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It's your city

Emerging options reference document

The information in this document has been used to support the preparation of the Local Plan. If you need assistance reading this document, or require it in a different format, please contact us via email.planning.policy@leicester.gov.uk or call on 0116 454 0085.

July 2017

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2. A new Local Plan

- 2.1. In 2012 the government published the national planning policy framework (NPPF). The NPPF requires local planning authorities like Leicester City Council to support 'sustainable development' and to plan positively for it, by preparing new Local Plans.
- 2.2. In view of this Leicester City Council has begun preparation of a new Local Plan, which sets out the vision and objectives for the growth of the city over the next 15 years. The new Leicester Local Plan will replace the existing core strategy (2014) and the saved policies from the 2006 Local Plan.
- 2.3. The new Local Plan will set out how the council will respond to local priorities and how it will meet the social, economic and environmental challenges and opportunities that face the city. It will identify broad locations of, scale and type of development and supporting infrastructure that will be required in the city.

Duty to co-operate

- 2.4. The preparation of the replacement Local Plan also has regard to the duty to co-operate. The councils of Leicester and Leicestershire have a strong and long established record of commitment to joint working with each other and with other public bodies. The preparation of the plan has involved engaging constructively, actively and on an ongoing basis with neighbouring authorities, key stakeholders and public bodies with regards to planning and economic matters. Dialogue with duty to co-operate partners will be carried out at the same time as the consultations and will continue as required.
- 2.5. The process relating to duty to co-operate sets out the need for the councils to work closely on 'cross boundary' and wider strategic issues, and to assess the critical interdependencies such as transport, housing and employment needs, retail and waste. The councils are working closely on the production of the strategic growth plan which provides a framework for assessing interdependent needs and planning for growth within the wider context.

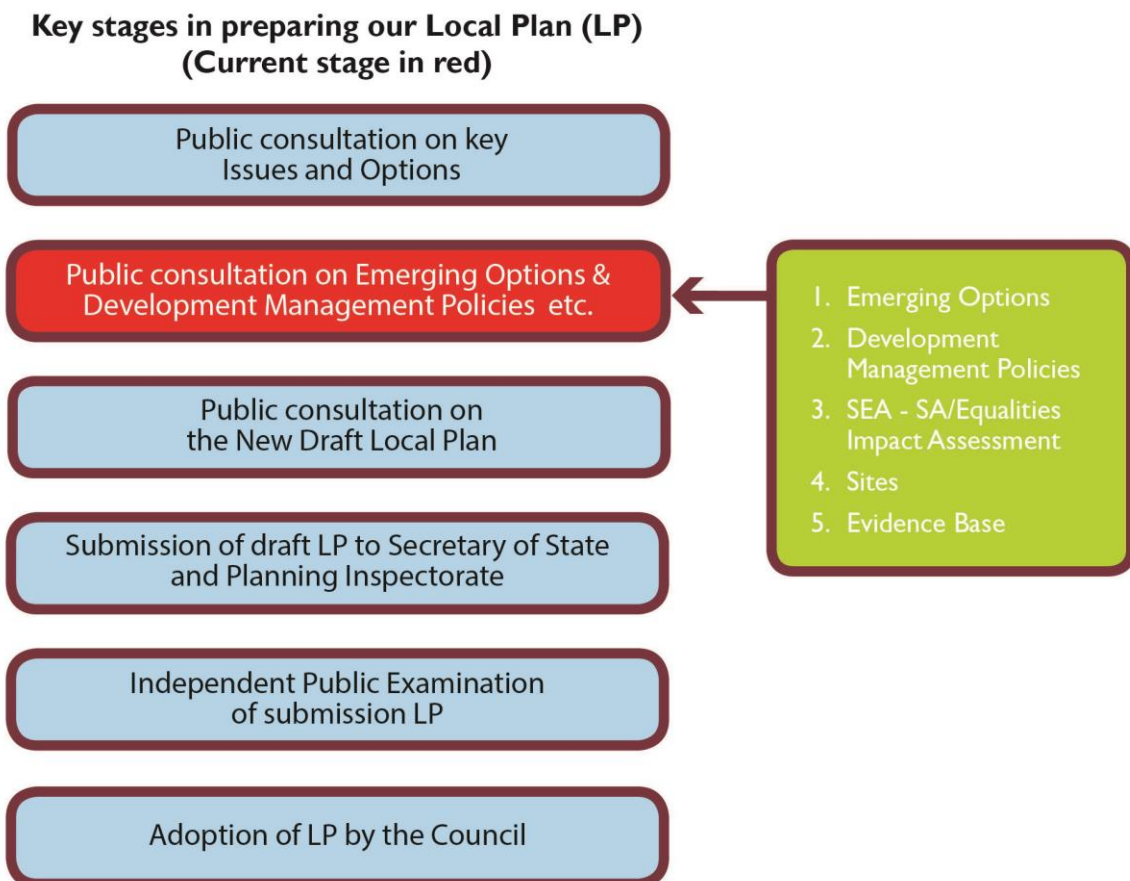
What has been done so far?

- 2.6. From October 2014 to January 2015 we consulted on the issues and options stage of the Local Plan. This consultation stage marked the start of the process for the new Local Plan (see diagram on next page) and provided the community of Leicester and other stakeholders with the opportunity to suggest any issues that they felt should be addressed and to comment on which options they thought were most appropriate.
- 2.7. The results of this consultation can be viewed on the introductory page of the online Local Plan consultation (consultations.leicester.gov.uk) These

comments have been taken into account in preparation of this document and the accompanying development management policies document.

2.8. The city council consulted on the sustainability appraisal scoping report from 28 October until 5 December 2016. The responses to the sustainability appraisal scoping report have informed the sustainability appraisal framework against which the emerging options, development management policies document and the site assessments document have been assessed.

2.9. The stages in Local Plan preparation:



This consultation:

2.10. There are five components (highlighted in the green box above) which we are seeking your opinion on in this consultation.

2.11. These will all be integrated at the next stage of the process, to form a draft Local Plan.

What is the emerging options stage consultation?

- 2.12. This emerging options document sets out in broad terms how the city is expected to change to will change during the period to 2031.
- 2.13. The consultation focuses on how we can meet the city's future needs, particularly for homes and jobs. It has been informed by discussions and engagement with partner organisations, including other local authorities within Leicestershire, and considers the evidence documents as noted above.
- 2.14. It will provide a central document for planning the greater Leicester urban area and the wider housing market area, alongside the strategic growth plan and other emerging local plans
- 2.15. This emerging options document is split into key topic areas and will explain the proposed approach to each of the main topics to be covered by the new Local Plan, what our evidence suggests and how we intend to address the findings.
- 2.16. A number of significant issues and questions were raised at the previous 'issues and options' consultation stage and we consider these in the emerging options document. These include:
- Need to provide more sheltered housing, extra care housing, bungalows and temporary housing to help free up family houses
 - Preference to build on brownfield sites but acknowledge that this won't meet all housing need
 - What percentage of starter homes should we require on residential developments?
 - Is there anything else we can do to help bring forward affordable rented homes?
 - Should we adopt the nationally described space standards for new homes?
 - Are there any underused open spaces that could be used to provide houses or jobs?
 - Support for sustainable transport and better access to the city centre
 - Support to keep existing high quality employment land
 - Do we need to allocate more employment land for B1, B2 and B8 uses especially for businesses to grow?
 - Need a good mix of bars, restaurants, and cafés as well as other uses within the city centre

- How do we encourage a greater variety of retailers including independent shops?
 - Need for more affordable and grow-on workspaces for businesses within the Cultural Quarter
 - Belgrave Gate / Haymarket Shopping Centre and theatre should be redeveloped
 - How do we improve the quality and accessibility of green space?
 - Re-development of the Waterside area is strongly welcomed
- 2.17. This document will put forward options on how to address the above and other issues raised at the 'issues and options' stage. For instance, our evidence so far suggests certain targets for housing and employment over the next 15 years – we need to consider what options are available for meeting these targets within the city's administrative area within greater Leicester context.
- 2.18. Under each of the topic areas, there are also a number of questions we have raised where we would welcome your views. For instance, our retail evidence (in chapters 4 and 7) suggests additional retail capacity could be accommodated in the city in the future – as a result of this, one question is whether we should consider expanding the central shopping core. These questions are highlighted throughout the document and your comments will help us formulate policies for the next stage of the Local Plan (pre-submission plan).

Development management policies document

- 2.19. We are also consulting on a development management policies document which would be mainly applied to the city council's administrative area within the greater Leicester urban area. This document will propose detailed policy guidance on a range of planning matters and will complement the strategic policies in the emerging new Leicester Local Plan.
- 2.20. The development management policies document will help ensure we get the right development, in the right place, deliver the best design and enhance the city's infrastructure. These policies will principally be used to make decisions on planning applications.
- 2.21. There will be overlap between the emerging options document and the development management policies document and we have, where appropriate, identified where these cross over issues occur.
- 2.22. If you wish to comment on the development management policies document please return to the main consultation menu on the online consultation (the section after the About You page) and select the relevant link.

Sites

a) Potential development sites

- 2.23. We have identified sites (over 0.5ha) in the city, including sites within the strategic regeneration area, which could potentially accommodate new development. A list and plans of these sites are displayed interactively on the website in the main consultation menu (potential development sites). This list includes sites that have previously been submitted to the council by land owners and developers. A number of these sites are current allocations from the 2006 Local Plan which we will consider re-allocating in the new Local Plan. In addition the list includes all council owned green spaces of over 0.5ha. It is important that all options, including council owned green spaces, are explored for accommodating future housing and employment needs. The city council has not taken a formal view on any of these sites, and their inclusion on this list does not necessarily mean the council considers them as suitable sites for development. However it is important that these sites are considered through this process.
- 2.24. Further assessments will continue, incorporating any comments we receive as part of this consultation, before a final list of potential land allocations is included in a draft plan. This draft plan will be subject to further public consultation prior to a formal examination hearing. It will be important to ensure that the city council administrative area seeks to accommodate as much of the housing market area (HMA) and greater Leicester urban area housing and employment demand as possible without unacceptable impacts on the environment or society (e.g. loss of open space or traffic congestion).

b) Call for any other sites

- 2.25. The council is also seeking suggestions of any other sites where there might be the opportunity for development or change of use. If you wish to put a site forward, please view the 'potential development sites' section of the online consultation.

Evidence base

- 2.26. We have prepared a number of evidence documents which can be viewed on the council's website under the main consultation menu.
- 2.27. These provide evidence on suggested future needs (for example for jobs, homes and open space) and needs to be taken into account when considering which areas are most suitable for development. It also helps to identify those areas which are less suitable to accommodate development.

What happens next?

- 2.28. This is the second stage in developing a new Local Plan for Leicester. Once the consultation has ended, we will consider all of the comments and suggestions received, and use them to develop a pre-submission draft plan. Further public consultation will be carried out, including on a pre-submission draft before it is formally submitted to the Secretary of State for examination in 2019. It is anticipated that the plan will be adopted towards the end of 2019.

3. Housing

Background

- 3.1. The population of Leicester and Leicestershire is growing fast. Recent government projections show that the population of the administrative area of Leicester will increase by almost 12% between 2016 and 2031 - to around 388,000 people. The population of Leicester and Leicestershire as a whole is projected to increase to over 1,141,000 in the same period (an 11% increase).
- 3.2. Population growth in the city is a result of people living longer, more children being born and more people moving into the area than leaving. In addition there has been a growing trend towards people living on their own. The growing population in the city administrative area and the greater Leicester area means that new homes will need to be built to meet this increasing housing need.
- 3.3. The most recent housing strategy for Leicester and Leicestershire has been based on strengthening the role of the city as a major urban centre, through urban intensification and planned, sustainable urban extensions on the edge of the urban area. The strategy has also been to strengthen the sub-regional roles of the other main settlements in the area including Coalville, Melton Mowbray, Loughborough, Hinckley and Market Harborough. For the administrative area of Leicester, this meant focusing most new housing development on city centre brownfield sites and on some greenfield sites including Ashton Green and Hamilton, on the outskirts of the city's administrative boundary.

What does the evidence suggest?

- 3.4. The city council and the other districts within Leicestershire, which form the Leicester and Leicestershire housing market area (HMA), have undertaken an assessment of housing need across the HMA for the periods 2011-2031 and 2011-2036. The outcomes of the housing and economic development needs assessment (HEDNA) will form the basis for the housing requirement for the Local Plan.
- 3.5. The HEDNA sets out a need across the whole HMA for 96,580 new houses between 2011 and 2031 (or 4,829 per year). Of this the need arising within the administrative area of Leicester is 33,840 dwellings (or 1,692 per year). Therefore around one third of the total housing need for the HMA arises within the administrative area of Leicester.
- 3.6. The table below shows how many dwellings have been built in the administrative area of Leicester since 2011 and how many are currently under construction or have planning permission. The table also shows how many houses we expect will be built on small sites (sites capable of accommodating less than 10 dwellings) up to 2031. The small sites total is based on an

analysis of past trends of planning approvals and completions and a consideration of the likelihood of this trend continuing in the future.

Table 1: Existing completions and commitments

Completions 2011-2016	5,543
Under construction	2,807
With planning permission	3,084
With outline permission	5,208
Small sites allowance (2016-2031) (based on 150/yr)	2,250
Total	18,892

- 3.7. Once the existing completions and commitments (18,892) are deducted from the level of housing need within the administrative area of Leicester (33,840) there is a shortfall of around 15,000 dwellings up to 2031.
- 3.8. The city council has recently updated the strategic housing land availability assessment (SHLAA). This shows there is potential housing capacity for an additional 7,100 within the city although it should be noted that these sites do not have planning permission and there is no guarantee that these sites will come forward for development.
- 3.9. The city council are undertaking further work on the capacity of the city to help address this shortfall. We are also consulting on a range of potential development sites (see above) and encouraging the submission of new sites to be considered for their suitability for housing development.
- 3.10. It is almost certain that even with new sites coming forward there will not be enough housing land in the city, given its tightly drawn administrative boundary and lack of available development land, to meet the full housing need set out in the HEDNA. However at this stage it is difficult to know how much of the 15,000 shortfall can be accommodated within the administrative area of Leicester, and we will need to work with our HMA partners to ensure that the total housing need for the HMA, including the need arising in the city, can be sustainably located within the HMA as a whole.
- 3.11. Finally, work has commenced on a strategic growth plan for Leicester and Leicestershire which will set the future housing strategy for the area including making decisions on the scale and location of new housing development across the city and county. The role of the greater Leicester urban area will need to be clearly defined and developed as part of the process.

How do we address this housing shortfall?

3.12. Through the issues and options consultation held in late 2014, we asked you what strategies we should use to provide land for new houses:

- Look at how we could attract more people to live in the city centre
- Bring forward key development proposals in the strategic regeneration area
- Consider other land for housing outside of the city centre and strategic regeneration area

3.13. We have identified sites (over 0.5ha) in the city's administrative area, including sites within the strategic regeneration area which could potentially accommodate new development. A list and plans of these sites are displayed interactively on the website in the main consultation menu (potential development sites). This list includes sites that have previously been submitted to the council by land owners and developers. A number of these sites are current allocations from the 2006 Local Plan which we could consider re-allocating in the new Local Plan.

3.14. The city council has not taken a formal view on any of these sites, and their inclusion on this list does not necessarily mean the council considers them as suitable sites for development. Further assessments will continue, incorporating any comments we receive as part of this consultation, before a final list of potential development site allocations is included in a draft plan. This draft plan will be subject to further public consultation prior to a formal examination hearing.

Other housing issues:

3.15. Along with overall housing need the HEDNA also provides evidence for other housing issues including affordable housing needs and the size and types of houses needed in the city. The HEDNA and other sources of information will form the evidence base to help develop housing policies in the city.

Affordable housing

- 3.16. The city council currently operates a local plan policy which requires a percentage of all dwellings on sites of 15 dwellings or more to be affordable. These should be provided on site and only in exceptional circumstances, will contributions to make an equivalent provision elsewhere be acceptable. Within the strategic regeneration area this requirement is 15%, in the South East of the city and Ashton Green this is 30% and everywhere else this is 20%. These requirements relate to the provision of affordable rent, social rent and intermediate housing, and were based on viability evidence produced at the time.
- 3.17. The local plan affordable housing policy and associated supplementary planning document also currently seek to ensure that:
- Any viability claim is fully justified and demonstrates that grant funding sources have been fully explored
 - The tenure, type and mix of affordable housing sought reflect the evidence/assessment of affordable housing needs
 - Standards in terms of accessibility, space standards, etc are met
 - Affordable housing is designed to ensure there is no or absolute minimal requirement for any service charge
 - Affordable housing is well integrated and indistinguishable from market housing.
- 3.18. The HEDNA evidence demonstrates that the housing market area has an affordable housing need of 2,322 per annum for 2011-31, 786 of which is Leicester's annual need. Affordable housing need in Leicester has grown by 158% since the last needs assessment was undertaken in 2014 (strategic housing market assessment). In the past eight years the average annual number of new affordable housing homes delivered in Leicester by all means (not just via planning gain) has been 192. The HEDNA notes that Leicester city has notably higher levels of overcrowded, concealed and shared households compared to the rest of the HMA
- 3.19. With regard to starter homes, the HEDNA evidence concluded that they do not address the needs of households requiring affordable housing within the city because the income levels required to access starter homes are above those required to access market housing (in the private rented sector).
- 3.20. The HEDNA provides evidence that intermediate affordable housing home ownership products (such as shared ownership) can meet a proportion of affordable housing needs in the city. The HEDNA evidence concludes that the tenure breakdown of affordable housing need for the city is 81% social and/or affordable rent and 19% intermediate affordable housing.

Housing mix and type

The HEDNA evidence demonstrates that the HMA as a whole needs the following mix of housing:

	1 bed	2 bed	3 bed	4+ bed
Market	0-10%	25-35%	45-55%	10-20%
Social / affordable rent	35-40%	25-30%	25-30%	5-10%
Intermediate	15-20%	50-55%	25-30%	0-5%

The HEDNA recommended mix of market housing and affordable housing specifically for Leicester is:

	1 bed	2 bed	3 bed	4+ bed
Market	0-10%	20-30%	45-55%	10-20%
Affordable	35-45%	25-30%	25-30%	5-10%

The HEDNA also concludes that Leicester has an annual need of 63 dwellings of specialist housing for older people, 2011-31.

Custom build / self build housing

- 3.21. Custom build housing is where a developer with a site undertakes most of the design and building work to create a 'custom built' house on behalf of an individual. Self-build is where a private individual acquires a plot of land and organizes the design and construction of their home, either building it themselves or contracting a builder to undertake the work.
- 3.22. Local authorities are now required to keep a register of individuals and groups who are seeking to acquire serviced plots of land in order to build houses for those individuals to occupy as homes. We would expect custom / self-build houses to be subject to many if not all of the policies we would apply to new residential development.

Residential space standards

- 3.23. For many years, the council set out its own minimum floor areas for new build affordable housing and these were successfully achieved. The council recognises the importance of decent space standards to enable homes to be fully fit for purpose.
- 3.24. In March 2015, the government introduced a new nationally described space standard, which deals with internal space within new dwellings, regardless of tenure. It sets out requirements for the gross internal (floor) area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
- 3.25. Details of the space standard can be found on the government website: <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>
- 3.26. Local councils cannot adopt any other space standards - if they do not adopt the national standards, then they cannot require any standards at all. The national standards only apply to new build dwellings and not changes of use or conversions, or student accommodation.
- 3.27. We are in the process of gathering evidence on the need for, and viability of, requiring these standards. Should the council adopt these standards it would mean that applications for residential use would have to comply with them.

Accessible and adaptable dwellings

- 3.28. The government has also introduced nationally described accessibility standards: <https://www.gov.uk/guidance/housing-optional-technical-standards>
- 3.29. These are split into three levels – M4(1), M4(2) and M4(3).
- Standard M4(1) is the default level and is the standard every new home across the country should be built to unless an individual council decides to adopt a higher standard.
 - Standard M4(2) is similar to the lifetime homes standard previously included in the city council's core strategy (2014). It requires homes to be designed in a way that makes them accessible and inclusive to meet the changing needs of the user over their lifetime, for example by ensuring step-free access.
 - Standard M4(3) is a wheelchair accessible standard, able to either be adaptable for occupation by a wheelchair user, or fully accessible for use immediately by a wheelchair user (M4 (3) (2) (b) wheelchair accessible).
- 3.30. Government guidance states that councils should clearly state in their Local Plan what proportion of new dwellings should comply with these requirements.
- 3.31. As with the space standards, local councils cannot adopt their own accessibility standards. If they do not adopt the national standards, then they cannot require any standards at all. The national standards only apply to new build dwellings and not changes of use or conversions, and if they choose to adopt them, councils are required to demonstrate that they are both needed and financially viable.
- 3.32. For many years, the council had sought a proportion of new affordable housing dwellings to be built to its own former wheelchair standard – a standard which allows for immediate occupation by a wheelchair user. It currently seeks a proportion of new affordable housing dwellings to be built to the nationally described wheelchair accessible standard.
- 3.33. The HMA identifies a need for around 4,322 wheelchair homes across the HMA for the period 2011-36, equivalent to around 4% of the total new housing provision.
- 3.34. The city council's own monitoring of the need for affordable homes built to the wheelchair accessible standard demonstrates that since its monitoring started in 2011, the city's shortfall has ranged between 93 to 128 dwellings. Our evidence for people in affordable housing need requiring accessible homes (standard M4 (2)) in the same period shows a shortfall of between 104 and 275.

Extend article 4 direction areas (HMO's)

- 3.35. Shared houses (**Class C4**), (also known as houses in multiple occupation – or HMO), for between 3 and 6 unrelated people, currently only need planning consent in three defined areas of the city. This is because these areas are subject to a specific planning restriction, called an “*Article 4 direction*”. These restrictions have removed the ‘permitted development rights’ for change of use from a dwelling to a HMO. The ‘*Article 4 direction*’ restrictions came into force on 20th August 2014.
- 3.36. The three existing specific areas where these restrictions apply are:
- Central
 - Clarendon Park
 - Westcotes.
- 3.37. The extent of these existing areas is shown on the council’s website: <https://www.leicester.gov.uk/planning-and-building/planning-applications/make-an-application/article-4-directions/houses-in-multiple-occupation/>

Residential amenity guidance

3.38. There was previously a residential amenity supplementary planning document : <https://www.leicester.gov.uk/media/179119/residential-amenity-spd-february-2008.pdf>

(2008) which set out guidance on a number of issues including minimum distances between facing windows and guidance on the size of private amenity space/ garden sizes.

Gypsy, traveller and travelling showpeople site provision

- 3.39. Since 2014 the city council has developed two new gypsy and traveller sites, containing a total of 16 pitches, to add to the existing site at Meynells Gorse, which has also recently been refurbished. There is also one current showpeople site in Rushey Mead.
- 3.40. Evidence produced a few years ago suggested that there is a further need for additional pitches in the city. However in 2015 the government changed the definition of what constitutes a 'traveller' for the purposes of planning policy. In light of this, the city council has, with other authorities within Leicestershire, updated its evidence base (link to GTAA report) on the need for additional gypsy, traveller and travelling showpeople accommodation. The report identifies a need for additional sites. The need is less than that which was identified in the previous study and is set out below:-
- Five permanent gypsy and traveller pitches (up to 2026)
 - A minimum of 12 caravan spaces (or managed equivalent) in respect of transit provision
 - One additional showpeople plot.
- 3.41. The need for additional sites will need to be addressed through allocations in the Local Plan.

ExtraCare housing

- 3.42. The city council, in negotiations with developers, and in partnerships with other organisations, seeks to meet the needs for ExtraCare accommodation to meet the needs of an increasing elderly population.

Private rented sector (PRS)

- 3.43. The private rented sector has grown rapidly in recent years and is playing an increasingly important role in meeting needs in the housing market, particularly as home ownership becomes less affordable. It also plays an important part in providing housing for households who require financial support in meeting their housing needs, supported by local housing allowance. For Leicester, as well as providing new homes, it is recognised that the private rented sector could create regeneration benefits and help entice residents back to the city centre.
- 3.44. The government have recently set out their support for the private rented sector (through build to rent schemes), to help boost housing supply and meet housing needs. In addition the government have also recognised the role of 'affordable private rent' where a proportion of homes within a build to rent scheme are made available at a lower or 'discounted' level of rent as an alternative to other traditional forms of affordable housing provision. It is expected that further details on this will be published by the government later this year.

Development management policies - housing

- 3.45. Specific development policies relating to flat conversions, houses in multiple occupation, and student accommodation are contained in the housing chapter of the development management policies document. If you wish to comment on these policies, this section can be accessed via the main consultation menu on the online consultation.

4. The city centre and strategic regeneration area (SRA)

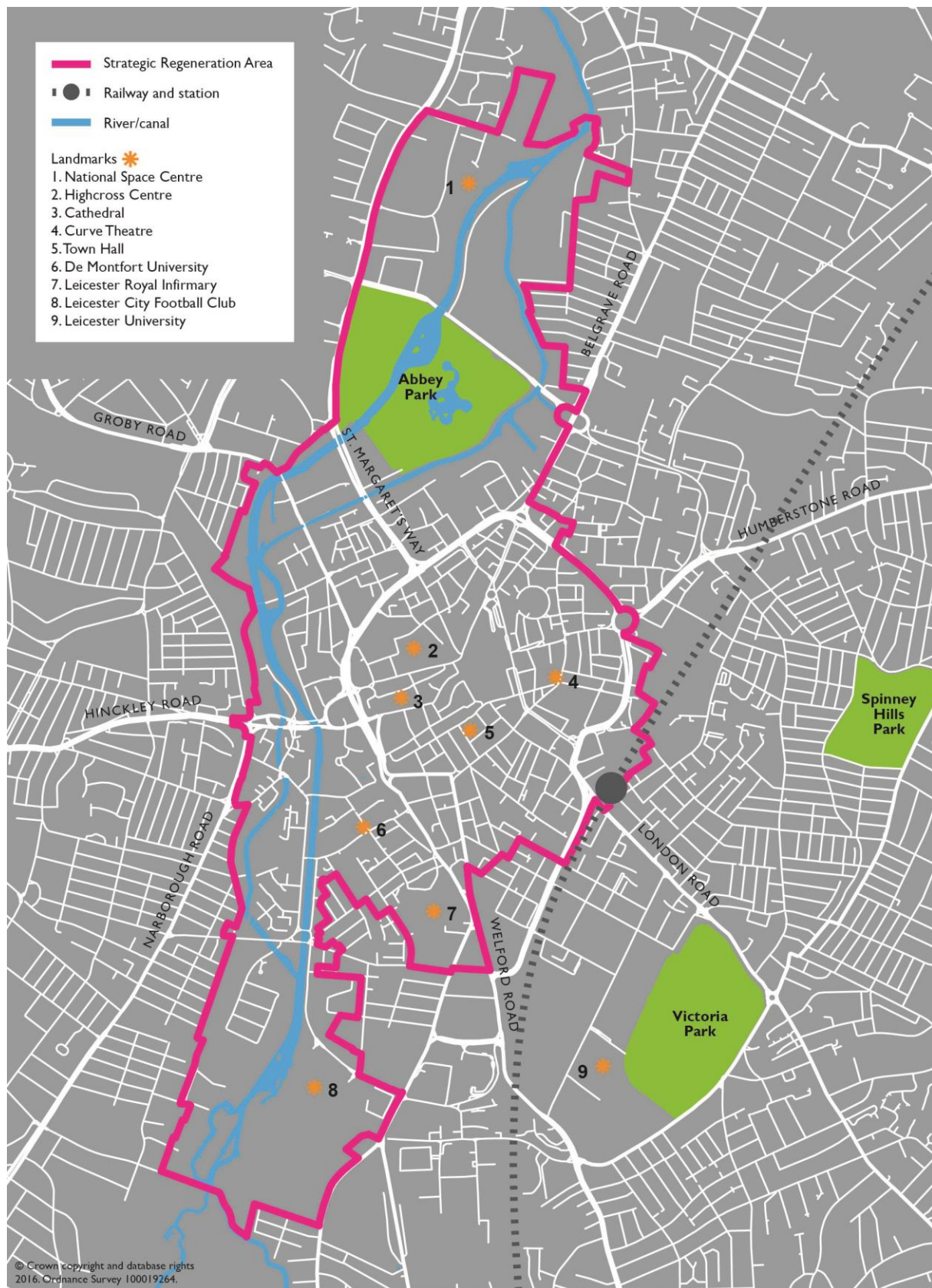
The city centre

- 4.1. Leicester's city centre is the focus for commerce, retailing, culture, leisure and entertainment for the city and county. A vibrant and thriving city centre is essential for growth in the city's economy and is at the heart of the greater Leicester area and the wider Leicestershire housing market area (HMA). Over £1 billion of investment in iconic new developments such as Highcross, Curve Theatre, Phoenix Square, Market Food Hall and extensive public realm improvements continue to transform the city, but there is still more to do.
- 4.2. Tourism plays an important role in the city's economy and there are significant opportunities to grow both the visitor and business tourism markets in the coming years.

The strategic regeneration area (SRA)

- 4.3. Leicester's future economic prosperity will depend on making sure that it has the right appeal to a skilled and mobile workforce as being an attractive place to live and work. The quality of life, environment, housing, jobs and the cultural, leisure and retail offer of the city and city centre in particular will play a major role in this.
- 4.4. Much of the development activity needed to enable restructuring of the economy will occur in the area within and around the city centre in the SRA, where regeneration is a priority. More detailed objectives for specific areas within the SRA have also been provided in section B.
- 4.5. The city council will be encouraging investment in the SRA and seeking to maximise its potential for regeneration.

Diagram 3: The strategic regeneration area



What does our evidence suggest?

Employment in the strategic regeneration area and city centre

- 4.6. The delivery of offices is a top priority in the city centre, whilst supporting enterprise and the continued positive encouragement of inward investment. Therefore, a very proactive approach to employment and jobs is required. Employment policies and issues are discussed further in chapter 6.

Housing

- 4.7. Major housing growth is planned for the city centre and SRA (at least 12,000 new homes by 2031) which is around 55% of the planned housing provision (after taking into account sites with planning permission). The city centre and SRA will therefore make a very important contribution to addressing the city's future housing needs. (See Chapter 3: Housing for further details on housing numbers and evidence.)
- 4.8. The government has recently extended permitted development rights which allow the change of use from offices to residential use after 'prior approval' but without a planning application. To date around 1250 dwellings have been permitted through nearly 70 approvals. This includes 125 units through 16 approvals which are within the primarily office area along New Walk. See diagram 4 and page 32 on the New Walk Area. However, it is notable that relatively few schemes (only 14) have so far been completed, comprising around 210 new dwellings.

Retailing

4.9. Part of the purpose of the joint Leicester and Blaby retail study was to forecast the amount of additional ‘comparison goods’ retail floor space (clothing, shoes, furniture, household appliances etc.) that is needed in the city centre over the new Local Plan period. This is so that we can seek opportunities to meet this need in the most appropriate way. (Further detail is also contained in the retail section, chapter 7)

4.10. The full retail study can be accessed here:

<http://www.leicester.gov.uk/your-council/policies-plans-and-strategies/planning-and-development/local-development-framework>

4.11. This forecast shows that there is a need to find new retail floor space to support the anticipated growth in sales in comparison goods in Leicester over the new Local Plan period. The joint retail study considers how much new ‘comparison goods’ floor space may be needed in Leicester in two scenarios:

Scenario 1

Leicester: There will be a modest need from 2020 of between 2,000 – 4,000 sq m net comparison goods floor space. The need for new floor space starts to increase more significantly from 2025 (between 16,100 and 32,200 sq. m net) before reaching between 34,500 and 69,100 sq. m net at 2031.

N.B. In contrast, the Joint Study forecasts a need for between 19,300 and 38,600 sq.m net of additional comparison goods floor space in Blaby’s administrative area by 2031.

Scenario 2

This scenario redistributes future surplus expenditure in comparison goods generated from Fosse Park in Blaby to Leicester city centre. The surplus expenditure equates to a comparison goods floor space requirement of between 26,100 and 52,300 sq. m net at 2020 and 53,700 and 107,300 sq. m net at 2031.

N.B. In contrast, in this scenario there is a need for between 200-300sq m net of additional comparison goods floorspace at 2031 in Blaby’s administrative area.

4.12. The retail modelling behind scenario 1 is based on a continuation of the current market share of comparison goods facilities within the study area. It apportions Leicester’s share to Leicester and Blaby’s to Blaby.

4.13. Scenario 2 gives consideration to the ‘town centre first’ principles that are set out in national planning policy. New comparison goods floor space has been redistributed to Leicester city centre, which allows us to consider whether future need can be met first of all in the city centre before out-of-centre sites such as Fosse Park are considered acceptable.

4.14. In October 2016, Blaby District Council approved a planning application for a major commercial extension to Fosse Park Shopping Centre. When built this

will add 20,139 sq. m net of retail floor space. This consented development will reduce the amount of floor space that is needed in the above scenarios as follows:-

Scenario 1

The identified need for new comparison floor space remains the same in Leicester i.e. between 34,500 sq m and 69,100 sq m net at 2031. Blaby's need for new floor space would reduce by the consented amount.

Scenario 2

Identified a need for between 53,700 sq m and 107,300 sq m net at 2031 in Leicester city centre. This would reduce by the consented amount. The need in Blaby would remain the same.

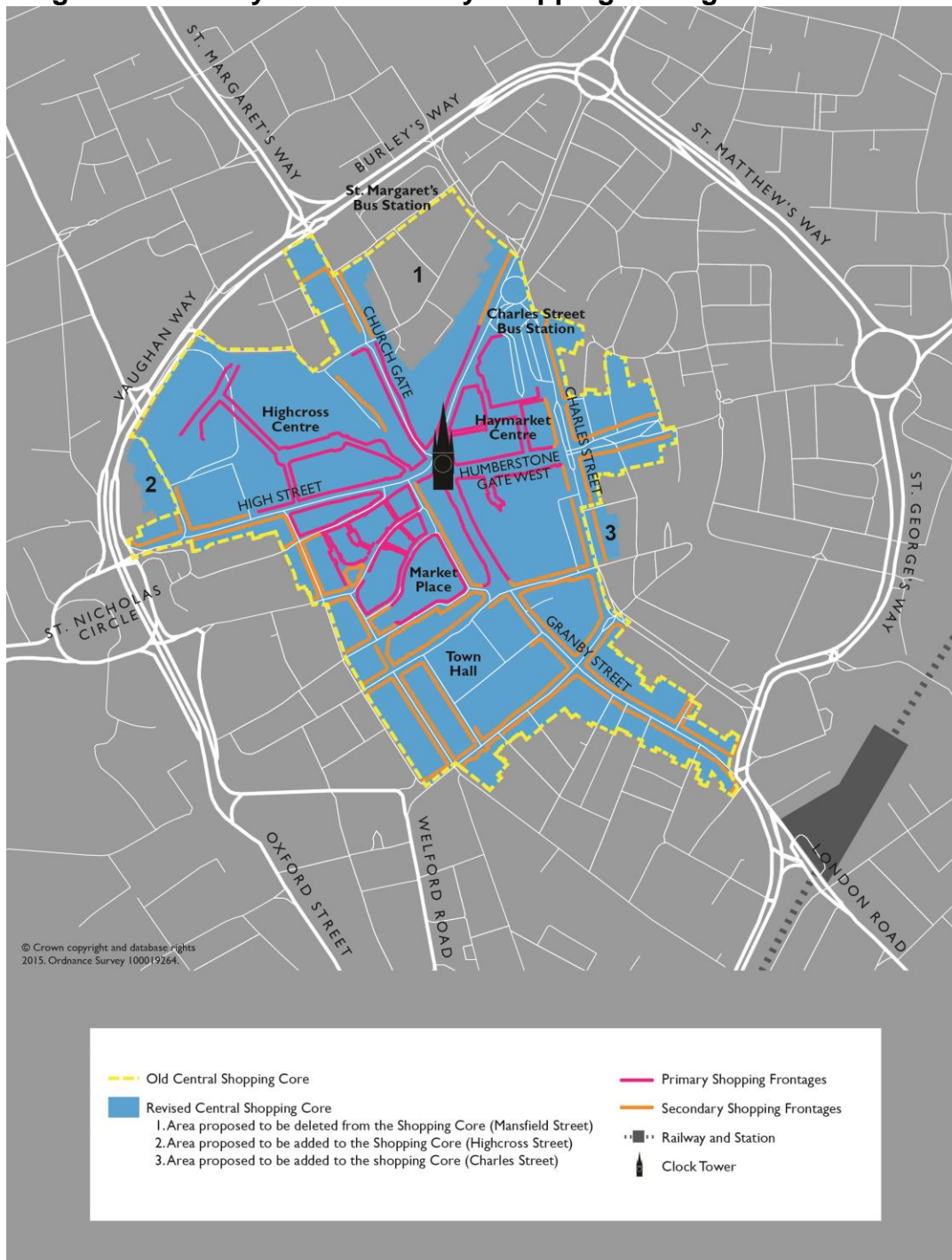
The need for new **convenience** goods floor space is considered in Chapter 7 of this document.

Town centre and primary shopping area boundaries

- 4.15. Defining town centre and principal shopping area boundaries will help us to make sure that retail and other town centre uses are directed to the most appropriate locations.
- Primary shopping area - Defined area where retail development is concentrated (comprises primary and secondary frontages).
 - Primary frontages - have the greatest concentration of retail uses.
 - Secondary frontages - provide greater opportunities for a diversity of uses such as restaurants and businesses.
- 4.16. The 'central shopping core' is the main shopping area within Leicester's city centre where major regional shopping facilities can be found. The joint retail study reviewed the boundary of the central shopping core as defined in the 2014 core strategy and 2006 city of Leicester Local Plan.
- 4.17. The joint retail study recommends three changes to the current boundary of the central shopping core. These are:
1. The area around Mansfield Street – this area would be removed from the central shopping core.
 2. Highcross Street – this area would be included in the central shopping core.
 3. Charles Street – 62 to 82 Charles Street would be added to the central shopping core.
- 4.18. The joint retail study also reviewed the primary and secondary shopping frontages within the central shopping core. In considering what constitutes

primary and secondary frontages the retail consultants assessed diversity of uses, vacancy rates and rents, amongst other things. The consultants' recommendations as to which streets are classed as primary or secondary are shown on Diagram 5 below. The primary shopping frontages are listed in Appendix 1. Primary and secondary frontages are also considered in more detail in chapter 9 of the development management policies document (this can be accessed via the main consultation menu on the online consultation).

Diagram 5: Primary and secondary shopping frontages



Plans for the character areas within the city centre and strategic regeneration area

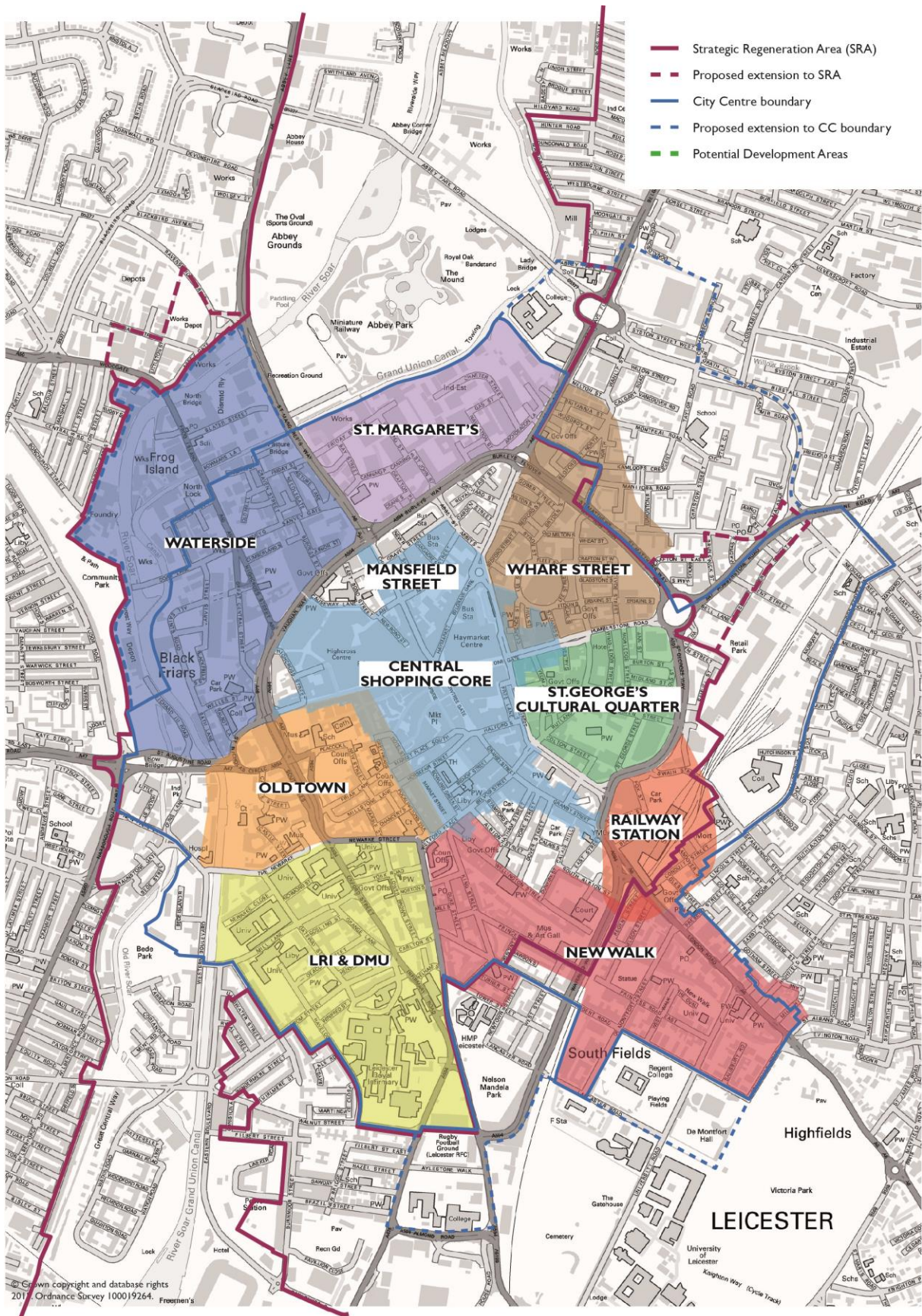
Character areas

- 4.19. Around the city centre ten important and distinctive '*Character Areas*' have been identified (see sections a to j in the following pages), with a specific vision for each. More detailed objectives have been proposed for these areas and relevant questions suggested for each area. Each area is distinct and has its own different identity that the city council is seeking to promote.
- 4.20. The proposed names and location for development within each of these character areas are shown on Diagram 6 below. These are initial ideas only and will be developed further subject to feedback received from this consultation exercise.

Boundary changes

- 4.21. Also, the previous city centre and strategic regeneration area boundaries have been extended, (to include all of the Waterside and St. George's areas). The proposed boundary changes are also shown on Diagram 6 below.

Diagram 6: city centre, SRA and character areas plan



The overall city centre / SRA objectives are:

- Encourage a strong and vibrant city centre where people want to live, work and visit.
- Strengthen and enhance the retail offer in the city centre, including opportunities for accommodating new retail floor space.
- Reinforce the city's place in both the local, HMA and national retail hierarchy.
- To address employment need as suggested in the employment land study, enable and facilitate top grade 'A' office development in the city centre.
- To address the housing need suggested in the housing and economic development needs assessment:
 - Provide around 12,000 new dwellings over the next 15 years
 - This amounts to approximately 20,000 city centre residents.
- Improve sustainable transport to and connectivity within and between the city centre and adjacent areas.

Character areas

These are the suggestions and development opportunities for each of the character areas.

a) Central shopping core / primary shopping area

Suggestions

- To continue providing a diverse range of national and independent retail stores and markets to distinguish the city centre from other competing destinations
- Recognise and enhance the individual and distinct shopping experiences and character areas
- Strong market area, public realm and better connectivity

How can we achieve our objectives?

- Encourage the use of large underused plots, to accommodate major retail developments and units of larger floor space sensitively, when they are in close proximity to buildings of architectural and historic interest.

- Encourage complementary uses such as residential, office, leisure, cultural to support the retail offer.
- Create more direct and attractive routes for pedestrians and cyclists from St Margaret's bus station, railway station and Haymarket bus station to the primary shopping area.
- Regeneration of Haymarket, Church Gate and Belgrave Gate to improve connectivity and legibility between Belgrave, Golden Mile and the city centre.
- Regenerate the market area and provide more 'Connecting Leicester' works to improve connectivity

b) Railway station

Objectives

Regeneration in and around the railway station is currently being developed through a masterplan. We are at an early stage with this work at the moment but ideas are centred on the following:

- Maximising development potential to build the area as a key retail, leisure, office and residential destination within the city centre
- The office aspect is explored in more detail in the employment chapter 6, (see professional office area paragraph on p56 and Diagram 10).
- An opportunity to improve a primary city gateway to strengthen pedestrian connectivity from the station to the city centre.
- Opportunities for improving the infrastructure and transport hub.
- Opportunity to create quality public realm.

How can we achieve our objectives?

- Encourage mixed use destination development and regeneration of buildings/land to help create a vibrant city gateway.
- Create space for public realm improvements to provide a better gateway into the city
- Potential for prominent building grouping in and around the station
- Deliver an effective transport hub/interchange, including provision for buses, cyclists, pedestrians and taxis
- Create more direct and attractive pedestrian routes through to Charles Street and Granby Street and onwards to the shopping centre
- Retained/expanded car parking provision

c) New Walk

Objectives

- Protect and enhance the area's unique townscape, and promote it as a high quality environment in which to live and work
- Continue to encourage the relocation of prestige blue-chip companies into the area, by refurbishment or new development of grade 'A' offices

- Promote the area's rich cultural offering of the arts and public spaces
- Retain existing and support high quality living environments

How can we achieve our objectives?

- Balance office and educational uses with high quality residential accommodation
- The conversion of offices to residential use does not now require a planning application to be submitted. To date prior approval has been given for the conversion of 16 buildings into around 125 units of residential accommodation (see diagram 4 on p 26). In addition, there is also an increasing number of planning applications for new student development in this area
- Ensure that proposals to convert existing buildings of historic and/or architectural interest are undertaken sensitively and in keeping with the quality and character of the area
- Ensure that the rare new-build opportunities that present themselves achieve the right type of development and are of a high quality design
- Extend the character and style of New Walk along the northern section of King Street
- Enhance legibility and connectivity for pedestrians between the area and De Montfort University by establishing a direct route from York Road to New Walk, through the new development on the former New Walk Centre site

d) St George's / Cultural Quarter

Objectives

- A vibrant mixed community, combining cultural facilities, leisure, the arts, urban living and creative sector business / jobs
- Make the area a lively and creative environment, appealing to artists and creative companies
- Promote and enhance the area's vibrant cultural diversity
- Facilitate high quality living environments, offices, workspaces and public spaces
- Support further development of key venues including Curve and Phoenix

- Longer term regeneration of the area surrounding St George's including east of the inner ring road
- Encourage new companies into the area, by refurbishment or new development of grade 'A' offices.

How can we achieve our objectives?

- Open-up physical access and gateways into the area by creating improved pedestrian and cycle routes and signage, and corridors linking the Cultural Quarter to the shopping centre and districts beyond the central ring road
- Endorse the sensitive conversion of existing buildings of historic and architectural interest to residential and business uses and encourage mixed use developments
- Continue to promote the area as an ideal location for the creative industries and start-up businesses and support the provision of new workspace
- Promote developments that encourage more footfall through and therefore people's use and enjoyment of public spaces such as Orton Square and St George's Churchyard
- Raise the profile of the Cultural Quarter by considering prominent building grouping both around the St George's roundabout and along St George's Way.

e) Mansfield Street / Haymarket / Church Gate

Objectives

- To better integrate the area into the economic and cultural diversity of the city centre
- Encourage a vibrant mixed community of residential, retail, leisure and employment uses
- Enhance access and connectivity for buses, pedestrians and cyclists into and through the area
- Create safe and attractive routes
- Raise the profile of the area.

How can we achieve our objectives?

- Explore opportunities to strengthen and enhance the retail and leisure offer of the area including the Haymarket.

- Regeneration of Haymarket and Belgrave Gate to improve connectivity and legibility between Belgrave, Golden Mile and the city centre.
- Deliver a new bus route from the new Haymarket bus station through to Mansfield Street and onto St Peter's Lane alongside the Highcross.
- Promote Church Gate / Gravel Street / Haymarket as a gateway to the city centre, through improvements to the public realm and prominent building groups.

f) St Margaret's

Objectives

- Opportunities to consolidate the existing industrial buildings/areas and improve connectivity to Abbey Park from the city centre
- New pedestrian / cycle bridge spanning the Grand Union canal
- Creative reuse of underused industrial architecture
- Opportunity for the development of empty or unsightly / underused plots with routes through to Belgrave Gate
- Regeneration of the existing frontage along Belgrave Gate to improve and encourage movement through the area and in turn improve connectivity with Belgrave Road / Golden Mile regeneration area.

How can we achieve our objectives?

- Promote Abbey Park as a linked city centre asset and deliver a pedestrian/cycle bridge that enables direct connectivity.
- Strengthen connectivity through the area in general by infrastructure investment.
- Regeneration of Belgrave Gate to encourage movement through the area and in turn improve legibility between the Golden Mile and city centre.
- Delivery of high quality development on the former Sainsbury's site in Belgrave, and public realm improvements in and around the Golden Mile.

g) Leicester Royal Infirmary (LRI) / De Montfort University (DMU)

Objectives

- Enhance gateway to the city centre

- Opportunities to consolidate the existing LRI / DMU campus
- Create new student accommodation and residential accommodation to meet the needs of the LRI and universities
- Improved connectivity between the west end of Leicester and the east of the city to enhance movement to the city centre

How can we achieve our objectives?

- Strengthen and enhance the existing environment by promoting quality development and public realm opportunities within campuses or adjacent sites.
- Create and strengthen existing pedestrian / cycle routes by investing in new or improving existing infrastructure.

h) Wharf Street

Objectives

- A key area with substantial regeneration opportunities which can help revive this part of the city
- The area could present an opportunity for prominent building groupings to act as a catalyst for regeneration to the area bringing forward a new quarter for the city and stepping stone to both Belgrave Gate / Golden Mile and St Margaret's / Abbey Park areas
- Open spaces could contribute to 'greening' the inner city and provide green amenity space
- Opportunities to improve connectivity across the ring road to the local communities such as St Matthews.

How can we achieve our objectives?

- Encourage the investment in mixed use development to create a vibrant new quarter within the city centre. This could include potential leisure uses along Belgrave Gate.
- Encourage new infrastructure to provide stronger pedestrian links across the ring road through to existing neighbourhoods.
- Improve legibility to the area by improving direct visual links from the new Haymarket bus station.

i) Old Town

Objectives

- Promote the area's uniquely historical character (building on the townscape heritage initiative), which has a high concentration of important heritage and architectural and archaeological assets, built up over several centuries and conserve and enhance those assets
- Create a vibrant, high quality, well maintained, mixed use and safe area.
- Rejuvenated Castle / Newarke precinct, better linked with nearby historic assets such as Jewry Wall and the old town
- Promote tourism and economic growth with due consideration of the significance of this part of the city following the discovery of King Richard III
- Become a high quality residential development quarter
- Maintain and develop high quality offices. This area's commercial attraction was established around its historic role as the city's Legal Quarter.

How can we achieve our objectives?

- Bring about lasting improvement to historic buildings and the public realm
- Attract investment such as recently secured funding of the Greyfriars townscape heritage initiative and Connecting Leicester
- Bring vacant buildings back into use and undertake sensitive redevelopment of gap sites reflecting and respecting the character of the area
- Seek to minimise the further development of student accommodation in the area and maximise high quality residential and office uses
- Explore opportunities for the redevelopment of St Nicholas Circle and the realignment of highway infrastructure to reconnect and provide an enhanced setting for the adjacent heritage assets
- Continue with 'Connecting Leicester' initiative by delivering high quality public realm, and by improving connections across the ring road to 'stitch' the old town together and enhance connections to the Waterside area.

j) Waterside

There is a current supplementary planning document (SPD): <https://www.leicester.gov.uk/media/182536/waterside-supplementary-planning-document.pdf> which outlines the vision and objectives for the Waterside area.

Objectives

- A thriving urban neighbourhood offering a unique and vibrant place to live and space for local businesses to flourish
- A place that reconnects Leicester to its waterfront, bringing opportunities for leisure, green connections and wildlife
- A place where people feel safe and comfortable to walk and cycle through, and to the city centre
- Provision of mixed uses and community uses, including accommodating demand for school places
- Streets and buildings built to a high standard of design. An area which values its history whilst embracing its future.

How can we achieve our objectives?

- Plan for a new residential led neighbourhood with its own strong identity, including some high quality, independent shops and businesses, mixed uses and accommodating demand for school places
- Encourage a strong business core and attractive commercial gateways along the A50 and A6 benefitting from improved access and public transport
- Secure an active waterfront which embraces the great assets of the River Soar and Grand Union canal as places for leisure; new community facilities; and for the protection, conservation and creation of wildlife habitats
- Heritage led regeneration with a positive reuse of architectural and archaeological assets.

Development management policies – town centres, retailing, employment and heritage

- 4.22. Chapters 8 and 9 in the development management policies document contain specific policies on how we intend to maintain the high quality character of the professional office area between New Walk and the Cathedral; and policies relating to promoting growth in the cultural quarter; primary and secondary shopping frontages and food and drink uses in the central shopping core. Policies in relation to the protection the historic environment are contained in chapter 11.

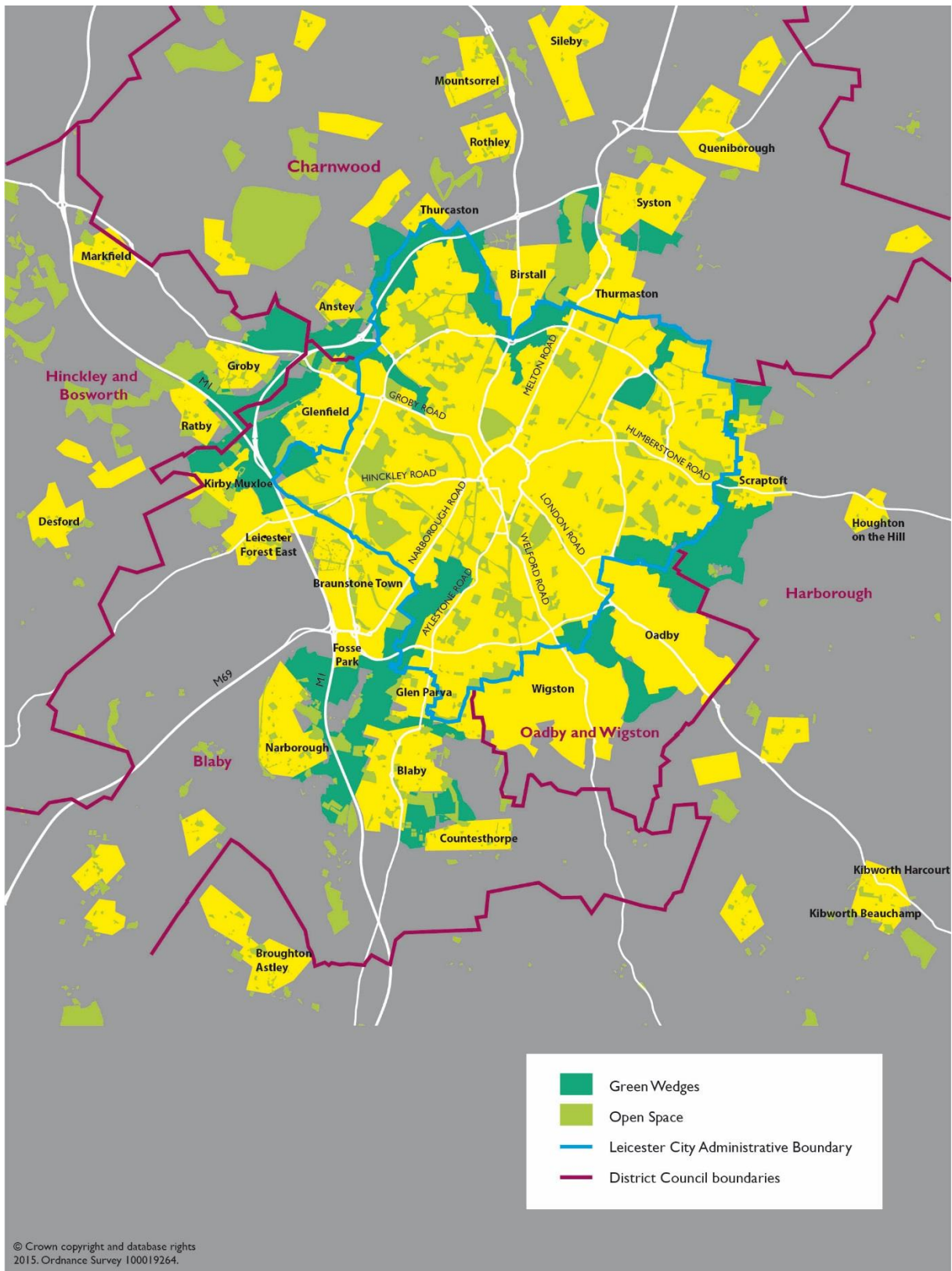
5. The green environment

- 5.1. Leicester has a multitude of open spaces that provide a variety of functions. These include sports playing pitches, parks and wildlife sites. These open spaces mainly serve people within the greater Leicester area but also attract visitors/users from the wider county and beyond. Residents of Leicester also use open spaces within the adjoining council areas, such as Bradgate Park. Given these inter-dependencies, the council will continue to work with partners, including neighbouring local authorities, Sport England and Sport Governing bodies, to consider how best to improve access to open spaces serving the wider area.
- 5.2. There are strong physical links between open spaces across the city boundary supporting species migration, footpath links and requiring good management. We will work together with the adjoining districts and county council to consider issues in relation to the provision and use of open spaces.
- 5.3. Opportunities through development will be identified to enhance the connectivity, biodiversity and range of benefits provided by the open space network. Open spaces can help wildlife to thrive and enable movement from one area to another, through new or established ecological networks. They can offer flood storage, improve water quality and help keep the city cool during hot periods. They can also provide good public amenity value and attractive areas for people to visit and relax or for recreational purposes as well as for wildlife.
- 5.4. There are three main types of open space:
 - Green wedges
 - Open space
 - Sports playing pitches.
- 5.5. There is also a need to deliver long term sustainable solutions to the decreasing availability of burial space in the city.
- 5.6. Publically accessible spaces have been surveyed and categorised into six types:
 - i. Children and young people's space
 - ii. Park and garden
 - iii. Informal space
 - iv. Outdoor sports
 - v. Natural open space
 - vi. Allotments.
- 5.7. Please see the open spaces, sport and recreation study: www.leicester.gov.uk/media/183590/open-space-sport-and-recreation-study-report.pdf for more information.

Green wedges

- 5.8. Green wedges play a strategic function providing areas of undeveloped land that extend from within the city out into the suburbs and surrounding countryside.
- 5.9. The total area of green wedge within the city's administrative area is currently approximately 940 hectares. There are currently nine green wedges, which extend out into the areas that surround the city. Their location is shown in the diagram below. It should be noted that as new Local Plans in the adjoining districts are progressed, the scale and extent of green wedges may change. Each planning authority will assess green wedges as part of their plan making process and the city council will work closely with these adjoining districts to ensure green wedges play an effective role across council boundaries.

Diagram 7: Green wedges and open space



What does our evidence indicate?

- 5.10. A green wedge review: www.leicester.gov.uk/media/183612/green-wedge-review.pdf has been produced which assesses green wedges within the city's administrative area, set within their wider strategic context across the greater Leicester area. The functions of green wedges are to:
- Provide areas of land that prevent the merging of built up areas , guide the development form and provide a green lung into the inner urban areas;
 - Provide areas where leisure and recreational uses can be enhanced;
 - Protect and serve the open character, agricultural, and recreational function of the area; and
 - Be areas where high quality design and appropriate scale and size of development are expected.

How are we going to address this?

- 5.11. There is increasing pressure to provide land for development. Our current evidence on housing and employment needs suggests a need for additional land to accommodate approximately 15,000 houses and approximately 45 ha of employment land up to 2031 within the city council's administrative boundary of the city.
- 5.12. There is also a need to provide long term sustainable solutions to the decreasing availability of burial space in the city and the need to find sites for future gypsy and traveller and showpeople provision
- 5.13. Some areas of open space may be of relatively low value and may be more suited to
- 5.14. Some sensitively designed housing or employment use for example. This would allow existing limited resources to be focused on other higher quality, more well used areas of open space.

Open Space

- 5.15. Open space within the city's administrative boundary is varied and provides an important number of functions. It supports biodiversity, provides areas for recreation and sports and helps with reducing flood risk.

What does our evidence indicate?

- 5.16. We recently carried out an update of the amount of publically accessible open space within the city's administrative boundary (the previous study was carried out in 2007). This open space includes parks, recreational areas and areas managed for wildlife.

5.17. In terms of whether we have an appropriate level of open space provision to support the current population of the city, the current city council adopted standard is 2.88 hectares of open space per 1000 population. Overall, on this basis there is a current oversupply of publically accessible open space in the city. However the amount of open space varies across the city. There is also a variety in the quality of open spaces across the city. We also need to consider how open spaces serve people who live outside the city's administrative boundary and how those outside serve Leicester's residents.

5.18. The open space study: www.leicester.gov.uk/media/183590/open-space-sport-and-recreation-study-report.pdf shows the current supply of open space within the city.

How are we going to address needs?

5.19. In order to ensure that the population of Leicester has access to sufficient, high quality and well maintained open space, it is important to assess the current and future need. We need to know how well used Leicester's open spaces are, and how far people are willing to travel to them. Some existing open spaces within Leicester may be of poor design, poorly used or difficult to maintain. Other spaces may be difficult to get to.

5.20. As is mentioned above, there is a need to balance open space provision with future housing and employment growth in line with the government's national policies. Therefore, we are required to consider whether any open space could be developed for any other uses, however building on open space should always be seen as a last resort.

5.21. In order to assess the need for open spaces within the city, we need to know how often they are used and how far people are willing to travel to them. The open space, sport and recreation study contains a series of questions to explore this issue. Please answer the questions in the open space, sport and recreation study, which is also being consulted on (www.leicester.gov.uk/media/183590/open-space-sport-and-recreation-study-report.pdf). This document gives information on the amount of open space available compared with our current standard. This will be tested through consultation.

Sports

Sports playing pitches

5.22. Playing sports can have many positive impacts on people's health and wellbeing. This section considers the emerging thinking on the adequacy of playing pitch provision within Leicester and inter-dependent adjoining areas and how this relates to the preparation of the new Local Plan. Sports considered include football, rugby, cricket, tennis, hockey and bowls, all of which require appropriate playing pitches throughout the season. The Local Plan can safeguard sites and facilities and secure contributions towards site enhancement. The provision, improvement and management of facilities is a joint responsibility with Sport England, national and regional governing bodies, the city council, adjoining local authorities and local sports clubs.

What does our evidence Indicate?

5.23. A playing pitch strategy has been prepared by the city council in collaboration with the national governing bodies of pitch sports and Sport England. This considers the supply and demand for playing pitches for a variety of sports within the greater Leicester area. As part of the study we have been working with authorities across this area, to look at how facilities are used within the sub region. Surrounding authorities are all at different stages of producing their playing pitch strategies and the council is committed to working with them to ensure appropriate sports pitch provision across the greater Leicester area.

5.24. The evidence suggests the following:

Football

- Many football pitches are at capacity (primarily those associated with larger clubs).
- Many clubs not benefitting from the football investment strategy are struggling to access appropriate facilities.
- Therefore supply is tight and the quality could be improved in some areas.
- There is also a reliance on school pitches, some of which are not secured for long term community use.
- There is little potential for the use of football pitches for other uses.

Hockey

- There is currently spare hockey capacity in the city although Leicester Ladies wish to move back into the city, subject to a site being identified.
- The study also identifies concerns about the quality of some of the provision.

Cricket

- There are some high quality cricket facilities within the city, which support league cricket.
- Whilst players are willing to travel to play cricket, many will prefer good quality secured facilities near to where they live.
- There is potential demand identified for up to six new pitches, taking into account some clubs that currently play outside the city that would ideally prefer to be based nearer to communities in the city where there are concentrations of their players. Projected population growth is also taken into account.
- Some teams will be of a higher priority than others to be accommodated in the city based upon the distance of the pitch currently used from where the players live in the city, the clubs their desire/ability to run and manage their own facility and club and junior team development plans.
- Plans for a new cricket facility are currently being progressed at New College, supported by S106 monies. Furthermore new cricket pitches and facilities could be located at Westgate School, and Ashton Green. It may also be

possible to provide cricket facilities within the surrounding districts to serve demand, particularly in the North East of Leicester SUE and the Broadnook development north of Birstall, in Charnwood District.

- The improvement of other potential sites for cricket on existing school grounds and council parks is being actively explored further.

Rugby Union

- There is a demand for several additional rugby pitches to support clubs wishing to play within the city
- There is also a desire to improve the quality of provision for two clubs, and there is scope to improve the capacity of some pitches through enhanced maintenance procedures.

Rugby League

- There is a lack of Rugby League facilities, with a team wishing to locate within the city, however this needs to be considered as part of the provision of facilities across the city and county area given the likely wider catchment of Rugby League players.

Bowls

- There are currently no identified requirements for new bowling greens in the city
- If there are no increases in participation, then the number of greens is likely to be above recommended levels. There are also some quality issues that need to be addressed, along with improvements to ancillary facilities.
- Increasing participation is a key priority to ensure that the network of facilities remains sustainable.

Tennis

- There are sufficient tennis courts in the city; however qualitative improvement both to public and club facilities is desirable.
- There are more club courts located in the south of the city, meaning there are gaps in provision in other areas of the city.
- Community use of courts at school sites would provide an opportunity to address these gaps.

How do we address need?

5.25. Policies in the development management document (see main consultation menu on online consultation) seek to protect and enhance existing playing pitches and support the provision of additional pitches where appropriate linked to future growth of the city.

5.26. We have identified sites in the city which could potentially accommodate new development. Some of these sites could assist with the demands identified in

the emerging playing pitch strategy. A list and plans of these sites are displayed interactively on the website in the main consultation menu (potential development sites). This list includes sites that have previously been submitted to the council by land owners and developers. A number of these sites are current allocations from the 2006 Local Plan which we could consider re-allocating in the new Local Plan.

- 5.27. The city council has not taken a view at this stage on any of these sites, and their inclusion on this list does not necessarily mean the council considers them as suitable sites for development.

Development management policies: open space

- 5.28. Chapters 12 and 14 in the development management policies document contain specific policies that would be used to determine planning applications. These policies consider the open space network including green wedges, sustainable urban drainage (SUDS), green infrastructure and biodiversity. They also consider how open spaces can contribute towards a healthy and active city and support provision of playing pitches.

6. Employment

Background

- 6.1. The greater Leicester area is a focus of economic development and regeneration. Many people who work in Leicester live outside the city's administrative boundary but may still only commute a short distance e.g. from Birstall to Hamilton Industrial Estate. The council will work with neighbouring authorities to provide sufficient employment land across the housing market area (HMA), given the critical dependencies for employment beyond the city's administrative boundaries.
- 6.2. Continued economic success across the greater Leicester area is a key issue for the whole sub region.

Outside Leicester's administrative boundaries

- 6.3. Outside Leicester's administrative boundary key employment development areas (see diagram 8) are as follows:

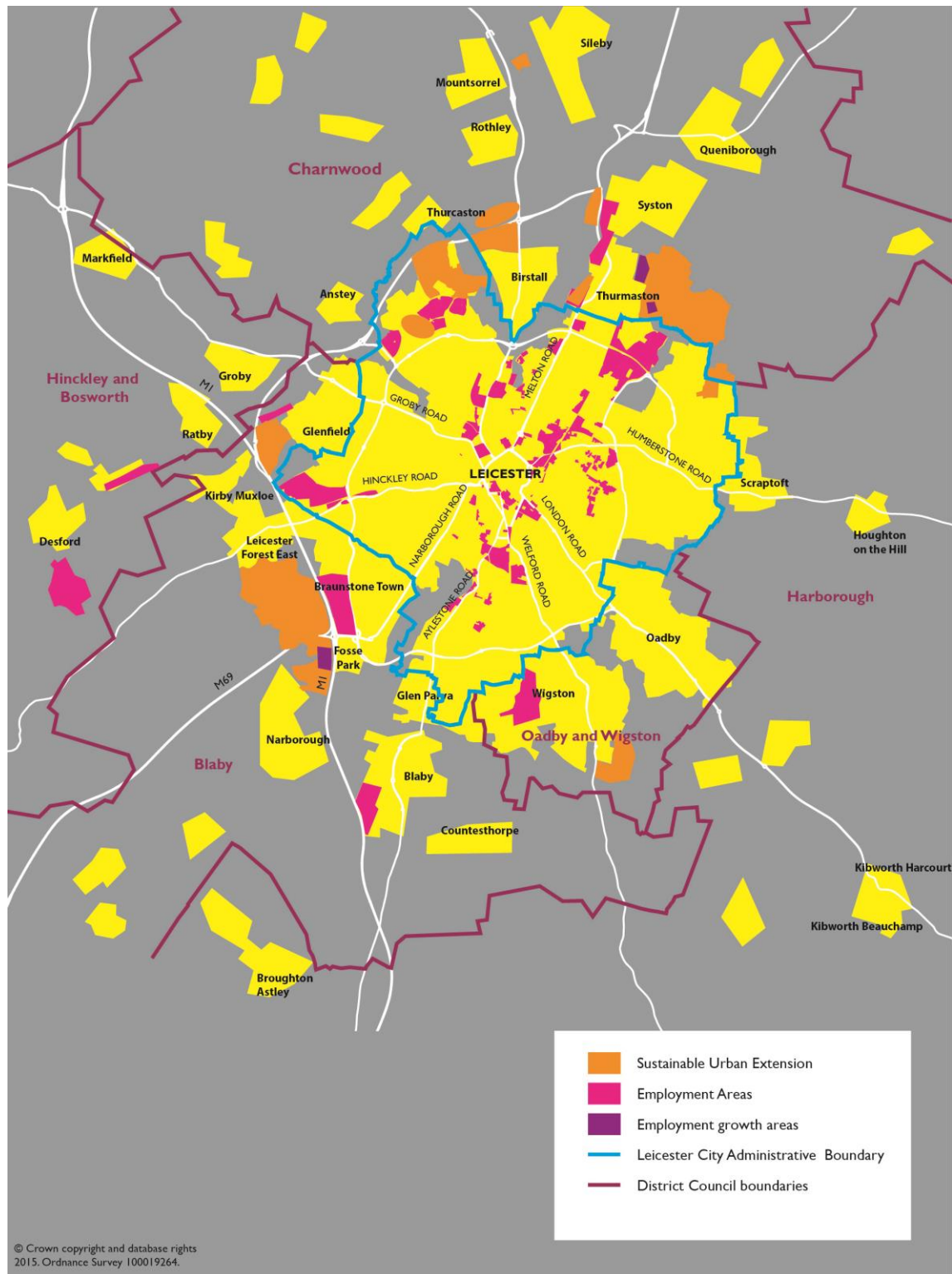
Charnwood

- Watermead Business Park – phases 1, 2 & 3
- North East Of Leicester SUE, Thurmaston
- Broadnook Garden Suburb, North Birstall
- Rothley Lodge Commercial Park, Mountsorrel.

Blaby

- Optimus Park, Kirby Road, M1 Junction 21 Strategic employment extension
- Lutterworth SUE – Strategic employment extension
- Office development at both Grove Park and 'LE3', Ratby Lane.

Diagram 8: The greater Leicester Area



Within Leicester's administrative boundaries

- 6.4. Leicester's existing employment sites are shown in pink on diagram 8. The city mayor's economic action plan (2012 -2020) has seen over £60million of investment in a range of regeneration, business support and skills programmes to transform Leicester's economy.
- 6.5. Since the launch of the economic action plan in 2012: (2015 update):
- 1450 businesses across the city have been supported
 - More than 250 local businesses have received direct financial assistance
 - More than 4,600 jobs are in the process of being created
 - Over 1,000 jobs have been created through the IBM and Hastings Direct investments within the city.
 - Youth unemployment is continuing to fall along with the growth in talent retention through the work of the apprenticeship hub and university partnerships
 - Over 500 new apprenticeship positions have been supported including more than 140 within the council
 - The manufacturing sector in particular is showing strong signs of growth, particularly in food and drink and textiles.
- 6.6. Along with the economic benefits, the city has experienced considerable growth in tourism. The tourism action plan (2015 -2020) for the city sets out a vision whereby in 2020 Leicester will be firmly established as a primary tourism destination, where tourism plays a central role in delivering sustained and sustainable growth in the city's economy.
- 6.7. The city council has also been successful in reducing previously high levels of youth employment by enabling initiatives such as apprenticeships. It has also set up sector specific skills training programmes, including the 'Constructing Leicester' programme. More details about the growth sectors relevant to Leicester are set out below.
- 6.8. The city council needs to continue to support a thriving and diverse economy that will provide high quality employment. The importance of the economy has therefore continued to rise up the city's agenda over the past 10 years and boosting the economy is a very high priority.

What does our evidence indicate?

- 6.9. There are three key pieces of employment evidence:

1) Leicester employment land study (2017)

This study highlights that the focus needs to be on supporting the following sectors for Leicester:

- Offices (city centre)
- Knowledge economy (Pioneer Park) – See diagram 9 (p55)

- Textiles (various locations)
- Creative industries (Cultural Quarter)
- General Manufacturing (particularly advanced manufacturing - various locations)

Specific sector sites

In order to support the sectors above, there are existing locations where we are seeking to retain employment uses. (Also see questions at end of chapter). These are:-

Offices - city centre

- The plan will need to protect the best, ready to develop sites in the city centre for future office development.

Offices - Professional office area

- The proposed boundary of this area has been updated as shown on diagram 10.

Creative industries - Cultural Quarter

- To protect and promote the growth of the Cultural Quarter's unique mix of creative industries, cultural facilities and city living. The development potential of this area is assessed in more detail in chapter four.

Knowledge economy - Pioneer Park

- Pioneer Park located on Exploration Drive is Leicester's hub for knowledge economy businesses and the creation of high added value jobs. The next steps are to deliver DOCK 2 'grow on' space & prepare the former John Ellis site ready for these uses. Market testing is then proposed for an open innovation space research campus, related to the University of Leicester, to enable research on space technology and knowledge.

General findings

The study has provided a strategic overall assessment of the need for future employment land to 2031, including recommendations on both location and type of provision, for these sectors and in particular to support sector hubs.

Out of town offices are also part of the same market, but more recently office related jobs in the city centre are becoming increasingly attractive due to the shopping/leisure/social offers in the city centre. The city centre has become a much more attractive place to be and is more easily accessible due to the recent and ongoing 'Connecting Leicester' improvements.

The delivery of offices needs to be the top priority for the city centre, to support enterprise and the continued encouragement of new inward investment. The 'knowledge economy' is supported at Pioneer Park and creative industries in the Cultural Quarter. Around 60 former office buildings in the city have received prior approval for conversion to residential use. Sixteen of these are in the professional office area. However, it is notable that relatively few schemes (only 14) have so far been implemented, comprising around 210 new dwellings.

In addition, textile manufacturing has recently begun to see some growth in Leicester after decades of decline. Employment and business activity have begun to improve and investment has increased. The potential for renewal is driven by a number of factors, including the emergence of fast fashion (manufacturing just for catwalk), growth in niche and high technology enterprises and changes in the nature of the sector supply chain. Early indications suggest that Leicester is very well-placed to benefit from this latest 'fast fashion' trend.

The study concludes that at least 40ha total of new employment land should therefore be allocated within the city council's boundaries to provide for the large backlog of firms that have not been able to expand during the recession, but who are now recovering and are looking for new premises and experiencing a severe shortage of employment land.

2) Leicester economic action plan (EAP)

The 2016 economic plan

The economic action plan was refreshed in 2016. Taking the action plan forward, the update identifies that the growing confidence and strength in the city economy is well evidenced, through major inward investments and thousands of new jobs, including from IBM and Hastings Insurance.

- Dock, Friars Mill, Food Park and Makers Yard have provided much needed new workspaces for small businesses.
- Unemployment has fallen dramatically by 60% and youth unemployment by 70%.
- The Leicester to Work programme has created over 1200 apprenticeships and work placements.

These are exciting times for Leicester and whilst we have created a strong platform for economic growth we will face challenges, not least through uncertainty in the national economy. Strong partnership working will continue to be central to economic success across the city and county.

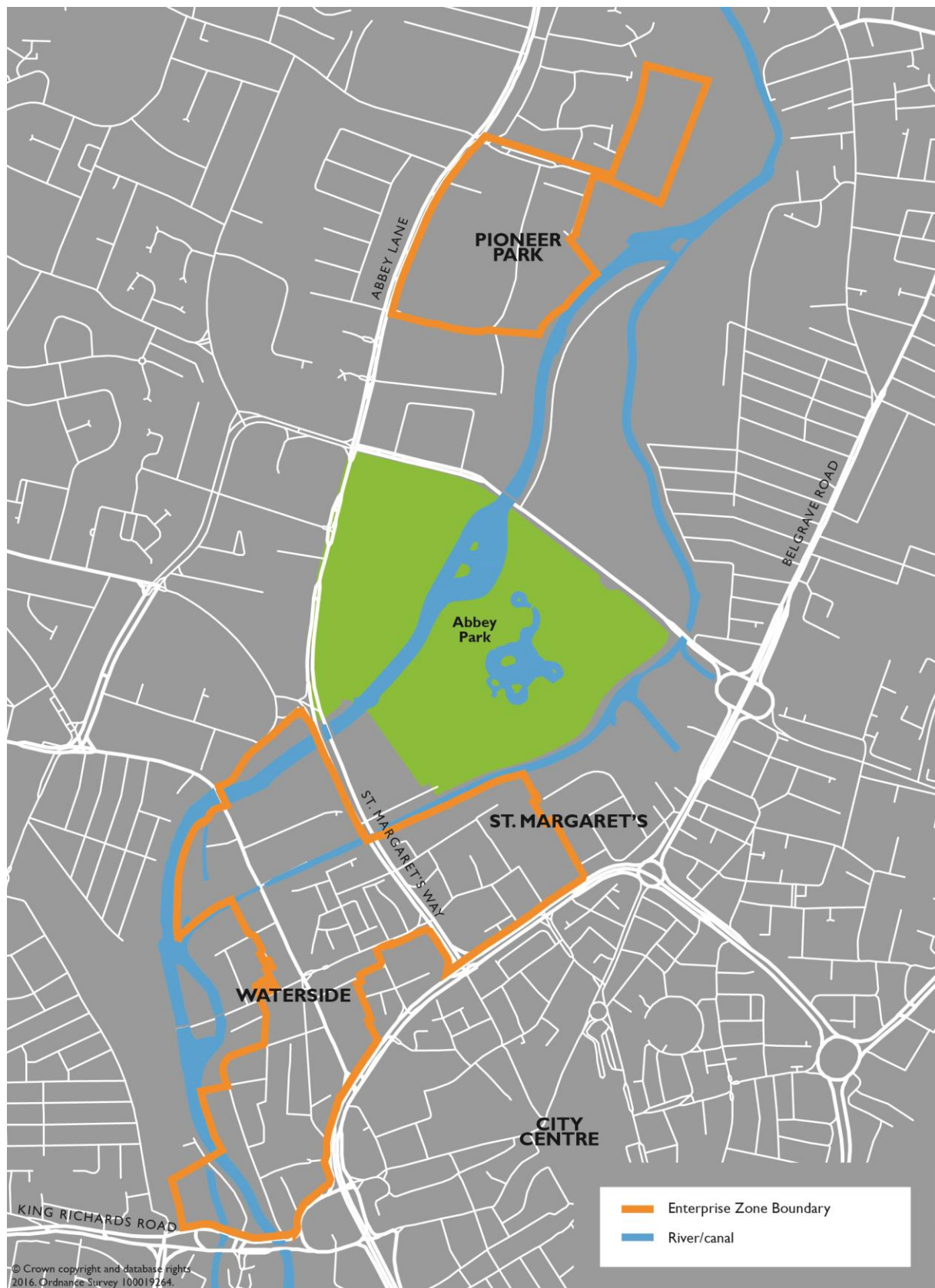
Working closely with the LLEP, county and district councils will support strategic planning, transport and skills initiatives. As in the past four years, to thrive and compete, we must continue to invest in improving our city and the wider area. The future proposals in the action plan set out how we will support the creation of attractive well connected places, more business investment and jobs and further sporting and cultural success.

3. Enterprisezone

In the 2016 budget statement it was announced that a new ground breaking research and development-led enterprise zone (EZ) would be created in Leicestershire (in both Loughborough and Leicester) through the creation of a 'zone of excellence' to support new and growing businesses in bringing their innovative ideas and products to the market. In Leicester, this includes Pioneer Park, John Ellis site, Waterside and St Margaret's.

Leicester is already at the cutting edge of innovative research, innovation and product development – brought about particularly through our first-rate universities (Leicester and De Montfort) and the new EZ will help to cement Leicestershire's role as the R&D capital of the Midlands. The intention is to replicate the existing, extremely successful EZ model at MIRA Technology Park, but in the science, innovation and hi-tech manufacturing sectors.

Diagram 9. Proposed enterprise zone



How will we address employment requirements?

- 6.10. We have identified sites in the administrative area of Leicester, which could potentially accommodate new development, including land for employment needs. A list and plans of these sites are displayed interactively on the website in the main consultation menu (potential development sites). This list includes sites that have previously been submitted to the council by land owners and developers. A number of these sites are current allocations from the 2006 Local Plan which we could consider re-allocating in the new Local Plan. For many sites there are land use development choices.
- 6.11. The city council has not taken a view at this stage on any of these sites, and their inclusion on this list does not necessarily mean the council considers them as suitable sites for new employment development. Further assessments will continue, incorporating any comments we receive as part of this consultation, before a final list of potential development site allocations is included in a draft plan. This draft plan will be subject to further public consultation prior to a formal examination hearing.

Professional office area - professional and financial services

- 6.12. Maintaining the high quality character of the professional office area (see Diagram 10)) is key to supporting the continuation of a prestigious and attractive business environment. The heritage assets (77 nationally listed buildings and four conservation areas) help to create this distinguished, high quality character between New Walk and the old town. This high quality offer needs to be sustained and improved by all new development proposals.
- 6.13. A mixture of uses is needed, which support the select office environment as well as enabling some residential use in character with the area. University / educational (D1) uses are also acceptable. The mix of uses should also encourage evening activity.
- 6.14. A key question is whether the existing professional office area should be retained or not.

Diagram 10: Professional office area



Development management policies – employment

- 6.15. Specific development management policies supporting economic growth and employment in relation to growth of the Cultural Quarter (creative industries), and encouraging the development and investment of Pioneer Park at Abbey Meadows, are contained in the development management policy document.
- 6.16. In terms of parking for employment uses, the development management policies document contains a policy for new parking, but the need for amended parking standards (associated with new development) will be considered and consulted on at the next stage of the Local Plan.

7. Retail

Background

- 7.1. Shopping centres across the greater Leicester area give people access to a diverse range of shops, services and leisure uses. Much of this provision falls within “defined shopping centres” and is part of the retail hierarchy (discussed below). However, provision also includes large out-of-centre supermarkets (e.g. several on the A6 in Oadby & Wigston, Sainsbury’s at Grove Farm Triangle), and out-of-centre retail parks (e.g. Thurmaston and Fosse Park) are part of the retail offer for the wider Leicester area and influence where people shop. In addition, Blaby District Council recently approved a planning application for a major commercial extension to Fosse Park Shopping Centre. When built this will add 20,139 sq m net of retail floor space.
- 7.2. Many people who live in Leicester shop outside the city’s administrative boundary and vice versa. The council will work with neighbouring authorities to assess the retail offer across the housing market area (HMA), given the critical dependencies for retail beyond the city’s administrative boundaries.
- 7.3. Government policy (The national planning policy framework - NPPF) states that we should plan positively for town centres to support their vitality, provide customer choice and promote individuality.
- 7.4. **What does our evidence show?**
- 7.5. The council commissioned a joint retail study (with Blaby District Council) in order to understand retail trends, forecast the amount of additional convenience (e.g. food and drink) and comparison (clothing, furniture and household appliances) goods floor space that is needed in the city over the next 15 years, and to assess how ‘healthy’ shopping centres are in the city.
- 7.6. Download the full retail study: <http://www.leicester.gov.uk/search/?q=retail+study>

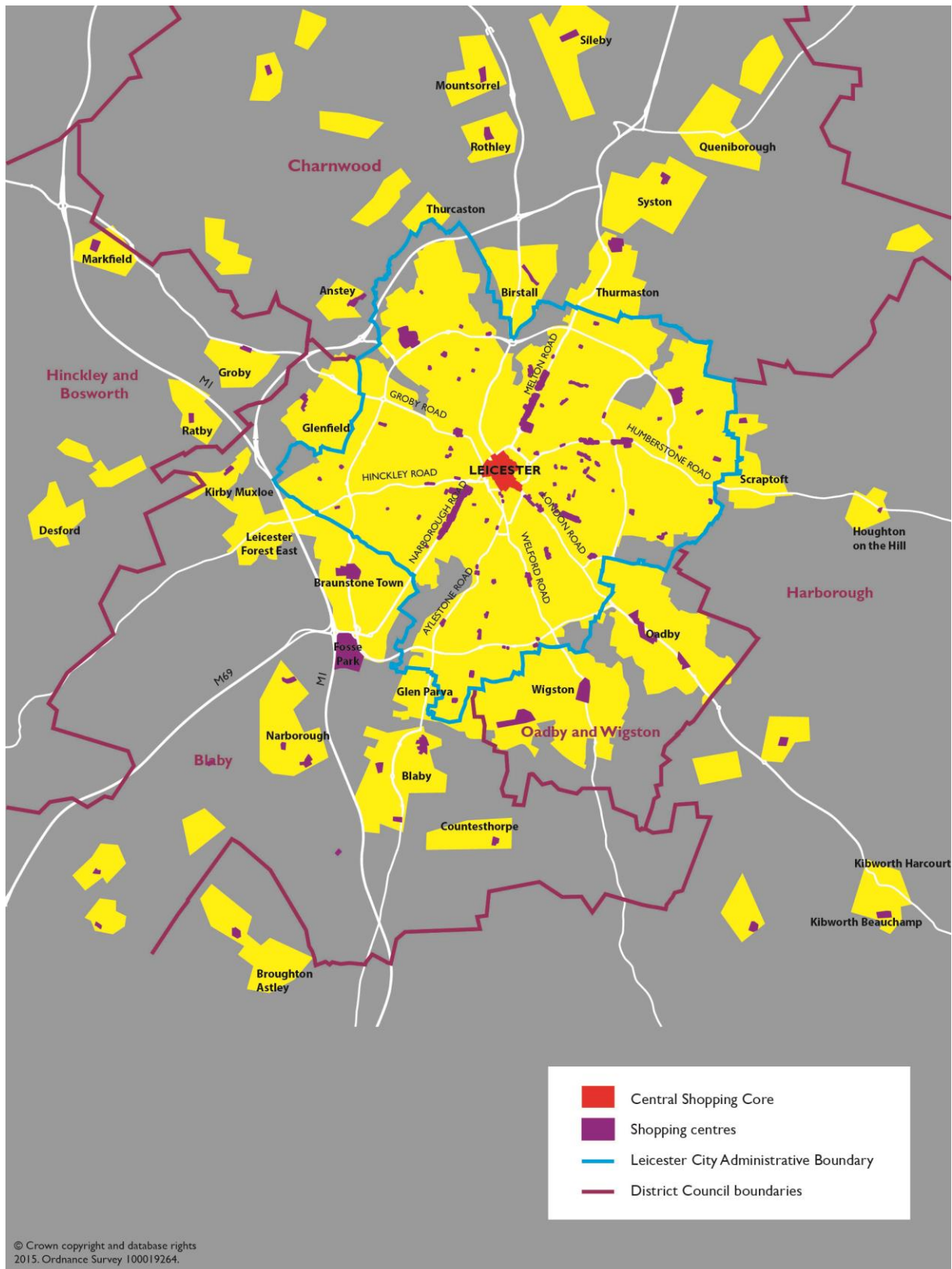
Convenience floor space (includes food and drink)

- 7.7. When updated to take into account outstanding planning permissions for large food stores, the assessment of need suggests that there is no identified requirement for additional convenience goods floor space in Leicester in the short to medium term.
- 7.8. However, by 2025 there is a need for between 2,300 sq m and 4,200 sq m net floor space. This increases to between 5,000 and 9,200 sq m net by 2031.
- 7.9. The study also suggests that the greatest case for further supermarket provision is in the western side of the city. It also indicated that discount food retailers trade relatively well compared to industry standards, which may suggest they are under provided for within the city council’s boundaries.

Comparison floor space (includes clothing, shoes, furniture, household appliances)

7.10. The need for new comparison floor space is considered in chapter 4 'city centre and strategic regeneration area (SRA)' of this document.

Diagram 11: Greater Leicester retail areas



Leicester's retail hierarchy

- 7.11. Leicester city centre serves a wide catchment area and performs a vital role for residents of the city and wider sub region. It is the highest order centre at the top of the retail hierarchy. Below the city centre are town centres such as Beaumont Leys in the city and Blaby, Wigston, Market Harborough, Lutterworth and Loughborough in the wider Leicester area and beyond. These function as important service centres providing a range of facilities and services, often for extensive rural catchment areas.
- 7.12. District centres fall beneath town centres. They usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. In Leicester three centres are considered to perform the role of a district centre (Belgrave Road/ Melton Road, Evington Road and Narborough Road). Some of the District centres in the wider Leicester area, such as Oadby, South Wigston and Glenfield, will have a functional relationship with the city.
- 7.13. Local centres fall beneath district centres and serve a much smaller catchment area. They typically include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. Leicester has 45 local centres (e.g. Fosse Road North, Green Lane Road, East Park Road). Even local centres close to administrative boundaries will influence where people shop.
- 7.14. Government guidance requires us to define the network and hierarchy of shopping centres. To do this it is important for us to understand how well a shopping centre performs and the number and type of shops and services that it provides. It also helps us to direct new retail development to the most appropriate centre in the retail hierarchy.
- 7.15. Health check assessments were therefore undertaken for each shopping centre in the city, as part of the joint retail study, to determine how healthy they are and how well they function. The health checks have been used to help review the retail hierarchy for the city as previously set out in the core strategy and suggest making changes to the status of some of the centres to better reflect their role and function in the retail hierarchy. Recommended changes to the retail hierarchy include:-
- Re-designating Hamilton and Uppingham Road (east) district centres as local centres.
 - In line with government guidance, introducing a new tier of neighbourhood parades and reallocating some local shopping centres, shown in the 2006 Local Plan, as neighbourhood parades. In addition, former local centres shown in the 1994 Local Plan have been reassessed and some are recommended to be designated as neighbourhood parades (See Appendix 3 for full list)

- Boundary changes (both extensions and reductions)

7.16. The retail hierarchy as recommended in the joint retail study is set out in Appendix 2. It also shows which shopping centres are recommended to become neighbourhood parades.

Threshold for requirement of a retail impact assessment

7.17. When a proposal for new retail development is outside any shopping centre retail impact assessments can be used (depending on the size of the proposed development) to help understand the level of impact that the proposed retail development would have on the vitality and viability of the shopping centres within the catchment area of the proposed development.

7.18. The NPPF allows us to set local impact thresholds so that we can require an applicant to submit a retail impact assessment with a planning application for new retail development that is not within a defined shopping centre. The joint retail study considered what would be an appropriate local impact threshold. The recommendation is that we apply a ‘tiered’ impact threshold in new policy. The recommended thresholds are set out below.

- Outside Leicester city centre: greater than 1000 sq m gross floor space
- Outside Beaumont Leys town centre: greater than 500sqm gross floor space
- Outside district centres: greater than 300 sq m gross floor space
- Outside local centres: greater than 200 sq m gross floor space.

7.19. In applying these thresholds, we would consider through the planning application process the extent of the catchment area that is likely to be served by the proposal. The catchment area will vary depending on the size and characteristics of the proposed retail development. These factors will change from proposal to proposal and will influence which shopping centres should be included in the retail impact assessment.

7.20. If we did not set a local threshold, we would be dependent on the default threshold set out in the NPPF, which is 2,500sqm. This means we could not assess the likely retail impacts of development under 2,500 sq m gross floor space. This would have more significant implications for smaller centres.

How are we going to address retail requirements?

7.21. We have identified sites in the city’s administrative boundary which could potentially accommodate new development. A list and plans of these sites are displayed interactively on the website in the main consultation menu (potential development sites). This list includes sites that have previously been submitted to the council by land owners and developers.

7.22. The city council has not taken a view at this stage on any of these sites, and their inclusion on this list does not necessarily mean the council considers them as suitable sites for retail or any other development. Further assessments will continue, incorporating any comments we receive as part of this consultation, before a final list of potential development site allocations is included in a draft plan. This draft plan will be subject to further public consultation prior to a formal examination hearing.

7.23. Hot food takeaways

7.24. It has been suggested that new hot food takeaways should not be located near to schools to help address obesity issues in the city and that development management policies should be included in the Local Plan to prevent hot food takeaways being near schools.

7.25. Note: Questions relating to retailing in the city centre are also contained within the city centre and strategic regeneration area (SRA) in Chapter 4.

Development management policies document – town centres and retailing

7.26. Specific development management policies relating to the retail function of primary and secondary retail frontages, food and drink uses in the city centre and local centres and retail development inside and outside of retail centres are contained in the accompanying development management policies document.

8. Transport

Context

- 8.1. This section considers emerging thinking on the council's transportation strategy and how this relates to the preparation of the new local plan, in particular the transport needs resulting from new development.
- 8.2. The regional transport strategy context has been established through the 'Midlands connect strategy – powering the Midlands engine', published in March 2017. This identifies key long term priorities for regional level transport investment supporting the economic development of Leicester and Leicestershire including:
 - Investment in electrification and rolling stock for the Midland Mainline
 - Improved East – West rail links between Leicester and Coventry / Birmingham
 - Proposed 'classic-compatible' rail connections between the Midland Mainline and HS2, North of Leicester at Toton
 - Road improvements along the A46 corridor, including an Eastern Leicester distributor
- 8.3. At the sub-regional level the council is preparing a joint strategic transport plan with Leicestershire County Council covering all transport matters relating to the city and county, including transport connections as noted above. This plan is intended to establish a long term transport policy and investment framework to 2050 to support housing development and economic growth alongside environmental enhancements. It will consider transport movements across the whole of the city and county area including a specific focus on the greater Leicester built up area, recognising that travel behaviour is not constrained by local authority administrative boundaries.
- 8.4. The strategic transport plan is being developed alongside the strategic growth plan for the city and county which also has a plan period to 2050. These plans are being prepared together to ensure the long term development needs and associated transportation requirements are coordinated. They are expected to be published in draft form later in 2017. These will set an important context for the new Leicester Local Plan, both in terms of the shorter term timeframe of the plan to 2031, but also to establish a framework to 2050, identifying any a longer term transportation requirements that may need to be considered over the initial local plan period.
- 8.5. The strategic transport plan is expected to consider the following transportation issues:
 - Public transportation strategy
 - Strategic road requirements
 - Potential for demand management
 - Active travel – walking and cycling

- Air quality and carbon emissions
 - Smart and intelligent transport technologies
 - Car parking.
- 8.6. The council has prepared a number of relevant documents related to improving transport in the city including a cycle action plan, air quality action plan, sustainability action plan and health and wellbeing strategy. Relevant aspects of these plans are referenced in this chapter.
- 8.7. Transport requirements included in the Leicester Local Plan will need to reflect the Midlands connect strategy, emerging strategic transport plan and city action plans and strategies outlined above. It will also provide specific transportation requirements that are required to be identified at the local level that have a land use planning and policy implications, for example safeguarded highway lines.

Initial assessment of transport issues

- 8.8. It is clear that to accommodate substantial new housing and employment site development, both in the inner city area and more generally across greater Leicester, there will need to be significant investment in highway infrastructure during the plan period. Parts of the existing highway network are already congested at peak times and will need improvement/extension over the plan period as new development takes place, particularly in the Waterside part of the strategic regeneration area and to support urban extensions on the edge of Leicester. As well as helping to manage the growth in cars on our roads, investment to improve the existing highway network, and provide new infrastructure will be essential to support bus priority measures and encourage patronage growth as well as encouraging cycling and walking.
- 8.9. The council has made substantial investments in recent years in transport corridor improvements together with the county council. The A426 bus corridor improvement scheme and phased improvements on the A50 as part of the Leicester North West programme, have made significant improvements for those travelling into the city. Further improvements to key corridors will be required during the plan period to accommodate local plan land allocations made as part of the Leicester Local Plan but also those in the local plans of adjoining local authorities.
- 8.10. In addition to bus corridor investment the council has also made substantial investments in a new high quality bus station at Haymarket alongside real time information systems, smart ticketing and bus lane enforcement measures. Bus operators have more recently been investing in new and cleaner buses, responding to the air quality requirements in our air quality action plan.
- 8.11. Substantial investment has also been made as part of the Connecting Leicester initiative to develop a comprehensive network of new and improved cycle and walking routes in the city centre and connecting to local

neighbourhoods. Nearly 90km of new cycle and path routes has been delivered since 2009. Alongside measures to encourage people of all ages to take up every day cycling, this programme is intended to help the council achieve a doubling of cycling in the central area by 2018 and a further doubling by 2024.

- 8.12. It is clear from available transport data and surveys that to better manage and reduce traffic congestion, improve air quality and create a better and healthier place for people to live and work there will need to be a step change in patronage on buses and also numbers of people cycling and walking. Investment in the development of infrastructure in this respect will be essential to support the significant levels of housing and economic growth required to allow people to conveniently travel to work, shops and leisure destinations. In a climate of limited government funding for transport investment, options to support sustainable transport investment locally will need to be reviewed, including demand management measures to encourage car drivers to use public transport, walk and cycle.
- 8.13. The council may be required by government to introduce a clean air zone as soon as possible following the publication of the government's draft UK air quality plan for tackling nitrogen dioxide. An air quality action plan was adopted by the council in 2015 including a range of measures to tackle air quality challenges in parts of the city. Low emission zones and commitments to invest in cycling, walking and public transport have been identified in the plan. Further work will be undertaken to identify options to introduce the clean air zone.
- 8.14. Further assessment of transportation will be carried out as part of the preparation of the strategic transport plan for the city and county. This will be included in the draft Local Plan at the next stage of the local plan process.

Location of new development

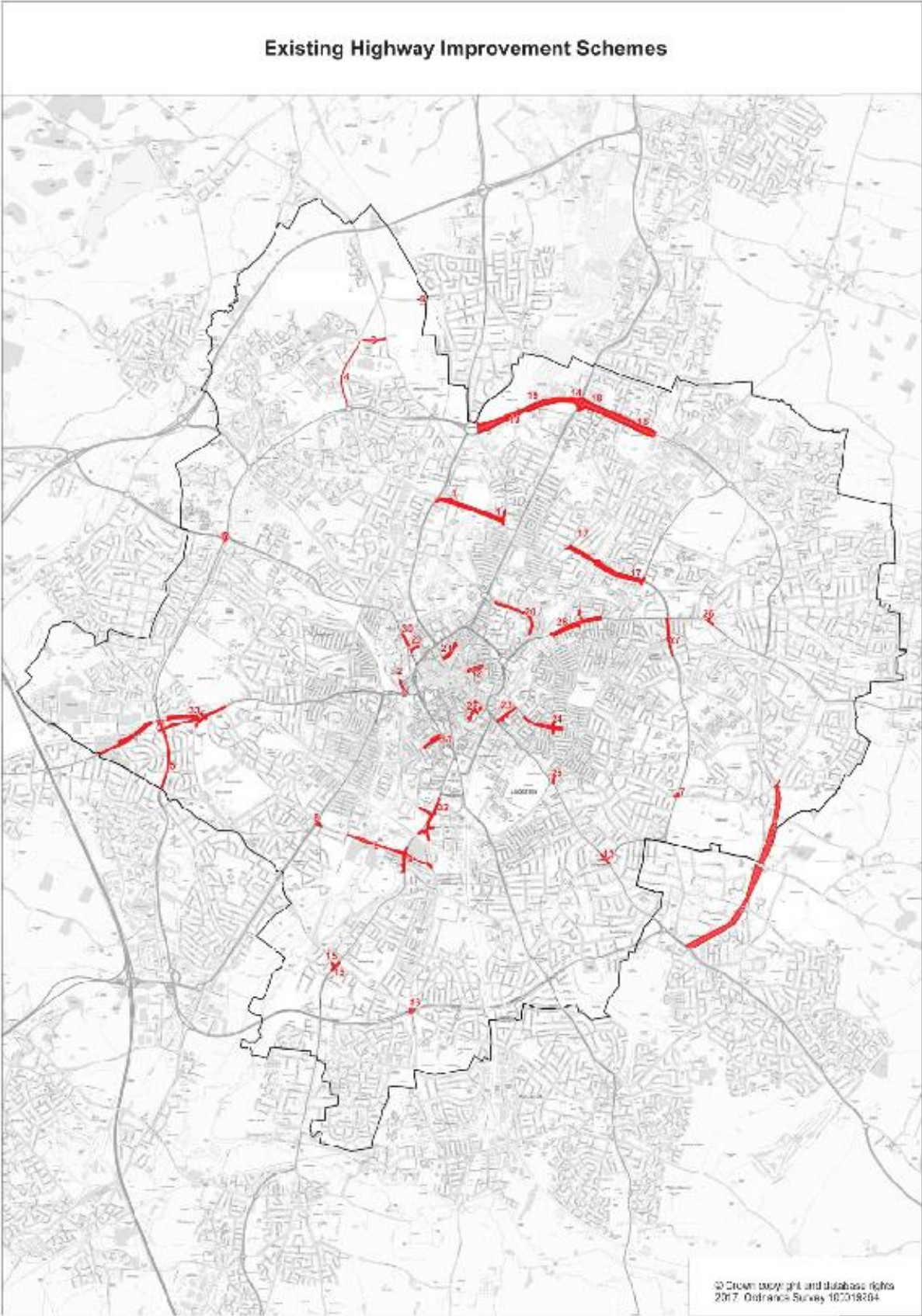
- 8.15. The location of new development is a key determinant of travel behaviour and the Local Plan strategy will continue to concentrate new development centrally within the city centre and strategic regeneration area. It is anticipated that a substantial proportion of new development can be accommodated in these areas which will reduce the need for many people to travel by private car and will offer better opportunities to walk, cycle or take public transport to get to work, shops and leisure facilities.

Improvements to the strategic road network

- 8.16. Resilience of the main road network in greater Leicester, particularly the principal radial and orbital routes, is key to managing future development and growth of the city alongside modal shift to more sustainable transport options. Carefully targeted road improvements can assist in relieving congestion hot spots and improve air quality in a locality and as a result improve the quality of life and amenity for local residents as well as serving those commuting into the city.

- 8.17. In terms of making the most effective use of the existing main routes under most pressure during peak hours, localised highway improvements on key parts of the network could be delivered to help mitigate known local congestion hotspots. This could for instance include junction improvements, smart traffic signal upgrades or targeted road widening.
- 8.18. The potential for development of new road links should also be considered to manage traffic growth. The existing road network of radial and orbital routes has developed with the growth of the city over time and there remains some obvious gaps in this network that if addressed could potentially improve the efficiency of the network as a whole. Furthermore as major new development takes place this creates a demand for additional new and improved routes, for instance in the vicinity of the Waterside development area.
- 8.19. A list of potential highway improvement lines and schemes has been developed over many years. These lines / schemes should be reviewed to consider if they remain fit for purpose for inclusion for safeguarding purposes in the new Local Plan to protect them from development. Interactive maps (in the transport section of emerging options) show these potential road improvement schemes and lines. Some are potential major enhancements to the road network such as land protected for a link between Narborough Road and Saffron Lane involving a bridge link across the River Soar. Some represent more localised junction improvements such as that at the junction of Saffron Lane, Aylestone Road and Putney Road.
- 8.20. We know some need to be updated and revised but want to receive feedback at this stage of plan making on whether you think these safeguarded lines and schemes remain fit for purpose or should be revoked/amended.
- 8.21. Additional new major road schemes, not currently identified as formal schemes/lines, will also need to be considered linked to the preparation of the strategic transport plan. In particular, new development at the Waterside area and around Vaughan Way will create significant new transport challenges. Options are limited however and alongside public transport and cycling solutions new road options will need to be reviewed. In the late 1970s a scheme was prepared to link Narborough Road and Fosse Road North, through what is now Rally Park. This could be relevant during the plan period to help address pressures from the Waterside development to take traffic out of the Tudor Road area as well as creating a potentially valuable orbital link between Narborough Road and Groby Road / Blackbird Road.
- 8.22. Recent and planned highway improvement works on the A50 as part of the Leicester North West programme have been designed to help address the additional demands placed on the road network from a number of major new developments on the edge of the city as well as from the Waterside development. Options are being considered for the next phase of works which could for instance include improvements to Anstey Lane to create additional capacity, potentially for cars, buses and cycles.

Diagram 12: Existing highway improvement lines and schemes (See detailed plan on website)



Buses

- 8.23. A high quality and convenient public transport system serving the greater Leicester area is essential to promote sustainable transport choices for a growing population, encouraging modal shift away from private car use.
- 8.24. Bus accessibility varies across the city. In general, access by bus into the city centre is better in Leicester than orbital routes which are partial and infrequent. The city centre is very accessible by bus during the daytime but less so during evenings and Sundays. The city centre is also served by three park and ride services which currently cease operating in the early evening.
- 8.25. Through its air quality action plan the city council are progressing work on low emissions zones within the city centre, with an initial low emission zone to be introduced in 2017 focussed on the buses using Haymarket Bus Station and St Margaret's Bus Station, and an ultra-low emission zone (ULEZ) for all vehicles to be introduced by 2026. It is anticipated that the council will now need to establish a clean air zone earlier than this to meet new government requirements.
- 8.26. The Bus Services Act provides local authorities with new opportunities to consider how bus services operate to best effect in their area. This could include new 'enhanced partnerships' with bus operators or even London style franchising arrangements.
- 8.27. The development of the strategic transport plan for the city and county will need to consider the following issues relating to improvement of bus services in the greater Leicester area:
- New bus infrastructure including bus lanes, other highway priority measures and use of bus lane enforcement cameras
 - Potential for further improvements to park and ride services including new intermediate stops on existing routes and new sites and services to the east of the city
 - Potential revised bus routes/timetables to optimise service accessibility and punctuality
 - New services to link workplaces and transport hubs, with the option for new hubs at park and ride sites
 - Better smarter service information and integrated ticketing
 - Modern cleaner bus fleets (including potential for electric buses) to address air quality and low carbon targets
 - Marketing and promotion of bus services
 - Potential options for raising revenues to invest in improving bus services
 - The potential for an enhanced partnership with operators covering the above issues, and/or a franchise approach to service provision
- 8.28. The delivery of the strategic transport plan for the city and county, and any subsequent enhanced partnership or franchise arrangements, will be the main vehicles to deliver a high quality bus network. The Local Plan can assist by ensuring specific measures are in place to support these plans, particularly

any safeguarding of road lines and schemes to support bus priority measures. Also any specific requirements that need to be placed on new developments can be identified to contribute to improving services such as enhanced bus services, stopping facilities and real time information signage.

Rail and mass transit

- 8.29. The [Leicester and Leicestershire rail strategy](#), adopted in 2017, provides a comprehensive analysis of the potential for improved rail services serving the area.
- 8.30. This strategy has been used effectively to influence the rail improvement projects included in the new Midlands Connect strategy which are outlined at the beginning of this chapter. In short these are intended to seek further improvement to north-south rail connections on the Midland Mainline, East-West connections to Coventry and Birmingham and direct connection to the HS2 line to the South of Toton. The rail strategy also suggests that an hourly service to Manchester could be feasible.
- 8.31. Proposals for improvement of the Leicester to Coventry line, including through trains at Nuneaton, provide the potential to consider future parkway facilities serving the city. This will need to be considered as part of the wider strategic growth plan.
- 8.32. Leicester station is a key transport hub for the city and further development of services as outlined in the rail strategy and in particular planned electrification of the Midland Mainline will require station enhancement. The potential for regeneration of the station area including potential new commercial and residential development is considered in Section 4 of this document.
- 8.33. Consideration of the longer term transport needs of the greater Leicester area to 2050, as part of the Strategic Transport Plan, should also include options for new mass transit solutions. For instance the infrequently used freight line linking Leicester centre to the West may provide scope for light rail or even guided bus routes. There may also be potential to reconsider redundant track beds or even use of green corridors into the city centre.

Cycling

- 8.34. Cycling provides a flexible form of transport and is a practical solution for journeys of at least up to five miles. Cycling can improve accessibility to sites that are not served by a frequent public transport service, can be quicker than travelling by car and has obvious health and air quality benefits.
- 8.35. The council's [cycle city action plan \(2015-2024\)](#) sets out the council's strategy for delivering cycling improvements.

8.36. The council views investment in cycling not only as a real alternative transport solution, assisting in modal shift, but also as a lifestyle choice to create a more liveable city for residents. In order to achieve this, the action plan includes the following actions:

- Develop an infrastructure network of high quality, well surfaced and connected cycle routes as part of the Connecting Leicester programme.
- Promote cycling through improvements to routes, giving greater priority to cyclists in the use of road space, reducing the danger from other transport modes and through improvements to signage and wayfinding.
- Improve conditions for people to make cycling quicker, safer and an attractive form of travel. People who want to cycle should be able to do so, not discouraged by road danger concerns.
- Seek to secure from new developments the provision of new cycle routes as well as appropriate (secure and covered) cycle parking facilities, particularly at key locations such as shopping areas, employment and transport interchanges.
- Work with delivery partners, stakeholders, businesses and social enterprises within the wider Leicester area to enable increased cycling provision.

8.37. The Local Plan can play a role in encouraging cycling through ensuring new development schemes provide infrastructure that is well connected and designed.

Walking

8.38. Walking is an important method of getting around as well as an element of most other journeys e.g. walking to/from bus stops or car parks. Encouraging walking as an alternative to car use contributes to healthy lifestyles and helps prevent obesity as well as supporting improved air quality.

8.39. The Connecting Leicester project has included substantial investment in new and improved routes for walking both in the city centre and also connecting to local neighbourhoods. The council has also invested significantly in supporting walking through other initiatives including the local sustainable transport fund and has recently secured additional resources through the DfT access fund.

8.40. The Local Plan can play a role in encouraging walking and better accessibility for all through ensuring new development schemes include the necessary infrastructure and are well connected and designed.

Freight

- 8.41. The movement of transport and goods is essential for the economy, but is also a contributor towards congestion. Freight movements can have significant impacts in terms of noise, congestion and air pollution as well as on the quality of life for communities. Goods vehicles manoeuvring and loading and unloading also add to pollution and may cause congestion, danger to pedestrians and other road users.
- 8.42. The air quality action plan includes an action to investigate the potential for freight consolidation hubs to reduce the number of freight trips into the city and also the use of low emission vehicles. The council continues to work with the Leicester and Leicestershire freight quality partnership to identify opportunities to improve the efficiency of freight movement.

Parking

- 8.43. Parking issues can impact on the effective working of the road network, potentially leading to increased traffic congestion and air pollution if not managed well. They can also affect our decisions when we plan journeys and have a direct impact on the quality of life in our own neighbourhoods.
- 8.44. Part of the overall approach to encouraging sustainable travel patterns and addressing congestion is to control and manage the availability of car parking – both on and off street. We need to ensure that there is sufficient provision of high quality parking facilities, which are well located and effectively managed, to support the growth of the local economy, particularly to support development in the city centre and attract inward investment and visitors to the city.
- 8.45. The city council is reviewing car parking standards which are based on proven parking need in the city. e.g. parking requirements for:
- New housing - which are design led and allow better provision for visitors and more spaces for larger properties
 - Employment - which allow essential parking for offices;
 - Leisure - which includes coach parking or drop off facilities
 - Community uses – which give particular consideration to parking for places of worship.
- 8.46. Leicester City Council has also prepared a parking improvement action plan to ensure parking services, parking enforcement and our infrastructure meet the needs of the people who live, work and visit Leicester, and support improvement of the city's economy and environment.

- 8.47. In terms of parking, the development management policies document contains policy considerations for new parking, but the details of any proposed amended parking standards (associated with new development) will be considered and consulted on at the next stage of the Local Plan. This document can be viewed in the development management policies section of the main consultation menu.

Demand management

- 8.48. As part of the preparation of the strategic transport plan a range of demand management options will be considered to ensure the right balance is struck between acknowledging the essential role of the private car for many, set alongside the need to tackle congestion and deliver more sustainable transport solutions through a step change in public transport, cycling and walking. Options are likely to include the potential role of a workplace parking levy and other parking tariff options; potential for introducing congestion charging; and solutions to improve air quality in parts of the city. Consideration of these options will include how any proceeds from these could support a step change in investment to achieve high quality sustainable transport provision, particularly for buses, cycling and walking.

Development management policies – transport

- 8.49. Specific development management policies relating to accessibility, transport infrastructure, new car parking, air quality and highway improvement schemes are contained in the development management policy document.

9. Future minerals and waste needs

Background

8.50. As a unitary authority, Leicester is responsible for minerals and waste planning within its administrative boundary. However, it is important to co-ordinate and work with all relevant organisations to ensure that the Local Plan addresses waste planning issues which cross administrative boundaries given the interdependencies that exist in relation to waste recycling. For example, people who live outside the city's administrative boundary use waste facilities within the city and vice versa. The currently adopted waste plan is the Leicester and Leicestershire waste development framework core strategy and development management DPD which was adopted in 2009. This was prepared jointly with Leicestershire County Council.

Waste

8.51. Leicester City Council processes nearly all of its municipal waste at the Bursom Recycling Centre, at the Wanlip Anaerobic Digester or other private facilities. It is expected that the amount of waste produced in Leicester will rise in line with the future growth of the city. Therefore recycling rates will need to continue to rise, to ensure that this additional waste is processed through the most sustainable locations and methods. It is acknowledged however that due to Leicester being a constrained urban authority, limited opportunities exist in the city administrative boundary to provide final waste disposal facilities such as landfill and therefore the city will continue to be reliant on facilities in other areas of the region and country.

8.52. There are also other waste types, notably commercial and industrial waste, construction and demolition waste, the movements of which are much more difficult to assess, not least because waste demolition materials are often recycled on site at major redevelopments.

Minerals

8.53. Planning for minerals extraction is of great importance at a national level, because aggregates are required for construction and the provision of infrastructure. Leicester City Council has not previously produced its own minerals planning policies as no known currently workable mineral deposits exist in the city. However, the role of the city as a unitary authority is to properly consider minerals policy for Leicester.

8.54. Historically, sites within Leicester have generally produced clay for the brickmaking industry, sand and gravel. However, there has not been any extraction of these materials for many years and there has been little interest expressed by the industry in extracting, particularly since most of administrative boundary of Leicester is now covered by urban development or protected green space.

What our evidence indicates

8.55. Future municipal waste needs for Leicester will be determined once the growth strategy for the city has been finalised. The existing waste contract with Biffa Leicester ends in 2028 so other solutions for disposal of Leicester's municipal waste will need to be considered after this date. However, predictions can be made on the other waste streams and it is predicted that by 2031 within the administrative area of Leicester the following amounts of waste will be produced:

- 350,734 tonnes of commercial and industrial waste per year
- 460,330 tonnes of construction and demolition waste per year.

How are we going to address requirements?

8.56. Planning policies for waste were previously prepared jointly with Leicestershire County Council. However, due to the different timescales in plan preparation, each local authority is now working on an individual waste plan, although the plans will need to be in conformity with each other. It is also accepted due to changes in national minerals policy that a minerals plan is needed for Leicester.

8.57. It is also clear that there needs to be a better understanding of the level of future development, both in Leicester and the wider area, before an accurate basis for future waste and mineral provision in the city administrative boundary can be developed. One option is for the city council to produce a separate minerals and waste plan following the adoption of the new Local Plan.

8.58. We are looking to identify sites in the city which could potentially accommodate new development, including land for waste and mineral needs. A list and plans of these sites are displayed interactively on the website in the main consultation menu (potential development sites). This list includes sites that have previously been submitted to the council by land owners and developers. A number of these sites are current allocations from the 2006 Local Plan which we are considering re-allocating in the new Local Plan.

8.59. The city council has not taken a view at this stage on any of these sites, and their inclusion on this list does not necessarily mean the council considers them as suitable sites for new development. Further assessments will continue, incorporating any comments we receive as part of this consultation, before a final list of potential allocations is included in a draft plan. This draft plan will be subject to further public consultation prior to a formal examination hearing.

Development management policies - waste

8.60. Specific development policies relating to accommodating new waste uses, end of life vehicles facilities and managing the city's mineral resources are contained in the development management policy document.

10. Development and infrastructure

Background

- 10.1. The delivery of new or improved infrastructure to support sustainable development is crucial to economic and social wellbeing. Development needs to be supported by the necessary social, physical and green infrastructure such as education, roads, health facilities, open space, public realm, emergency services, and utilities. It is therefore important to ensure that appropriate levels of infrastructure are provided to support the growth required in the Local Plan.
- 10.2. This is particularly important in terms of infrastructure such as education and transport, which have implications for development site allocations. Suggestions for site allocations for education provision should be made in the potential development sites section of the online consultation (link available via the main consultation menu).
- 10.3. The council will work with partners and infrastructure providers to align and co-ordinate the delivery of key infrastructure, for example working closely with the county council as the adjacent local highway and education authority.
- 10.4. To support the delivery of the Local Plan, an infrastructure delivery plan (IDP) will be produced which will reflect the council's priorities and identify the essential infrastructure to support development and growth. The IDP will be a key part of the evidence base for the Local Plan and will identify future infrastructure capacity and needs across the city. The IDP will set out where possible the costs, funding and timescales for provision.
- 10.5. The council will also work with its neighbouring authorities on needs arising from growth and development of sites beyond the city boundary. This requires consideration of interdependent infrastructure and critical dependencies beyond the city's administrative boundary.
- 10.6. The consideration of interdependent infrastructure, and a framework for its funding and delivery is also important in assessing strategic needs across the greater Leicester area. The consideration of wider supporting infrastructure across administrative boundaries is also important with regards to the 'duty to co-operate'. The close partnership work with the Leicestershire authorities on the strategic growth plan and strategic transport plan will also seek to assess the longer term strategic infrastructure needs within Leicester and Leicestershire.
- 10.7. The council will seek developer contributions towards the provision of infrastructure in accordance with the current CIL regulations and the national planning policy framework. The government is however considering comprehensive changes to the system of developer contributions following an independent review in 2016. This recommends a simpler more streamlined 'hybrid' approach consisting of a local infrastructure tariff as well the use of the established Section 106 developer contributions.

- 10.8. New guidance on a replacement for the CIL and how contributions should be sought is expected in autumn 2017.
- 10.9. Download the review report published in February 2017: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589637/CIL_REPORT_2016.pdf
- 10.10. The council's current policy on seeking these is set out in the development management policies document which can be found via the main consultation menu on the online consultation.

Viability

- 10.11. The council will also take into account economic viability, and will undertake a Local Plan viability assessment to ensure that the cumulative impact of planning policy, standards, and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.

What does our evidence indicate?

- 10.12. The core strategy was supported by a growth infrastructure assessment (GIA) which set out the infrastructure needs arising from growth and development across the city. The GIA set out the needs arising from specific growth sites in the city such as Waterside, Ashton Green, the strategic regeneration area, and also looked at the costs and funding of infrastructure, and how it might be delivered.

How are we going to address this?

- 10.13. As noted above a new infrastructure study to support the Local Plan will be produced. This will assess and focus on infrastructure needs arising from development and growth during the plan period to 2031. Infrastructure work is a continuous and iterative process and the infrastructure priorities and issues evidenced in the GIA will still need to be reviewed. In accordance with government guidance, the new Local Plan infrastructure study will focus on infrastructure priorities that are necessary to support growth, deliverable and also identify sources of funding.
- 10.14. The study will include transport and congestion measures especially in areas of the city which suffer congestion, bus and cycle links, public realm connectivity and improvements, education, emergency services, utilities, green infrastructure, and waste. School pupil place planning information at primary and secondary level will be used to inform the school allocation process as the plan evolves.

Development management policies – developer contributions

10.15. The city council will seek the provision of infrastructure through a range of measures in accordance with planning guidance as well as a range of funding sources. chapter 17 in the development management policies document contains a specific policy in terms of how this will be done.

Appendix 1: Primary Shopping Streets

- Cank Street (*Odd numbers 1 - 17 , even numbers 2 – 48*)
- Cheapside (odd numbers only)
- East Gates
- Gallowtree Gate
- Silver Street (*Odd numbers 1 - 43, even numbers 2 – 40*)
- *High Street (Odd numbers from Eastgate to Shires Lane, even numbers from Eastgates to Carts Lane)*
- *Market Place (Even numbers 2 – 54 inc. the outdoor Market, Food Hall, Corn Exchange and proposed Market Square)*
- Church Gate south of St Peters Lane
- Humberstone Gate west of Charles Street
- Haymarket
- *Carts Lane (odd numbers only)*
- *Bath House Lane*
- *Belgrave Gate (odd numbers to 35, even numbers to 38)*
- *St Martins Square (even numbers only)*
- *Silver Walk*
- *St Martins Walk (odd numbers only)*
- *Hotel Street (even numbers 2 - 8)*
- *St Peters Lane (even numbers 2 – 6)*
- *Fox Lane*
- *Silver Arcade*
- *Malcolm Arcade*
- *Odeon Arcade*
- *Highcross shopping centre*
- *Haymarket Shopping centre*

Appendix 2: Retail hierarchy and neighbourhood parades

Tier 1: Leicester city centre

Tier 2: Beaumont Leys town centre

Tier 3: District centres

1. Belgrave Road
2. Evington Road
3. Narborough Road

Tier 4: Local centres

- | | |
|--|---|
| 1. Aikman Avenue | 24. Malabar Road |
| 2. Allandale Road / Francis Street | 25. Marwood Road |
| 3. Asquith Boulevard | 26. Melbourne Road |
| 4. Aylestone Road Cavendish Road | 27. Nedham Street |
| 5. Aylestone Village | 28. Netherhall Road |
| 6. Blackbird Road / Groby Road / Woodgate | 29. Queens Road |
| 7. Catherine Street / Cannon Street | 30. Saffron Lane / Burnaston Road |
| 8. Downing Drive | 31. Saffron Lane / Cavendish Road |
| 9. East Park Road North | 32. Saffron Lane / Duncan Road |
| 10. Egginton Street | 33. Saint Saviours Road West |
| 11. Evington Village | 34. Saint Stephens Road |
| 12. The Exchange | 35. Sandhills Avenue (<i>A new local centre – built since last Local Plan</i>) |
| 13. Fosse Road North | 36. Sparkenhoe Street |
| 14. Gypsy Lane | 37. Swinford Avenue |
| 15. Green Lane Road / Bridge Road | 38. Thurncourt Road |
| 16. Hamilton (<i>previously a District centre in 2014 Core Strategy</i>) | 39. Uppingham Road (east) – (<i>previously a District centre in 2014 Core Strategy</i>) |
| 17. Hartington Road | 40. Uppingham Road (west) |
| 18. Hinckley Road | 41. Victoria Road East |
| 19. Homefarm / Strasbourg Drive | 42. Wakerly Road / Ethel Road |
| 20. King Richards Road | 43. Welford Road / Gainsborough Road |
| 21. Lockerbie Walk | 44. Welford Road / York Road |
| 22. London Road | 45. Wood hill |
| 23. Loughborough Road | |

Tier 5: Neighbourhood parades

The following shopping centres are recommended to become neighbourhood parades. These shopping centres were previously identified as 'local' shopping centres in the 2014 Core Strategy.

- | | |
|----------------------------------|-----------------------|
| 1. Aylestone Road / Hazel Street | 4. Beaumont Lodge |
| 2. Aylmer Road | 5. Bede Park |
| 3. Barley croft centre | 6. Belgrave Boulevard |

- | | |
|--|-----------------------------------|
| 7. Burnham Drive | 17. Lanesborough Road |
| 8. East Park Road (South) | 18. Nicklaus Road |
| 9. Fosse Road South/ Hinckley Road | 19. Norwich Road |
| 10. Fullhurst Avenue | 20. Ryder Road (Braunstone Frith) |
| 11. Gervas Road | 21. Saint Saviours Road (East) |
| 12. Guthridge Crescent | 22. Sharman Crescent |
| 13. Harrison Road | 23. Southfields Drive |
| 14. Heyford Road | 24. Walnut Street |
| 15. Humberstone Road / Farrington Road | 25. Wharf Street North |
| 16. Humberstone Village | 26. Wheatland Road |

The following shopping centres are also suggested to become neighbourhood parades. These shopping centres were last identified as "ocal' shopping centres in the 1994 city of Leicester Local Plan.

- | | |
|---------------------------------------|--------------------------------------|
| 27. Abbey Lane | 32. Green Lane Road / Coleman Road |
| 28. Berners Street | 33. Meadvale Road |
| 29. Catherine Street / Brandon Street | 34. Parkstone Road / Cardinals Walk |
| 30. Fosse Road South / Harrow Road | 35. Raven Road |
| 31. Fosse Road South / Upperton Road | 36. Upperton Road / Wilberforce Road |
| | 37. Wellinger Way |

A note on neighbourhood parades

'Neighbourhood parades' are a small parade of shops of purely neighbourhood significance. This would be a new planning policy designation. The NPPF does not afford neighbourhood parades the same status and level of protection as other shopping centres. For instance, due to their size we would not be able to apply the key retail tests (impact and sequential test). However, we can develop local planning policy which would provide for the maintenance and enhancement of neighbourhood parades.

Glossary

Air quality management area: If a local authority finds any places where national air quality objectives are not likely to be achieved, it must declare an air quality management area there. This area could be just one or two streets, or it could be much bigger.

Allocation: The use assigned to a piece of land in a development plan. Both local plans and neighbourhood plans can identify allocations for specific uses such as housing, employment and retail.

Call for sites: A process carried out by the council to enable land owners, developers and other stakeholders to submit potential development sites for consideration as allocations with the development plan. A call for sites can be for housing, employment, retail or other types of land use.

Community infrastructure levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Comparison [shopping]: Shopping for goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.

Conservation area: An area designated by the council for its special architectural or historic interest, and where it is important that this special character is preserved or enhanced.

Convenience [shopping]: Shopping for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer prefers convenience over cost.

Developer contributions: See section 106 obligations.

Duty to co-operate: The duty to co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.

General permitted development order 2015 (GPDO): Legislation which permits certain types of minor changes to property without the need to apply for planning permission.

Green infrastructure: A network of multi-functional green space, covering both urban and rural areas, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green wedge: Green wedges comprise the open areas around and between parts of settlements, which maintain the distinction between the countryside and built up areas, prevent the coalescence (merging) of adjacent places and can also provide recreational opportunities.

Gypsy and traveller pitch: Area of land on a gypsy and traveller caravan site developed for a single family (a group of related people who live and/or travel together)

Heritage asset: A building, monument, site, place, area of landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

High speed 2 (HS2): is a planned high-speed railway in the United Kingdom linking London, Birmingham, the East Midlands, Leeds, Sheffield and Manchester. Work on the first phase is scheduled to begin in 2017, reaching Birmingham by 2026, Crewe by 2027, and fully completed by 2033.

Highways improvement line: These are established by the Highways Authority as a statement of future intent of carrying out improvements to the highway and to prevent other conflicting developments taking place. They are recorded on the land charges register and therefore declared on local searches for properties within 200 metres of the improvement line boundary.

Housing and economic development needs assessment (HEDNA): An integrated assessment of future housing and economic development needs. The assessment provides an evidence base to inform the preparation of local plans.

Housing market area (HMA) / housing sub-market areas: The geographical area within which a substantial majority of the employed population both live and work, and where most of those changing home (without changing employment) choose to stay.

Leicester and Leicestershire Enterprise Partnership (LLEP): A body, designated by the secretary of state for communities and local government, established for the purpose of creating or improving the conditions for economic growth in Leicester and Leicestershire.

Leicester principal urban area (LPUA): Term used across Leicestershire to describe the whole of the built up area of Leicester.

Midlands Connect: A collaboration of 28 local authorities, ten local enterprise partnerships, Network Rail, Highways England, central government and the business community working together to produce a transport strategy for the Midlands with the aim of helping to deliver the government's 'Midlands Engine'.

Midlands Engine: A proposal to boost economic growth in the West Midlands and East Midlands regions of England by the 2015-20 introduced by the government in the United Kingdom. It follows the similar 'Northern Powerhouse' proposal.

National planning policy framework (NPPF): This sets out the government's planning policies for England and how these are expected to be applied. It was published in March 2012.

National planning practice guidance (NPPG): This web-based document provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications. The guidance is categorised into subject categories.

Neighbourhood plan: A neighbourhood plan establishes general planning policies for the development and use of land in a neighbourhood. They are prepared by the community.

NUCKLE: The Coventry to Nuneaton rail upgrade, known as NUCKLE (**NU**neaton, **Co**ventry, **Kenilworth LE**arnington) will improve the existing rail line between Coventry and Nuneaton and allow service frequency to increase. It has the potential for a direct rail link between Leicester, Coventry and Leamington Spa

Objectively assessed need (OAN): This is the quantity of housing that households are willing and able to buy or rent, whether from their own resources (in the market sector) or with assistance from the state (in the affordable sector or with subsidy).

Retail impact assessment: A means of establishing the potential commercial impact of a proposed new retail development on existing and committed (i.e. not yet built but have planning permission) retail development and on the vitality and viability of the existing town / village centre.

Section 106 obligations: Section 106 obligations (also referred to as developer contributions or planning obligations) are contributions made by a developer towards local infrastructure and services to meet needs arising from the development (e.g. affordable housing, public open space and public transport provision).

Strategic housing land availability assessment (SHLAA): An assessment which identifies potential housing sites considers their housing potential and assesses when they are likely to be developed. Local authorities are required to prepare a SHLAA and keep them up to date.

Strategic growth plan: an overarching plan that will set out the aspirations for delivering growth in Leicester and Leicestershire, and will set out in broad terms, the amount and location of future growth (housing, economic, infrastructure) until 2050.

Strategic transport plan: An overarching transport plan for Leicester and Leicestershire which will develop evidence and transport priorities to 2050

Sustainability appraisal incorporating strategic environmental assessment (SA/SEA): SA/SEA is a process for helping to ensure that Local Plans achieve an appropriate balance between environmental, economic and social objectives. SA/SEA helps to identify and communicate the sustainability implications of different plan approaches and recommend ways to reduce any negative effects and to increase the positive outcomes.

Sustainable drainage systems (SuDS): Drainage systems designed to manage surface water sustainably.



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