

# Blaby Town Centre

## Description

Blaby town centre is the principal centre in the local authority area and serves as a primary retail and leisure destination. The area covered by Goad encompasses 93 retail, leisure and service units overall, and there is a strong presence of independent businesses in the centre.

Blaby town centre faces competition from nearby out-of-centre retail parks, predominantly Fosse Park. However, the range of units in the town centre is vastly different to Fosse Park, providing a qualitatively different offer to the out of centre provision, and instead provides goods and services that better support the needs of residents.

Blaby town centre continues to serve the day-to-day needs of local residents. The Iceland and Aldi supermarkets play a role in anchoring the centre, drawing in shoppers and encouraging linked trips with the wider offer of the centre.

Blaby town centre is generally very well maintained and is of a good environmental quality, which also aids a perception of the centre feeling very safe and secure. Overall, the town centre appears to be in good health, which is exemplified by the extremely low number of vacant units and the wide diversity of services and facilities on offer.

Blaby's commercial centre primarily comprises a long retail frontage on either side of Lutterworth Road, which runs from north to south through the town. The main parking provision for the centre is provided by the St Johns Road and Enderby Road car parks, which are located immediately to the rear of the retail frontage on the western side of Lutterworth Road.

## Uses

Table 1: Blaby Town Centre Unit Composition

GOAD Category	Number of Units at 2014	Units at 2014 (%)	Number of Units at 2024	Units at 2024 (%)	Units UK Average at September 2024 (%)
Comparison	23	25.0%	23	24.7%	26.3%
Convenience	11	12.0%	10	10.8%	9.3%
Financial & Business	19	23.9%	15	16.1%	8.3%
Leisure	15	16.3%	18	19.4%	25.8%
Retail Service	22	20.7%	24	25.8%	16.0%
Vacant	2	2.2%	3	3.2%	14.1%
<b>TOTAL</b>	<b>92</b>	<b>100.0%</b>	<b>93</b>	<b>100.0%</b>	<b>100.0%</b>

Source: *Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of September 2024; 2014 data derived from Leicester City Council and Blaby District Council Town Centre and Retail Study of September 2015; UK Average from Experian Goad Report of September 2024.*

The Goad area of Blaby town centre encompasses 93 retail, leisure and service units.

Many town centres will have been vulnerable to the well-documented challenges faced by the wider UK retail market, including the impacts of Brexit, the Covid-19 pandemic, and rises in the cost of living. However, the composition data as shown in Table 1 demonstrates that the town centre has successfully resisted the detrimental impacts on the whole, with the number of vacancies only rising by one unit over a period of 10 years.

The number of units occupied by convenience units has changed by one unit between 2014 and 2024. Of the convenience uses there are two large supermarkets in the town centre, Iceland and Aldi, along with a small Morrisons Daily supermarket.

The number of comparison retailers in Blaby town centre has remained unchanged between 2014 to 2024. Approximately 57% of the comparison retailers in the town centre are independent retailers, and there is an even distribution of independent retailers and national multiples throughout Blaby, with no noticeable clusters. The national multiples in the town centre are dominated by charity shops, with Age UK and Mind, amongst others, operating there.

The overall offer of comparison retailers in Blaby town centre is diverse, however there are some comparison uses that are not represented such as menswear, womenswear and childrenswear.

Blaby town centre benefits from a strong leisure offer, particularly in the food and drink sector. The number of leisure operators has increased since 2014, however the centre's level of provision sits below the UK average. The expansion of leisure operators in the town centre reflects national trends, and is a positive offer to attract people to a centre.

There has been a slight increase in retail service units in Blaby since 2014, and the current provision exceeds the national average of these unit types. Over 70% of these operators are health and beauty outlets, all of which are independents. These are complemented by a range of other service units which are able to meet residents' day-to-day needs, including opticians, a post office, and travel agents.

There is some representation in Blaby town centre from national multiples, which account for approximately 26% of its commercial units. These operators include Dominos, Greggs, Iceland and Savers. This figure demonstrates that the town centre has a strong provision of independent retailers, which is positive for a centre of this size that a higher level of national multiples has not been attracted.

Financial and business service representation has declined since 2014, although we consider that this finding largely reflects national trends such as the move to online banking which has resulted in widespread closures of high street banks nationwide. Provision in Blaby town centre continues to surpass UK averages in terms of units. However, the range of units is limited, mainly due to a shortfall of banks and building societies.

## Daytime/Evening Economy

Blaby's daytime economy is underpinned by its strong day-to-day retail and service offer which meets the needs of its local residents. The opening times of the town centre's shops and service operators are generally limited to normal business hours, although there are some exceptions. Notably, ALDI closes at 10pm every day, and Iceland closes at 8pm every day, both with the exception of Sunday.

The town centre has a relatively limited evening economy, denoted by three pubs along with a plethora of takeaway restaurants. Whilst takeaways do in someways support an evening economy, they do not encourage people into a centre to stay for a duration of time.

Furthermore, in recent years, the rise of food delivery services such as JustEat and Deliveroo, has meant that visits to takeaway restaurants have reduced which has had a knock on effect to evening economies of town centres.

## Vacancies

Since 2014, the vacancy rate in Blaby town centre has only slightly increased from two units to three, now totalling 3.2% of the centre's composition. This is significantly below the national average of 14% which paints a positive picture for the town centre.

The three vacant units are not clustered, and instead are evenly distributed through the centre. Additionally, the three units are all small in size so it is unlikely that there will be any issues in attracting businesses to re-occupy them.

Given the above, the vacancy rate does not give cause for concern.

## Pedestrian Flows

We observed a high level of pedestrian activity throughout the town centre when we visited it, particularly around Johns Court Precinct, which is a small, centralised area with retail units that face onto a pedestrianised strip.

Areas of highest footfall were observed in the central area between ALDI and Morrisons daily, with John's Court car park to the rear of Iceland being a popular place for people to park when visiting the town centre.

## Accessibility

Blaby is easily accessible by car, with a number of car parks within the centre, as well adjacent to the town centre's boundary. The car parks are located at: Johns Court, ALDI and Villers Court. Wigston Road Car Park is located adjacent to the centre's boundary, at the east.

All of these car parks besides Aldi run on a pay and display basis and are low cost for visits under four hours. There are also opportunities for on street parking in and around the centre, including along Lutterworth Road, however parking is restricted to only 30 minutes between Monday to Saturday 8 am – 6 pm.

There is no train station in Blaby, and the nearest station is located 3.9 km away in South Wigston. This journey would take 30 minutes by public transport, specifically a bus that runs on a half hourly basis which will limit visitors who wish to arrive by train.

Three bus routes stop conveniently in the centre, along Lutterworth Road and Enderby Road, however the most frequent service runs on a half hourly basis during peak times, and hourly thereafter. This will also limit visitors who wish to arrive by bus.

With regard to accessibility around the town centre, the linear nature and wide, clutter free and flat pavements make for easy pedestrian movements. There was a good level of pedestrian crossings observed too, further supporting safe pedestrian accessibility

Benches were located frequently around the centre in key locations. Notably there are a number of benches in the pedestrianised Johns Court Precinct, and around the crossroads at Forge Corner.

Cycle parking was not frequently observed around the centre. There were some Sheffield stands noticed outside ALDI, as well as to the rear of Iceland in Johns Court car park, however these were not in use at the time of visiting.

## Perception of Safety

At the time of our visit, Blaby felt largely safe and secure. A strong level of pedestrian activity was observed throughout the town centre, reducing any perceived threat of crime.

Street lighting was noted throughout the town centre, however as noted above, the limited night time uses in the centre will likely result in a decreased perception of safety for evening users due to lack of natural surveillance and general activity.

Overall, however, the centre feels safe, secure and well-monitored throughout and is largely free of evidence of anti-social behaviour such as graffiti or vandalism.

## Environmental Quality

Shopfronts are generally well-maintained and the low number of vacant units did not detract from the overall appearance of the town centre. Additionally, the built form of the centre, whilst not consisting of heritage buildings, is attractive and buildings are sympathetic to one another.

There was a good presence of street furniture, such as lighting, benches and planters around the centre which create an attractive and welcoming area.

There are no green spaces within the town centre, however this is not un-typical for a centre of its size. All of the planters in the centre were well kept, and additionally there

were hanging baskets observed frequently on lamp posts and outside retail units. Additional trees to line the roads could be recommended to provide more natural shelter to pedestrians.

Nonetheless, overall, we consider that the town centre provides for a well-maintained and attractive shopping and leisure environment.

## Conclusions

Blaby town centre is the principal centre in the local authority area and serves as a primary retail and leisure destination. It provides a strong retail and service offer which meets the day to day needs of its local residents..

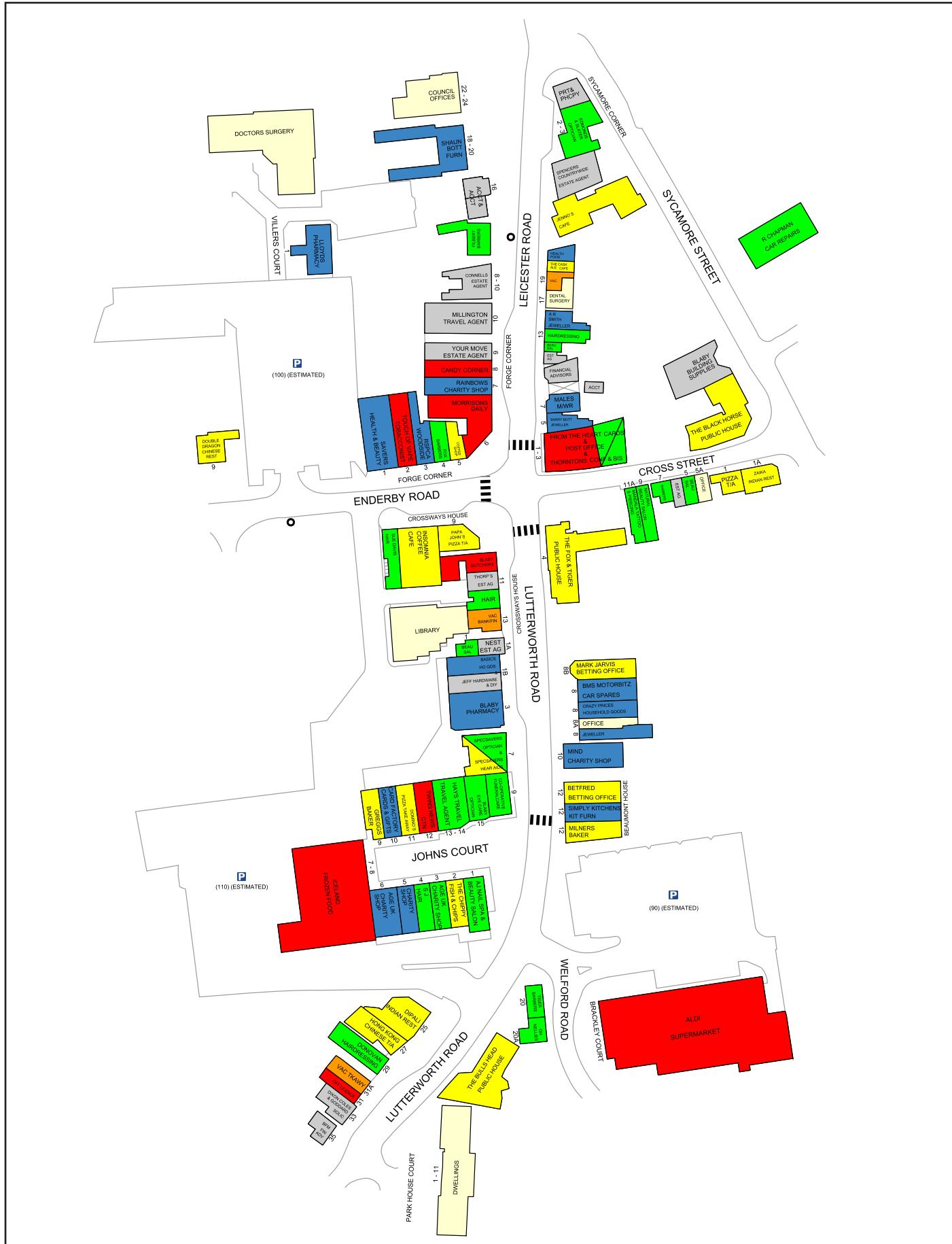
The composition of Blaby has remained fairly unchanged over the past 10 years, despite competition from the nearby out-of-centre shopping parks, particularly Fosse Park. The centre also appears to have positively withstood detrimental impacts as a result of challenges such as Covid-19 and the cost of living crisis.

The town centre's comparison shops continue to provide for a good range of everyday needs, although provision is somewhat skewed towards the lower or value end of the market. The convenience retail offer is anchored by Aldi and Iceland, and supported by a plethora of small convenience stores, that are often independent.

Blaby town centre also benefits from a strong leisure offer, particularly in the food and drink sector. However, the centre does have a high presence of takeaway restaurants, and a low number of restaurants. There is also a high presence of cafes and pubs. Furthermore, the town centre's accessibility by car and its pedestrian-friendly environment create a convenient and attractive centre, however it would benefit from increased accessibility by public transport.

The vacancy rate of units in Blaby is particularly low, which represents a healthy centre which is meeting the day to day needs of residents. It is positive that the vacancy rate has only marginally changed over the past 10 years.

Overall, Blaby has proven to be a resilient town centre and is considered to be vital and viable.



# Enderby District Centre

## Description

With 28 retail, leisure and service units, Enderby is the largest of Blaby's three district centres. It is located approximately 7.5km to the southwest of Leicester city centre and 3km west of Fosse Park Shopping Park. Mill Lane/Cross Street forms the primary shopping and service street. The centre lies at the heart of a wide residential catchment and also provides for civic facilities such as a community centre, library and pre-school.

The retail and service offer is primarily focussed on meeting the day-to-day needs of local residents. The district centre contains two Co-op stores which provide for top-up shopping needs, and a number of independent comparison retailers. Leisure uses, especially food and drink operators, are well-represented in Enderby and contribute to its evening economy.

## Uses

*Table 1: Enderby District Centre Unit Composition*

GOAD Category	Number of Units at 2014	Units at 2014 (%)	Number of Units at 2024	Units at 2024 (%)	Units UK Average at September 2024 (%)
Comparison	3	11.5%	5	17.9%	26.3%
Convenience	3	11.5%	3	10.7%	9.3%
Financial & Business	3	11.5%	2	7.1%	8.3%
Leisure	9	34.6%	10	35.7%	25.8%
Retail Service	8	30.8%	8	28.6%	16.0%
Vacant	0	0.0%	0	0.0%	14.1%
<b>TOTAL</b>	<b>26</b>	<b>100.0%</b>	<b>28</b>	<b>100.0%</b>	<b>100.0%</b>

*Source: Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of September 2024; 2014 data derived from Leicester City Council and Blaby District Council Town Centre and Retail Study of September 2015; UK Average from Experian Goad Report of September 2024.*

Convenience provision in Enderby is dominated by its two Co-op stores, which, unusually, lie in close proximity to each other along Mill Lane/Cross Street. These stores mainly cater for day-to-day top-up shopping, but both benefit from adjacent car parking and the northern unit in particular is able to support main grocery shopping trips.

While both Co-ops were trading on the day of our fieldwork visit, local press reports from November 2024 indicate that the smaller store on Mill Lane is due to close in the first half of 2025. Ownership of the store will be transferred to Samy Ltd, an operator which runs other convenience stores and B&M Retail Ltd.<sup>1</sup>

The remaining convenience operator in the centre is a small independent vape shop.

Enderby's comparison retailers are relatively small in scale and independently operated, reflecting both the nature of the district centre and its proximity to the higher order national multiples at Fosse Shopping Park (which lies around 3km to the east). The centre provides for a good range of daily needs, with representation from a chemist, charity shop, hobby shop, newsagents and a shop selling fireplaces.

Ten of the district centre's commercial units (around 36% of the total number) are occupied by leisure operators, making this the most represented category. The majority of these are food and drink traders, comprising four takeaways, two public houses, and a café. There is also a betting office and a yoga studio.

The next most represented category in Enderby is retail services. The majority of these operators fall into the health and beauty sub-category, and there is also a petrol station and car wash.

The centre's two financial and business service uses comprise an estate agent and building society.

In addition to the commercial uses outlined above, the local area includes a school, library, and community centre.

Overall, we consider that Enderby provides for a good range of retail and service uses for a centre of its size and performs well in meeting the needs of the local population and surrounding villages.

## Daytime/Evening Economy

Enderby's daytime economy is underpinned by its anchor Co-op stores and its role as a service centre serving the daily needs of a localised catchment. Both of the Co-ops

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<sup>1</sup> <https://www.leicestermercury.co.uk/news/leicester-news/seven-co-op-stores-across-9698396>  
[accessed 17th February 2025]

close at 10pm Monday to Saturday, ensuring that there are active frontages in the centre into the evening hours.

Moreover, Enderby contains a relatively high proportion of public house and takeaway uses. These are distributed along Mill Lane/Cross Street and, given the compact nature of the district centre, also help to bring a reasonable level of activity and footfall in the evenings.

## Vacancies

Our survey recorded no vacant units in Enderby. This finding is consistent with the 2014 survey and is considered to be a sign of the district centre's continued good health.

## Opportunity Sites

Given the fact that it is fully occupied and the density of the surrounding residential development, there are limited opportunities and capacity to expand provision in Enderby. The size and format of the commercial stock and the proximity of Fosse Shopping Park also limits the potential to attract modern, larger-scale operators, particularly national multiple retailers.

As a consequence, there are presently few opportunities for expansion and reconfiguration of the district centre in the short to medium-term.

## Pedestrian Flows

At the time of our site visit, Enderby attracted reasonably high levels of foot traffic throughout, with activity concentrated around the two anchor Co-op stores. Some linked trips between the Co-ops and other operators in the centre were observed, with pedestrians frequently crossing Mill Lane/Cross Street.

The peripheral streets, such as Townsend Road, were notably quieter, but nonetheless attracted moderate footfall.

## Accessibility

Enderby lies close to the M1 and M69 motorways and is accessible by car from the B4114 and B582. In addition to the parking facilities at the two Co-op stores, the centre is served by two Council-run car parks (located at King Street and John Street) and free on-street parking throughout.

There are bus stops at Corporation Street connecting the centre to Narborough and Leicester via the number 50 bus route. This service runs every half hour throughout the day and evening.

In terms of pedestrian accessibility, including for those with mobility requirements, Enderby benefits from a fairly extensive walk-in residential catchment, its compact nature, and a relatively flat topography. While there is some potential for pedestrian-vehicle conflict due to the on-street parking and lack of dedicated pedestrian crossings in the centre, on the day of our site visit pedestrians frequently crossed Mill Lane/Cross Street with few challenges.

## Perception of Safety

During our site visit, the steady footfall and the good level of natural surveillance offered by the layout of the centre meant that Enderby felt generally safe and secure. There is plentiful street lighting and (as previously discussed) a number of the district centre's operators have opening hours that extend late into the evening, which contributes to a feeling of safety at night.

## Environmental Quality

Enderby's retail, leisure and service stock comprises a mix of purpose-built commercial units and ground-floor premises within former residential dwellings. The quality of the streetscape and shopfronts is varied. There are some attractive historic buildings, including the Nags Head public house, but the positive contribution that these make to the character of the centre is reduced due to their proximity to lower-quality frontages that detract from the environment, such as the Pace Petrol Filling Station.

Nonetheless, in general the centre's commercial units are well-maintained and appropriate to its function. Furthermore, Enderby is generally free from litter, graffiti and clutter. Overall, therefore, the environmental quality of the centre is reasonably good.

## Conclusions

In summary, Enderby's commercial offer comprises a good variety of retail, leisure and service uses focussed on meeting the day-to-day needs of the walk-in residential catchment.

The district centre's convenience provision is anchored by its two Co-op stores, which mainly provide for top-up shopping but which are of sufficient size to cater for some main grocery shopping trips. The comparison offer reflects the size and format of the

centre's commercial stock and its proximity to higher order retailers at Fosse Shopping Park, being focussed on relatively small-scale independent operators.

Leisure uses, particularly food and drink establishments, contribute to the evening economy and ensure that the centre benefits from footfall and active frontages well after normal business hours.

In addition, the centre provides for a number of services and civic uses – including a community centre, library and pre-school – which serve an important function for the local community.

Importantly, our survey recorded no vacancies within the district centre, a finding consistent with the previous survey of 2014 and an indication of enduring good health.

Enderby benefits from good accessibility, with ample parking, bus services, and a compact layout that encourages pedestrian movement. The quality of the physical environment is generally good, with a mix of attractive historic and modern buildings, although some lower-quality frontages detract from the overall character.

Overall, however, we consider that Enderby is a healthy district centre which performs well in meeting the day-to-day retail and service needs of its local community.

# Glenfield District Centre

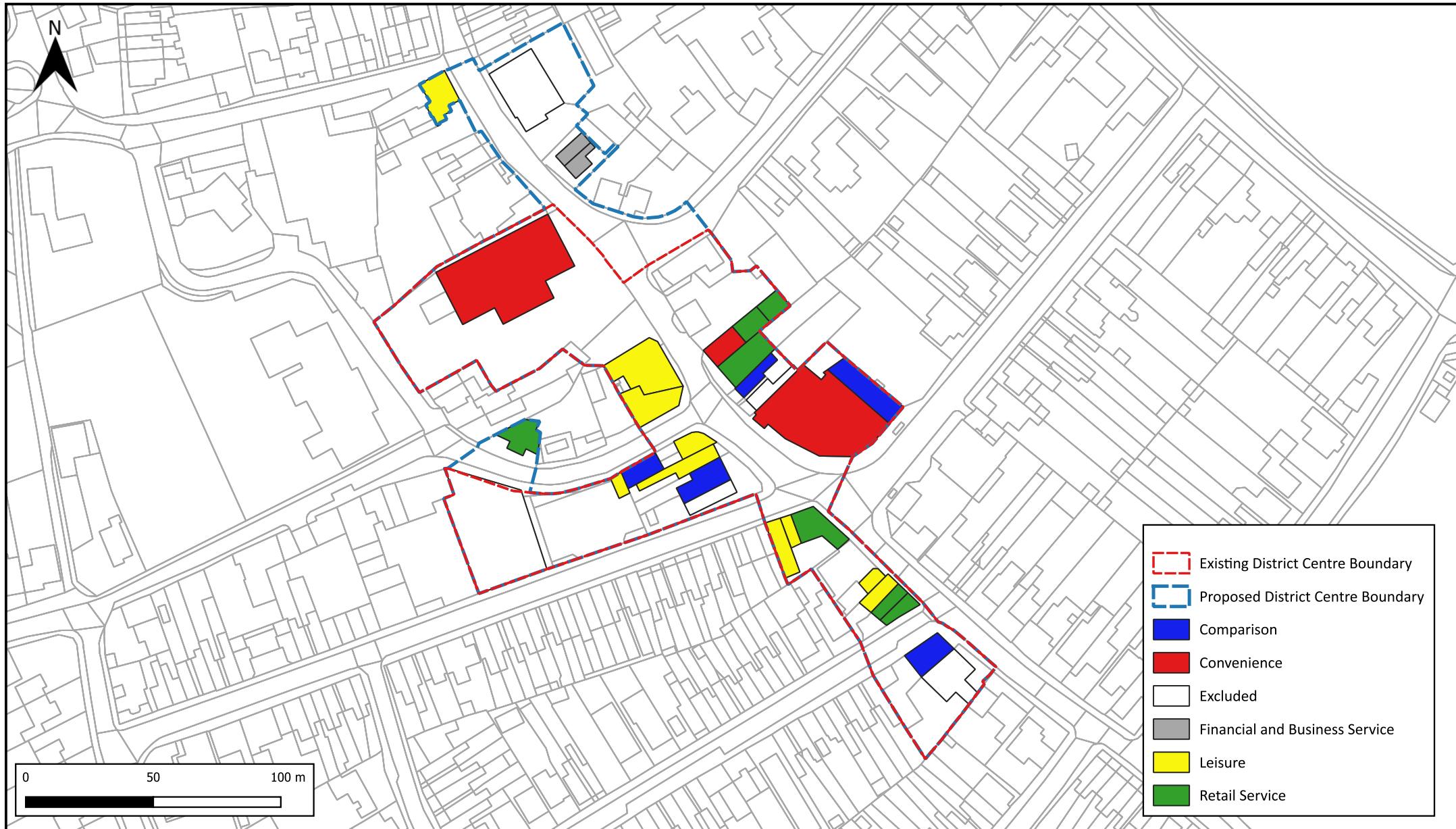
## Description

Glenfield district centre comprises 21 retail, leisure and service units. These premises are arranged around Station Road and Stamford Street and interspersed with residential development forming part of the centre's substantial walk-in catchment.

The centre is anchored by a Morrisons superstore measuring over 5,000 sq.m gross. This unit was previously occupied by Co-op and has been expanded and refurbished since the previous healthcheck of 2014. Morrisons dominates the centre's convenience provision and also sells a broad range of comparison goods which help to fulfil residents' day-to-day non-food shopping needs.

Glenfield also performs an important role as a service centre for the local catchment. It provides for a good range of retail service uses, although focussed on the health & beauty sub-sector, and leisure operators including a public house, restaurant and takeaway which open into the evenings.

The previous healthcheck of the district centre, undertaken in 2014, identified that Glenfield's level of service provision was set to grow as a result of outline planning permission 10/0118/1/OX on land between the defined centre and the M1 motorway. This permission, subsequently varied under reference 12/0457/1/VY, allows for 250 new homes, 30ha of employment land, and a new local centre comprising up to 1,400 sq.m of retail and leisure floorspace. Although the residential and employment elements have since been substantially built out, the local centre element of this permission has not been constructed (and is no longer a requirement of implementation due to the grant of permission reference 15/1384/FUL).



## Uses

Table 1: Glenfield District Centre Unit Composition

GOAD Category	Number of Units at 2014	Units at 2014 (%)	Number of Units at 2024	Units at 2024 (%)	Units UK Average at September 2024 (%)
Comparison	2	10.0%	1	4.8%	26.3%
Convenience	2	10.0%	4	19.0%	9.3%
Financial & Business	2	10.0%	1	4.8%	8.3%
Leisure	7	35.0%	5	23.8%	25.8%
Retail Service	7	35.0%	9	42.9%	16.0%
Vacant	0	0.0%	1	4.8%	14.1%
<b>TOTAL</b>	<b>20</b>	<b>100.0%</b>	<b>21</b>	<b>100.0%</b>	<b>100.0%</b>

Source: *Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of September 2024; 2014 data derived from Leicester City Council and Blaby District Council Town Centre and Retail Study of September 2015; UK Average from Experian Goad Report of September 2024.*

Glenfield is anchored by the Morrisons superstore at Station Road. This unit was occupied by Co-op and the Post Office at the time of the previous healthcheck survey in 2014, and has since been extended and refurbished following its acquisition by Morrisons (under planning permission reference 20/0393/FUL). The resulting, larger store (5,057 sq.m gross) draws trade from a wide catchment encompassing parts of household survey Zones 7, 2, 5 and 8. As well as providing for main and top-up food shopping trips, the Morrisons sells a broad range of comparison goods and offers services such as an ATM, photo processing and a café.

The primary Morrisons offer is supplemented by additional convenience floorspace at the supermarket's adjacent Petrol Filling Station, a butcher, and a further small independent convenience store.

Comparison provision is much more limited, as might be expected given Glenfield's proximity to Leicester city centre and Fosse Shopping Park and the role played by Morrisons in fulfilling local non-food shopping needs. The district centre's only dedicated comparison operator is a pharmacy located at Station Road.

As was the case at the time of the previous survey of 2014, the most prevalent uses in Glenfield are retail services and leisure operators. A substantial proportion of the district centre's commercial units (42.9%) are occupied by retail service traders. The

majority of these units fall into the health & beauty category, but the centre also provides for a Petrol Filling Station, opticians and travel agent. The majority of the retail service units are small in scale and independently operated. They are scattered throughout the district centre, but there is a concentration along Stamford Street to the south of roundabout at The Square.

The next most well-represented category in Glenfield is leisure, albeit that the proportion of commercial uses within this use classification has fallen since 2014. As with the retail service uses, most of Glenfield's leisure operators are small-scale independent traders and, collectively, these provide for a good variety of local needs appropriate for a centre of this size. Provision comprises a bookmakers, café, public house, restaurant and takeaway.

The district centre's remaining commercial operator is a sign design business that falls into the financial & business services category.

In addition to the commercial uses outlined above, Glenfield includes a church, dental practice and library, and there is a primary school and pre-school to the southwest of the centre.

Overall, Glenfield provides for a diverse range of retail and service uses that performs well in the meeting the needs of the surrounding residents, noting in particular the important functions performed by the dominant Morrisons store.

## Daytime/Evening Economy

Glenfield's daytime economy is underpinned by its strong convenience retail and service offer. The Morrisons superstore provides an important anchor which meets the needs of the local catchment and attracts some trade from further afield. Aside from Morrisons, which opens until 10pm Monday to Saturday (and until 4pm on Sundays), most of the district centre's commercial units operate between normal business hours.

The food and drink leisure operators, however, generally operate late into the evening. These are dispersed fairly evenly throughout the centre, with Station Road benefitting from a public house and restaurant, and with a takeaway unit located at the southern part of Stamford Street. Given the compact nature of Glenfield, these uses bring some activity and footfall to most parts of the district centre in the evenings.

## Vacancies

Only one vacant unit was recorded in Glenfield on the day of our survey, this being the soon-to-be-redeveloped former Glenfield Social Club on Station Road (see 'Opportunity Sites' section below for more detail). Due to its size and location, this unit is prominent within the centre and does detract from perceptions of its environmental quality.

However, at 4.8% even with this unit unoccupied, the vacancy rate in the district centre remains far below the national average.

## Opportunity Sites

The key opportunity site within the district centre is the former Glenfield Social Club, which forms the only vacancy. Morrisons purchased this property in 2019 and, in October 2022, was granted planning permission under reference 22/0537/FUL for:

**'Demolition of the existing Glenfield Social Club to facilitate Petrol Filling Station extension. Works to include 2 additional fuel pumps; New air, vac and jet wash facilities; New hard and soft landscaping and associated highways work'.**

The permitted scheme also incorporates new cladding to the façade of the existing petrol filling station canopy at Station Road to ensure it ties in with the materials and colour palette used for the new kiosk and results in a development that is more sympathetic to its setting.

It will also result in some important accessibility benefits for the district centre. The expansion will increase the capacity of the existing petrol filling station, and thus reduce the potential for queues of traffic at Station Road. In addition, upgrades to the existing access and egress routes will result in enhanced connectivity between the Morrisons Store and the other commercial units on Station Road, which is currently lacking.

The permission appeared unimplemented on the date of our fieldwork visit. However, it remains live.

Opportunities to expand provision in the remainder of the centre are constrained by the existing residential that is interspersed with the commercial units and the Glenfield

Conservation Area, which overlaps with approximately half of the defined district centre and extends to its west and east.

## Pedestrian Flows

Morrisons was the main focus of pedestrian activity in Glenfield on the day of our site visit. While there is a pedestrian linkage between the supermarket and the other commercial operators on Station Road, linked trips between the two appeared to be inhibited by a lack of visual prominence and the barrier formed by the vacant former Glenfield Social Club. As noted above, the implementation of the expanded Petrol Filling Station at this location permitted under reference 22/0537/FUL would go some way towards alleviating this issue.

In terms of footfall and pedestrian flows around the rest of Glenfield, we observed relatively modest foot traffic particularly towards the south. As noted at the time of the 2014 healthcheck, the distance from one end of the defined centre to the other is over 400m, which is large considering the relatively small number of units within the centre. As a consequence, we consider that it remains the case that pedestrian flows 'are quite diluted across the retail frontage and appear low'.

Nonetheless, as explained below, the layout of the centre and the residential development dispersed throughout allow for a good level of natural surveillance and the low level of vacancy suggests that the commercial units are well-used. As a consequence, we do not consider that the apparently low levels of pedestrian activity and connectivity observed on the day of our visit significantly undermine Glenfield's function as a district centre.

## Accessibility

Glenfield is easily accessible by car, lying close to Junction 21 of the M1, the A46 and A50. In addition to the extensive car parking provided at the Morrisons store, there are Council-operated car parks at Stamford Street in front of Glenfield Primary School and on Station Road adjacent to the Memorial Hall.

Public transport access is via the bus stops distributed along Station Road and Stamford Street, which provide regular services to the city centre (route 13), Beaumont

Centre (route 13W), and both Glenfield Hospital and Leicester General Hospital (orbital 40).

With regard to the accessibility of the district centre for pedestrians, including those with impaired mobility, Glenfield is located in close proximity to a fairly wide walk-in catchment. The topography of the centre is relatively flat and the streets largely free of clutter. While the width of Station Road creates something of a barrier to those seeking to traverse from west to east, controlled pedestrian crossings are available and on-street parking is prohibited in this location, which help to mitigate this issue.

## Perception of Safety

Glenfield is compact, and its linear layout and the residential development that intersperses the centre's shops and services all contribute to a good level of natural surveillance. As a consequence, the centre feels secure during the daytime.

As noted above, the presence of late-opening food and drink businesses dotted around Glenfield will also contribute to perceptions of safety in the evenings. Moreover, street lighting is provided throughout the centre.

## Environmental Quality

The streetscape of the centre is varied, with the modern Morrisons superstore contrasting with the remaining, smaller-scale commercial units.

In general, the south of the district centre is more pleasant. There are some attractive individual buildings in this part, such as the Nags Head pub, Glenfield Methodist Church and other heritage assets located within the Glenfield Conservation Area. The Square, which lies outside of the defined boundary but adjacent to the commercial stock, provides mature trees and greenery that contribute to the pleasantness of the shopping and service environment.

In the northern part, the former social club is a prominent vacancy that does detract from the street-scene. As set out above under the 'Opportunity Sites' heading, planning permission has been granted to redevelop this site and to reclad the adjacent existing petrol filling station, and we anticipate that this scheme will result in a significant improvement to the environment in this part of the centre.

Overall, however, Glenfield's commercial units are generally well-maintained and the centre lacks any other vacancy that would adversely impact on the quality of its environment. Furthermore, on the day of our visit, the district centre was free of litter, graffiti or other signs of anti-social behaviour.

We therefore consider that Glenfield performs reasonably well in respect of environmental quality.

## Conclusions

In summary, Glenfield provides for a strong convenience retail and service offer anchored by its Morrisons superstore.

Comparison retail provision is limited to an independent pharmacy, likely reflecting the proximity of the district centre to Leicester city centre and Fosse Shopping Park, but the Morrisons is of sufficient size to cater for most day-to-day non-food shopping requirements. The leisure offer fulfils a good range of needs for a centre of this size, with late-opening food and drink outlets scattered throughout the centre and generating some footfall and activity in the evenings.

The only vacant unit in the district centre is the former Glenfield Social Club, which is set to be redeveloped into an expanded petrol filling station for Morrisons. This will result in improvements to the street-scene in the north of the centre and some important accessibility benefits, including enhanced pedestrian connectivity between the supermarket and the other commercial units on Station Road.

Glenfield is accessible by a range of means of transport, with reasonably good manoeuvrability for pedestrians including those with mobility impairments. The layout of the centre and the residential development dispersed throughout allow for a high level of natural surveillance and the low level of vacancy suggests that the commercial units are well-used.

The quality of the district centre environment is, broadly speaking, higher towards the southern end, which overlaps with the Glenfield Conservation Area and also benefits from the mature trees and greenery provided at The Square. While the northern part is generally less attractive, the forthcoming redevelopment of the former social club and associated new cladding to the existing petrol station are expected to provide a boost to the quality of the environment here. Regardless, most of the commercial stock is well-

maintained and free of graffiti, and thus we consider that the centre as a whole performs reasonably well in terms of environmental quality.

Based on these indicators, our overall conclusion is that Glenfield is reasonably vital and viable and performs well in fulfilling the retail, leisure and service needs of its catchment.



# Narborough District Centre

## Description

Narborough is a large village and also district centre within Blaby District, and is located around 9.6 km southwest of Leicester. The town centre extends north from Narborough Train Station, and the 25 units are dispersed around a relatively large area.

The defined centre is split into two parts. The western area is concentrated to the north of the train station on Station Road and includes units along Coventry Road/Leicester Road. The eastern area is focussed around Royal Court and Coventry Road/Leicester Road. However, there are also additional retail uses between the two parts of the centre, which are interspersed with some housing. However, this central area also contributes to the overall level of service and facility provision within the district centre.

The district centre is local in nature, and dominated by independent businesses that occupy purpose-built ground floor retail units. Narborough is attractive, and the well-kept built form around the town centre creates a distinct sense of place.

## Uses

*Table 1: Narborough District Centre Unit Composition*

GOAD Category	Number of Units at 2014	Units at 2014 (%)	Number of Units at 2024	Units at 2024 (%)	Units UK Average at September 2024 (%)
Comparison	4	19.0%	6	24.0%	26.3%
Convenience	3	14.3%	4	16.0%	9.3%
Financial & Business	4	19.0%	1	4.0%	8.3%
Leisure	3	14.3%	6	24.0%	25.8%
Retail Service	5	23.8%	8	32.0%	16.0%
Vacant	2	9.5%	0	0.0%	14.1%
<b>TOTAL</b>	<b>21</b>	<b>100.0%</b>	<b>25</b>	<b>100.0%</b>	<b>100.0%</b>

*Source: Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of September 2024; 2014 data derived from Leicester City Council and Blaby District Council Town Centre and Retail Study of September 2015; UK Average from Experian Goad Report of September 2024.*

Narborough is a small district centre, comprising 25 retail, leisure and service units in total. The unit composition of the town centre is diverse and will adequately support

most of the day to day needs of local residents. The operators in the centre mainly have a middle range price point, with a couple of higher end bespoke furniture retailers.

Whilst the number of comparison units are slightly below the national average, there is a relatively strong representation of comparison businesses when considering the size of the district centre. The range of comparison businesses is good, with limited duplication of offering. There is however no representation of clothing shops. Over the past 10 years, the historic composition data represents a rise in the number of comparison operators which is positive and also represents that there was an unmet demand for comparison operators in Narborough.

Convenience operators have an above average presence in Narborough. Alongside a Co-operative Food supermarket, there are two convenience stores as well as a shoe repairer. The offer in the centre has increased by one unit over the past 10 years.

Financial and business services are both represented below their respective national averages, and notably there is a distinct shortfall of financial and business services. There is currently one operator that supports this operation within Narborough, an estate agent. Given the district centre classification of the centre, it would be positive to see another operator in this class, in particularly the presence of a bank. Since 2014, the number of financial and business services has fallen from a 19.0% composition representation, to just 8.7%, which is a drastic decline.

There is an above average representation of retail services in the centre, denoted by a high amount of hair and beauty businesses, and representation has grown significantly over the past 10 years in the centre.

## Daytime/Evening Economy

Narborough has a strong daytime economy, that is supported by a wide array of comparison, convenience and service operators in the centre. The range is positive, and would play a role in attracting visitors to stay for longer durations of time during the day as they visit more than one operator.

The evening economy is limited, however when considering the size of the centre this is not surprising. There is an Indian restaurant, as well as a pub that are both considered as evening uses.

Although the evening economy is limited, this is not a point for concern as small district centres are not typically an evening hub as people tend to visit larger centres and leisure parks for such activities.

## Vacancies

Positively, there were no vacancies observed in Narborough at the time of visiting. When looking at the historic composition data for the centre, this paints a positive picture for Narborough as the vacant units that had previously been observed have since been re-occupied.

There being no vacant units in the centre suggests that Narborough is positively supporting the day to day needs of local residents, and is a desirable place for people to visit and support local businesses.

## Pedestrian Flows

We observed a moderate level of pedestrian activity, particularly between the train station and Narborough Arms along Station Road, as well as around Royal Court. As you moved east and west along Leicester Road, pedestrian activity dwindled, most likely due to the interspersed units amongst a predominantly residential area.

## Accessibility

Narborough is the only centre in the district of Blaby that has a train station. Narborough train station has hourly trains north to Leicester, and west to Birmingham.

Two bus routes run through Narborough, providing frequent services to Leicester City Centre, which makes the centre the most accessible by public transport, when compared to the other town and district centres that have been assessed as part of this retail study.

Car parking is limited in the centre, and several small car parks are located on the periphery of Narborough. Informal on street parking is possible in some parts of the centre around residential areas, however spaces are limited and are not in plentiful supply to support visits to the centre by car.

Narborough is situated within a large residential area, and pedestrian access in and around the centre is good. Footpaths were observed throughout the centre, these were wide and even surfaced, and crossing points were available across main vehicular thoroughfares through the centre.

## Perception of Safety

At the time of our visit, Narborough felt very safe. This was helped by the small size of the centre, as well as the residential setting of it which provides a lot of natural surveillance.

The moderate level of footfall also supported the perception of safety in the centre.

There was no evidence of vandalism or graffiti in the centre, however the limited presence of an evening economy in Narborough suggests that in the evening there may be a heightened fear of safety due to limited numbers of people around.

## Environmental Quality

Narborough has a reasonable level of environmental quality, supported by the fact the centre was noted to be clean. However, there was limited planting and greenery observed, which typically are features that would enhance the overall environmental quality of a centre.

It would be beneficial to encourage the addition of small planters, either at street level or hanging, as well as some benches along the streets to provide areas of respite for visitors, as well as encouraging social interactions.

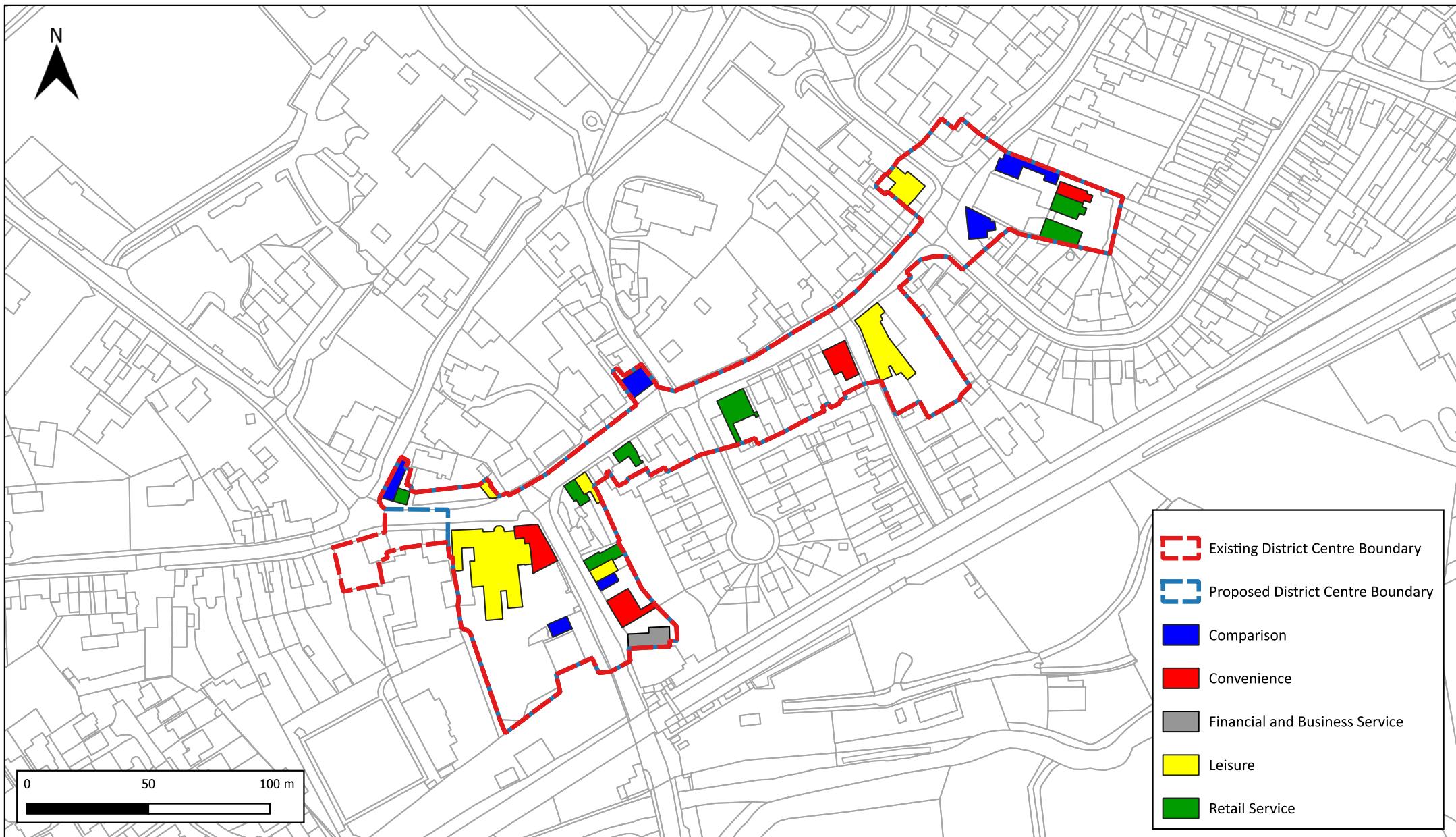
## Conclusions

Narborough is a small district centre, that has a diverse composition of goods and services which support the day to day needs of local residents. This is made further apparent by there being no vacant units in the centre, which paints a positive picture on the function that Narborough has as a district centre.

The centre is attractive, made so by the built form, and also has a good level of environmental quality. However, there are areas where the environment of the centre could benefit from some improvements such as planters and benches.

Narborough is also highly accessible by public transport and is the only centre within the district of Blaby that has a train station. This will have a positive impact in attracting a higher level of footfall to the centre, when compared to other centres that do not benefit from a train station.

Overall, it is considered that Narborough is a vital and viable district centre, which performs an important role in meeting residents' day to day needs.



# Stoney Stanton Rural Centre

## Description

Stoney Stanton is a large village and rural centre within Blaby District. It is located 16 km from Leicester. The village has a plethora of history, with its first notable mention being in the Domesday Survey of Leicestershire (1086), before then becoming a hub for mining activity, specifically granite.

Whilst the village is large, there are only fifteen retail units within the centre's existing boundary, and they are not clustered and instead scattered throughout.

The centre's built form is attractive and the public realm is well-kept which creates a distinct sense of place.

## Uses

*Table 1: Stoney Stanton Rural Centre Unit Composition*

GOAD Category	Number of Units at 2024	Units at 2024 (%)	Units UK Average at September 2024 (%)
Comparison	3	20.0%	26.3%
Convenience	3	20.0%	9.3%
Financial & Business	2	13.3%	8.3%
Leisure	5	33.3%	25.8%
Retail Service	2	13.3%	16.0%
Vacant	0	0.0%	14.1%
<b>TOTAL</b>	<b>15</b>	<b>100.0%</b>	<b>100.0%</b>

*Source: Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of September 2024; UK Average from Experian Goad Report of September 2024.*

Stoney Stanton is a small rural centre, comprising just 15 retail, leisure and service units which offer goods and services at a mid-range price point. Despite the small size of the centre, the composition is varied and will positively support the daily needs of local residents. There is no timeseries data for Stoney Stanton to understand how the composition has changed over time, although the composition currently paints a positive picture for the rural centre.

Convenience operators are represented above the national average in Stoney Stanton. There is a Co-operative food located in the centre, along with two small independent convenience stores.

Comparison operators have a below average representation, however positively there are no duplicate units amongst the three businesses that are classed as such in the centre. There is a pharmacy, an opticians and a hardware store which are all uses that will support the needs of local residents. A general clothing store would be beneficial to add to the range in Stoney Stanton, however the size of the rural centre would suggest that a clothing store would not be viable.

Financial and business and leisure services both have an above average representation. However, it was observed that Thomas Flavell & Sons Solicitors were leaving their premises in the centre imminently whilst still operating when we visited. This move will impact the centre's composition.

There are three pubs in Stoney Stanton, which comprise 20% of the centre's total composition, and all were observed to have a good lunchtime trade when we visited the centre. It is likely that they are also a popular destination for local residents in the evening too.

Retail services are slightly underrepresented in the centre, and the two units that support this use are both hair dressers. It is positive to see that the centre has not been saturated with retail services such as hair dressers and beauty salons, which is a trend that has been observed nationally in local centres.

## Daytime/Evening Economy

The three pubs that are located in Stoney Stanton play a role in supporting a strong evening economy. Besides the pubs, there is one Chinese restaurant that also operates as a takeaway. For a centre of the size of Stoney Stanton, it is positive for there to be such a strong evening economy.

The pubs also play a role in supporting the daytime economy, along with there being a range of other daytime operators. However, the daytime uses appear to be weaker in offer when compared to the centres evening economy.

## Vacancies

Positively, there were no vacancies observed in Stoney Stanton at the time of visiting. As there is no historic composition data for the rural centre, it is not possible to understand how composition has changed over time.

It was however observed that one unit was imminently going to be vacant, formerly occupied by Thomas Flavell & Sons. This unit was the ground floor use of a large multi-tenure office space.

The lack of vacancies in Stoney Stanton is positive, and suggests that the centre is an attractive destination that suitably supports the needs of local residents.

## Pedestrian Flows

We observed a low level of pedestrian activity around Stoney Stanton. Whilst it was noticed that people were parking for the pubs as it was around lunch time when visiting, there was a very low level of footfall around the wider centre.

The range of businesses in Stoney Stanton is ultimately quite narrow, and there are not many operators that will support one another and encourage multi-trip visits, as opposed to visitors frequenting one operator then leaving.

## Accessibility

There is no public transport in and around Stoney Stanton, meaning that accessibility is restricted by this mode.

There are several small car parks in and around the centre, and on street parking is also possible, with no time restrictions in place. Parking was not a perceived issue when visiting, as although all car parks were small, spaces were readily available.

The centre is in the heart of a rural village, and pedestrian accessibility is good, made so by wide foot paths as well as crossing points in prominent positions. The roads in and around Stoney Stanton did not appear to have a high traffic flow when we visited, however vehicular movements would likely increase during peak hours related to school times and work times.

## Perception of Safety

At the time of our visit, Stoney Stanton was observed to be a very safe centre. The rural setting of it, and limited accessibility likely plays a role in deterring crime.

There was a good amount of natural surveillance created by residential dwellings that were interspersed amongst the retail and service units.

Street lighting was observed around the centre, which makes the pedestrian environment safe outside of daylight hours. There was also no evidence of vandalism or graffiti in the centre.

## Environmental Quality

Stoney Stanton has a good level of environmental quality for such a small centre. It was noted to be a clean environment, that was also welcoming for visitors.

Where space allowed, public infrastructure was in place such as benches which supports social interactions as well as providing an area of respite for visitors.

Planting was observed where possible, and the relatively narrow pavements mean that further options for greening likely cannot be explored.

## Conclusions

Stoney Stanton is a small rural centre, and its 15 units have a diverse composition of goods and services that, together, support a majority of the day to day needs of local residents. There were no vacant units observed in the centre at the time of visiting, suggesting that the function of the centre is positive and is well used.

Despite the centre being so small, the units were not clustered and there were relatively long walking distances from one end of the centre to the other. This likely results in visitors going to one business when visiting, rather than moving around the centre to undertake a variety of activities.

The centre is quiet, and also attractive due to its built form and setting. The environmental quality is also good, and it was not observed that there was any particular room for improvement.

## Motorways Retail Area (Out-of-Centre)

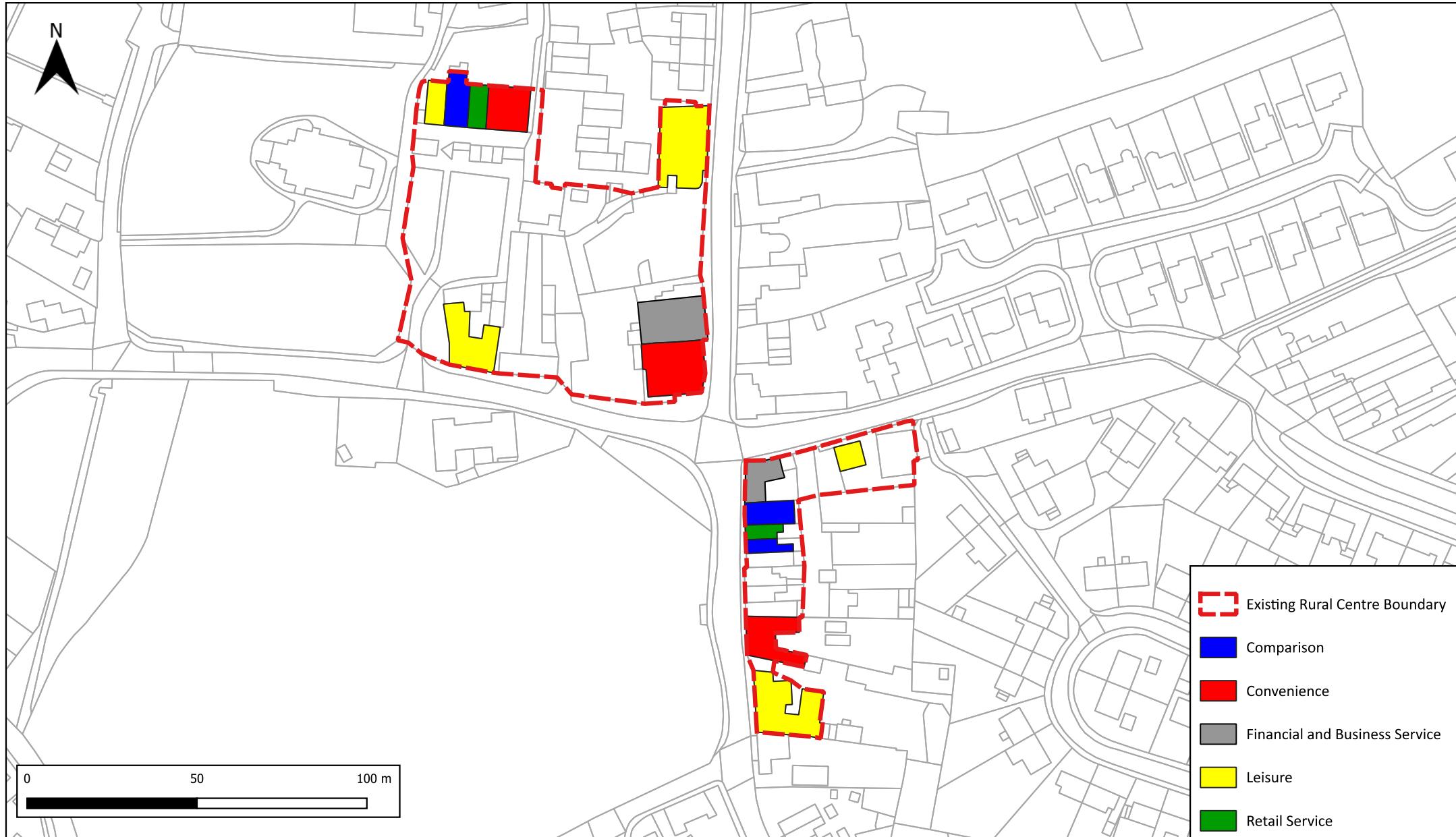
### Description

The Motorways Retail Area (MRA) as currently defined encompasses Fosse Shopping Park, the adjacent Asda, and the retail and leisure development at Grove Farm Triangle (including the Sainsbury's supermarket), all of which are out-of-centre.

Fosse Park is one of the largest retail parks both within Blaby District, as well as in the wider East Midlands area. It is located just off the M1, making it easily accessible, and the wide range of shops and food and drink venues play a role in attracting a high number of visitors yearly.

Fosse Park is largely a comparison retailer focused centre, with major retailers including Next, Marks & Spencer, Primark and TK Maxx, however there is also a large Sainsbury's supermarket and an Asda superstore located within the vicinity of Fosse Park which provide a convenience offer (and the Marks & Spencer also sells food).

In recent years, Fosse Park has undergone significant expansion which has seen the addition of Fosse Park West as well as Food Central opening in 2021. The development was aimed at modernising the shopping experience and expanding the offer to draw more visitors. Food Central has created an area within the retail park that has a high concentration of well-known restaurants such as Nando's, Greggs, Costa Coffee and Zizzi.



## Uses

Table 1: Motorways Retail Area (MRA) Unit Composition

GOAD Category	Number of Units at 2024	Units at 2024 (%)	Units UK Average at September 2024 (%)
Comparison	42	57.5%	26.3%
Convenience	2	2.7%	9.3%
Financial & Business	0	0.0%	8.3%
Leisure	22	30.1%	25.8%
Retail Service	3	4.1%	16.0%
Vacant	4	5.5%	14.1%
<b>TOTAL</b>	<b>73</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Composition of town centre based on boundary as defined by Experian Goad and derived from Nexus Planning Survey of September 2024; UK Average from Experian Goad Report of September 2024.

The MRA encompasses 73 retail, leisure and service units in total.

In April 2021, a £168m extension opened at Fosse Park Shopping Centre, which provided a large increase to the retail and leisure floor space through the opening of Fosse Park West, and Food Central. This has played a role in drastically increasing visits to the shopping park due to the diverse range of retailers all in one location.

Fosse Park has an above average concentration of comparison and leisure operators, which is typical for a shopping park of this nature. The comparison and leisure operators are predominantly at a mid-range price point, however there are options in the shopping park to purchase higher end goods.

Alongside the high amount of comparison and leisure services, there are also two large supermarkets, namely Asda Superstore and Sainsbury's, located within the wider MRA complex. Moreover, the M&S provides for food products. The presence of these supermarkets within the MRA creates a destination where visitors can undertake a wide array of activities to support their day to day needs and will likely play a role in detracting visits to local centres.

There are no financial and business services located at the MRA, which is not unsurprising for an out-of-centre shopping park destination, due to large units not suiting the needs that would be required by a bank, for example. However, to overcome this, there is a temporary Barclays Pod that is located outside Marks and Spencer, which is open Monday to Saturday 10am – 6pm. Barclays have introduced this pod concept to

community spaces nationally, to provide help with money management, their products, services and transactions that don't involve cash or cheques.

At the MRA, there are only three units that are not considered to be national multiples, and all of these units are leisure services found within Food Central.

## Daytime/Evening Economy

The MRA has a strong daytime economy which is underpinned by the wide comparison and leisure service offer that, when combined together, creates an attractive shopping park for daytime visiting.

Whilst Food Central has a high concentration of leisure services, there are only a handful of restaurants, resulting in the MRA having a relatively limited evening economy. It is likely that these operators do not attract specific visits in the evening, and instead will be used by visitors towards the end of their shopping day.

Meridian Park, which is located 2.9 km north of the MRA has a cluster of leisure services, including restaurants, a cinema, a gym and bowling, that together support a strong evening economy.

## Vacancies

Positively, there were only four units at the MRA that were vacant at the time of visiting. This figure is significantly below the national average for centres nationally, however the average figure is not specific to shopping parks.

The 2015 joint retail study identified that the MRA did not have any vacancies at that point. However, it is important to note that since that date, the opening of Fosse Park West and Food Central have expanded number of units and, as such, the proportion of vacant units is still considered to be low.

## Pedestrian Flows

We observed a high level of pedestrian activity throughout the MRA when we visited it, particularly around the main part of Fosse Park where there is a high concentration of comparison retailers.

Footfall was observed to be considerably less around the south west part of the MRA, where there are shops such as Currys and DFS.

## Accessibility

The MRA is easily accessible by car, due to it being situated just off the M1. There are 3,100 parking spaces, with spaces provided around each cluster of shops, as opposed to one centralised car park. Parking is free, as long as you are intending on shopping there, and overnight parking is not permitted.

There are 16 EV charging points around the MRA, which given the overall level of parking available is a relatively low number and is something that should be improved.

There are six bus routes that stop in, or close to, the MRA. These routes vary in frequency of services, with buses arriving between 20-minute to hour intervals.

The nearest train station to the MRA is Narborough, which is located 4.2 km to the south. A bus route does run from the train station to Fosse Park. However, the journey takes between 20 minutes and half an hour and, as such, is not likely to be a popular mode of transport to access the MRA for day-to-day visits.

## Perception of Safety

At the time of our visit, the MRA felt very safe. This was helped by the high level of footfall around the shopping park, as well as frequent security guards observed patrolling.

The wide footpaths around the centre, and open nature of the carpark created a safe pedestrian environment. Although visiting during the day time, there was a lot of lighting fixtures that were observed.

There was no evidence of vandalism and graffiti throughout the centre, and it is unlikely that the centre would attract much anti-social behaviour besides shop lifting due to the high concentration of shops.

## Environmental Quality

The recently opened development at the MRA, as well as the wider refurbishments that have come as a result of it, has for the most part created a high quality environment. Mostly all of the shopfronts are all well maintained, and their high quality design will play a role in enhancing the visitors perception.

There is a good level of planting which separates the walkways and the carparking areas, and benches were frequently incorporated into the design of the centre, providing a respite for visitors.

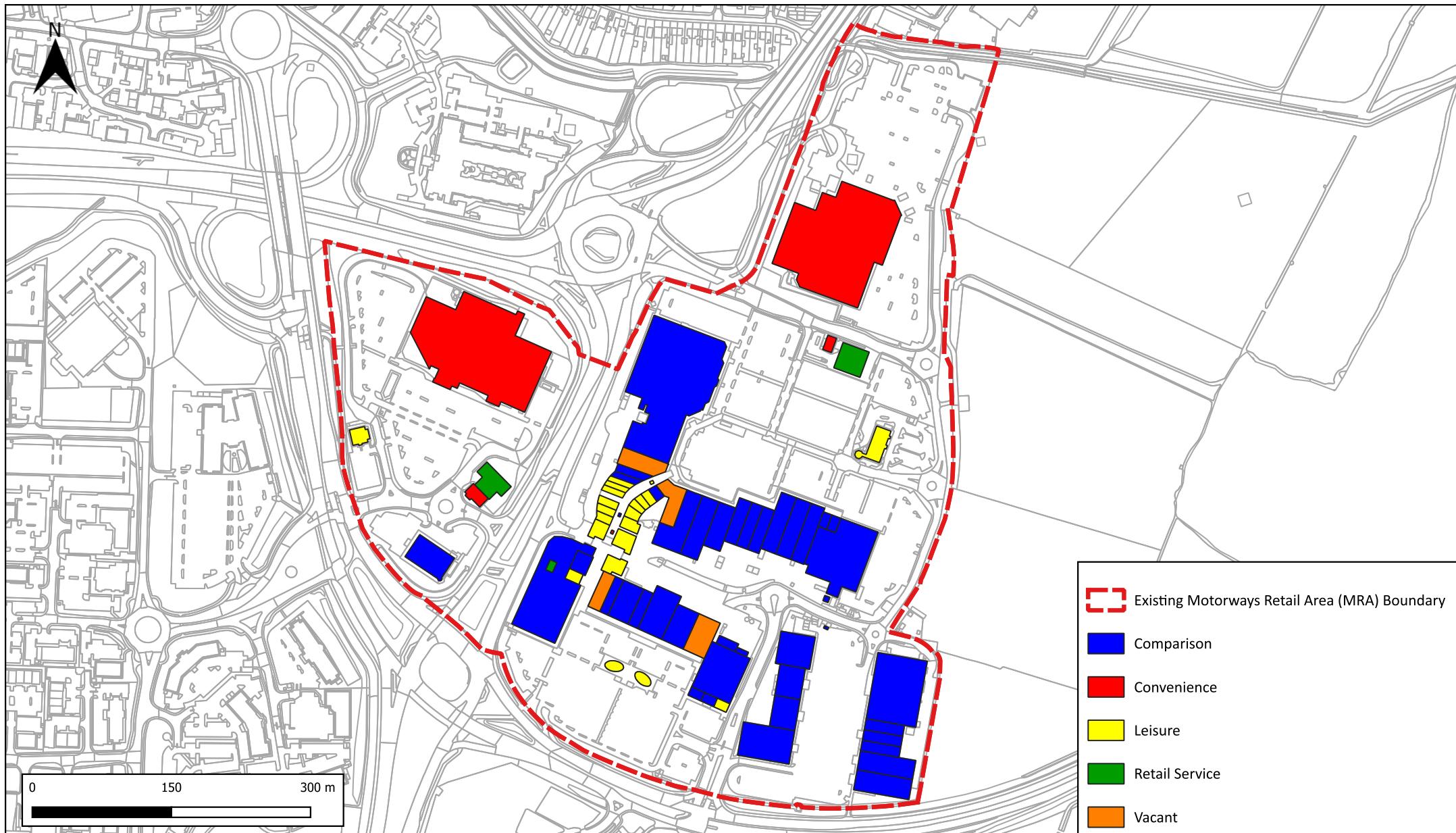
In the south west corner of the MRA, where retailers such as Currys and DfS are found, the environmental quality is a lot lower. The units appear somewhat run down and there is no planting to soften the large expanse of units around a car park. The picture is similar around the Asda superstore to the north of Fosse Park too.

## Conclusions

The MRA is a popular retail and leisure destination for the wider East Midlands region, due to its high concentration of comparison and leisure operators within one vicinity.

The recently opened extensions to Fosse Park, which include Fosse Park West and Food Central have played an important role in increasing the offer at the MRA, which will have had a positive influence in attracting a higher level of footfall.

Whilst a vast majority of Fosse Park is modern in design, which creates an attractive shopping environment for visitors, there are corners of the wider MRA that are run down and would benefit from improvement to enhance the wider perception of the area.



No.	Centre	No of units	Convenience Store(s)																		Nexus Analysis and Recommendation			
			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV				
1	Cosby Local Centre	13	Y	Y	N	Y	1	3	23.1%	4	30.8%	4	30.8%	2	15.4%	0	0.0%	0	0.0%		An attractively set centre, that is split between north and south by a stream. For the size of the centre, there is a good mix of unit types. However there are no business services. The unit mix in the centre is also dominated by independent retailers and, positively, there are no vacant units, indicating that the centre is well-used by locals and also is a desirable location for businesses to operate. There is no designated parking in the centre, but on-street parking provision was not observed to be a problem.			
2	Countesthorpe Local Centre	18	Y	Y	N	Y	2	1	5.6%	4	22.2%	6	33.3%	6	33.3%	1	5.6%	0	0.0%		The largest local centre in the district, which provides a good variety of retail and leisure services for local residents. The retail units are found centrally, within a one way system that is bound by Central Street, Wigston Street and Church Street. Along Wigston Street, there is a purpose-built retail parade, with a undercroft walkway, residential units above and car parking bays. This retail parade would benefit from both facade improvements to the residential units, and enhancements to the street level through the introduction of greenery to soften the visual prominence of the development. The extent of the local centre along Central Street is more attractive, due to its built form. Whilst the centre is largely dominated by independent retailers, there is also a Tesco Express in a former pub, and there is off-street parking available to visitors.			

No.	Centre	No of units	Convenience Store(s)																		Nexus Analysis and Recommendation					
			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV						
3	Glen Parva Local Centre	5	Y	Y	Y	Y	Y	0	1	20.0%	2	40.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%	A small centre, consisting of a single cluster of shops, all of which are independent. Post office services are available within the Grange Store convenience store. There are no vacant units in the centre. The range of retail and leisure uses is limited, but nonetheless appeared popular for local residents as high footfall was observed. There is limited parking provision for the local centre, which resulted in the surrounding residential streets having high levels of cars parked there whilst people visited the centre. Given the size and function of the centre we recommend that it is downgraded to a Neighbourhood Parade.					
4	Huncote Local Centre	7	Y	N	Y	N	2	0	0.0%	2	28.6%	3	42.9%	2	28.6%	0	0.0%	0	0.0%	A small local centre, consisting of a pub and a small parade of shops. There is not a wide variety of business types in the centre, suggesting that local residents likely have to visit other centres to fulfil wider needs. However, there is a small convenience store with a post office that appeared to attract a majority of the footfall to the centre. The centre does not benefit from designated parking, which encourages visitors to park on curbs.						
5	Kirby Muxloe Local Centre	11	Y	Y	Y	N	2	1	9.1%	1	9.1%	3	27.3%	4	36.4%	2	18.2%	0	0.0%	Kirby Muxloe is a small local centre, that is formed around one cluster of buildings. There is a good range of businesses in the centre given its small size, offering services that will support the needs of the local community. There are parking bays outside of the retail units, and a large car park that forms part of the pub which is also located within the defined centre. Pedestrian accessibility around the centre was deemed to be good due to wide pavements along a quiet road, and a moderate level of footfall was observed when visiting the centre.						
6	Leicester Forest East Local Centre	6	Y	Y	Y	Y	Y	5	1	16.7%	2	33.3%	0	0.0%	2	33.3%	1	16.7%	0	0.0%	This local centre is small, and set along the busy Hinckley Road. The defined centre boundary includes a supermarket and a pharmacy, as well as a dentist and medical centre. Off-street parking is available at both the supermarket and the pharmacy, making the centre accessible. When visiting, the supermarket appeared to attract moderate footfall.  0.1 miles west of the centre (a 3 minute walk) is a convenience store, an estate agents' and a post office, located along Holmfield Avenue West. We recommend that the current centre boundary is expanded westwards to include these three units.					

No.	Centre	No of units	Convenience Store(s)																			Nexus Analysis and Recommendation			
			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV				
7	Sapcote Local Centre	5	Y	N	N	Y	2	1	20.0%	1	20.0%	2	40.0%	1	20.0%	0	0.0%	0	0.0%						
8	Whetstone Local Centre	13	Y	Y	Y	Y	2	3	23.1%	2	15.4%	2	15.4%	4	30.8%	1	7.7%	1	7.7%						

No.	Centre	No of units	Convenience Store(s)																		Nexus Analysis and Recommendation			
			F	F	F	ATM	M	CV	CV	CV	CV	CV												
9	146-150 Hinckley Road Neighbourhood Parade, Leicester Forest East	5	Y	N	N	Y	2	0	0.0%	3	60.0%	2	40.0%	0	0.0%	0	0.0%	0	0.0%	A neighbourhood parade, formed of one group of units and set back from the road offering space for parking to visitors. The centre includes a small Nisa convenience store and it was observed to be a popular destination with high footfall.				
10	Ayston Road Neighbourhood Parade, Braunstone Town	12	Y	N	Y	Y	2	1	8.3%	2	16.7%	2	16.7%	4	33.3%	3	25.0%	0	0.0%	A Tesco Express lies a short distance to the west of the neighbourhood parade, as currently defined, and we recommend this is added to the boundary.				
11	Bidford Road/Braunstone Lane Neighbourhood Parade, Braunstone Town	4	Y	N	N	N	0	0	0.0%	2	50.0%	0	0.0%	2	50.0%	0	0.0%	0	0.0%	A relatively large centre comprising a cluster of units on both sides of Ayston Road, with on-street and dedicated parking at the frontages. Provision includes two national multiple convenience stores, a range of health & beauty operators, a café and a takeaway. The Londis offers post office services and an ATM. While somewhat scruffy in appearance, there are no vacancies and the centre enjoys high footfall, suggesting that it is performing well in fulfilling local needs.				
12	Cherry Tree Court Neighbourhood Parade, Kirby Muxloe	7	N	N	N	N	0	1	14.3%	0	0.0%	1	14.3%	5	71.4%	0	0.0%	0	0.0%	A small parade of just three units along Bidford Road, plus a convenience store on Branstone Lane. The range of uses is limited, given the number, but the centre does provide for two small general convenience stores, hairdressing and dog grooming services.				
13	Copt Oak Court Neighbourhood Parade, Narborough	5	Y	N	N	Y	1	0	0.0%	1	20.0%	3	60.0%	1	20.0%	0	0.0%	0	0.0%	A relatively large, and attractively set Neighbourhood Parade, with two blocks of purpose- built units set around a small landscaped green space. Above the retail units are residential dwellings, that are connected by a walkway to the front of the development. There is a variety of shops within the neighbourhood parade and, positively, no vacant units. The setting of the neighbourhood parade lends itself to easy pedestrian mobility. There is off-street parking available on a purpose-built layby that forms part of the development. There was a moderate level of footfall observed when visiting.				
																				A modern, purpose-built neighbourhood parade that will have been bought forward as part of a wider residential scheme. The neighbourhood parade is anchored by a public house, with a small supermarket, two takeaways and a hairdressers. Positively, there are no vacant units in the parade, and it appeared to function in its role well. There is ample parking available as part of the development, which appeared to be a driving factor in attracting high footfall. The centre enjoys prominent positioning within a residential area, and provides for an array of functions to meet the day-to-day needs of residents.				

No.	Centre	No of units	Convenience Store(s)																		Nexus Analysis and Recommendation					
			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV						
14	Cyril Street Neighbourhood Parade, Braunstone Town	6	N	N	N	N	0	0	0.0%	1	16.7%	0	0.0%	3	50.0%	0	0.0%	2	33.3%		A continuous row of commercial units on Cyril Street, near the border with Leicester City Council. Some on-street parking is available at the frontage, which, at the time of the site visit, was quiet. There is a limited range of uses present, comprising three health & beauty operators and one cake supply store. The remaining units are vacant and detract from the look and feel of the centre. This centre is considered to perform a limited role and future monitoring is recommended to ensure it continues to fulfil its function as a neighbourhood parade.					
15	Dog and Gun Lane Neighbourhood Parade, Whetstone	2	Y	N	N	N	2	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%		A large Co-op supermarket and public house situated at the end of Dog and Gun Lane in the Whetstone residential area. There is extensive car parking to the front of the Co-op, which was busy at the time of the site visit. Although the number of units is small, the Co-op unit contains a café, travel agents and launderette facilities. The centre therefore fulfils a variety of local needs.					
16	Dominion Road Neighbourhood Parade, Glenfield	12	Y	Y	N	Y	4	1	8.3%	1	8.3%	4	33.3%	4	33.3%	0	0.0%	2	16.7%		This neighbourhood parade is concentrated around a roundabout, with units on both sides of the road. It is a large centre with a focus on leisure and retail services. A good amount of parking is available for visitors outside units on both sides of the road. It was observed that there was a high level of footfall when visiting the centre, particularly with people visiting the Tesco convenience store.					
17	Edward Avenue Neighbourhood Parade, Braunstone Town	6	Y	Y	N	Y	1	1	16.7%	1	16.7%	1	16.7%	2	33.3%	0	0.0%	1	16.7%		Whilst the neighbourhood parade is large, it would not lend itself to being upgraded to a Local Centre due to the limited range of businesses in the centre.					
18	Elm Tree Avenue/Somerset Drive Neighbourhood Parade, Glenfield	1	Y	N	N	Y	1	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%		A very small neighbourhood parade that consists of just two units, and only one retail and leisure use. The other unit comprises a Spinal Health Clinic. The neighbourhood parade has been developed as part of a wider residential estate. The convenience store appeared popular with regular footfall in and out of it, and there was a good level of parking at the parade -					

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			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV				
			Pharmacy	Post Office	ATM	National Operators	Comparison No.	Comparison (%)	Convenience No.	Convenience (%)	Leisure Service No.	Leisure Service (%)	Retail Service No.	Retail Service (%)	Business Service No.	Business Service (%)	Vacancies No.	Vacancies (%)						
19	Faire Road Neighbourhood Parade, Glenfield	8	Y	N	N	N	0	1	12.5%	1	12.5%	3	37.5%	1	12.5%	2	25.0%	0	0.0%			however it appeared that most visitors accessed it by foot due to its setting within a residential estate.		
20	Grove Road Roundabout Neighbourhood Parade, Whetstone	3	Y	N	N	N	1	0	0.0%	1	33.3%	2	66.7%	0	0.0%	0	0.0%	0	0.0%			A mix of units of different sizes and formats spread around the Grove Road roundabout in the Whetstone residential area. There is surface-level parking available at the larger units. The centre provides for a Co-op convenience store, a dental surgery, children's nursery and leisure operators. While the range of uses is somewhat limited, it is considered to fulfil a variety of important local needs.		
21	Henley Crescent Neighbourhood Parade, Braunstone Town	5	Y	N	N	Y	1	0	0.0%	1	20.0%	1	20.0%	2	40.0%	0	0.0%	1	20.0%			A small parade of units with parking available at the lay-by in the front. The centre is somewhat scruffy in appearance and its look and feel is impacted by the vacant unit and the fact that its takeaway is shuttered during the day. Nonetheless, it does fulfil some local needs, including top-up retailing.		
22	Needham Avenue Neighbourhood Parade, Glen Parva	2	N	N	N	N	0	0	0.0%	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%			A small row of units, some of which have been converted into residential uses. The range of uses within the centre does not include retail, and this is reflected in the low footfall. The commercial businesses comprise a 'See Your Baby' ultrasound service, a health & beauty operator and training school, and a cafe.		
																						Given the limited size and function of the centre and the extent to which it appears to be underperforming, we recommend that it no longer be designated as a neighbourhood parade and is removed from the hierarchy.		

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			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV							
23	Pochin Street Neighbourhood Parade, Croft	6	Y	N	N	N	2	1	16.7%	2	33.3%	2	33.3%	1	16.7%	0	0.0%	0	0.0%								
24	Station Road Neighbourhood Parade, Countesthorpe	4	N	N	N	N	0	1	25.0%	0	0.0%	0	0.0%	2	50.0%	1	25.0%	0	0.0%								
25	Sun Way Neighbourhood Parade, Braunstone Town	4	Y	N	N	Y	1	0	0.0%	2	50.0%	2	50.0%	0	0.0%	0	0.0%	0	0.0%								
26	Thorpe Astley Neighbourhood Parade, Braunstone Town	2	Y	N	N	N	2	0	0.0%	1	50.0%	1	50.0%	0	0.0%	0	0.0%	0	0.0%								
27	Warden's Walk Neighbourhood Parade, Braunstone Town	7	Y	N	N	N	0	0	0.0%	1	14.3%	2	28.6%	3	42.9%	0	0.0%	1	14.3%								
28	Warren Court Neighbourhood Parade, Leicester Forest East	1	N	Y	N	N	0	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%								

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			F	F	F	ATM	M	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV	CV							
29	Watergate Lane Neighbourhood Parade, Braunstone Town	8	Y	N	Y	Y	1	0	0.0%	1	12.5%	5	62.5%	2	25.0%	0	0.0%	0	0.0%	A well-maintained row of shops with residential accommodation above. Footfall is high and lay-by parking is available to the front of the commercial units. The centre is dominated by takeaway uses and, to a lesser extent, health & beauty operators. Nonetheless, the One Stop store provides for top-up shopping and post office services.						
30	Western Drive Neighbourhood Parade, Blaby	4	Y	N	N	N	0	0	0.0%	1	25%	0	0%	1	25%	0	0%	2	50.0%	A purpose-built neighbourhood parade with flats above and serving a large walk-in catchment. There is lay-by car parking and cycle parking to the front of the commercial units. While there are two vacancies, the centre is generally well-maintained, with soft landscaping contributing to its environmental quality. The uses comprise a small convenience store/off licence, barber shop and office. Thus, while the function of the centre is limited by the small range of operators, it does provide for some local needs.						