject of consultation at various stages in its design.
- More new jobs are expected in the LLEP’s priority sectors of life sciences (medical technologies); advanced manufacturing and engineering; advanced logistics; space and digital technologies; and textiles. These reflect the priorities of the Midlands Engine Strategy and the growth of the national economy.
- The Strategic Growth Plan has been amended so that Lutterworth is now an area of managed growth in local plans and not a key centre.

Q6. To what extent do you agree or disagree with the proposal that Leicester should develop its role as the ‘central city’?

Respondent Comments	Partner Responses
<p>EMPLOYMENT</p> <ul style="list-style-type: none"> Leicester needs to build on its size and develop its importance to compete economically with other major cities; therefore a central business hub is needed in order for the county to develop to its full potential. Shifting employment opportunities out of the County into the City will have a negative impact on rural communities. People will drive wherever the work is so there is no point building houses and employment sites together. Much better to centralise jobs and create strong transport links. Plan does not suggest the creation of employment zones along the A46 Corridor, reinforcing the notion that it will just be a dormitory for people willing to commute by car into Leicester city centre. More emphasis should be placed within the Strategic Growth Plan on shorter term requirements, to ensure that the immediate housing and employment needs of the area are addressed within the short – medium term. The re-opening of the Burton-Leicester railway to passenger services equally should be explored. This would provide the opportunity for additional sustainable city jobs for county residents. <p>TOWN CENTRE AND RETAIL</p> <ul style="list-style-type: none"> The city centre requires retail development, which can only come by reducing rents, or it will be charity shops only. Leicester has shortfall of leisure and entertainment facilities despite having a significant population. Leisure, arts, culture and entertainment facilities must also be provided locally in surrounding market towns, for example, in Loughborough. Make market towns a destination and cultural centres. 	<ul style="list-style-type: none"> The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans, and gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth should be located. The text of the Strategic Growth Plan has been amended to outline the current position with regards to the Leicester to Burton railway line and rail services to and from Melton Mowbray. Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. The Strategic Growth Plan will enhance the role of Leicester with more jobs, leisure, arts, culture and entertainment

<ul style="list-style-type: none"> The City provides a diverse range of employment, leisure and shopping facilities and its continued growth and regeneration is essential to sustain these services and to boost the local economy. 	<p>facilities provided within the City Centre, supporting the market towns and rural areas around it.</p> <ul style="list-style-type: none"> Leicester City Council's adopted Core Strategy sets out the policies and proposals for addressing local land use, whilst the recently launched Business Improvement District includes proposals to create a safe, clean and attractive environment. The Council is in the early stages of preparing a new local plan for the City that may include revised or new proposals for the town centre. The desire for leisure, arts, culture and entertainment facilities to be located in the market towns in addition to the City is noted by partners. To enable the greatest number of people to access such facilities, Leicester City Centre is considered to be the most appropriate location, with complimentary facilities sought in the market towns.
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<p>Q7. To what extent do you agree or disagree with the two gateways identified?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>EMPLOYMENT</p>	<ul style="list-style-type: none"> Explanation as to why the Leicester-

<ul style="list-style-type: none"> • Support any opportunity to improve jobs and infrastructure in North West Leicestershire, such as a new railway station. • The Northern Gateway will provide a crucial entry point to the rest of Leicester and drastically improve the housing and job opportunities provided in that area. • Agreement with Northern Gateway as higher unemployment and need for regeneration. • Little unemployment around MIRA and Hinckley therefore Southern Gateway is not required. • Need to ensure that smaller businesses are also able to develop and grow in other parts of the County. These provide local employment and reduce the need for many journeys. • Need higher skilled jobs to stop commuting to Leicester and out commuting to the gateways. • Gateways should be located near the two enterprise zones, instead they are proposed to be located close to areas of mainly low-skilled jobs which reinforces the area’s reputation as one characterised by low skills and low wage employment. • Can see benefits associated with encouraging growth along the two gateways identified and sees the potential for existing employment sites located in these broad locations/along the corridors to offer the potential for growth. • Alongside the identification of the Northern and Southern Gateways therefore, opportunities should be sort out to deliver housing and employment land within and adjoining the Principal Area of Leicester, within the short to medium term. Housing development in such locations will continue to support local employment opportunities. • Do not need more industry in Blaby. 	<p>Burton Railway line is not a proposal within the Strategic Growth Plan has been included.</p> <ul style="list-style-type: none"> • Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. • Within the Strategic Growth Plan, high levels of commuting are identified as one of our weaknesses. Our strategy proposes to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together. • Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. A single gateway, referred to as ‘The Leicestershire International Gateway’, is proposed. The details of potential strategic sites or new settlements are welcomed. These potential strategic
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	<p>sites or new settlements will be considered through the preparation of the future Local Plan within which the site is located.</p>
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Q8. To what extent do you agree or disagree with these two settlements (Lutterworth and Melton Mowbray) being identified as key centres?

Respondent Comments	Partner Responses
<p>LUTTERWORTH</p> <ul style="list-style-type: none"> Lutterworth is poorly connected - there are no rail links to the town to support either the movement of goods or commuting. There is very little unemployment in and near Lutterworth and there is a reliance on in-commuting to existing low paid, temporary logistics jobs. Workers could not afford the house prices in the area, workers cannot be forced to buy property in the area they work, developers cannot be told how many houses to build out even if permission is granted and to be forced to build cheap houses. Therefore the proposed concept is without merit, unrealistic and not sustainable in the long term. Lutterworth's recent growth has been mainly in low skilled, low wage jobs in warehousing and distribution logistics. It is not a key centre for anything else, other than some light industry linked to the above. <p>MELTON</p> <ul style="list-style-type: none"> Melton Mowbray has difficulty competing with the surrounding centres of Grantham and 	<ul style="list-style-type: none"> The Strategic Growth Plan has been amended so that Lutterworth is now an area of managed growth in local plans and not a key centre. In Melton, recent economic growth has been constrained by lack of sites and poor connectivity but there is evidence that local firms are looking to expand and new businesses wish to move in. The recent approval for the Melton Mowbray Relief Road provides the catalyst for change: it will remove congestion in the town centre and open up land for development to the north and east of the town. Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. The Strategic Growth Plan acknowledges that highly skilled employees and graduates moving away is one of our

<p>Loughborough for non-rural industry and food jobs.</p> <ul style="list-style-type: none"> • Melton has the potential for further growth in jobs centred on the food and drinks sector, and agricultural industries. • Melton has the potential for further growth in jobs centred on food, drink and agriculture. <p>GENERAL POINTS</p> <ul style="list-style-type: none"> • Jobs should be provided in Leicester as much as possible with homes in New Towns encircling it to create a conurbation that can compete with the rest of the country. • Would prefer to see more focus on employment prospects for graduate class people as in most cases graduates have to seek employment out of the county. • Already an identified shortfall in employment land within North West Leicestershire District, so encourage the Strategic Growth Plan to consider the identification of wider range of settlements throughout the area, specifically Carnival Way in Castle Donington. • Ensure that the sensitivities, challenges and opportunities for small businesses are captured in any town centre and tourism strategy area of the corporate plan. • Recognise that retailers are a major contributor to the local economy. Provide business support programmes or schemes specifically for retail and leisure operators. 	<p>weaknesses.</p> <ul style="list-style-type: none"> • More new jobs are expected in the LLEP’s priority sectors of life sciences (medical technologies); advanced manufacturing and engineering; advanced logistics; space and digital technologies; and textiles. These reflect the priorities of the Midlands Engine Strategy and the growth of the national economy. • The details of potential strategic sites or new settlements are noted. These potential strategic sites or new settlements will be considered through the preparation of the future Local Plan within which the site is located. • Individual authorities are focusing on tourism, leisure, health and wellbeing and supporting the rural economy. The Strategic Growth Plan provides a spatial framework within which this investment and growth can occur.
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<p>Q9. To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have ‘managed growth’ only?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>

CONCERNS

- There are not enough leisure provisions in Market Harborough to prevent out commuting and the job market is not plentiful and varied.
- Each of these towns has seen significant growth in housing, but without a corresponding increase in new employment opportunities. This has led to Coalville, Hinckley and Loughborough becoming dormitory towns for the major cities, with people attracted to their new estates solely because they are relatively cheap places in which to live.
- Hinckley has enough warehousing already. This does not greatly benefit the local area, it simply brings in more lorries and a rail-freight depot will make things worse.

SUGGESTIONS

- More jobs are needed in Hinckley to prevent so much commuting out of the town around the Midlands.
- There are opportunities to the South and West of Hinckley, off the A5, for further housing and employment growth.
- Hinckley is ideally situated located on the M69 for a distribution hub for the UK.
- Coalville and Hinckley would benefit from further investment and growth, providing better job opportunities.

There are opportunities for limited growth on the edge of Loughborough given the town's proximity to the new HS2 station at Toton.

GENERAL COMMENTS

- Market Harborough's growth is linked to commuting on the Midland mainline to London, with relatively affluent people choosing to live there but work elsewhere. Harborough's town centre meets local needs and has not suffered the same decline as seen in the centres of Coalville, Hinckley and Loughborough.

- Proposals for the distribution of local leisure and employment provision is a matter dealt with within Local Plans.
- Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that the strategy makes provision for more growth to be provided in strategic locations.
- The Strategic Growth Plan provides a long term strategy and a framework for our Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located.

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?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> No Local Plans place any significant employment sites/opportunities in rural areas, often citing unsustainable travel. Strongly disagree with the proposal to grow the Southern Gateway to service out commuting from Leicester for low skilled freight hub jobs. Need to contain development and local jobs suited to the area's needs. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> Having stagnated areas is not economically or socially healthy. Development opportunities exist in these areas and should be brought forward to improve local employment and economies. A change in housing policy to accommodate for the lower wages is essential for growth in the region. 	<ul style="list-style-type: none"> The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located. Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations.

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

Respondent Comments	Partner Responses
<p>EMPLOYMENT</p> <ul style="list-style-type: none"> Would question the necessity of additional commercial units with the expansion of Magna Park. 	<ul style="list-style-type: none"> Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining

<ul style="list-style-type: none"> • There is no evidence that housing numbers and employment allocations have been independently assessed and scrutinised. • The requirement set out in the logistic and employment chart in the consultation appears to be based on developers' demand rather than independently assessed, sustainable need. • Must be more ambitious for the lives of our young people and work to create high value skilled employment with properly serviced housing areas that have the proper infrastructure (including services, facilities and amenities). • Growth by building more warehouses is not the solution - they occupy vast amount of land, profit only their owners (who are not local anyway), draw in more heavy vehicles increasing congestion and will employ relatively few as they are highly automated. • Although both the Northern and Southern Gateways will increase the number of jobs within the local area these are mainly warehouses and the majority of these jobs will be low paid menial work. • The plan does not address the disproportion of employment prospects between the West of the City and the East. • Development of infrastructure should provide the best growth opportunities to the county as a whole not just be added as an alternative outer ring road just outside of the city boundaries. It should be positioned to provide growth and employment to the least accessible areas of the county. • Plan is not generating small business growth in the towns or creating local jobs. People still need to commute to their place of work. • To provide a future for the area there must be manufacturing with engineering being the most important, without skills in these areas there is no future for the economy. At some point in the future the logistics industry will change. • It is assumed that if the Strategic Opportunity Assessment Zone (SOAZ) were to be developed at Six Hills, other than on site employment opportunities, residents would commute to Leicester. This would not be the case; residents would use the A6006 to commute to Nottingham, Derby and Burton on Trent. 	<p>that the strategy makes provision for more growth to be provided in strategic locations.</p> <ul style="list-style-type: none"> • The details of potential strategic sites or new settlements are noted. These will be considered through the preparation of the Local Plan within which the site is located. • More new jobs are expected in the LLEP's priority sectors of life sciences (medical technologies); advanced manufacturing and engineering; advanced logistics; space and digital technologies; and textiles. These reflect the priorities of the Midlands Engine Strategy and the growth of the national economy. • The details of potential strategic sites or new settlements are noted. These potential strategic sites or new settlements will be considered through the preparation of the future Local Plan within which the site is located. • Whatever the impacts of technological changes will be on sectors like retailing, the plan is for town centres to remain at the heart of local communities by adapting to change. It is for local plans and business communities to identify what is needed in
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- Castle Donington should be given further weight as a Key Centre for employment growth. This would build upon the existing employment offering at Carnival Way, Castle Donington.
- Promotion of the Swains Park site near Swadlincote with the potential to develop a further 7 hectares of land to provide employment facilities for a range of B1, B2 and B8 uses. Additional jobs would be created for local residents, to balance the number of houses (and therefore local workforce) in the housing developments now being undertaken in the area.
- Building more houses will simply allow employers to pay lower wages due to competition in the labour market.
- The Strategic Growth Plan is a well thought out document which we hope will support the 99% of businesses in Leicester & Leicestershire which have fewer than 50 staff. These businesses are the backbone to the local economy, providing jobs, innovation and investment into their economies and communities.
- Should encourage jobs in the fields of science, technology and engineering that would be able to ensure growth and develop technologies for the future that would really put the area on the map, rather than relying to industries which will become outdated or obsolete entirely before the 2050, maybe even as early as 2030.
- The aim of the Strategic Growth Plan appears to be to turn South East Leicestershire into a huge logistics park. All the pain of the development is being made by a small part of the country namely Blaby and Hinckley. These are not areas in need of extra employment.
- The role of a major employment centre should be given further weight through the Strategic Growth Plan, through the identification of Castle Donington as a Key Centre for employment growth.
- There is a lack of ambition to create a knowledge based industry and prevent out commuting.
- Robotics will dramatically change the shape of the workplace in the plan period which will leave a large unskilled workforce.

each centre.

TOWN CENTRE AND RETAIL

- Predicting beyond 10 years is unrealistic – shops in centres may die due to internet shopping.

Chapter 6b

Employment Land, Town Centre, Retail and Digital – Non-Survey Responses

Respondent Comments	Partner Responses
<p>EMPLOYMENT</p> <ul style="list-style-type: none"> • Does not agree that new homes and employment land can be met through existing and emerging local plans with permissions up to 2031. • Does not feel there is a need to increase the number of designated employment areas as Blaby village already has two. • Employment sites to meet demands for technology, science and renewable energy would be welcomed, as well as employment sites in larger villages. • Housing and employment developments should be equally distributed not concentrated in one area. • Support the approach to identify strategic locations that also link with major infrastructure investment to help meet future needs for employment uses. • More recognition should be given in the description of the ‘Northern Gateway’ to the contribution that the East Midlands Airport area can make to delivering future economic growth by providing the potential for future expansion of Class B employment uses. • Need for a bus service to be introduced from Ashby de la Zouch in North West Leicestershire to East Midlands Airport and the adjacent Business Park to provide essential employment opportunities from areas of high unemployment. • Lutterworth should not be a key centre for more warehousing and cannot be regarded as the region’s Southern Gateway. 	<ul style="list-style-type: none"> • Further text has been included elaborating the importance of significant investment in infrastructure and services, and explaining that our strategy makes provision for more growth to be provided in strategic locations. • The details of potential strategic sites or new settlements are noted. These will be considered through the preparation of the Local Plan within which the site is located. • Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. A single gateway, referred to as ‘The Leicestershire International Gateway’, is proposed, focused around the northern parts of the A42 and M1 where there are major employment opportunities notably East Midlands Airport, East Midlands Gateway (strategic rail freight

<ul style="list-style-type: none"> • Reliance on demand-led evidence for large industrial and logistics sites without an overall assessment of need across the West and East Midlands, which could inform genuine requirement. • Need to prioritise businesses that are sustainable and pay good wages. • Need to confirm the amount of B8 land required and where employment growth is going to be distributed. • Acknowledgement of greater market variability in employment land, but needs are evident over shorter to medium term and this needs acknowledging. This will enable flexibility but still recognise the importance of B8 employment. • The 555ha identified for strategic distribution uses already established does not identify which sites contribute to this supply or types of markets and occupiers. • Welcome new employment land being monitored and reviewed on regular basis. • Needs to be further investment in training and skills. • Concern employment requirements less detailed and sophisticated, little detail in Strategic Growth Plan on sectors likely to drive local economy in the future. • Support for strategies of transportation corridors close to employment centres. • Proposed strategic rail freight interchange at Hinckley – heart of golden triangle fits with study need to identify and allocate new land at commercially attractive sites to maintain and enhance the competitive cluster and the Hinckley-Felixstowe railway will do this. • Wrong focus on logistics – need higher skilled workforce to reduce low skilled poor paid jobs. • No mention of supporting grass root small enterprises. • Plan should be more imaginative in referencing population policy, the forthcoming impact of artificial intelligence and 	<p>terminal) and HS2 station at Toton nearby.</p> <ul style="list-style-type: none"> • The adopted Blaby Core Strategy and the Blaby Town Centre Master Plan indicate the local policies and proposals for the town centre and these will be readdressed in any future Local Plans. • Proposals for the distribution of local leisure and employment provision within Charnwood is a matter for Charnwood Borough Council through its adopted Core Strategy and emerging Local Plan, the latter at an early stage of preparation. The Strategic Growth Plan provides a spatial framework within which local investment and growth can occur. • The Strategic Growth Plan provides a framework for growth. The Strategic Growth Plan is worded sufficiently flexibly to accommodate some degree of step change development, and can be revisited in due course through plan review. • The Strategic Growth Plan will provide a framework for growth from which local
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the type of economic growth we seek later.

TOWN CENTRE AND RETAIL

- Blaby Town Centre is at risk of no longer being an independent and characterful market town.
- Shepshed is the 2nd largest town in Charnwood yet does not have any formal indoor leisure facilities or adequate employment.
- The City of Leicester is congested and dirty. The Clock Tower area, Granby Street and Gallowtree Gate are a mess with poor quality shops and cafes and pubs.
- The plan is an extrapolation of the current situation and as such, may constrain 'step change' development. Suggestion for new centres of excellence and business offers, such as a Freeport at the Northern Gateway around East Midlands Airport.
- Lutterworth is endangered by uncontrolled and badly planned growth.
- Plan does not look at technological changes and their impacts on retail.
- Need a higher density population to revive the retail and culture of Leicester.
- Want more information on how existing business will be affected.

DIGITAL

- Agree with the text in the Strategic Growth Plan that digital connectivity is a major issue for many in rural areas, especially farmers who depend increasingly on the internet and mobile connectivity for information.
- Pleased to see that the need for quality internet access has been identified.

development plans can provide more detailed planning proposals setting out where new development is planned to take place, the infrastructure needed to support that development and the measures to maximise local benefits and mitigate any harmful impacts. A revision to the Strategic Growth Plan has been made to recognise that further development at Lutterworth should support local growth. As such, it will be identified as an area for 'managed growth' in Local Plans.

- Whatever the impacts of technological changes will be on sectors like retailing, the plan is for town centres to remain at the heart of local communities by adapting to change. It is for local plans and business communities to identify what is needed in each centre.
- Whatever the impacts of technological changes will be on specific employment sectors, the plan is for town centres to remain at the heart of local communities by adapting to change. It is for local plans and business communities to

<ul style="list-style-type: none">• Growth needs to be accompanied by community infrastructure, including digital connectivity.	<p>identify what is needed in each centre.</p> <ul style="list-style-type: none">• The Strategic Growth Plan acknowledges digital connectivity as an essential part of the infrastructure planning process.
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Chapter 7a

Process and Consultation – Survey Responses

Respondent Comments	Partner Responses
<p>EVIDENCE</p> <ul style="list-style-type: none"> • You highlight three Universities in the City/County - they have skills in predictive analysis - why don't you use them? • There is a lack of available evidence to assess the impact of these proposals on local roads, congestion and sustainable / alternative transport choices. • How can comments be invited when the transport and environmental reports have not been published? When transport is so central to the scheme surely the Transport Report should have been a prerequisite? • Although a transport impact assessment is now available, it was not available for the first eleven weeks of the original twelve-week consultation (now extended) and those members of the public and local councils who have already responded, have done so without the benefit of this information and are now precluded from making any further comment under the one response rule. • The plan is not based on a firm evidence base to support estimated levels of growth and future housing forecasts. There are too many variables that could affect this in future e.g. Brexit. Planning 10 years ahead is difficult, 30 years ahead is guesswork. • Housing targets offered as part of the evidence base seem over-inflated and not justified for the massive expansion predicted. 	<ul style="list-style-type: none"> • Evidence was commissioned through local authority open and competitive procurement processes. • Evidence and assessments undertaken in preparation of the Plan are available on the website http://www.llestrategicgrowthplan.org.uk/the-plan/stage-two/developing-the-evidence-base. A number of these address the concerns raised by respondents. • The consultation period was extended to allow consideration of the Strategic Assessment of Transport Impact report. • Further comments could be made via email through the SGP website or by post to the Strategic Business Intelligence Team at Leicestershire County Council. • The Housing and Economic Development Needs Assessment (HEDNA) study provides evidence of Leicestershire's identified housing requirement to 2036 using the methodology set out in policy guidance at that time. • Beyond 2036 there is no reliable estimate of population growth, household change or economic forecasts, therefore an estimate of housing need from 2031-50 ('notional' need) has been calculated by projecting forward the annual figures within HEDNA. It is accepted that changes will occur throughout the Plan period and that the Strategic Growth Plan will be reviewed as

<ul style="list-style-type: none"> • Lutterworth is recognised as a location for warehousing and distribution, both low employment creators. What evidence is there that new residents will be able to work close to their homes? • What do existing surveys show about people’s places of employment, in relation to their homes.....? I disagree with the statement "more homes would allow employees to live closer to their places of work etc". • Was a needs analysis done first to find out the problems faced by residents and workers in these areas? • Lack of evidence on impacts or assessment of alternative options or what benefits there will be for existing residents. Ignores evidence from Western by-pass which has not been successful in its aims of reducing congestion. • A sustainability appraisal is required at each assessment and decision making stage in the plan making process. • There is a failure to provide any assessment of the impact of this plan on Leicestershire rural communities. • The A46 gateway states capacity for 40,000 homes. There is no explanation of how the number was derived. <p>CONSULTATION PROCESS</p> <ul style="list-style-type: none"> • Further consultation is required to determine the environmental impacts on the local area including air pollution, flood risks, wildlife and farming. • This plan should not have been put out for consultation until a firm housing requirement was established using the government’s latest recommended 	<p>appropriate.</p> <ul style="list-style-type: none"> • It is considered that the spatial distribution of new employment will need to reflect the overall strategy of the Plan, enable homes and jobs to be located in close proximity, The SGP seeks to deliver jobs and homes together to ensure sustainability. • The Leicester Travel to Work Area, as defined by the Office for National Statistics (ONS) and based on 2011 Census data, extends across much of Leicestershire and includes all of the main towns within the County, supporting the definition of common housing and functional economic market areas. Around 78% of commuting flows are contained within the Leicester and Leicestershire authorities. • Strategic Growth Plan partners assess the needs of businesses and residents through the Leicester and Leicestershire Business Survey and local resident surveys as well as through other forums for businesses and communities. These are reflected within local authority strategic, economic and community plans which have been a reference source for the development of the Strategic Growth Plan. • A sustainability appraisal has been undertaken at each decision making stage in the plan making process. • The strategy makes provision for more growth to be provided in strategic locations thereby reducing pressure in villages and rural areas. • The 40,000 new homes is an estimate partners made based on their collective knowledge. • Local Plans will consider the potential impacts on air quality, businesses and the economy, including any impacts to farming which is an important sector
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<p>methodology.</p> <ul style="list-style-type: none"> • Southern Gateway, rail freight and A46 expressway has been planned with no community involvement. • There is no transparency and consultation on the proposed locations of Junction 20a. • Other statutory service providers, Police, Fire, NHS need to have been consulted before this stage to determine other important data which is currently available and would assist in planning assumptions. • Question if the Plan has been drawn up in consultation with other public bodies e.g. Defra and Environment Agency. • Question 4 is misleading as it is difficult to agree with the priorities, but it is how they are delivered that is the issue. • Question 5 assumes that respondents accept the premise of a new expressway and is therefore leading. • Question 7 - the A5 is in need of upgrade but not part of the A46 growth corridor, this question is misleading. • Question 9. Surely any growth, be that in towns or elsewhere, needs to be "managed" - what is the true intention of this very leading question? • This consultation only talks about housing development but in the documents App A page 21 it refers to employment land and logistics. This is misleading and has not been independently assessed. • The way this questionnaire has been laid out makes it difficult to answer the 	<p>within many rural areas of Leicestershire.</p> <ul style="list-style-type: none"> • Protecting our environmental, historic and other assets forms the fifth building block of the Strategic Growth Plan. A diagram showing environmental assets in Leicester and Leicestershire and further text regarding the importance of locally important assets have been added to the Strategic Growth Plan. • Comments on the Southern Gateway and A46 expressway were invited in this consultation. Following further consideration the Southern Gateway has been removed from the Strategic Growth Plan. • As a high level plan the Strategic Growth Plan identifies strategic road and rail infrastructure enhancements to support proposed growth up to 2050; the detail of where growth will be located as well as the specific transport implications and requirements arising from this will continue to be provided through Local Plans, together with the highway development management process and wider transport strategies and studies. • Consultation with statutory service providers took place in 2016 on the Strategic Growth Statement, this included the data / evidence base to be used for underpinning the Strategic Growth Plan. Statutory service providers have also been invited to respond to this consultation. • The questions set out in the consultation were devised to seek responses on key elements of the plan/strategy. • The proposed consultation process was set out in the Statement of Strategic Involvement (August 2016). This formed part of the consultation on the Strategic Growth Statement undertaken at that time. • The Strategic Growth Plan provides a long term strategy and a framework for
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<p>questions per se. Some of the questions are interrelated and therefore the answers overlap.</p> <ul style="list-style-type: none"> • We need an extra consultation step once details are known otherwise this consultation is a procedural step only without any ability for changes to be adopted. • Concern over lack of publicity. It has also been very poorly advertised to local communities. • There is a lack of detail throughout this process and this is something that members of the public have consistently commented upon and in our view renders this consultation flawed. • A second much more detailed consultation is required to provide detail on strategic site locations, land requirements, housing developments, public transport options, expressway route and junctions, secondary road upgrade plans to allow informed decisions to be made. • There needs to be 4 stages of consultation 1) consult on the vision - this stage 2) consult on the detail once known - this needs adding 3) Submission of proposals to independent public examination 4) incorporation into local plans. • Need a public examination on these proposals. • A range of proposals / options could have been put forward for genuine public involvement and consultation. There was no opportunity to comment on alternative strategies. • How have businesses been consulted? • If I agree on any level with this my response will be statistically twisted and made to look like I support this. I feel like this is not so much a democratic opportunity 	<p>Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located and will be subject to full consultation.</p> <ul style="list-style-type: none"> • The consultation overview report sets out how the consultation was promoted. Partners consider the publicity about the Strategic Growth Plan was both adequate and proportionate. • Local Plans will provide the detail of where growth will be located and the type of development, taking into account environmental constraints, local services, public transport, walking and cycling links, up to date evidence and national policy, considering accompanying green infrastructure and mitigations. • The decision was taken in 2015 to prepare a non-statutory Strategic Growth Plan which would be delivered through statutory Local Plans. • The Strategic Growth Statement (August 2016) identified a number of generic options which would be considered. These are assessed in the Sustainability Appraisal. • Businesses have been invited to respond to both the Strategic Growth Statement consultation in 2016 and this consultation. The Strategic Growth Plan recognises the importance of local businesses. Detailed matters will be managed through Local Plans and in collaboration with the Leicester and Leicestershire Enterprise Partnership. • Government advice requires local planning authorities to agree housing numbers across different geographies. The type of joint working undertaken in Leicester and Leicestershire is encouraged by Government.
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<p>to voice my opinion but an exercise in getting people to respond and then interpreting the data in a biased manner.</p> <ul style="list-style-type: none"> • It would appear that the councils have carved up the development before presenting to the public; a public consultation should have some teeth and not just be a costly presentation. • A more visual illustration would have helped if you are expecting a normal person like me to understand the documents you have provided. • Meetings should be at a sensible time of day so working residents can attend. • Why are you asking for my colour, sexual assignment etc? What does a planning vision have to do with this? • There is still a percentage of people across Leicestershire with no access to the computers. Concern regarding the on-line focus which denies access to the computer illiterate (of which I number myself). • There is no way for you to acknowledge this response - how do I know you have received it and are, therefore, able to take it into consideration as part of your consultation? • Concern that the plan does not show an actual route, the housing calculation is inaccurate and most certainly premature with the new standards. Therefore the consultation cannot be accurate due to a number of things such as lack of information e.g. there is no transport assessment. The questionnaire was also of poor quality. • Question the openness of the consultation with the public, there needs to be more consultation in the future on the detail in particular for rural communities and specifically on housing development and the route of the proposed A46 	<ul style="list-style-type: none"> • Conveying a strategic spatial strategy is a difficult task but we have tried to produce a short document with a limited number of plans and diagrams that balances a clear description of the strategy with technical requirement. • We do try to schedule meetings at a range of times to accommodate different working patterns, but the comment is noted. • It is standard procedure in consultations to ask for information relating to the protected characteristics set out in the Equalities Act 2010. For analysis purposes, responses to these questions are extremely valuable as it is the only way we can check to see whether we have consulted people from a wide section of the population (or not) and how representative respondents are compared to the population as a whole. The answers to these questions will also help us to understand whether the proposals would adversely affect certain sections of the community more than others and how we may be able to mitigate negative impacts. • We are aware that some people may find these questions intrusive, which is why we stress that answering these questions is voluntary. However, overwhelmingly, a very low proportion of people choose not to answer these questions. • Partners did endeavour to make sure that there was access to hard copy consultation documents in libraries and council buildings. Computers for public use are also available within libraries. A number of hand written responses were received and accepted. • On-line submissions should have received an automatic and instant acknowledgement on screen that the response has been submitted. Unfortunately due to the volume of responses we are not able to directly
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<p>Expressway and associated environmental impacts.</p> <ul style="list-style-type: none"> • In 2011 the government enacted the Localism Act. The aim of the Act was to facilitate the devolution of decision-making powers from central government control to individuals and communities. This process appears to pay scant regard to that aim. • Like many other communities in Harborough District, Hungarton has developed a Neighbourhood Plan. This is based on fully consulted evidence of local need (letters to stakeholders, 2 weekend events, a questionnaire, Regulation 14 and 16 consultations and a referendum with a high turnout). This is in stark contrast with the way the Strategic Growth Plan has been developed. <p>MORE INFORMATION/DETAIL</p> <ul style="list-style-type: none"> • There is insufficient information about rail improvements, including passenger travel and freight. • No information on impact of additional development on congestion and how existing (secondary) roads would be improved. There is a total lack of information on the construction of, and improvement to, secondary roads. • Further detailed analysis, modelling and consultation required on specific routes and options for the A46 expressway and other proposed routes. • Details (including maps) of where strategic sites and appropriate infrastructure will be delivered are urgently required, especially those affected directly by the new road route and the areas for planned new housing. • Further information required on major plans for developing land to the east of Leicester to provide major work opportunities and the infrastructure for public transport, schools and health care. 	<p>respond to each one.</p> <ul style="list-style-type: none"> • The precise route of the expressway is still to be determined and will be the subject of consultation at various stages in its development. • Further information on developing land within the Strategic Locations identified in the Strategic Growth Plan will be available through local plan processes, including the provision of employment land, infrastructure for public transport, schools and healthcare. • Further detail will be shared when available and there will be opportunity to comment on these at various stages of the process throughout the Strategic Growth Plan implementation and local planning processes. • Local communities are encouraged to develop Neighbourhood Plans as per the Localism Act and these will be considered at the relevant time in the planning process. • The Leicester & Leicestershire Rail Strategy (March 2017) sets out the priority proposals for rail enhancements in the area. This will be reviewed as necessary and any additional priorities taken account of at that time. • Revisions to the Strategic Growth Plan recognise that new development will need to be supported by investment in further, more local transport improvements over and above the strategic road and rail enhancements specifically identified within the Plan. The two local highway authorities will investigate the need for additional improvements not specifically identified in the Strategic Growth Plan and will liaise with the relevant bodies as necessary (including Highways England, Network Rail, other statutory bodies and service operators) to develop and secure the delivery of such measures.
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- It appears that a lot of ambiguous language is being used in order to confuse the public as to what is hiding behind these plans.
- The plans need to be more clearly defined – with planned routes, purpose of roads, locations for housing and industrial development to allow meaningful consideration and comments.
- The proposals project too far ahead (30 years) to accurately understand what is needed.

GENERAL PROCESS

- Delivery rests with Local Planning Authorities who cannot rely on the Strategic Growth Plan in their plan-making; if they were to do so then their local plan making would also be procedurally unsound.
- Memorandum of Understanding to be published early 2018 - surely this should be seen and considered in tandem with and not following this report. Noted that Leicester City Council fall short of housing allocation for 2011 – 2031. When will they define what they mean by “published early 2018” – we have already got through the first quarter of the year.
- We are aware that the SGP process advocates that there will be an opportunity to comment on the detailed proposals once they are incorporated into local plans. We suggest that this is too late and that it will be extremely difficult, if not impossible, to bring about any meaningful changes at that stage, especially as the SGP is dependant for its success upon its uniform incorporation into all local plans and, its compatibility across all districts. This then brings into doubt the opportunity for any one district to effect any change that will prejudice this compatibility.

- The agreed distribution of growth will be set out in an agreed statement. In line with the needs of our Local Plans, this will cover the time periods to 2031 and 2036. The statement will be used with the Strategic Growth Plan as the basis for preparing or reviewing Local Plans.

- ❖ *The rail freight hub is not a proposal within the Strategic Growth Plan; it is being dealt with under the provisions for nationally significant infrastructure projects*

Chapter 7b

Process and Consultation – Non-Survey Responses

Respondent Comments	Partner Responses
<p>EVIDENCE</p> <ul style="list-style-type: none"> • No research conducted to assess impact on existing communities. • Reliance on evidence not subject to external scrutiny, such as Midlands Connect. • Housing forecasts are questioned as they appear to be substantially higher than national and European Union forecasts. • No evidence is provided that housing numbers and employment allocations have been independently assessed and scrutinised – housing numbers are too high. • Concern about the lack of detail on how the need for 40,000 dwellings has been calculated and where the new housing would be delivered. • The Strategic Growth Plan fails to demonstrate how total delivery for each district has been arrived at. • Concern over lack availability of the traffic impact assessment. <p>CONSULTATION PROCESS</p> <ul style="list-style-type: none"> • Cooperation is fundamental to the success of the Strategic Growth Plan. Parish Council’s should be treated as a statutory consultee. 	<ul style="list-style-type: none"> • Evidence and assessments undertaken in preparation of the Plan are available on the website http://www.l1strategicgrowthplan.org.uk/the-plan/stage-two/developing-the-evidence-base. A number of these address the concerns raised by respondents. • The Midlands Connect Strategy has been prepared jointly by the Midlands Connect Partnership and government agencies. It supports the Midlands Engine Strategy and sets out a series of long term transport investment priorities to help unlock jobs and growth. • The Housing and Economic Development Needs Assessment (HEDNA) study provides evidence of Leicestershire’s identified housing requirement to 2036 using the methodology set out in policy guidance at that time. • Beyond 2036 there is no reliable estimate of population growth, household change or economic forecasts, therefore an estimate of housing need from 2031-50 (‘notional’ need) has been calculated by projecting forward the annual figures within HEDNA. It is accepted that changes will occur throughout the Plan period and that the Strategic Growth Plan will be reviewed as appropriate. • Local Plans will provide the detail of where growth will be located and the type of development, taking into account environmental constraints, local services,

<ul style="list-style-type: none"> • Request for second consultation once detailed proposals are formulated. • The number of houses in Harborough would almost double over the period up to 2050. This plan has not been subject to rigorous consultation or inspection. • There has been a lack of local engagement on this consultation and a lack of public examination. • Lack of involvement in preparation of plan and absence of options. <p>MORE INFORMATION/DETAIL</p> <ul style="list-style-type: none"> • Would like to see more detailed plans for proposals and scope of the public consultation widened. • Concern that the lack of detail is not reassuring communities and is heightening anxiety especially villages on route of the A46. • Request for more information on the proposed vision and how it will affect communities. • Proposals lacking detail on where housing might be built and whether developers will build where local authorities want housing or where developers have land. • The Plan needs much more detailed maps showing proposed development zones. • Without detailed plans it is not possible to comment on the primary and secondary growth areas. • Plan is badly presented and vague with a lack of evidence and detail. 	<p>public transport, walking and cycling links, up to date evidence and national policy, considering accompanying green infrastructure and mitigations.</p> <ul style="list-style-type: none"> • The Strategic Assessment of Transport Impact Report is available on the website http://www.llstrategicgrowthplan.org.uk/the-plan/stage-two/developing-the-evidence-base and the consultation period was extended to allow time to consider this report and inform responses to the Consultation Draft SGP. • All Parish Councils were invited to comment through the process but as this is a non-statutory plan the arrangements for consultation are different to those of a statutory Local Plan. • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will go and will be subject to full consultation. • Details on publicity and consultation during this consultation is included in the Consultation Overview Report 2018. Partners view that this was adequate and proportionate. • The Strategic Growth Statement (August 2016) identified a number of generic options which would be considered. These are assessed in the Sustainability Appraisal. • It is accepted that changes will occur throughout the Plan period, the Strategic Growth Plan will be reviewed as appropriate. • Housing figures will be compared against government methodology when
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GENERAL PROCESS

- Concern that the Strategic Growth Plan is not being prepared as a statutory plan and that a stronger case is needed to progress on a non-statutory basis.
- Would welcome early informal consultation regarding potential growth areas or alternative site allocations should they come forward.
- Note positive steps in listening to residents at this early stage.
- Disagree with citing quotas for housing provision as these have already been exceeded by Blaby District Council.
- It is critical that the Strategic Growth Plan and Local Plans reflect the requirements of the National Planning Policy Framework.
- The Strategic Growth Plan and Local Plan Reviews must facilitate a continual supply of both market and affordable housing from a portfolio of deliverable development sites.
- Cannot gauge housing need so far in the future.
- The non-statutory nature of the Plan raises concerns about how infrastructure provision can be ensured prior to housing provision.
- Positive that all authorities are currently working together but concern that in the future the political will may break down.
- Suggested move to focussing on more strategic sites will require early identification through local plans in order to achieve the vision.

available.

- The revised National Planning Policy Framework (NPPF) published on 24 July 2018, provides partners with the opportunity to consider whether they wish to prepare a statutory plan for Leicester & Leicestershire in the future.
- Concern regarding the future political environment, whether local or national, cannot inhibit the development of local strategies.
- The agreed distribution of growth will be set out in an agreed statement. In line with the needs of our Local Plans, this will cover the time periods to 2031 and 2036. The statement will be used with the Strategic Growth Plan as the basis for preparing or reviewing Local Plans.

<ul style="list-style-type: none">• There is no review period for the policy.• Concern that the Government’s standard methodology will render SGP quickly out of date, so an early review of SGP necessary.• Proposed Memorandum of Understanding seems weak.• Vision is trying to speed up delivery with step changes in way growth is delivered but the detail seems to fall back heavily on the existing plan base which will not at current rates achieve the vision? Will simply maintain the status quo.	
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Chapter 8a
Additional Points – Survey Responses

Q4. To what extent do you agree or disagree with the four priorities identified in the draft plan? Why do you say this? Are there any other priorities you think should be included?

Respondent Comments	Partner Responses
<p>SUPPORT</p> <ul style="list-style-type: none"> • Agreement with the plan and draft plan priorities. • All the key issues have been well considered and priorities appear balanced. • Pleased to see future planning to ensure less reactive approaches. • Agreement that it is better to have a long-term plan than have piece meal development with no infrastructure. • Support the identified priority of achieving a step change in the way that growth is delivered, with a focus upon more development in strategic locations and less on non-strategic sites. • Pleased to see that all the main public authorities stated in the Draft are working together to strategically shape the future of Leicester and Leicestershire. • The Strategic Growth Plan will assist the relevant local authorities in seeking to fulfil the requirements of the National Planning Policy Framework to plan effectively. <p>CONCERNS</p> <ul style="list-style-type: none"> • The priorities are delivered in reverse. In reality, houses come first and infrastructure comes last. 	<ul style="list-style-type: none"> • The Strategic Growth Plan supports the early delivery of key infrastructure and funding applications for this. • The Strategic Growth Plan recognises the importance of local businesses to the economy and the infrastructure and new housing is included to support this. Detailed matters will be managed through Local Plans and in collaboration with the LLEP, and will attempt to keep any uncertainty to a minimum. • The Strategic Growth Plan seeks to provide growth in a sustainable way in developments that can provide their own infrastructure (e.g. schools, health, etc.) and not add pressure onto existing facilities. As a high level plan, further details will be available in

- Priorities appear more like worthy aspirations than clear priorities.
- Concerns around growth due to the effects of Brexit.
- Implausible to believe that this balance will be sought.
- The priority should be to implement policies that improve current infrastructure, with less emphasis on growth.
- Seeking additional information on how existing business will be affected.
- Concern that the Strategic Growth Plan is strong on principles and generalisations yet lacking in detail or funding quotes.
- Concern that the world will be a very different place by 2031.
- The drive for investment and growth tends to be business and profit biased rather than people and well-being focused.
- The statement “Achieving a step change in the way growth is delivered” is unclear.

SUGGESTIONS

- Wishes to see that leisure facilities and playing fields are developed to cope with the increase in the population.
- A fifth priority should be given to the repair of the damage caused by ad-hoc developments of the past, which have not been supported by the appropriate infrastructure.
- Agreement with the approach as theoretically highly dependent on securing the infrastructure which at this time is not definite.
- Securing required infrastructure improvements should be a key priority.
- Provision of infrastructure should be clearly established as a pre-requisite to growth.

future local plans.

- The provisions of the Strategic Growth Plan will be monitored on a regular basis and reviewed as necessary.

Q5. To what extent do you agree or disagree with the proposed corridor of growth around south and east of Leicester linked to the construction of a new A46 expressway? Why do you say this?

Respondent Comments	Partner Responses
<p>SUPPORT</p> <ul style="list-style-type: none"> • The strategy must make provision for growth and this provision must include appropriate infrastructure. • Support the approach of the Draft Strategy to "Shift the Focus of Development". <p>CONCERNS</p> <ul style="list-style-type: none"> • Proposals seem to make sense but it is difficult to come to a more definite view unless they become more specific. • Concern over how this affects the local community. • There are no details to suggest what existing residents can expect to see from growth in the area. • There needs to be a reduction in building of any sort. • Concern that the government have not committed any finances to the plans. • Lack of thinking regarding technological impacts. • The ageing population is not thought about in the proposals. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Important that Leicestershire County Council continues to promote Leicestershire as the 'Heart of Rural England'. 	<ul style="list-style-type: none"> • The Strategic Growth Plan seeks to provide growth in a sustainable way in developments that can provide their own infrastructure (e.g. schools, health, etc.) and not add pressure onto existing facilities. As a high level plan, further details will be available in future local plans. • It is recognised that new technology will continue to evolve. As technology advances the impact will be assessed and any necessary adjustments will be made in future Local Plans. • The ageing population has been taken into account in the HEDNA, a key evidence base underpinning the Strategic Growth Plan. Detailed proposals to meet the needs of the ageing population will be taken into account in formulating future Local Plans.

Q6. To what extent do you agree or disagree with the proposal that Leicester should develop its role as the ‘central city’?

Respondent Comments	Partner Responses
<p>SUPPORT</p> <ul style="list-style-type: none"> • Agreement that Leicester is the central city in the area and needs to develop the services and infrastructure expected of such a regional centre. • Belief that the City is already strong in this area with The Curve, Showcase and Odeon, LCFC and Leicester Tigers. • Leicester is used by many for work; leisure; shopping; sport; tourism and needs to compete with other major cities, both UK wide and within the East Midlands. • Agreement as the proposal offers a clear direction and strategy is always needed and Leicester has all the major pull factors. • It makes sense both socially and geographically to improve the city of Leicester as a business and tourist attraction. • The city centre has a fine historical core, with many great buildings, parks and museums and there is nowhere else in Leicestershire that even comes close to the offer of Leicester's central core although past planning mistakes have left some parts of the City in need of regeneration. • It is important to promote the role of the City as a hub for the region's growth. The City should be supported to attract more inward investment. • Leicester will continue to have a focal role at the heart of the County providing key commercial opportunities and higher order retail, cultural, leisure and entertainment services and facilities. <p>CONCERNS</p> <ul style="list-style-type: none"> • IT infrastructure means the historic notion of a hub city is unlikely to be sustainable in 50 years’ time. 	<ul style="list-style-type: none"> • The City is at the heart of L&L and its future success affects the County area. The central city concept is considered the most appropriate concept for the next 30 years or so. Future strategic plans will consider whether this concept is still appropriate. • The Strategic Growth Plan will form a framework for other partners to prepare their own resource plans for the future. • The future of jobs and focus on certain employment sectors will be shaped by the emerging Leicester & Leicestershire Enterprise Partnership's (LEEP) Local Industrial Strategy. This in turn will reflect the Midlands Engine Strategy. • The provisions of the Strategic Growth Plan will be monitored on a regular basis and reviewed as necessary.

<p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Carry out an assessment of how best to combat crime and disorder, and how to resource policing requirements. • Reducing the City's reliance on multinationals and big companies, while still remaining attractive, should be the priority of this part of the overall strategy. • Assumptions should be adjusted for Brexit. • Leicester has a dearth of cultural centres when compared to neighbouring cities and there should be an increase in the number of high quality arts centres in Leicester. 	
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<p>Q7. To what extent do you agree or disagree with the two gateways identified?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p> <ul style="list-style-type: none"> • There is insufficient detail to make a final endorsement and further public consultation is required when detail is available. There is the need for detail to be mapped and timescales at each stage and implications for adjoining roads. • The level of growth is unsustainable and there is a need to utilise brownfield and derelict sites within market towns and Leicester City. • Growth benefits people on high incomes who can afford larger houses; it does not tackle existing issues such as child poverty and climate change. 	<ul style="list-style-type: none"> • The Strategic Growth Plan provides the long term strategy for the Leicester & Leicestershire area and provides each local authority with an overarching framework for their Local Plans. Each Local Plan will be subject to extensive public consultation and will provide a much greater level of detail. • Local authorities seek to develop brownfield land in the 'right' locations prior to greenfield land. The Strategic Growth Plan and subsequent Local Plans will deliver larger scale sustainable growth that brings with it new facilities, such as schools, GP surgeries, shops and leisure facilities. • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located and what local infrastructure is required.

Q8. To what extent do you agree or disagree with these two settlements (Lutterworth and Melton Mowbray) being identified as key centres?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Concern that despite low unemployment in Lutterworth, there will be more growth in Logistics, resulting in more in-commuting due to people not being able to afford housing. • People choose to live in an area for a variety of reasons e.g. cheaper house prices but still work in London. • Belief that Melton is not linked into existing local and national infrastructure and so will have limited growth. • Concern that regeneration and economic growth seem to be happening at the expense of the environment. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • There is the need to focus on strengthening infrastructure in City and Market Towns as the plan is very unspecific on this. • Need a step change in the way we work, rather than working where required; we need to encourage home working to reduce traffic. • Need to ensure that the infrastructure provision is adequate and provision of new community facilities occurs within new developments. 	<ul style="list-style-type: none"> • The Strategic Growth Plan and subsequent Local Plans will deliver larger scale sustainable growth that brings with it new facilities, such as schools, GP surgeries, shops and leisure facilities. • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located and what local infrastructure is required. Local plans will take account of commuting patterns and market conditions. • The Strategic Growth Plan proposes strategic road and rail infrastructure to relieve congestion of currently congested routes. • Protection of the environment and built heritage forms part of one of the priorities. • The Strategic Growth Plan reflects both road and rail infrastructure proposed in the Midlands Connect Strategy.

Q9. To what extent do you agree or disagree with the proposal that Coalville, Hinckley, Loughborough and Market Harborough should have 'managed growth' only?

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Concern that there is not enough leisure provision in Market Harborough and the job market is not plentiful or varied, hence out commuting; if further growth is to occur here these issues need addressing. • Until doctor's facilities catch up, no more growth should take place in Market Harborough. • Concern that many developments make little or no contribution to infrastructure. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Suggestion that developments need to have space for multiple places of Worship to retain a sense of Community. 	<ul style="list-style-type: none"> • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery. Local Plans will provide the detail of where this growth will be located and what local infrastructure is required.

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?

Respondent Comments	Partner Responses
<p>CONCERNS</p>	<ul style="list-style-type: none"> • The Leicester and Leicestershire HEDNA evidences local need for both housing and employment to 2031 and 2036.

<ul style="list-style-type: none"> • Feel that the definition of local needs must be clearly stated. • Concern that credence is not being given to Neighbourhood Plans. • Local knowledge in Parish Councils has not been considered or utilised. • Disagreement with the term “limiting to provide for local needs” as local needs are already not being provided for, for example cuts to bus services. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • Towns of a certain size are better able to deal with development, with increases in demand for infrastructure. Any development in villages needs to have infrastructure improved first. • Development, transport, services and facilities need to go hand in hand. • The needs of ageing populations should be considered, to ensure growth meets needs, especially with smaller homes. 	<ul style="list-style-type: none"> • As part of any planning application that seeks housing growth, local agencies or authorities responsible for education and healthcare service would be consulted to ascertain whether the proposal has any detrimental impact on that service. If so, mitigation by way of physical and / or financial contribution would be sought from the applicant / developer. • The Strategic Growth Plan provides the long term strategy for Leicester & Leicestershire and provides each local authority with a framework for Local Plans. Each Local Plan will be subject to public consultation and will provide detail on proposed developments.
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<p>Q11. Do you have any other comments on the draft strategic growth plan?</p>	
<p>Respondent Comments</p>	<p>Partner Responses</p>
<p>CONCERNS</p> <ul style="list-style-type: none"> • There is no mention of improving tourism. • The amount of large B8 provision is understated but demand appears to be too high above Government Requirements. 	<ul style="list-style-type: none"> • For the levels of growth needed up to 2050, major new transport infrastructure is required. Upgrading existing routes would not be sufficient. • The Strategic Growth Plan provides a long term strategy and a framework for Local Plans, and gives the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery.

- Questioning why the Environment Agency and DEFRA were not included in drawing up the report.
- There is no accommodation for technology in the plan, despite the fact that it will change the way we live, work, travel and socialise.
- Objection to the reliance on the logistics sector as it too environmentally damaging and there is a need to create high value skilled employment in manufacturing and engineering to ensure a sustainable economy.
- There is a lack of options appraisals and sustainability appraisals which make the document unsound.
- There is nothing on Broadband provision.
- Agri-food processing centre at Melton has been allocated on a map, but is not mentioned in the text. It is an important sector for the local economy creating jobs and for tourism and utilising specialist advice from the Universities.
- Existing infrastructure – roads, schools and doctors surgeries is not coping and this needs to be addressed, before any new plans are implemented.
- What will happen if funding is not secured.

SUGGESTIONS

- Locations within a growth area should be considered on their own merits; there should not be a blanket approach.
- Focus should be on city and county residents and their aspirations for a strong, vibrant and healthy community and economic growth should support these aspirations.
- Need to lobby for investment in NHS to cope with the number of houses/additional people.

Local Plans will provide the detail of where this growth will be located and what local infrastructure is required.

- Local authorities seek to develop brownfield land prior to greenfield land. The Strategic Growth Plan and subsequent Local Plans will deliver larger scale sustainable growth that brings with it new facilities, such as schools, GP surgeries, shops and leisure facilities.
- The Strategic Growth Plan provides the long term strategy for the Leicester and Leicestershire area and provides each local authority with an overarching framework for their Local Plans. Each of the authorities Local Plans will be subject to extensive public consultation, and will provide a much greater level of detail.
- The Strategic Growth Plan and subsequent Local Plans will deliver larger scale sustainable development growth that will comprise of needed education facilities, GP surgeries and other facilities relating to shopping and leisure.
- Each of the authorities Local Plans will be subject to extensive public consultation, and will identify site specific proposals.
- Local Authorities are required by government to assess local need. The Leicester and Leicestershire HEDNA robustly justifies and evidences local need for both housing and employment to 2031 and 2036.

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| <ul style="list-style-type: none">• The ageing population could be seen as a strength with the money they have, not a negative.• There should be a limit to the number of people able to enter the country to stem the need for houses. | |
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Chapter 8b

Additional Points – Non-Survey Responses

Respondent Comments	Partner Responses
<p>CONCERNS</p> <ul style="list-style-type: none"> • Does not feel that this document is a vision for growth, but basically more of the same. • Any envisaged benefits will not balance out the negative impacts. • Plan is only benefiting developers. • There is little reference to the importance of tourism. • Concern that the appropriate amount funding from developer contributions towards new schools and new school places in existing schools will not be met. • Leicestershire is in danger of losing its heritage and identity. • Plan assumes that we will continue to work, live and travel in the same way rather than moving to sustainable living. <p>SUGGESTIONS</p> <ul style="list-style-type: none"> • ‘Strategic Growth’ needs defining in the context of the plan. • Specific examples of ‘historic and other assets’ should be named, such as the Great Central Railway and Bosworth Battlefield. • Plan should make reference to other strategies such as the Destination Management Plan. • Waterways should be referenced in terms of their benefit to tourism and as a catalyst for regeneration 	<ul style="list-style-type: none"> • Local Plans will contain policies and advice to support investment and delivery of identified needs for other development such as leisure and tourism.

and water related business.

- The Strategic Growth Plan should seek to influence local plans to ensure they are positively prepared for levels of infrastructure that will be needed.
- Preference for Leicestershire to be a tourism destination rather than a transport hub.
- Need to develop community infrastructure, including schools, doctors, dentists, public transport and digital connectivity.
- If immigration is brought under control then alleged housing need would be greatly reduced.

SUPPORT

- Support for the need to invest in infrastructure.
- Support for the four priorities of the Strategic Growth Plan.