

# Public Document Pack



Hincley & Bosworth  
Borough Council

**Bill Cullen** MBA (ISM), BA(Hons) MRTPI  
Chief Executive

Date: 31 October 2018

To: **Members of the Scrutiny Commission**

Mr MR Lay (Chairman)	Mr DW MacDonald
Mrs R Camamile (Vice-Chairman)	Mr RB Roberts
Mr KWP Lynch (Vice-Chairman)	Mr BE Sutton
Mr DC Bill MBE	Mr R Ward
Mr SL Bray	Mr HG Williams
Mr WJ Crooks	

Copy to all other Members of the Council

(other recipients for information)

Dear Councillor,

There will be a meeting of the **SCRUTINY COMMISSION** in the De Montfort Suite, Hincley Hub on **THURSDAY, 8 NOVEMBER 2018** at **6.30 pm** and your attendance is required.

The agenda for the meeting is set out overleaf.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R Owen'.

Rebecca Owen  
Democratic Services Officer

## SCRUTINY COMMISSION - 8 NOVEMBER 2018

### A G E N D A

1. APOLOGIES AND SUBSTITUTIONS
2. MINUTES (Pages 1 - 4)  
To confirm the minutes of the meeting held on 13 September.
3. ADDITIONAL URGENT BUSINESS BY REASON OF SPECIAL CIRCUMSTANCES  
To be advised of any additional items of business which the Chairman decides by reason of special circumstances shall be taken as matters of urgency at this meeting.
4. DECLARATIONS OF INTEREST  
To receive verbally from members any disclosures which they are required to make in accordance with the Council's code of conduct or in pursuance of Section 106 of the Local Government Finance Act 1992. **This is in addition to the need for such disclosure to be also given when the relevant matter is reached on the agenda.**
5. QUESTIONS  
To hear any questions in accordance with Council Procedure Rule 12.
6. PRESENTATION FROM TOGETHER FOR TENANTS  
To receive an update on the work of Together for Tenants.
7. FLY TIPPING (Pages 5 - 16)  
To update the Scrutiny Commission on fly tipping incidents and the recent campaign, in response to the request at a previous meeting.
8. REVIEW OF THE DEVELOPING COMMUNITIES FUND (Pages 17 - 24)  
To review the operation of the Developing Communities Fund.
9. CULTURAL STRATEGY (Pages 25 - 34)  
To review the Cultural Strategy prior to Council decision.
10. HOUSING STRATEGY 2018 - 2021 (Pages 35 - 44)  
To present the Housing Strategy 2018 to 2023.
11. HRA INVESTMENT PLAN (Pages 45 - 58)  
To present the HRA investment plan and recommend purchase of 11 two-bedroom properties on the Middlefield development.
12. NEW DIRECTIONS FOR GROWTH - FURTHER OPTIONS CONSULTATION LOCAL PLAN REVIEW (Pages 59 - 84)  
To consider the new directions for growth local plan review consultation document.
13. LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN (Pages 85 - 174)  
To consider the revised Leicester & Leicestershire Strategic Growth Plan.
14. CONSTITUTION UPDATE (Pages 175 - 178)  
To consider a proposed change to the constitution in relation to neighbourhood

development plans.

15. SCRUTINY COMMISSION WORK PROGRAMME 2016-18 (Pages 179 - 184)  
Work programme attached.
16. MINUTES OF FINANCE & PERFORMANCE SCRUTINY (Pages 185 - 186)  
To receive the minutes of the meeting on 10 September for information.
17. ANY OTHER ITEMS OF BUSINESS WHICH THE CHAIRMAN DECIDES HAVE TO BE DEALT WITH AS MATTERS OF URGENCY  
As announced under item 3.
18. MATTERS FROM WHICH THE PUBLIC MAY BE EXCLUDED  
To consider the passing of a resolution under Section 100A(4) of the Local Government Act 1972 excluding the public from the undermentioned item of business on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 and 10 of Schedule 12A of the 1972 Act.
19. BLOCK C REVIEW (Pages 187 - 196)

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## HINCKLEY AND BOSWORTH BOROUGH COUNCIL

### SCRUTINY COMMISSION

13 SEPTEMBER 2018 AT 6.30 PM

PRESENT: Mr MR Lay - Chairman  
Mrs R Camamile and Mr KWP Lynch – Vice-Chairman

Mr DC Bill MBE, Mr DS Cope (for Mr SL Bray), Mr WJ Crooks, Mr DW MacDonald,  
Mr RB Roberts and Mr R Ward

Also in attendance: Councillor MA Cook

Officers in attendance: Rachel Burgess, Bill Cullen, Julie Kenny, Rebecca Owen, Rob Parkinson, Giles Rawdon and Sharon Stacey

#### 168 APOLOGIES AND SUBSTITUTIONS

Apologies for absence were submitted on behalf of Councillors Bray, Sutton and Williams, with the substitution of Councillor Cope for Councillor Bray authorised in accordance with council procedure rule 10.

#### 169 MINUTES

It was moved by Councillor Camamile, seconded by Councillor Bill and

RESOLVED – the minutes of the meeting held on 10 July be confirmed and signed by the chairman.

#### 170 DECLARATIONS OF INTEREST

No interests were declared at this stage.

Councillor Crooks entered the meeting at 6.34pm.

#### 171 COMMUNITY SAFETY PARTNERSHIP SIX MONTHLY UPDATE

Members were provided with a six monthly update on the work of the Community Safety Partnership. Inspector Emma Maxwell of Leicestershire Police and Chris Parsons of Leicestershire Fire & Rescue were also present to present their perspective. During the presentation, the following points were noted:

- The increase in hate crime and domestic violence was influenced by encouraging victims to report these crimes so did not necessarily reflect an increase in the incidents
- Theft from vehicles had decreased
- Some crimes could be pre-empted and plans put in place, for example addressing the increase in rural crime in September
- The decrease in antisocial behaviour was partly due to a change in the way it was recorded. The borough council had seen an increase in the number of anti social behaviour cases it was managing
- Knife crime, which is of increasing concern particularly in the city centre, was being addressed via talks in schools to raise awareness of the penalties and consequences associated with this type of crime

- There had been a 33% improvement on call handling since the previous year and online reporting was to be trialled
- In addition to the continuing high performance of the fire service highlighted in the report, there were other aspects of the role not reported including supporting the ambulance service and working with vulnerable people which involved increasing volumes of work.

Members felt that the output of the partnership for the funding available provided great value for money.

A member made reference to the Pride alarm scheme which had ceased previously and said they were not aware of a current scheme. Officers explained that the scheme was for vulnerable people and that members of the public could access the scheme if they fit the criteria. They agreed to send details to members.

It was suggested that community policing needed to strengthen links with the community, and concern was expressed that monthly newsletters created by the local policing teams didn't always seem to be received by the local councillors. Concern was also expressed that, on a few occasions, vehicle crime in progress had been reported using the 101 number but the call handler had claimed there was nothing they could do. Inspector Maxwell explained that the newsletters were sent to parish councils monthly and advised members to contact her if they were not being received. She also asked that parishes invite their local policing team to parish council meetings and that, whilst they would not be able to attend every meeting, if they didn't attend for long periods, she could follow up. She also asked members to contact her directly if they experienced negativity from call handlers when using the 101 number. She explained that, whilst struggling to recruit staff in the call centre, they were looking at best practice from companies with high performing call centres to learn from and improve their service.

Inspector Maxwell reported on the safer roads team that was being set up and asked members to let her know of any particular problem areas to be able to inform the team. Discussion ensued on the difficulty of co-ordinating with Leicestershire County Council to be able to install speed warning signs, even where the parish council purchased the signs there were issues with arranging for lampposts to be assessed to be able to erect the signs. Officers confirmed that these issues had been raised with the county council but would be taken back for discussion. In relation to concern about overweight lorries using particular roads, members were asked to make a note of the operating company so action could be taken against them if appropriate.

A member suggested they had reported drug crime a few times but no action appeared to have been taken. In response, Inspector Maxwell explained that the information would have been logged in order to build a picture of the activity to ensure there was sufficient evidence and she emphasised the importance of continuing to report even when it seemed that no action was being taken.

#### RESOLVED –

- (i) The work of the Community Safety Partnership be welcomed;
- (ii) The concerns expressed about detachment between the police and the community/parish councils be noted;
- (iii) The development of a web portal for reporting crime be supported and be proactively promoted when available.

172 AIR QUALITY MANAGEMENT ANNUAL UPDATE

Members received an annual update on air quality in the borough, hearing that there were not exceedances of limits and no air quality management areas had been designated.

In relation to higher levels of pollution alongside the A511 in Markfield, it was noted that a detailed assessment had been carried out in 2015 and monitoring had been increased but the average level had remained below the limits and DEFRA had agreed that an air quality management area was not necessary.

RESOLVED – the report be noted.

173 CARBON MANAGEMENT PLAN

The Scrutiny Commission received a report on reductions in carbon emissions arising from HBBC operations from March 2008 to March 2018, hearing that the target set had been achieved. It was noted that those areas with the largest emissions had been addressed (for example the leisure centre and former council offices) so reductions would be more modest in future.

RESOLVED – the 40.2% reduction in carbon emissions be welcomed and noted.

174 COUNCIL TAX CARE LEAVERS DISCOUNT

Consideration was given to a report which recommended using discretionary powers to offer discounted council tax to young people leaving care following a campaign by the Children's Society. It was explained that the charge payable would be nil until the age of 25 and it was estimated that 35 young people in the borough would benefit.

RESOLVED – the initiative be welcomed and RECOMMENDED to Council.

175 UNITARY PROPOSALS FOR LEICESTERSHIRE AND PLANS FOR EAST MIDLANDS STRATEGIC ALLIANCE

The recent announcement by Leicestershire County Council (LCC) regarding its decision to develop proposals for a unitary structure of local government in Leicestershire and an East Midlands Strategic Alliance was discussed. The Chief Executive reported that work on alternative models had previously been commissioned and that this would be brought to the next cycle of meetings. He also informed members that the district leaders had agreed to send a joint letter to LCC and committed to responding to any consultation from LCC which was anticipated for the autumn.

Attention was drawn to the consultation that HBBC had put into the Borough Bulletin and a member said he had asked parish councils to put it on their notice board to encourage participation. Members were reminded that, in the 1990s, a consultation with residents showed that the majority did not feel any change to local government structure was required and it was reiterated that local services should be delivered locally. It was noted that the consultation was due to close at the end of September so a verbal update could be provided to the next Council meeting.

RESOLVED - the report be noted and RECOMMENDED to Council.

176 SCRUTINY COMMISSION WORK PROGRAMME 2016-18

In considering the overview & scrutiny work programme, it was noted that there would be a frontline service review of the planning service at the next meeting of Finance & Performance Scrutiny.

177 MINUTES OF FINANCE & PERFORMANCE SCRUTINY

The minutes of the last meeting of Finance & Performance Scrutiny were noted.

178 MATTERS FROM WHICH THE PUBLIC MAY BE EXCLUDED

On the motion of Councillor Lay seconded by Councillor Roberts, it was

RESOLVED – in accordance with section 100A(4) of the Local Government Act 1972, the public be excluded from the following item of business on the grounds that it involves the disclosure of exempt information as defined in paragraphs 3, 5 and 10 of Part I of Schedule 12A of that Act.

179 FUTURE LEP GEOGRAPHY

Members received a report on the future of Local Economic Partnerships further to recent government guidance.

Members supported the recommendations within the report and it was moved by Councillor Bill and seconded by Councillor Lay that an additional recommendation be made to Council in private session. This was supported by all members and it was

RESOLVED – the recommendations contained within the report be supported and an additional recommendation be made to Council.

(The Meeting closed at 8.54 pm)

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CHAIRMAN



## Hinckley & Bosworth Borough Council

FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

SCRUTINY COMMISSION

8 NOVEMBER 2018

WARDS AFFECTED: ALL WARDS

### FLY TIPPING UPDATE

#### Report of Director (Environment and Planning)

#### 1. PURPOSE OF REPORT

- 1.1 To update Scrutiny on fly tipping incidents and the recent Leicestershire wide fly tipping campaign.

#### 2. RECOMMENDATION

- 2.1 That Scrutiny notes the contents of the report.

#### 3. BACKGROUND TO THE REPORT

- 3.1 Fly tipping has increased across the County and City to around 12,000 incidents a year. That is nearly 33 fly tips every day. During 2017/18 there were 731 fly tips in HBBC (a 4% increase on the previous year) and it cost HBBC over £33,000 to clear these up.

Authority	Incidents per calendar year		% Change
	2016	2017	
Blaby District Council	548	533	-3%
Charnwood Borough Council	581	612	5%
Harborough District Council	614	627	2%
Hinckley & Bosworth Borough Council	690	717	4%
Melton Borough Council	414	385	-7%
North West Leicestershire District Council	864	754	-13%
Oadby & Wigston Borough Council	19	11	-42%
<b>Leicestershire total (no Leicester City)</b>	<b>3730</b>	<b>3639</b>	<b>-2%</b>
Leicester City	8712	8260	-5%

Analysis of 2016/17 data across the county and city doesn't support any particular reason for a an increase in a particular type of fly tipping (e.g. green waste following the charge introduction), any link to changes in household waste and recycling centre opening times, or charges for large item collections. This suggests no single cause had driven the increase seen. The data in Appendix 1 identifies mixed household waste to be the largest single type of fly tipping and the largest size of fly tip to be less than a car boot load (other).

3.2 A joint fly tipping campaign was agreed by all the Leicestershire District, County and the City Councils for May-June 2018. It was funded by the Leicestershire waste partnership (£20,000) and Leicester city council (£2,500). Appendix 2 is the campaign summary and shows the results across the County and City as a whole. Examples of the campaign materials are also shown. Headline achievements are:-

- Campaign seen at least 600,000 times.
- 9% increase in people using council collection services (86% for HBBC).
- 49 fly tippers fined a total of £21,173.
- 410 businesses inspected, 2 fined and 1 prosecuted a total of £57,000.

3.3 The table below illustrates HBBC's outcomes from the campaign compared to the campaign as a whole and demonstrates the effort put into the campaign by Officers, and the strong partnership working we have to get the information to as many people as possible. Posters / signage was targeted at areas with high incidents of fly tipping (see appendix 3), recycling banks, and litter bins where black sacks often left.

		HBBC	TOTAL
1.	No people reached on facebook	39298	105415
	No people reached on TWITTER	32484	156056
	<b>SOCIAL MEDIA TOTAL</b>	<b>71782</b>	<b>261471</b>
2.	Website hits - fly tip	458	5974
	Website hits bulkies	2511	4034
	<b>WEBSITE TOTAL</b>	<b>2969</b>	<b>10008</b>
3.	no of events held / attended	4	14
	<b>PEOPLE MET AT EVENTS TOTAL</b>	<b>600</b>	<b>2100</b>
4	Posters / signage		0
	<b>POSTERS TOTAL</b>	<b>1860</b>	<b>8785</b>
<b>5</b>	<b>LEAFLET / INFO TOTAL</b>	<b>4170</b>	<b>18176</b>

3.4 Another major part of HBBC's campaign was to promote the use of the bulky / large item collection service with the aim of reducing the number of people using rogue traders. The number of collections which could be made was increased and the charge for the service was reduced from £23 to £15 (for 5 items from April 1 2018), and adverts placed on all 52,000 black lidded wheelie bins as part of the information about the waste round changes. The service was promoted along side the fly tipping campaign.

3.5 The categories of items for collection were also changed to increase significantly the items collected. A second category was introduced for non standard items which officers need to quote for. As a result the number of collections made increased from 444 to 825 for the period May / June 2017 to 2018. This is a 86% increase.

3.6 Enforcement also targeted fly tipping. During the campaign (May and June) Clean Neighbourhood Officers made 117 visits to businesses to ensure they had correct

waste disposal contracts in place. 2 fixed penalty notices were issued to businesses with no contracts in place and 1 for a fixed penalty notice was issued for a fly tip. 8 further fixed penalty notices have been issues during July – September with officers continuing to enforce where evidence is found and the fly tipper can be identified.

- 3.7 DEFRA consulted local authorities on the introduction of a new fixed penalty notice for duty of care offences in relation to fly tipping. At present a householder who gives their waste to an unauthorised waste carrier can only be prosecuted. This new FPN would enable a fixed penalty notice to be introduced which is a more proportionate response to the offence.
- 3.8 The number of fly tips in HBBC increased during the campaign period by 37 (26%) compared to 2017 which was disappointing. This increase has slowed during July – September but there is still a 7.5% increase on 2017. This could be a consequence of increased reporting due to the increased awareness of fly tipping as a result of the campaign.
- 3.9 The partnership working across Leicestershire will continue with a commitment to a joint littering campaign in June / July 2019 to target litter from vehicles, on business fronts, and cigarette litter.

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

- 4.1 The report is to be taken in open session.

5. FINANCIAL IMPLICATIONS [CS]

- 5.1 The Leicestershire wide fly tipping campaign has been funded by the Leicestershire Waste Partnership.

- 5.2 The amount of income received from bulky collections is as follows:

	<b>Budget £</b>	<b>Actual £</b>	<b>Number of Collections</b>
2017/18 (whole year)	51,000	52,425	2417
2017/18 (Apr-Sep only)	25,500	26,153	1206
2018/19 (Apr-Sep only)	20,902	30,983	2137

Although the charge for bulky collections has reduced from £23 to £15 from April 2018 the number of collections and income has increased.

- 5.3 The cost of the adverts placed on wheelie bins has been funded as from the waste round changes budget.

6. LEGAL IMPLICATIONS [MR]

- 6.1 None.

7. CORPORATE PLAN IMPLICATIONS

- 7.1 This campaign contributes to the corporate plan aim to keep our borough clean and green.

## 8. CONSULTATION

- 8.1 No consultation was undertaken as part of this campaign. The campaign was developed collaboratively by all partners using experience from earlier campaigns and national campaigns.

## 9. RISK IMPLICATIONS

- 9.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.
- 9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.
- 9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Failure to remove fly tipping in a timely fashion resulting in detriment to the environment / amenity.	Ensure service standards of collecting fly tipping in 5 days are met.	Lisa Kirby
Failure to enforce against fly tippers	Ensure all fly tips are checked for evidence and appropriate enforcement actions are taken.	Lisa Kirby

## 10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

- 10.1 People in receipt of certain benefits are entitled to 50% discount on bulky collection charges.
- 10.2 Fly tipping affects all parts of the Borough (as shown in Appendix 3) and all parish councils were supplied with posters, bin stickers and asked to share the council's social media posts.

## 11. CORPORATE IMPLICATIONS

- 11.1 By submitting this report, the report author has taken the following into account:
- Community Safety implications
  - Environmental implications
  - ICT implications
  - Asset Management implications
  - Procurement implications
  - Human Resources implications
  - Planning implications
  - Data Protection implications
  - Voluntary Sector

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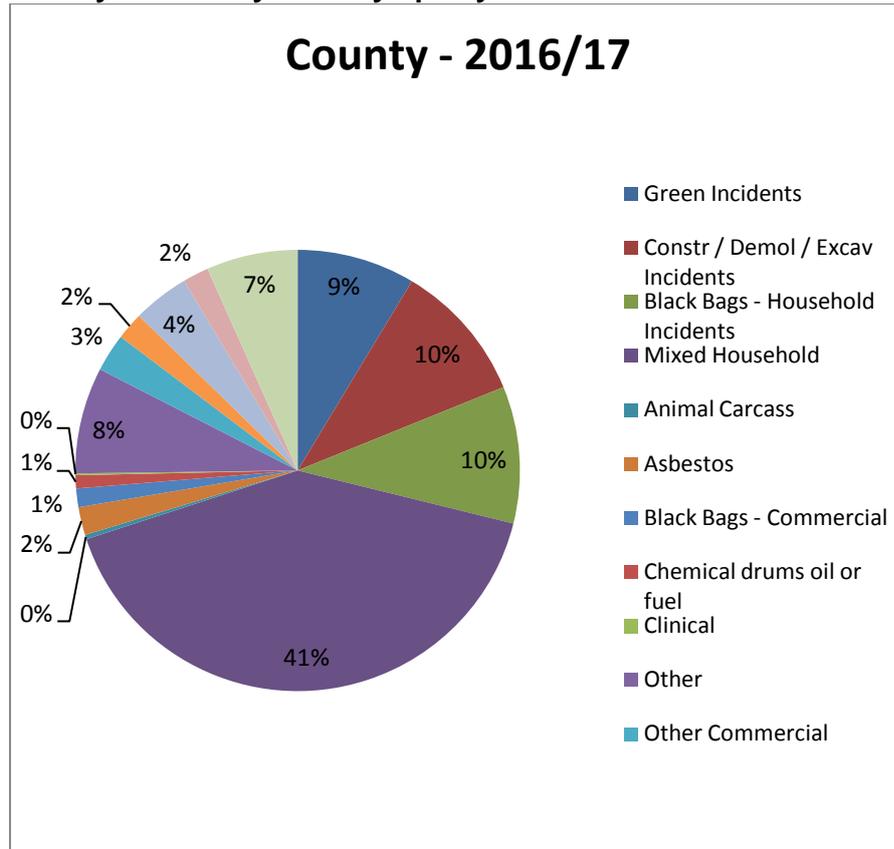
Background papers: Appendix 1: Summary fly tipping campaign – attached.  
Contact Officer: Caroline Roffey x5782  
Executive Member: Cllr Mark Nickerson

## Appendix 1: Fly tipping data

### HBBC fly tips by size

Size of fly tip	%
Car boot load	21.91%
Small Van Load	35.59%
Significant Loads	2.92%
Others	39.58%

### County wide analysis of fly tips by material



## Appendix 2: Campaign summary – attached.

### Appendix 3: Fly tipping hot spots in 2017 / 18 in Hinckley and Bosworth

Number of fly tips	Street Name	Town
16	Bridge Road	Burbage
14	Rogues Lane	Hinckley
13	Lychgate Lane	Burbage
12	Basin Bridge Lane	Stoke Golding
12	Burbage Common Road	Hinckley
10	Archers Lane	Peckleton
10	Brookside	Burbage
9	Atterton Lane	Witherley
8	East Close	Burbage
8	Ferness Road	Hinckley
8	Heath Road	Bagworth Heath
7	A444	
7	Anstey Lane	Groby
7	Fox Covert Lane	Stoke Golding
7	Lutterworth Road	Burbage
7	Magee Close	Hinckley
7	Newlands Road	Barwell
7	Shenton Lane	Shenton
7	Sketchley Lane	Burbage
7	Thurlaston Lane	Earl Shilton
7	Tinsel Lane	Wellsborough
7	Upton Lane	Stoke Golding
6	Applebees Meadow	Hinckley
6	Green Lane	Barton In The Beans
6	New Street	Earl Shilton
6	Rugby Road	Hinckley
6	Smithy Lane	Burbage
6	Upton Lane	Atterton
6	Willowbank Road	Hinckley
6	Wood Lane	Higham On The Hill
5	Clickers Way	Earl Shilton
5	Coventry Road	Hinckley
5	Fenn Lanes	Fenny Drayton
5	Heath Road	Bagworth
5	Hinckley Lane	Higham On The Hill
5	King Georges Way	Hinckley
5	Kirkby Lane	Newbold Verdon
5	Shelford Lane	Norton Juxta Twycross
5	St Peters Drive	Thornton

# Leicester and Leicestershire

## Fly-tipping campaign summary May to June 2018



Hinckley & Bosworth  
Borough Council



Melton  
Borough Council

Page



# In just 2 months (May to June 2018) we achieved :



at least  
**600,000**  
times

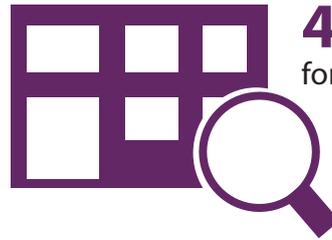


**9%** increase in the  
number of people using  
council collection services

*compared to same period in 2017*



**49** fly-tippers  
fined a total of  
**£21,173**



**410** businesses inspected  
for waste compliance

**2** fined and **1** prosecuted with  
fine /costs totalling **£57,000**

All other businesses were able to  
demonstrate compliance within set time  
limits.

## Why do it?

Like many parts of the country fly-tipping in Leicester and Leicestershire increased to around 12,000 incidents in 2017. That is nearly 33 fly tips every day.

Councils have different resources and various approaches to tackle fly tipping. There have been a number of campaigns over the years which have been successful but joining forces has shown would be fly-tippers that Leicester and Leicestershire does not tolerate fly-tippers. By sharing expertise and resource we were able to have a greater impact across the city and county.

## Our solution:

A joint campaign to raise awareness amongst residents of their responsibilities about disposing of their waste and that we are watching and enforcing fly-tipping. Funded by the Leicestershire Waste Partnership and Leicester City Council.



Page 12

## Fly-tipping is a crime



#IfOnly David had asked  
the council to collect

If your waste is dumped by you or someone  
you've given it to, then you can be prosecuted  
and get a criminal record. Just ask David.  
[www.lesswaste.org.uk/flytipping](http://www.lesswaste.org.uk/flytipping)

## Fly-tipping is a crime



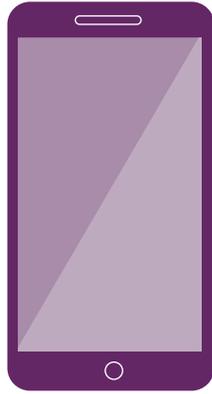
#IfOnly Claire had gone  
to a council-run tip

If your waste is dumped by you or someone  
you've given it to, then you can be prosecuted  
and get a criminal record. Just ask Claire.  
[www.lesswaste.org.uk/flytipping](http://www.lesswaste.org.uk/flytipping)

## How we got the message out:



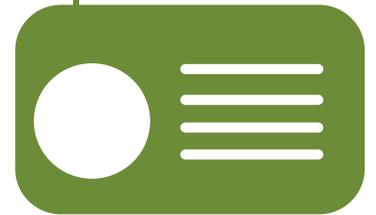
**261,000**  
people reached on  
council run social  
media



**374,213**  
people reached by  
other social media and  
**10,000**  
website hits

**284,000**

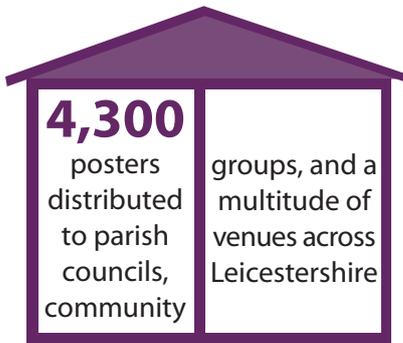
people reached  
through radio



**14** awareness  
events

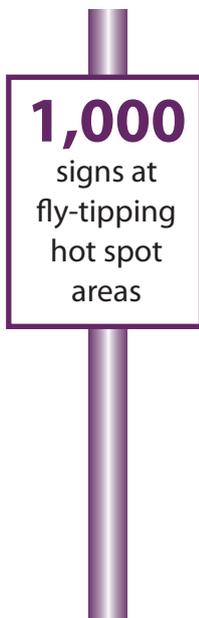


**292** bus adverts



**4,300**  
posters  
distributed to parish  
councils,  
community

groups, and a  
multitude of  
venues across  
Leicestershire



**1,000**  
signs at  
fly-tipping  
hot spot  
areas



**3** prime time  
local news items  
(BBC and ITN)

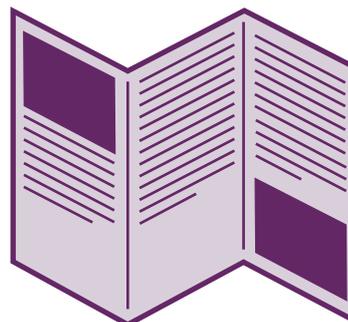


**13**  
billboards  
in Leicester  
city centre



**3,500**  
outdoor  
stickers

used mainly  
on litter bins  
and recycling banks



**10,000** leaflets  
distributed to residents  
and businesses



**18,000** people  
reached through existing  
networks/ partnerships e.g.  
NFU, neighbourhood watch,  
industrial estates, housing  
tenants, town centre  
partnerships, community  
safety partnerships, parish  
councils etc



**52,000**  
adverts for council  
collections on  
wheelie bins  
(not funded by  
campaign)

# The campaign

**May 2018** – Raising awareness

**June 2018** – Increased enforcement to drive home the message

## Simple, clear messages for residents:

- X** Using an unauthorised person to remove waste is illegal.
- X** Don't dispose of waste in the wrong place for example in laybys, by litter bins, by recycling banks or on the road side.
- ✓** How to dispose of your waste correctly for example by using recycling and household waste sites.



To remember that fly-tipping is a crime, councils are enforcing the law and you could be fined or prosecuted.

## 5 characters were created from recent cases:

**Super fly-tipper** – A loveable rogue who would take your rubbish and then fly-tip it leaving you to pay the fine and clear up costs. Used as a funky funny radio advert and video on social media and the internet, targeting people who use social media as their main source of information:  
[www.lesswaste.org.uk/flytipping](http://www.lesswaste.org.uk/flytipping)

**Sue** – Prosecuted and fined after using an unregistered waste carrier who then fly-tipped her waste. #ifonly she'd asked to see their waste carriers licence. A reminder for people to use a registered waste carrier. Used on bill boards / bus advertising, posters, social media etc.

**Mo** – Fined after putting his fridge out on the roadside for a scrap metal collector to take it. #ifonly he'd asked the council to collect or taken to a council run tip. Used in residential areas where this is prevalent as a reminder about good practice for scrap metal collections.

**Claire** – Fined after leaving her rubbish by a recycling bank. #ifonly she had taken it to the council run tip. Used mainly on litter bins and recycling banks.

**David** – Fined after fly-tipping himself. #ifonly he had asked the council to collect. Targeted at areas with high amounts of fly-tipping.

**Report it** - an appeal to everyone to report fly-tippers, to deter would-be fly-tippers and to show that we are working together to share intelligence across councils. Targeted at regular fly-tipped areas.

Used joint **Lesswaste website** to provide information on how to report fly-tipping and dispose of your waste correctly: [www.lesswaste.org.uk/flytipping](http://www.lesswaste.org.uk/flytipping).

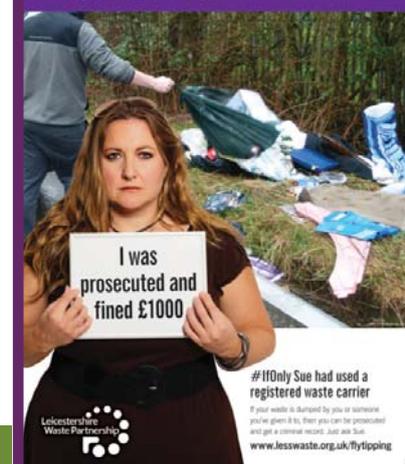
Easy to read informative leaflet for residents and businesses giving further information on responsibilities and how to dispose of their waste correctly.



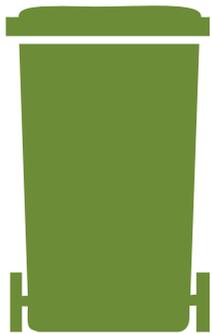
## Fly-tipping is a crime



## Fly-tipping is a crime



## Increased enforcement to tackle persistent fly-tippers



**410** duty of care visits to check businesses disposing of their waste correctly



**49** fixed penaltys issued for fly-tipping



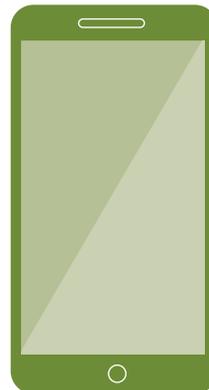
**3,097** other enforcement actions



**2** fines for businesses without waste contracts

**1** successful prosecution of a business without waste contracts with costs /fines totalling

**£57,000**



### Ongoing

monitoring of social media to identify unregistered collectors and promote correct methods of waste disposal



### Further

prosecutions and fines to be issued as investigations started during the campaign period conclude



**1** prosecution resulting in fly-tipper having to pay fines and costs totalling **£4,473**

## The results

The results of this campaign will become apparent over the next 6 to 12 months but data from the campaign period of May and June shows:

- 2,220 fly-tips reported (1% increase on 2017). This increase was expected as the campaign raised awareness of how to report fly-tipping. We will keep monitoring and hope to see a reduction in the number of fly-tips over the next 12 months.
- 9 percent increase in use of the council's large item collection services. If this continues then this would be an extra 6,000 collections for the year which reduces the chance of these items being fly-tipped.
- Over 600,000 people reached. Posters, stickers and leaflets remain in place across the city and county and we continue to use social media and other channels to report fly-tipping incidents and enforcement across the county – sharing each others' intelligence and successes.
- Fly-tipping at recycling banks is reducing.

## Contacts

For more information on the campaign visit: [www.lesswaste.org.uk/flytipping](http://www.lesswaste.org.uk/flytipping)

Online contact form: [streetscene@hinckley-bosworth.gov.uk/streetcleaningQ](mailto:streetscene@hinckley-bosworth.gov.uk/streetcleaningQ)

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Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

SCRUTINY COMMISSION  
COUNCIL

8 NOVEMBER 2018  
27 NOVEMBER 2018

ALL WARDS

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## REVIEW OF THE DEVELOPING COMMUNITIES FUND

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### Report of Director (Environment and Planning)

#### 1. PURPOSE OF REPORT

- 1.1 To review the operation of the Developing Communities Fund, the eligibility of projects, the evaluation criteria and process, governance and the allocation of funding to be made available for the future.

#### 2. RECOMMENDATION

- 2.1 That Scrutiny Commission consider the review of the progress of the Developing Communities Fund, suggested modifications for eligibility of projects, the evaluation criteria and process, and the amount of funding to be made available and recommend their approval to Council

#### 3. BACKGROUND TO THE REPORT

- 3.1 The outline of the new Developing Communities Fund was approved by Council on 6 September 2016. This Fund was introduced to:-
- support parishes and rural communities wanting to deliver locally important and ambitious schemes,
  - to build on the success of the Parish and Community Initiative Fund, and
  - to provide support for larger projects in areas where there is (or is anticipated to be) considerable population and/or employment growth.
- 3.2 The Council wrote to all Parishes on 7 September 2016, inviting expressions of interest (EOI) for funding to be submitted by 9 December 2016. From this 13 projects were submitted and 7 ultimately approved by Scrutiny and Council to received funding.
- 3.3 This decreased to 6 following one not being able to progress due to ownership issues. The remaining 6 have progressed at different speeds to the current position as summarised:

<b>Project</b>	<b>Comment</b>	<b>DCF Grant</b>	<b>DCF Approved</b>	<b>Total</b>
Barlestone New Village Hall	Completed and now open	£139,000		£139,000
Sheepy Church Floor replacement	To be completed Oct 18	£57,000		£57,000
Burbage Millennium Hall extension and changing rooms-	Site Investigation commenced – build start Jan 19		£350,000	£350,000
Market Bosworth Marketplace Redevelopment Phase 1 Status	Feasibility study in progress. Phase 2 to be determined dependent on feasibility study results.		£26,900	£26,900
Markfield Community Park MUGA and landscaping–	Starting Oct 19, completion Dec 19		£178,000	£178,000
Sport In Desford multiuse courts	Starting Oct 18 completion Dec 18		£234,000	£234,000
<b>Total</b>		<b>£196,000</b>	<b>£788,900</b>	<b>£984,900</b>

3.4 The project team reviewed the experiences from the first phase and identified a number of lessons learned which were then discussed with Executive. These can be summarised as:

- The ability/competence of applicants to deliver large projects was limited
- Much higher input by assessors than anticipated was required
- High workload on officers with varying experience therefore a reliance on an external consultant
- Decision making process with the Projects Board, SLT and Scrutiny extended and delayed project timetables.
- Choice of consultants/contractors in some instances was not robust which increased project risks.
- VAT implications for applicant- highlighted need to resolve before project application as significant impact on project cost
- Early briefing of applicants to ensure good submissions was identified.
- Expression Of Interest in Sept 2016 were sought before full criteria developed- only PC/Groups with schemes already developed applied- Fund was therefore allocated to schemes which were already identified rather than where greatest need was identified.-
- 6 schemes £57k to £350k – Should there be a smaller number of larger schemes?
- Legal agreements- required to protect public funds but perceived as bureaucratic by applicants.
- Cost estimates were guestimates for some
- Degree of council risk in seeking to deliver projects against adverse publicity should schemes not deliver on cost or to timetable
- PCIF £12k per parish Max 50% contribution Minimum DCF £30k

3.5 When considered by Executive on 26 June 2018 to review criteria it was agreed:

- Fundamental to the scheme that it was linked to housing growth and parishes need to accept the growth to access this funding.
- Needed to consider the minimum level of funding as there is such a gap between the PCIF and the DCF.
- Need to ask in the application form how the project will be managed as this seems to have been a gap to date.
- Timing has also been an issue for the sign off of some of the schemes. This can be considered as part of any new application process.
- Question about linking to Section 106 funding.
- Need to make it clear that applicants cannot commit the funds until approval is given.
- Would be useful for the parishes to share information and experiences more on these type of schemes. Agreed that this could be picked up at the Parishes Forum.
- Are there types of organisation we should exclude, for example schools?
- A map detailing the areas that may be eligible for funding. (Appendix 1)

3.6 From the lessons learnt and steer from Executive the follow changes for the criteria for the DCF are proposed. Where changes the previous is highlighted in italics.

- **Eligibility criteria.**
  - Minimum project size now £20,000 (**£30,000**)
  - A minimum percentage 5% housing growth forecast / actual for the Parish (period 2009 – 2026)
  - Parish must commit to a Neighbourhood Development Plan
  - No funding for highways improvements (LCC responsibility)
  - Must meet HBBC corporate plan priorities. No more than 1 project to be funded by the DCF per parish.
  - Projects must be completed within 3 years of an offer being made.
- **Funding formula** whereby each grant is calculated by:
  - Minimum parish contribution = (35% x average band D precept)/ actual band D precept (all figures are from 2016/17 budget book and average is calculated from council tax base).

And

  - Maximum grant per parish of £1000 per new property – based on HBBC planning service estimates.

And

  - Maximum grant of £350,000 per parish.
  - Where project costs increase no additional funding will be made. Where project costs reduce, the HBBC grant will reduce by the same proportion as the reduction in total project cost.
- The **assessment criteria and processes** will include an assessment of:
  - Compliance with eligibility criteria.
  - Financial viability of the project (both capital funding and ongoing revenue) **including VAT implications**
  - Financial status of applicant **and contractor if already identified**
  - Consideration of alternative funding sources e.g. precept increases, use of reserves, charges, and other funding sources.
  - Full assessment of risks

- Likelihood project will be delivered within 3 years.
  - Link to housing growth including evidence that housing growth has created a need for this project
  - Evidence of need (lack of other facilities, public consultation, neighbourhood plan etc.)
  - Value for money from the project (longevity, number of beneficiaries, reasonableness of costs etc.)
  - Project management arrangements including named project manager – to ensure confidence the applicant can deliver project on time, on budget and to specification.
  - Alternative delivery models and funding sources to be identified.
  - **Add a check that project is not being funded from any other HBBC source**
- 3.7 Enhanced project support funded from the DCF will provided support to the process to address the issues raised from the Phase 1 of capacity within the project team. The project team will be led by the Director of Environment and Planning supported by relevant officers.
- 3.8 The evaluation panel to determine allocation of grants will include the Executive Lead for Rural Communities and Environment, the Executive Lead for Town Centres, and officers involved with evaluation. A criticism of Phase 1 was the length of time to secure agreement and for offer letters to be issued and legal agreements signed. It is therefore proposed that a single review of submitted applications will be made and the following approval route agreed.
- 3.9 Timetable
- Call for projects 1 December 2018
  - Deadline for detailed applications 15 February 2019
  - Evaluation period 15 February 2019- 9 March 2019
  - Evaluation panel to meet w/c 11 March 2019 to determine recommended funding allocations.
  - Evaluation panel recommendations considered by SLT briefing and then Scrutiny 28 March 2019.
  - Funding allocations agreed by SLT.
- 3.10 Conditions of grant will be applied to ensure projects continue to deliver benefits for the community for at least 10 years, to ensure grants are refunded should there be any substantial financial gain associated with the projects (for example land purchased with the grant is then sold by the parish at a later date), and to reduce grant amount where total project cost decreases.

#### 4. NEXT STEPS

Any comments from Scrutiny Commission will be considered by Director (Environment and Planning) and Lead Members and included in recommendations being put to Council 27 November 2018.

#### 5. FINANCIAL IMPLICATIONS (AW)

- 5.1 The approved profile for the reserve approved and the potential position in future years is shown in the table below.

	2016/17	2017/18	2018/19	2019/20	2020/21
DCF Reserve	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
Balance b/f	0	950	1059	750	600
To reserves	950	301	499	250	0
From reserves (Expenditure)	0	-192	-808	-400	-250
<b>Balance c/f</b>	<b>950</b>	<b>1059</b>	<b>750</b>	<b>600</b>	<b>350</b>

- 5.2 This indicates at the end of 2018/19, there will be £750,000 of reserves that have been approved via the annual budget setting process. The process for considering new applications should not commit the council to expenditure of future potential allocations to the DCF reserve, as all reserve allocations are considered annually and approved by members. Hence, the upper limit on the new round of applications should not commit the council to funding schemes above the total available reserve of £750,000 at the end of 2018/19. However, the current profile approved at the February 2018 full council was to spend £650,000 over 2019/20 to 2020/21. Therefore, to keep within this approved level of spend the target limit for this application round, should be £650,000. If the higher limit is desired, it will require amendment to the capital programme, which requires approval at full Council.

## 6. LEGAL IMPLICATIONS [MR]

- 6.1 The Council has a wide power within section 2 of the Local Government Act 2000. This is known as the 'well being power' and seeks to promote or improve the economic, social, and environmental well being of the Council's area. The statutory power includes providing financial assistance to achieve this purpose.
- 6.2 In addition to the 'well being power' the Council is also able to utilise the General Power of Competence under the Localism Act 2011. This represents a more recent statutory power and further strengthens the ability of the Council to provide financial assistance to Parish Councils as set out within this report.
- 6.3 The objectives of the DCF would seem to fall within the above powers

## 7. CORPORATE PLAN IMPLICATIONS

- 7.1 The proposals in this report will contribute to the corporate aim of 'Empowering Communities'.

## 8. CONSULTATION

## 9. RISK IMPLICATIONS

- 9.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.
- 9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

- 9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
That Parishes Councils and Communities do not secure community developments commensurate with the demands of increasing population and business presence.	Providing funding to enable Parishes and Communities to take opportunities to introduce/improve necessary infrastructure and facilities, not provided by S106 funding or other means.	Director (Environment and Planning)
Inadequate governance and evaluation leading to inefficient use of finances (reputation / financial)	Robust evaluation process Robust management of the release of funds	Director (Environment and Planning)
Poor delivery, design and project management of schemes (reputation / financial)	Ensure adequate evaluation of schemes and adequate project management arrangements by applicants	Director (Environment and Planning)

## 10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

- 10.1 The aim of these proposals is to set in place a range of funding opportunities, to enable more equitable funding allocations for those communities which are expanding, so that necessary facilities can be provided, in conjunction with funding from other sources, to promote and support immediate and longer-term sustainability.
- 10.2 The proposals will not have any negative equality effects in relation to protected characteristics; indeed, by extending funding availability to rural areas, they should enhance support for those who have such characteristics.

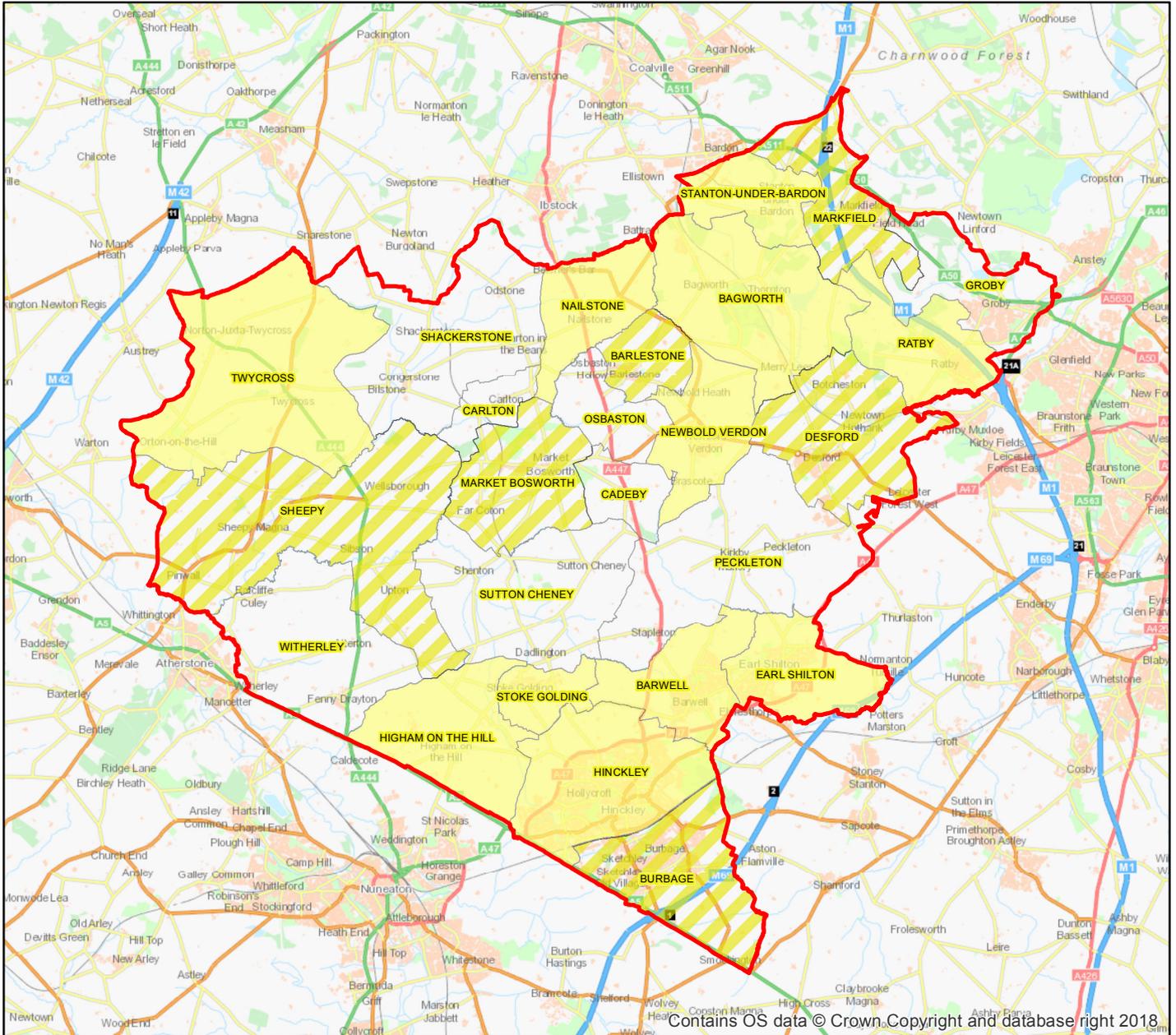
## 11. CORPORATE IMPLICATIONS

- 11.1 By submitting this report, the report author has taken the following into account:
- Community Safety implications
  - Environmental implications
  - ICT implications
  - Asset Management implications
  - Procurement implications
  - Human Resources implications
  - Planning implications
  - Data Protection implications
  - Voluntary Sector

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Background papers: Developing Communities Fund reports  
 Contact Officer: Rob Parkinson (Director (Environment and Planning))  
 Executive Members: Cllrs K Morrell and M Surtees

# Percentage Increase of Housing Growth Between 2011 and 2026



## Legend

-  Growth Over 5% and Received Funding
-  Growth Over 5%
-  Less than 5% Growth

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## Hinckley & Bosworth Borough Council

### FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

SCRUTINY: 8 NOVEMBER 2018  
COUNCIL: 27 NOVEMBER 2018

WARDS AFFECTED: ALL WARDS

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### CULTURAL STRATEGY 2018 - 2023

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#### REPORT OF THE DIRECTOR (COMMUNITY SERVICES)

##### 1. PURPOSE OF REPORT

- 1.1 To provide the opportunity for Scrutiny to review the Cultural Strategy prior to its progression to Council for approval.

##### 2. RECOMMENDATION

- 2.1 That, Scrutiny supports the progress of new Cultural Strategy 2018 -2023 onto Council for adoption.
- 2.2 That, Scrutiny acknowledges the achievements made during the previous strategy 2012-2017, highlighted in Appendix A.

##### 3. BACKGROUND TO THE REPORT

- 3.1 The council has successfully delivered against two previous Cultural Strategies. The first covered the period 2007 – 2012 and the second from 2012 to 2017.
- 3.2 Appendix A details a number of key achievements and outcomes over the last 5 years.
- 3.3 This strategy supports Hinckley & Bosworth Borough Council's cultural offer for arts, children & young people services, events, health and well being interventions, heritage, museums, play, sport and tourism.
- 3.4 The Culture Strategy provides a vision and sets out key delivery themes for the borough. It is underpinned by a Technical Supporting Document which reviews previous achievements. It also summarises key issues and challenges, before setting out actions and initiatives to achieve the delivery themes.

- 3.5 The new strategy follows a similar 5 year time frame.
- 3.6 The vision for the Cultural strategy is:  
 “To enhance and enrich the life of our residents and visitors to the Borough via the delivery of a diverse range of high quality services through partnership engagement with our communities”
- 3.7 To achieve this vision we have identified 6 key work streams, these are detailed below:
1. Increase and celebrate the Arts Offer within the Borough
  2. To provide opportunities for Children and Young People to thrive
  3. Increasing economic spend via a thriving events programme
  4. To value and promote Tourism, our Heritage and Museum
  5. Developing Sports opportunities for all
  6. Increase physical activity levels and improve health and well-being
- 3.8 Each of the above work streams compliments existing Strategies. These are detailed within the Cultural Strategy.
- 3.9 The Strategy will be forwarded onto all key stakeholders electronically and will be available for others, including the public to view and download via the Council’s web site. The Service Improvement Plan will be utilised to monitor performance.
4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES
- 4.1 Not applicable.
5. FINANCIAL IMPLICATIONS [DW]
- 5.1 None directly arising from this report.
6. LEGAL IMPLICATIONS [AR]
- 6.1 None directly arising from this report.
7. CORPORATE PLAN IMPLICATIONS
- 7.1 As detailed within the Strategy the 6 key themes fully compliment the Corporate Plan aims.
8. CONSULTATION
- 8.1 Key stakeholders have been consulted on the development of the new Cultural Strategy. A refreshed Equality Impact Assessment has been undertaken.
9. RISK IMPLICATIONS
- 9.1 There are risks associated to the delivery of the actions contained within the strategy that relate to obtaining external funding. These have been identified and captured with the Service Improvement Plan.

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

10.1 The Cultural Strategy 2018 – 2023 will provide equitable delivery across the Borough, including the rural areas, targeted delivery to priority communities and social groups.

10.2 An Equality Impact Assessment has been undertaken.

11. CORPORATE IMPLICATIONS

11.1 Officers have consulted and engaged with a number of internal service areas in the production of this Strategy.

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Background papers: Cultural Strategy 2012 -2017

Contact Officer: Simon D. Jones, Cultural Services Manager, 01455 255699

Executive Member: Councillor MA Cook

**Snap shot of Achievements during the lifespan of the previous Cultural Strategy 2012 - 2017 linked to high level Corporate Plan priorities.**

## People

<p><b>267,329 attendances</b> at projects included in commissioned physical activity offer since 2012.</p>
<p>3 local volunteers have won the prestigious BBC Sports Personality Unsung Hero <b>national award</b>.</p> <p>2012 Sue &amp; Jim Houghton 2014 Jill Stidever 2017 Denise Larrad</p>
<p><b>Snap Dragon children and family festival</b> (including National Play Day) has been hugely successful growing year on year, quality, impact and attendance. Positive outcomes for children, Young people and their families. 9 day event, 4 in rural locations, 5 events hosted in Hinckley town centre.</p>
<p><b>Children’s play service</b>- Developing a solid foundation for <b>5-11 years work</b>, new priorities set and children’s plan drafted. Play Worker team enhanced, new services being developed and delivered, linking with schools, rural provision, voluntary sector to support disadvantaged children and families.</p>
<p><b>Local Democracy /voice and participation</b>- Through wide range of activities including Local Democracy event, schools pick and mix programme and voice forum, 30 schools engaged from within Hinckley and Bosworth.</p>
<p>First full year for Hinckley Leisure Centre at its new site in Argents Mead saw a <b>growth in participation</b> in 17/18 for Junior Activities, Adventure Soft Play, ‘Pay as you Move’ Swimming and Personal Training. 2,067 children and adults swimming weekly on Swimming Lessons and showing steady growth.</p>
<p>Celebrating the “<b>power of sport</b>” at our Hinckley &amp; Bosworth Local Sport and Health Alliance Sports Awards.</p>
<p>Dementia awareness has increased with over 5,500 local people now trained as <b>Dementia Friends</b></p>
<p>HBBC employees received a number of <b>positive mental health</b> related training sessions, such as Mindfulness.</p>
<p><b>48 Go Gold</b> talented young sport athletes have been supported since 2012.</p>

## Places

Hinckley Town Centre was voted as the <b>Best Market Town</b> in the Leicestershire Tourism awards in 2017
Desford Lawn Tennis Club won the “Leicestershire Tennis Award” for <b>Disability Project</b> of the Year 2017.
Working with the Better Tennis Together Charity to train coaches at <b>Hinckley Town Tennis Club</b> to run an extra 4 hours of disability tennis a week.
Launched new <b>Tourism Destination Management Plan</b> for Hinckley & Bosworth. Developed in partnership with North Warwickshire.
The <b>Bosworth 1485</b> Kind Richard iii legacy project progressed to stage 2, allowing the development of the art.
Delivered brand new dementia <b>seated exercise</b> sessions at Newbold Verdon Library and St Martins Church Hall Desford, in partnership with the Local Area Coordinators.

## Prosperity

More than 30 <b>exciting family events</b> held, including the fabulous Hinckley Feast and amazing Snap Dragon events resulting in a 25% increase in visitor numbers.
Increased awareness of town centre events by doubling print run of event guides to 16,000, introducing giant poster holders outside of Leisure Centre to promote events and significantly <b>increase social media</b> presence.
Continued to <b>support Shopmobility</b> by creating a viable operating structure for this key town centre service.
Very positive progress is being made in developing and support our <b>rural town centres</b> , inc. Market Bosworth, Barwell and Earl Shilton.
Many work streams support the <b>Rural Strategy</b> , such as supporting local events and volunteering.
Raising awareness through social media platforms has been demonstrated through the Local Sport and Health Alliance engagement – <b>Facebook 647% increase</b> in followers and website page views increase by 125%.

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## Scope

This strategy supports Hinckley & Bosworth Borough Council's cultural offer for arts, children and young people services, events, health and wellbeing interventions, heritage, museums, play, sport and tourism.

## Purpose

The Cultural Strategy provides a vision and sets out key delivery themes for the borough council. It is underpinned by a technical supporting document which presents the national and local context. It summarises key issues and challenges, before setting out how delivery will be achieved against the key themes.

## Vision

To enhance and enrich the lives of our residents and visitors to the borough via the delivery of a diverse range of high quality services through partnership engagement in our communities'

## Corporate Plan links

Six delivery themes are listed below. Each supports one or more of the Council's Corporate Plan 2017 to 2021 themes aligned to People, Places and Prosperity.



## Aim

### Delivery theme

## 1 Increase and celebrate the arts offer within the borough

Strategic links:

- Corporate Plan 2017-2021: People and places themes
- Rural Strategy for the borough of Hinckley & Bosworth
- Volunteering Strategy
- Economic Regeneration Strategy

- We will enhance employment and skills development within the creative industries, supported by Creative Leicestershire.
- We will develop exciting projects in our rural and urban areas which complement our health and wellbeing priorities.
- We will seek to increase participation in the arts by supporting practitioners and promoters of arts activity.
- Work alongside our neighbours, Coventry as the City of Culture 2021.



## 2 To provide opportunities for children and young people to thrive

Strategic links:

- Corporate Plan 2017-2021: People theme
- Rural Strategy for the borough of Hinckley & Bosworth
- Young People's Strategy
- Volunteering Strategy

- We will implement and ensure effective safeguarding processes in line with statutory responsibilities.
- To provide targeted activities aimed at people involved in ASB/Crime or those excluded/on alternative curriculums or in high need areas.
- We will support local and national strategic priorities to support children, young people and their families.
- We will raise the profile of the importance of play and embed the principles of the National Charter for children's play.



**Delivery theme**

**3 Increasing economic spending via a thriving events programme**

Strategic links:

- Corporate Plan 2017-2021: Prosperity theme
- Rural Strategy for the borough of Hinckley & Bosworth
- BID Business Plan
- Volunteering Strategy



- We will deliver a range of safe events that are value for money.
- We will offer support to the Hinckley BID & Town Centre Partnership and our rural town centres.
- We will advise and support community groups on event management.
- We will promote our extensive urban and rural events and festival programme via numerous platforms.

**4 To value and promote tourism, our heritage and museum**

Strategic links:

- Corporate Plan 2017-2021: Places theme
- Heritage Strategy 2018 - 2023
- Tourism Growth Plan
- Destination Management Plan



- We will develop and support the Hinckley & Bosworth Tourism Partnership.
- We will play an active role in supporting the Destination Management Plan.
- We will align activity to support the countrywide Tourism Growth Plan.
- We will assist in the delivery of the Heritage Action Plan.
- We will assist in the delivery of the Bosworth 1485 Sculpture Trail project.
- We will clearly demonstrate our support to the armed forces in line with the covenant pledge.

**5 Developing Sports opportunities for all**

Strategic links:

- Corporate Plan 2017-2021: People and places themes
- Leicester-Shire & Rutland Sport & Physical Activity Strategy 2017-2021
- Green Space Delivery Plan
- Hinckley & Bosworth Open Space, Sport and Recreational Facilities Study
- Volunteering Strategy



- We will attract external funding into the borough to support the development of facilities, aligned to the facilities framework and Green Space Delivery Plan.
- We will actively increase participation, especially for under represented groups.
- We will value and support our voluntary sport sector.
- We will support Hinckley & Bosworth Local Sport and Health Alliance by jointly celebrating success and recognising volunteers at the annual Sports Awards.

**6 Increase physical activity levels and improve health and wellbeing**

Strategic links:

- Corporate Plan 2017-2021: People theme
- Hinckley and Bosworth Health & Wellbeing Strategy
- Healthy Workforce
- Hinckley & Bosworth Prevention Strategy 2017-2020
- Leicester-Shire & Rutland Sport & Physical Activity Strategy 2017-2021

- We will develop targeted programmes and campaign work where need is identified via Public Health's Joint Strategic Needs Assessment for Hinckley and Bosworth.
- We will deliver a comprehensive urban and rural physical activity offer, in partnership.
- We will promote the benefits and importance of health and sustainable living.
- We will work in close partnership with Hinckley Leisure Centre to maximise opportunities.
- We will work with multiple delivery partners including local GPs, West Leicestershire Clinical Commissioning Group, participation groups, Leicestershire County Council's Public Health Team and VCS organisations.

## Cross cutting principals

- Ensure hard to reach groups are heard and have opportunities for active, meaningful engagement and participation. We will utilise our customer insight and intelligence in developing our services.
- Embrace and celebrate volunteering.
- Equitable offer, we will ensure coverage across all parts of our borough, linking to our Rural Strategy.
- Ensure that our offer is evaluated using appropriate tools and methods, to ensure we can improve and that we are addressing the needs of our growing population and demographic profile.
- Delivery will be via genuine partnership working, achieving shared outputs.
- Assist in reducing health inequalities across the borough. This supports the local Health & Wellbeing Strategy. This includes supporting the council's Wellbeing Charter.
- Early intervention and prevention will be fundamental when developing services.
- Enhancing community cohesion will be a by-product of our projects, supporting the council's Community Safety Strategy and Prevention Strategy.
- Encourage behaviour change and ensuring that we upskill our local workforce will be a core principal.
- We will be commercially aware and strive for sustainability.
- We will support Hinckley & Bosworth Employment & Skills Taskforce



For more information please contact:

### **Cultural Services**

#### **Hinckley & Bosworth Borough Council**

Telephone: **01455 255856**

Website: **[www.hinckley-bosworth.gov.uk](http://www.hinckley-bosworth.gov.uk)**

Online contact form: **[www.hinckley-bosworth.gov.uk/cultural.servicesQ](http://www.hinckley-bosworth.gov.uk/cultural.servicesQ)**

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## Hinckley & Bosworth Borough Council

### FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

SCRUTINY COMMISSION  
COUNCIL

8 NOVEMBER 2018  
27 NOVEMBER 2018

WARDS AFFECTED: ALL WARDS

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### HOUSING STRATEGY 2018 - 2021

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#### Report of Director (Community Services)

##### 1. PURPOSE OF REPORT

- 1.1 To seek Scrutiny Commission's comments on the Housing Strategy 2018 – 2023 and supports endorsement to Council of the Housing Strategy for approval.

##### 2. RECOMMENDATION

That the Scrutiny Commission recommends to Council:

- 2.1 The approval of the Housing Strategy.

##### 3. BACKGROUND TO THE REPORT

- 3.1 There is no longer an obligation for councils to produce a housing strategy, and the last adopted strategy covered the period 2010 to 2013. However producing a Housing Strategy enables the council to make clear the priorities for the housing service going forward, and how it links to other strategic objectives such as the Local Plan and the HRA Business Plan.
- 3.2 The Housing Strategy links directly with the Corporate Plan and contributes to all three priorities for people, places and prosperity. Within these themes, the Housing Strategy identifies key issues affecting the housing supply in the Borough today, and the initiatives taken by the council working in partnership with stakeholders to deliver better outcomes for our residents.
- 3.3 The 3 key issues identified in the Housing Strategy are:
- Availability of affordable housing
  - Support for People's needs and aspirations
  - Housing Standards

- 3.4 Within the strategy, the council sets out what measures it will take to meet the challenges presented by the key issues. The strategy cannot be seen in isolation as it is dependent on working with partners to achieve the ends effectively and economically, to avoid duplication and provide a joined up, holistic service to help residents of the Borough achieve their aspirations.
- 3.5 Consultation is currently underway with key partners and any minor changes will be incorporated into the final Housing Strategy and identified when presented to Council.

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

- 4.1 None.

5. FINANCIAL IMPLICATIONS (AW)

- 5.1 The housing strategy contained in the appendix has listed key aspirations and goals for the council, all of which have potential financial implications. These are not costed within this report, but will be reflected in the HRA investment plan or General fund budgets which are subject to separate member approval.

6. LEGAL IMPLICATIONS [MR]

- 6.1 Section 2 of the Local Government Act 2000 empowers the Council to do anything which it considers likely to achieve the promotion of the social wellbeing of its area
- 6.2 The reasoning in the report justifying the approval of a housing strategy would seem to fall squarely within that power

7. CORPORATE PLAN IMPLICATIONS

- 7.1 Contained within the body of the report.

8. CONSULTATION

- 8.1 On line consultation is currently taking place with key stakeholders of the Borough.

9. RISK IMPLICATIONS

- 9.1

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Failure to adopt a Housing Strategy means that the council does not have a clear set of priorities for its housing service	Adoption of the Housing Strategy and incorporation into developing policy in other departments.	Strategic Housing and Enabling Officer

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

10.1 This Housing Strategy is concerned with ensuring that residents in the Borough are able to meet their housing needs and aspirations. This is especially relevant for people who cannot meet their needs in the open market, and includes consideration of people from vulnerable groups, and those living in rural areas.

11. CORPORATE IMPLICATIONS

11.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Procurement implications
- Human Resources implications
- Planning implications
- Data Protection implications
- Voluntary Sector

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Background papers: The Housing Strategy 2018 - 2021  
Contact Officer: Valerie Bunting x5612  
Executive Member: Councillor M Hall

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## Introduction

This Housing Strategy supports and underpins the council's Corporate Plan 2017 to 2021 by setting out the ways in which housing can help to make the borough a better place for people who live here.

The Corporate Plan sets out its vision for the borough through the strands of People, Places and Prosperity. The priorities within these themes that housing directly impacts upon are:

### People

- Enable and inspire older people to make the most of later life
- Support vulnerable people and those who are most in need

### Places

- Make our neighbourhoods safer
- Improve the quality of existing homes and enable the delivery of affordable housing
- Inspire standards of urban design that create attractive places to live

### Prosperity

- Support our rural communities
- Work with partners to raise aspirations of residents and provide opportunities for training, employment and home ownership



## The key housing issues facing the borough

### Key housing issue 1: Supply - availability of affordable housing

The council will ensure there is an appropriate mix of housing to meet future needs, especially:

- To increase availability of affordable, good quality accommodation
- To support the growing number of older people
- To help younger people to get onto the housing ladder
- To sustain communities in rural settlements
- To meet the needs of a growing and more prosperous borough



### Key housing issue 2: Access - support for people's needs and aspirations

The council and its partners will provide help and support to people to ensure they are able to access and sustain appropriate housing, particularly:

- To ensure that council housing is available to provide for people who are most in need
- To help people with complex needs to access housing and maintain their tenancies
- To reduce homelessness and the use of temporary accommodation
- To give people support to build their aspirations for the future
- To provide pathways to home ownership

### Key housing issue 3: Quality - Housing standards

The council will use its powers to improve the quality of new and existing homes in the borough

- To ensure that new homes meet high standards of design and build quality
- To ensure that homes within the borough are safe and free from Category 1 hazards
- To improve conditions for tenants in the growing private rented sector
- To raise the standard of council homes and estates across the borough
- To reduce the number of people living in fuel poverty

### Addressing the supply issues

#### 1 The council and its partners will ensure there is an appropriate mix of housing to meet future needs



#### Updating the Local Plan to better reflect current projections.

- Maintaining a five-year housing land supply
- Making appropriate use of land through the Local Plan
- To carry out a borough wide Housing Needs Study to inform the Local Plan of the need for affordable housing
- Keeping an up to date programme of rural Housing Needs Surveys to update the evidence base

More information on the Local Plan is available at

<https://www.hinckley-bosworth.gov.uk/localplanreview>

#### To work with partners to provide for the housing needs of rural communities.

- Work with the Rural Housing Enabling service to evidence the need for affordable rural housing
- Work in partnership with Registered Providers to identify suitable locations for Rural Exception Sites



#### Minimise the number of empty homes in the borough and bring them back into use.

- Identify the barriers which prevent owners from maintaining or disposing of the property in order to offer appropriate assistance
- Provide practical and financial assistance to resolve issues preventing properties being brought back into use
- Pursue enforcement action, including compulsory purchase, where help and assistance fails
- Manage long term empty properties as part of the Private Sector Leasing (PSL) scheme

**Maximise the provision of affordable housing.**



Use available finance to:

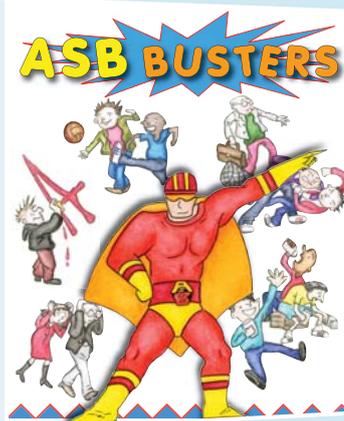
- Provide new council housing of the right type in the right place
- Explore the use of modular housing and estate regeneration for council house delivery
- Work pro-actively with developers to ensure the affordable housing on sites meets the identified need
- Work with Registered Providers to ensure the optimum mix of property types and tenures are brought forward for affordable housing
- Help facilitate the delivery of stalled approved sites

**To facilitate a range of supported housing types and tenures.**

- Support the delivery of an extra care scheme
- Work with adult social care to identify supported housing needs
- Remodelling of sheltered schemes which are no longer fit for purpose
- Negotiating for a supply of bungalows/supported accommodation for rent and home ownership on appropriate new build schemes
- Introducing an incentive scheme for council tenants to encourage them to downsize

**Addressing the accessibility issues**

**2 The council and its partners will provide help and support to people to enable them to access and sustain appropriate housing and build their aspirations for the future.**



**Working to prevent homelessness and to support homeless people into appropriate accommodation.**

We will provide support by:

- Provide a comprehensive Housing Options service to work with potentially homeless people at the earliest opportunity
- Introduce a Hostels to Home service to support people move from insecure accommodation to holding their own tenancy
- Appointment of a Pathways Officer to work with private sector landlords to help remove the barriers which prevent people accessing private rented housing



**Working with young people to prepare the next generation for managing life experiences.**

Provide information and advice on:

- housing and homelessness prevention
- financial responsibilities
- the consequences of anti-social behaviour for both individuals and communities
- substance misuse
- personal safety

**To offer a range of general and bespoke support services to help people manage their tenancies successfully.**

- Early identification of residents who are most in need of support to sustain their tenancies
- Enable access to holistic support to ensure residents and their families most in need of additional support achieve the best outcomes including financial support, substance misuse, domestic abuse, support for children, tenancy support and support for those affected by anti-social behaviour
- Providing mental health first aid training for officers
- Establishing localised and accessible Mental Health and Wellbeing projects

**Create opportunities for residents to access education, training, volunteering and employment opportunities to raise aspirations and promote financial independence.**

- Work with the Employment and Skills Partnership to create work experiences, training and apprenticeship posts
- Identify with partners the barriers to employment and put actions in place to enable residents to overcome these and become financially independent
- Link residents with voluntary and community sector volunteering opportunities
- Work with partners to link residents with job opportunities
- Link with Job Centre Plus work coaches to maximise opportunities for council tenants on Universal Credit



**Develop pathways into home ownership to assist people who want their own homes to get onto the housing ladder.**

For people who do not qualify for affordable housing, or who wish to leave social housing to buy their own home, we will:

- Provide information on the different types of home ownership and signpost them to appropriate professional advice
- Make greater use of the Choice Based Lettings website to advertise other tenure types in addition to social and affordable rent
- Produce literature to help people on the practicalities of moving house

## Addressing the quality issues

**3 Housing standards - The council will use its powers to improve the quality of new and existing homes in the borough**



**To ensure that new homes meet high standards of design and build quality.**

The review of the Local Plan for new housing in the borough will:

- consider including minimum design and size standards for new housing in the borough
- enhance the nature and character of communities
- support new infrastructure and facilities alongside housing growth

**To ensure that homes within the borough are safe and free from Category 1 hazards.**

- promote and encourage take up of grants which are available to owner occupiers for home improvements
- work with the Lightbulb project to refer and signpost people of all housing tenures to access adaptations

**Improve conditions for tenants in the growing private rented sector in the borough.**

- Ensuring that rogue landlords are dealt with fairly and effectively and that the rights of residents living in the growing private rented sector are protected by use of the powers available to local authorities
- Tackling harassment and illegal eviction in the private rented sector by offering advice and support and by taking legal action against landlords
- Working with the Leicestershire Fire and Rescue service via a joint protocol to ensure adequate fire safety within the private rented sector
- Operating a Houses in Multiple Occupation (HMO) register of licensable premises



**Raise the standard of council homes and estates across the borough.**

- Deliver a housing investment programme which ensures stock will meet and maintain decent homes standard
- Produce an Asset Management Strategy which ensures sound management of the council house stock
- To introduce the Lightbulb model of housing support into council house adaptations
- To carry out an asset management review of council owned garage sites
- Link with volunteers and communities to carry out estate improvements

**To reduce the number of people living in fuel poverty.**

- By providing financial assistance to vulnerable households to improve the efficiency of their homes by carrying out measures such as insulation and installing more efficient heating systems
- Reducing the amount spent on fuel bills by helping residents to switch supplier to get the best deal
- Providing advice for residents in their home, on how to best use the controls on their existing heating systems
- Working with partners to deliver services for residents experiencing fuel poverty, when external funding opportunities are available
- Using enforcement powers to ensure landlords are complying with the minimum standards for efficiency in privately rented property

For more information please contact:

**Hinckley & Bosworth Borough Council**

Telephone: **01455**

Website: **[www.hinckley-bosworth.gov.uk](http://www.hinckley-bosworth.gov.uk)**

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3.3 Key financial details are set out in the HRA Investment Strategy. The revised capital programme over the next 5 years is summarised in the table below. Over the terms of the investment plan it is estimated that £115.4 million will be spent on repairs and adaptations, when affordable housing and service improvements are added this gives a total of £118.5m. Note, this does not include expected revenue expenditure in responsive repairs of £1.2m a year.

Programme	18/19	19/20	20/21	21/22	22/23	24-47	Total
	£000	£000	£000	£000	£000	£000	£000
Cyclical Works	4,089	5,372	3,936	2,665	2,493	65,899	84,454
Adaptations	487	405	405	405	405	10,136	12,243
Voids	646	624	624	624	624	15,600	18,742
<b>Sub Total</b>	<b>5,222</b>	<b>6,401</b>	<b>4,965</b>	<b>3,694</b>	<b>3,522</b>	<b>91,635</b>	<b>115,439</b>
Affordable Housing	2,657	200	0	0	0	0	2,857
Service Improvement	169	0	0	0	0	0	169
<b>Total</b>	<b>8,048</b>	<b>6,601</b>	<b>4,965</b>	<b>3,694</b>	<b>3,522</b>	<b>91,635</b>	<b>118,465</b>
Borrowing *	70,613	68,299	65,946	63,424	60,750	12,642	

\* The maximum amount of borrowing allowed for Hinckley and Bosworth is £71,815k. This is commonly referred to as the debt cap

3.4 The Plan assumes £2.8 million is set aside in balances and reserves to meet future service changes and contingencies and assumes rents will increase by CPI plus 1 percent from 2020/21. The plan allows for inflationary increases for 30 years based on the Bank of England's rate forecast.

3.5 The model has been produced to achieve decent homes requirements for all our housing stock by 2020/21 and ensure that any borrowing is kept to a minimum in terms of coping with any further investment in our existing housing stock. Loans of £12.6m may be required, but no new loan will be needed until 2023/24. The plan does outline the ambition to use the annual increase in head room of £2.9m as debt is paid off to put forward options for increasing council housing supply for the Hinckley and Bosworth area. The recent announcement for lifting the HRA borrowing cap will also be assessed. This would be subject to member approval at the time. The Graph below shows the debt profile against the debt cap.



3.6 There is a potential for the purchase of 11 two-bedroom houses at the Middlefield site development as new HRA stock. This is not included in the attached plan, but if approved will be included as an amendment to the plan. The cost of the 11 properties is still being finalised, but current negotiations indicate the final deal will be in the region of £1.2m. The mechanism for affording these properties would be to use the capital reserve of the HRA for funding them. This would enable the need to borrow to be put off until headroom is made available as old debt was paid off, but would add to future borrowing requirements. The new loan, subject to confirmation of the final date of purchase, is likely to be 2022/23. The confirmation of the details of the proposed deal on the properties are likely to be available by the end of December 2018. The table below gives details of the impact on the plan attached.

Years 1 to 5	2018.19 £000	2019.20 £000	2020.21 £000	2021.22 £000	2022.23 £000
<b>HRA investment as planned</b>					
Capital Reserves	£4,331	£2,875	£2,089	£158	£0
Borrowing	£0	£0	£0	£612	£609
<b>Including Middlefield properties at £1.2m cost</b>					
Capital Reserves	£4,331	£1,645	£2,092	£764	£604
Borrowing	£0	£0	£0	£0	£0
<b>Impact on reserves and borrowing requirement- most likely the loan of £1.2m would be needed 2022/23 out of head room made available</b>					
Reserves	£0	£-1,230	£4	£606	£604
Borrowing need	£0	£0	£0	£-612	£-609

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

4.1 Report to be taken in open session.

5. FINANCIAL IMPLICATIONS [IB]

5.1 Contained within appended HRA Investment Plan.

6. LEGAL IMPLICATIONS [MR]

6.1 None directly arising from the report.

7. CORPORATE PLAN IMPLICATIONS

7.1 This report supports the following Corporate Aims

- Thriving Economy

8. CONSULTATION

8.1 None

9. RISK IMPLICATIONS

9.1

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Affordable housing delivery is dependable on a number of factors, including available land and capacity of development partners.	Develop a detailed delivery plan.	Valerie Bunting.
Further welfare reforms could impact on income collection and bad debt, further impacting on resourcing of the HRA Investment Plan.	Review service to ensure income collection is maximised.	Sharon Stacey
Changes to rent formula announced by Government.	Contribute to Government consultation and incorporate changes into the Business Plan.	Ilyas Bham.

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

10.1 The provision of well maintained council housing meets the needs of lower income residents and those unable to access other types of accommodation.

11. CORPORATE IMPLICATIONS

11.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Human Resources implications
- Planning Implications
- Voluntary Sector

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Background papers: HRA Investment Model

Contact Officer: Ilyas Bham, Accountancy Manager x 5924

Executive Member: Councillor C Ladkin

**HINCKLEY AND BOSWORTH BOROUGH COUNCIL  
HRA INVESTMENT PLAN 2018/19 -2022/23**

## **1. Introduction and context**

The current Housing Revenue Account (HRA) Investment Plan (2013 – 2018) was approved by Council on 16 July 2013, and was linked to a long term detailed financial plan, which allowed for investment in stock enhancements, service improvements and council house new build and acquisition. These priorities were agreed by Council following consultation with tenants and the financial model was based on the self financing settlement, which enabled the council to cover the debt borrowed over a 25 year period, whilst also providing a budget for capital investment.

The HRA Investment Plan has now been updated for 2019-2023 and sets out the priorities for spending within the council housing service for the five years. The underlying financial model has been updated and covers the 2018/19 to 2046/47 financial years, clearly demonstrating that we can continue to manage the debt requirements entered into under the self-financing settlement. The plan also aims to achieve 100% compliance with decent homes standards by 2020/21.

Whilst the current financial position has tight constraints on the finance available, the HRA Investment Plan is written so that if opportunities arise in the future, the strategic priorities are clear. This HRA Investment Plan highlights the short and medium term investment opportunities for council housing in Hinckley and Bosworth as well as the new longer-term baseline financial model. The HRA Investment Plan will be reviewed annually or sooner if major changes take place within that period.

## **2. HRA Financial position**

The HRA business plan has been updated for 2018/19 to reflect the current position and pressures faced. Overall the updated model shows that the HRA is still in a strong financial position. There have been some changes to deal with since last time the plan was reviewed, due to Government and local rent setting decisions, which has meant rental income and reserves are not as high as originally forecast.

As we are now forecasting less income, there is no capacity within this investment plan to fund the replacement of council homes, without taking on new debt as the existing debt is paid off. This is due to the demands on capital resources. Income collected from the rental of the existing stock will be used to fund its management and ongoing maintenance.

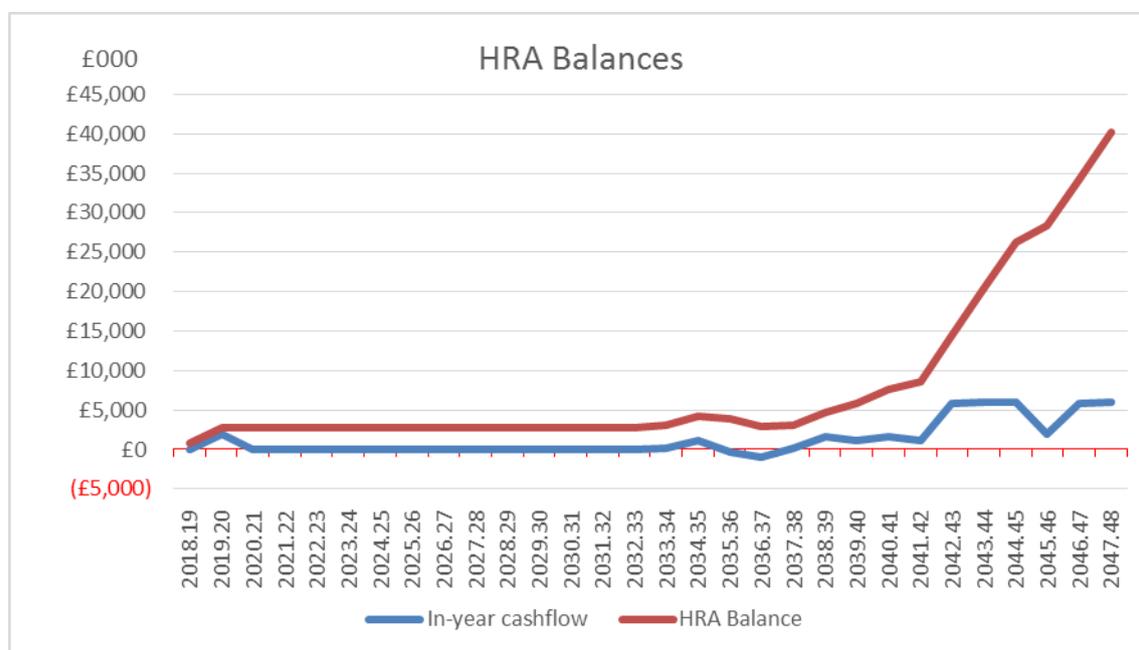
Based on the latest guidance from central government, the plan assumes a rent increase of CPI plus one percent from 2020/21. This increase will be required to ensure the investment programme can be funded.

The plan assumes a minimum of £2m will be kept in Balances and Reserves to fund service improvements and contingencies. The graph below summaries the position of HRA balances over the term of the plan.

## Appendix 1- overall long-term investment plan.

Graph 1 below shows the HRA reserves balances and cash flow expected over the long term.

Graph 1



### 3. Medium and Long term Capital Expenditure Plans

The current Capital Programme for the Housing Revenue Account (the HRA Programme) is summarised in Table 1 below. The HRA Programme reflects the main investment priorities included in the HRA Investment Plan which are:

- Ongoing investment to existing stock
- Service improvements
- Affordable Housing

The programme covered the years 2017/18 to 2020/21 and was reported to and agreed by Council in February 2018. Table 1 below summarises the head line expenditure items of the current plan and Table 2 gives the updated position and the overall differences due to the updated forecast. A detailed breakdown of the ongoing investment plan is summarised in Appendix A

Table 1 £000's	2017-2018	2018-2019	2019-2020	2020-2021	Total
<b>Ongoing investment</b>	£3,942	£4,977	£4,546	£4,103	£17,568
<b>Service Investment</b>	£81	£169	£0	£0	£250
<b>Affordable Housing</b>	£3,071	£2,350	£200	£0	£5,621
<b>Total</b>	<b>£7,094</b>	<b>£7,496</b>	<b>£4,746</b>	<b>£4,103</b>	<b>£23,439</b>

Appendix 1- overall long-term investment plan.

Table 2 £000's	2017-2018	2018-2019	2019-2020	2020-2021	Total
<b>Ongoing investment</b>	£3,942	£5,222	£6,401	£4,965	£20,530
<b>Service Investment</b>	£81	£169	£0	£0	£250
<b>Affordable Housing</b>	£3,071	£2,657	£200	£0	£5,928
<b>Total</b>	<b>£7,094</b>	£8,048	£6,601	£4,965	£26,708
<b>Difference</b>	<b>£0</b>	<b>£552 *</b>	<b>£1,855</b>	<b>£862</b>	<b>£3,269</b>

\*includes £489k of carry forward budgets

Stock condition

A review of the stock condition data held by the council has now been completed and it sets out how much needs to be invested in order to meet the “decent homes standard” by 2020/21. The review showed the following investment need.

Table 3

*Capital investment required over 30 years at 2018/19 prices*

Expenditure Type (£000)	2018-2019	2019-2020	2020-2021	2021-2022	2022-23	2024-2047	Total
Void Works	£646	£624	£624	£624	£624	£15,600	£18,742
Cyclical works	£4,089	£5,372	£3,936	£2,665	£2,493	£65,899	£84,454
Aids and Adaptations	£487	£405	£405	£405	£405	£10,136	£12,243
<b>Total</b>	<b>£5,222</b>	<b>£6,401</b>	<b>£4,965</b>	<b>£3,694</b>	<b>£3,522</b>	<b>£91,635</b>	<b>£115,439</b>

This equates to £34.85k per unit over the next 30 years or £1,162 per property per year at 2018/19 prices.

Affordable Housing

The Investment plan includes completion of affordable housing schemes already agreed and detailed in the following table.

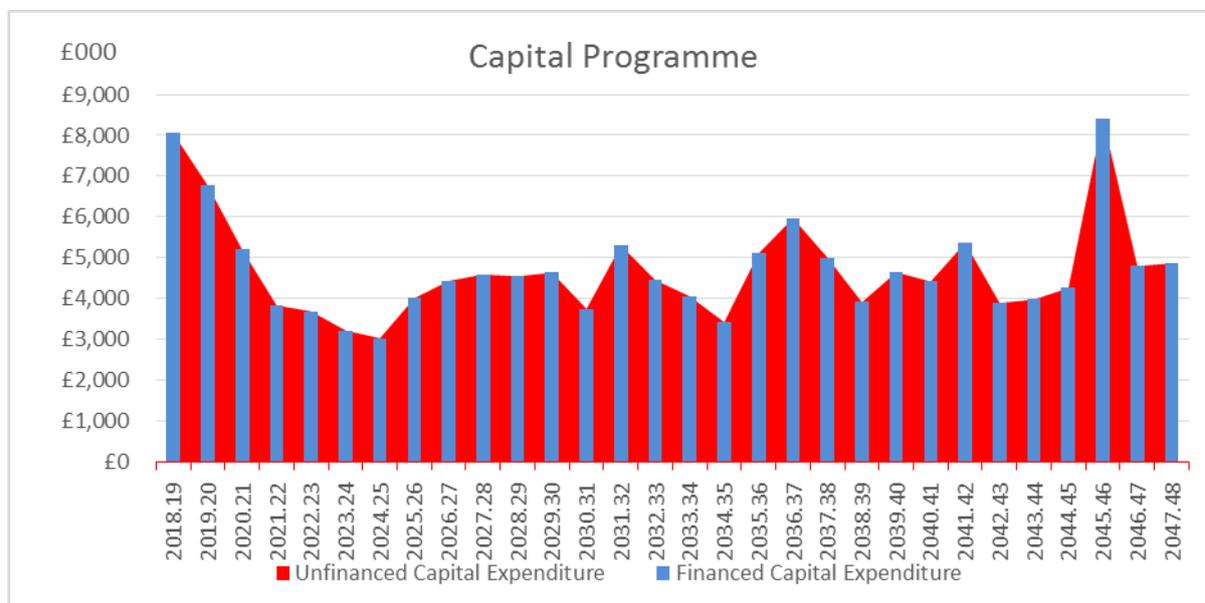
Table 3

Scheme	Amount (£000's)
<b>Completion of Martinshaw Lane (2018/19)</b>	598
<b>Ambion Court</b>	1,825
<b>Affordable Housing (one off purchases of dwellings)</b>	434
<b>Total</b>	<b>2,857</b>

## Appendix 1- overall long-term investment plan.

The overall capital expenditure plan over the next 30 years is summarised in the Graph below.

Graph 3: *Capital expenditure funded in all years*



### 4. Outline programme of investment

The HRA Investment Plan seeks to balance the level of investment with the level of risk and needs to ensure there is sufficient 'resilience' built into the plan to mitigate against the financial risks.

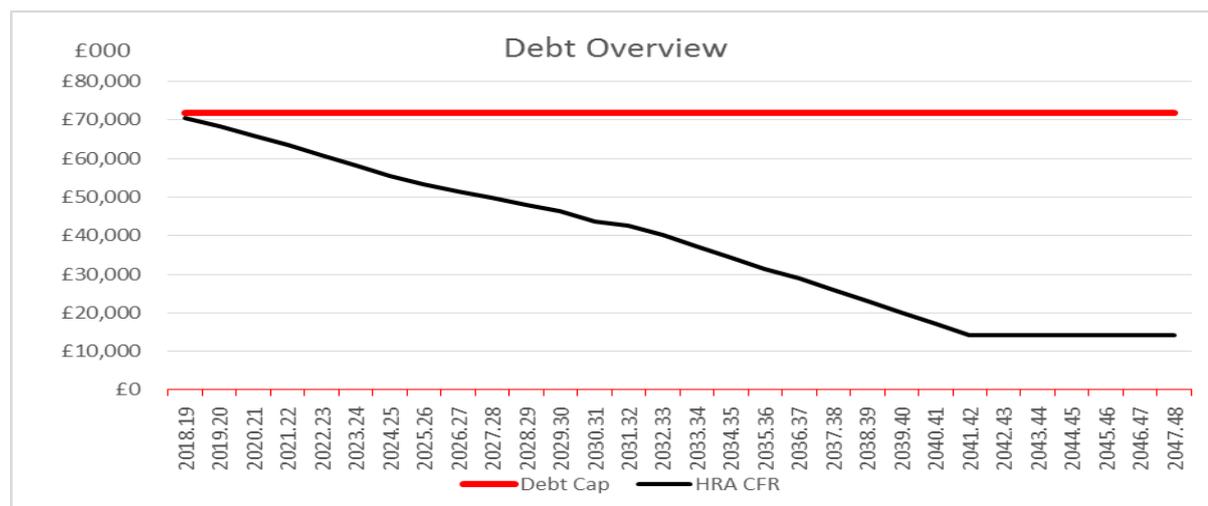
The graph below summaries the debt position for the current programme. From 2019/20 the current debt will start to be paid off. The current plan does not include the option of replacing current debt with new debt as it is paid off. The reduced debt position will create headroom for further borrowing to invest in potential new developments. The current ambition is to use the annual increase in head room of £2.9m as debt is paid off to explore the option of increasing housing supply for the Hinckley and Bosworth area. The recent announcement that the HRA debt cap on borrowing is to be lifted is also welcome news, and when the details of this are clear, the option of further investment in delivering higher numbers of new houses in the area will be explored. Therefore as current debt is reduced and the cap on borrowing removed, investment plans can be reconsidered and the overall HRA plan will need updating to reflect any option agreed.

The Council is also mindful of the potential for changes to the decent homes standard noted in Social Housing Green Paper, which may introduce changes that increase the costs of maintaining our existing housing stock. Once the details are finalised, the HRA Investment plan will be reviewed and this will be considered alongside our ambitions to increase overall levels of council housing to provide homes to people in the area.

## Appendix 1- overall long-term investment plan.

The HRA Investment plan assumes £2 million is set aside to fund any potential service improvements needed in the future and contingencies. To fund the latest programme due to welfare reforms and the latest investment plan proposals additional borrowing of £12.6 will be required between 2023/24 and 2036/37. This borrowing has been built into the plan and is reflected in the Debt Overview graph below.

Graph 4



The current 2018/19 investment programme is for £5.222million as set out in table below.

Table 4: 2018/19 Housing capital investment programme

Description	Budget 2018/19 £000's
Boilers & Heating	971
Electrical Installation	559
Kitchens & Bathrooms	818
Roofs	867
Major Voids	646
Programmed Enhancement	316
Asbestos & Legionella	145
UPVC Doors/Windows	215
Adaptations	487
Capitalised Salaries	198
<b>Total</b>	<b>5,222</b>

## Appendix 1- overall long-term investment plan.

The overall financial envelope for the next 5 years and in total is shown in the table below.

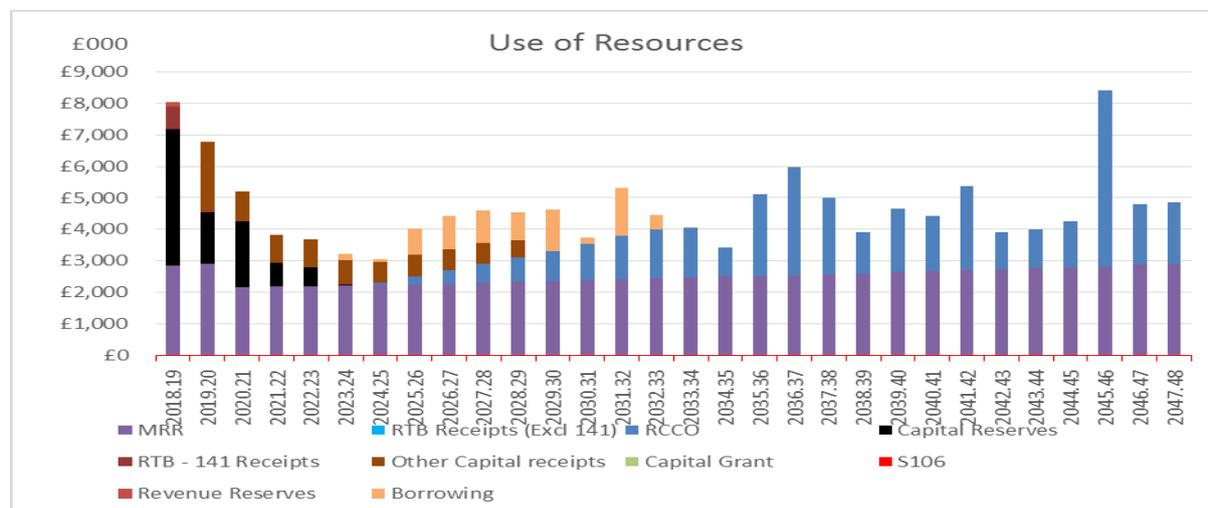
Table 5

Programme £000's	2018/19	2019/20	2020/21	2021/22	2022/23	2024- 2047	Total
<b>Cyclical Works</b>	4,089	5,372	3,936	2,665	2,493	65,899	84,454
<b>Adaptations</b>	487	405	405	405	405	10,136	12,243
<b>Voids</b>	646	624	624	624	624	15,600	18,742
<b>Affordable Housing</b>	2,657	200	0	0	0	0	2,857
<b>Service Investment</b>	169	0	0	0	0	0	169
<b>Total</b>	<b>8,048</b>	<b>6,601</b>	<b>4,965</b>	<b>3,694</b>	<b>3,522</b>	<b>91,635</b>	<b>118,465</b>
<b>Borrowing*</b>	<b>70,613</b>	<b>68,299</b>	<b>65,946</b>	<b>63,424</b>	<b>60,750</b>	<b>12,642</b>	

\*The maximum amount of borrowing allowed for Hinckley and Bosworth is £71,815k. This is commonly referred to as the debt cap.

The graph below summaries the overall funding position for the capital programme after allowing for inflation.

Graph 5



## 4. Potential funding streams

There are other potential funding streams which would enable additional investment linked to priorities outlined below.

- Right to buy receipts – there are restrictions on use of right to buy receipts to avoid “double funding” of government subsidy. However the council will ensure these receipts are used to increase the supply of affordable housing in the Borough within the prescribed timescales for spend.

## Appendix 1- overall long-term investment plan.

- Commuted sums in lieu of on site affordable housing. The preference for delivery of affordable housing from new housing development sites is on site. However where a site is unsuitable for affordable housing, the council will seek a suitable commuted sum to be spent in the Borough to increase the supply of affordable housing.
- Grant funding from Homes England – the Council continues to hold Investment Partner status with Homes England and as such can bid to draw down grant from programmes which support delivery of affordable housing. Opportunities to obtain grants to support the council's strategic objectives will continue to be pro-actively pursued
- Borrowing – as already there may be opportunities for borrowing in the future, along with opportunities with the proposed lifting of the debt cap. Reviews of the HRA Business Plan and HRA Investment Strategy will continue to explore the options for delivery.

### **5. The priority for further investment is new council housing development**

The council has successfully delivered 2 new affordable housing schemes in partnership with developers and Registered Providers; 30 general needs properties at Southfield Road Hinckley and 9 new bungalows at Martinshaw Lane, Groby. The Council is keen to continue to deliver a development programme when finances permit

The aspiration of delivering additional council housing could be met through:

1. Working with partners to build new housing, either on land that the council owns, or on land that is purchased for the purpose.
2. Increasing the amount of rural affordable housing by developing rural exception sites with partners. With these sites, as the land would not normally get permission for housing to be built on it, the land values are usually lower than housing land.
3. Acquisition of properties on new developments, purchase off the open market or targeted purchase of ex council housing. In order to make best use of such opportunities, work is ongoing to set out a systematic approach to acquisitions to identify
  - Locations where pressure on the waiting list is greatest
  - Property types in greatest demand / lowest supply
  - The point at which the cost of repair of an older property makes it unrealistic to purchase

Appendix 1- overall long-term investment plan.

4. Use of a local Housing Company or Joint Venture Vehicle to work in partnership with other to spread the risk of development is still under consideration when funding permits.

## 6. Overall Housing Revenue Account Projections

The table below gives the overall levels of income and expenditure expected based on the current investment plan. If new homes are provided in the future, then this will be reviewed and updated.

Table 6: Housing Revenue Account Projections

Year	2018/19	2019/20	2020/21	2021/22	2022/23	2024-2047	Total
<b><u>Income</u></b>							
Gross Rental Income	12,692	12,581	12,844	13,106	13,362	446,680	511,265
Other Income	177	182	185	189	192	6,106	7,031
<b>Total income</b>	<b>12,869</b>	<b>12,763</b>	<b>13,029</b>	<b>13,295</b>	<b>13,554</b>	<b>452,786</b>	<b>518,296</b>
<b><u>Expenditure</u></b>							
Management	-2,745	-2,808	-2,864	-2,918	-2,971	-94,440	-108,746
Bad Debt Provision	-160	-193	-197	-164	-168	-5,605	-6,486
Repairs	-3,192	-3,298	-3,393	-3,488	-3,582	-130,676	-147,629
<b>Total expenditure</b>	<b>-6,097</b>	<b>-6,299</b>	<b>-6,454</b>	<b>-6,571</b>	<b>-6,721</b>	<b>-230,721</b>	<b>-262,862</b>
<b><u>financing costs</u></b>							
Interest paid	-2,088	-2,191	-2,145	-2,095	-2,035	-27,661	-38,215
Depreciation	-2,111	-2,142	-2,161	-2,179	-2,196	-63,264	-74,053
Other items	12	11	8	6	6	545	588
<b>Total financing costs</b>	<b>-4,187</b>	<b>-4,322</b>	<b>-4,298</b>	<b>-4,268</b>	<b>-4,225</b>	<b>-90,380</b>	<b>-111,680</b>
<b>Net Operating Expenditure</b>	<b>2,585</b>	<b>2,142</b>	<b>2,277</b>	<b>2,457</b>	<b>2,608</b>	<b>131,685</b>	<b>143,754</b>
<b><u>Appropriations</u></b>							
<b>Total Appropriations</b>	<b>-2,508</b>	<b>-119</b>	<b>-2,280</b>	<b>-2,455</b>	<b>-2,606</b>	<b>-94,346</b>	<b>-104,314</b>
<b>Net income/ (expenditure)</b>	<b>77</b>	<b>2,023</b>	<b>-3</b>	<b>2</b>	<b>2</b>	<b>37,339</b>	<b>39,440</b>
<b>Opening Balance</b>	<b>727</b>	<b>804</b>	<b>2,827</b>	<b>2,824</b>	<b>2,826</b>	<b>2,828</b>	
<b>Generated in year</b>	<b>77</b>	<b>2,023</b>	<b>-3</b>	<b>2</b>	<b>2</b>	<b>37,339</b>	
<b>HRA Balance</b>	<b>804</b>	<b>2,827</b>	<b>2,824</b>	<b>2,826</b>	<b>2,828</b>	<b>40,167</b>	

## Appendix 1- overall long-term investment plan

Year	2018.19	2019.20	2020.21	2021.22	2022.23	2023.24	2024.25	2025.26	2026.27	2027.28	2028.29	2029.30	2030.31	2031.32	2032.33	2033.34	2034.35	2035.36	2036.37	2037.38	2038.39	2039.40	2040.41	2041.42	2042.43	2043.44	2044.45	2045.46	2046.47	2047.48	
	£m																														
<b>HRA Balances</b>																															
In-year cashflow	£0.08	£2.02	£0.00	£0.00	£0.00	£0.00	£0.00	-£0.01	£0.00	£0.00	£0.00	-£0.01	£0.02	-£0.02	£0.02	£0.21	£1.10	-£0.31	-£0.90	£0.23	£1.59	£1.16	£1.69	£1.05	£5.76	£5.99	£5.93	£2.01	£5.84	£6.00	
HRA Balance	£0.80	£2.83	£2.82	£2.82	£2.83	£2.83	£2.83	£2.82	£2.81	£2.82	£2.82	£2.81	£2.83	£2.81	£2.83	£3.03	£4.13	£3.82	£2.92	£3.15	£4.74	£5.90	£7.59	£8.65	£14.41	£20.40	£26.33	£28.33	£34.17	£40.17	
<b>Capital Programme</b>																															
Unfinanced Capital Expenditure	£8.05	£6.77	£5.20	£3.84	£3.69	£3.22	£3.03	£4.01	£4.44	£4.59	£4.55	£4.64	£3.75	£5.30	£4.45	£4.06	£3.43	£5.11	£5.97	£5.01	£3.92	£4.65	£4.42	£5.37	£3.90	£3.98	£4.26	£8.41	£4.80	£4.87	
Financed Capital Expenditure	£8.05	£6.77	£5.20	£3.84	£3.69	£3.22	£3.03	£4.01	£4.44	£4.59	£4.55	£4.64	£3.75	£5.30	£4.45	£4.06	£3.43	£5.11	£5.97	£5.01	£3.92	£4.65	£4.42	£5.37	£3.90	£3.98	£4.26	£8.41	£4.80	£4.87	
<b>Debt</b>																															
HRA CFR	£70.61	£68.30	£65.95	£63.42	£60.75	£58.14	£55.28	£53.17	£51.30	£49.39	£47.35	£45.73	£43.01	£41.59	£39.11	£36.17	£33.23	£30.29	£27.35	£24.41	£21.47	£18.52	£15.58	£12.64	£12.64	£12.64	£12.64	£12.64	£12.64	£12.64	
Debt Cap	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92	£71.92
Schedule Debt	£67.63	£64.69	£61.75	£58.81	£55.87	£52.93	£49.99	£47.05	£44.11	£41.17	£38.23	£35.29	£32.35	£29.41	£26.47	£23.53	£20.59	£17.65	£14.70	£11.76	£8.82	£5.88	£2.94	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
Internal Borrowing	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98	£2.98
New Debt	£0.00	£0.63	£1.21	£1.63	£1.90	£2.23	£2.31	£3.14	£4.21	£5.24	£6.14	£7.46	£7.69	£9.20	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66	£9.66
Total Debt	£70.61	£68.30	£65.95	£63.42	£60.75	£58.14	£55.28	£53.17	£51.30	£49.39	£47.35	£45.73	£43.01	£41.59	£39.11	£36.17	£33.23	£30.29	£27.35	£24.41	£21.47	£18.52	£15.58	£12.64	£12.64	£12.64	£12.64	£12.64	£12.64	£12.64	
<b>Use of Resources</b>																															
RCCO	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.05	£0.26	£0.42	£0.59	£0.76	£0.96	£1.15	£1.38	£1.56	£1.60	£0.94	£2.59	£3.43	£2.44	£1.31	£2.01	£1.76	£2.67	£1.17	£1.22	£1.47	£5.58	£1.94	£1.97	
Revenue Reserves	£0.16	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
MRR	£2.85	£2.90	£2.16	£2.18	£2.20	£2.21	£2.24	£2.26	£2.28	£2.30	£2.33	£2.36	£2.38	£2.41	£2.43	£2.46	£2.49	£2.52	£2.54	£2.57	£2.60	£2.63	£2.66	£2.70	£2.73	£2.76	£2.80	£2.83	£2.86	£2.90	
RTB Receipts (Excl 141)	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
Other Capital receipts	£0.00	£2.16	£0.95	£0.89	£0.89	£0.78	£0.67	£0.67	£0.67	£0.67	£0.55	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
Capital Reserves	£4.33	£1.65	£2.09	£0.76	£0.60	£0.02	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
RTB - 141 Receipts	£0.71	£0.06	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
Capital Grant	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
S106	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	
Borrowing	£0.00	£0.00	£0.00	£0.00	£0.00	£0.21	£0.08	£0.83	£1.07	£1.04	£0.90	£1.32	£0.22	£1.51	£0.46	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	



Hincley & Bosworth  
Borough Council

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## FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

SCRUTINY COMMISSION  
COUNCIL

8 November 2018  
27 November 2018

WARDS AFFECTED: ALL WARDS

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### **New Directions for Growth – Further Options Consultation Local Plan Review**

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#### **Report of Director (Environment and Planning)**

##### **1. PURPOSE OF REPORT**

- 1.1 The National Planning Policy Framework (NPPF) requires, strategic policies in Local Plans to be reviewed every five years to be considered “up to date” and are aligned with legislation and regulations and continue to identify and meet the strategic development needs for their area. The Borough’s Core Strategy, which contains our strategic policies was adopted in 2009 is now “out of date” and therefore is overdue for review. The review of the Local Plan commenced with the Scope, Issues and Options consultation undertaken over 8 weeks between January and March of this year.
- 1.2 This report seeks to gain Members endorsement of a further stage of consultation aimed at developing a new spatial development strategy for the borough. The New Directions for Growth consultation seeks to explore the options from the first consultation further, along with exploring the potential for development areas not in the existing urban areas in order to relieve some of the current development and infrastructure pressures felt in these areas. A further Call for Sites exercise will be run in connection with this consultation so that alternative sites may be submitted to the council and assessed for future development potential. Although this consultation will be a non-statutory stage of the Local Plan Review process it will complement the Scope, Issues and Options stage and help to formulate the most appropriate strategy for delivering growth.

##### **2. RECOMMENDATION**

- 2.1 That Members endorse the New Directions for Growth – Local Plan Review consultation document.
- 2.3 That Members agree:
  - (i) The undertaking of a period of consultation (6 weeks) on the New Directions for Growth - Local Plan Review document during January and February 2019 (exact dates to be determined).

- (ii) To delegate to the Head of Planning in liaison with the relevant Executive Member to make minor drafting/presentational changes to the documents in order to assist with clarification and/or explanation prior to it being published for consultation.

### 3. BACKGROUND TO THE REPORT

- 3.1 The Core Strategy (adopted in 2009 and covering the period 2006-26) set the overarching strategic planning strategy and vision for Hinckley and Bosworth Borough. It reflected national and regional planning policy guidance at that time, which included the East Midlands Regional Spatial Strategy and various Planning Policy Statements and Guidance Notes.
- 3.2 The Local Plan needs updating in order to effectively guide future development growth across the Borough as well as reflect government policy and legislative changes since its adoption. This includes the recent update to the National Planning Policy Framework (2018). In addition, our strategic housing policies contained in the adopted Core Strategy are now out of date following the publication of the Housing and Economic Development Needs Assessment (January 2017) which provides the most up to date evidence of housing need across Leicestershire.
- 3.3 The review of the Local Plan commenced in early 2016 with focused engagement with parish councils and developers via workshops, alongside continued evidence gathering and working with Members.
- 3.4 NPPF, Planning Practice Guidance and Local Planning Regulations 2012 (as amended) dictate the process for Local Plan-making. The first statutory stage of the Local Plan review was the preparation and publication for consultation of the Directions for Growth, Scope Issues and Options document. The document set out proposed directions for growth, the scope, issues and options for the new local plan at a borough level but also reflected the emerging county-wide strategic development strategy – the Leicester and Leicestershire Strategic Growth Plan.
- 3.5 An update of the outcomes from Local Plan Review Scope, Issues and Options consultation was reported to Council on 12 June 2018. The report stated that over 840 comments were received to the consultation from around 80 submissions. These have been from a range of stakeholders including statutory consultees, Parish Councils, businesses, residents, developers and interest groups. From the comments received in relation to the options for growth, it was evident that not one option solely would be able to address the full identified housing and economic growth needs across the borough, whilst supporting the borough's urban and rural areas and provide all the likely infrastructure needs to meet growth.
- 3.6 Following further discussion at Planning Policy Member Working Group meetings about the future direction for development and areas where land was being submitted for development pressure, it became clear that there was a desire to explore the potential for further options beyond the urban area. Hence the preparation of the New Directions for Growth consultation and further call for sites in the hopes of unlocking potential alternate development options not yet taken in to consideration.
- 3.7 Due to the need to explore options beyond the urban area, Members of the Planning Policy Member Working Group asked officers to undertake further focussed engagement with Parish Councils. Requests and invitations to meet with and work with Parish Council's at focussed seminars in the autumn were sent out and followed

up. Unfortunately the take up from Parish Councils to do further engagement with the policy team (supported by the Rural Community Council) has been very disappointing despite further requests being made by the team. Only 5 out of the 24 Parish Councils responded and expressed an interest in doing this. A further attempt to engage direct with parishes will be made during the New Directions for Growth consultation period. The team will also have a presence at the Rural Conference on 20 November 2018.

#### 4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

4.1 Open session

#### 5. FINANCIAL IMPLICATIONS (CS)

5.1 In the current financial year, £189,000 has been set aside for costs relating to the Local Plan. Consultation costs and amendment costs to documents will be met from these budgets. Any additional financial implications arising from the consultation process will require approval in accordance with financial procedure rules.

#### 6. LEGAL IMPLICATIONS (MR)

6.1 Set out in the report.

#### 7. CORPORATE PLAN IMPLICATIONS

7.1 The options/proposals will contribute to the delivery of the following Corporate Plan priorities:

- People
  - Give children and young people the best start in life and offer them the opportunity to thrive in their communities
- Places
  - Make our neighbourhoods safer
  - Improve the quality of existing homes and enable the delivery of affordable housing
  - Inspire standards of urban design that create attractive places to live
- Prosperity
  - Boost economic growth and regeneration...places to work and live all over the borough.
  - support the regeneration of our town centres and villages
  - support our rural communities
  - work with partners to raise...employment and home ownership

#### 8. CONSULTATION

8.1 None

#### 9. RISK IMPLICATIONS

9.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is officers opinion based on the

information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

- 9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
DLS 37 Consult with customers and stakeholders: failure to do so leads to non compliance of Statement of Community Involvement.	Ensure consultation to meet statutory requirements ensuring it is all inclusive	Head of Planning
DLS 44 Five year housing land supply: failure leads to speculative unplanned housing developments plus additional costs incurred due to planning appeal process	Member engagement/training has taken place  Regular Member briefings at Planning Policy Member Working Group  Quarterly update reports to Planning Committee regarding strategic housing developments	Head of Planning
DLS 50 Failure to keep up to date or not complying with latest legislation and regulations could lead to damage to council reputation, intervention by MHCLG and potential prosecution.	Policy team in place to ensure policies are aligned to latest Government requirements.	Head of Planning
The Local Development Scheme (LDS) is not up to date. The LDS is required under section 15 of the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011). It must be made available publically and kept up to date.	Ensure the LDS is kept up to date and publicised on the Council's website.	Head of Planning

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS
- 10.1 The Local Plan Review addresses issues associated with development and will provide a framework in which to manage growth across the borough.
- 10.2 Engagement with stakeholders and other local authorities is an integral part of the plan making process, and the council is required to demonstrate this through to Examination in Public.
- 10.4 This report does not result in direct implications for Equalities, Rural Communities, and Environmental.

## 11. CORPORATE IMPLICATIONS

11.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Procurement implications
- Human Resources implications
- Planning implications
- Data Protection implications
- Voluntary Sector

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Background papers: Draft New Directions for Growth consultation paper

Contact Officer: Kirstie Rea, Planning Manager (Policy) ext. 5857

Executive Member: Cllr M Surtees

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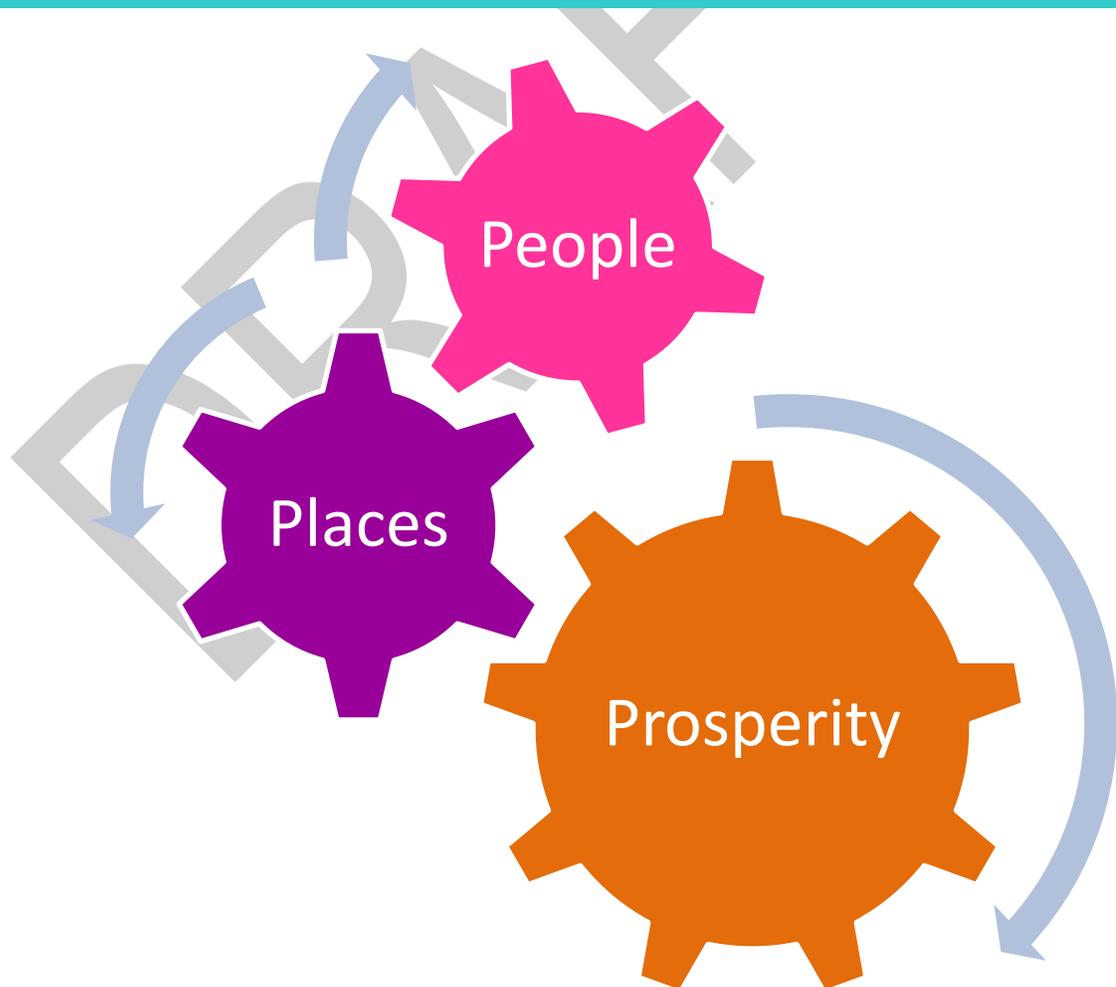
Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

**Local Plan 2016-2036**

## **Hinckley & Bosworth Local Plan Review**

### **New Directions for Growth Consultation Paper**



Foreword

## Contents

To be inserted when content complete

## **About this consultation**

This paper represents the next stage in the development of the local plan for Hinckley & Bosworth Borough Council. We are seeking your views on spatial options to accommodate growth in the borough.

### **1. Introduction**

- 1.1 Hinckley & Bosworth Borough Council are in the process of preparing a new local plan which will guide the type, amount and location of development in the borough up to 2036. This will replace the existing planning framework comprising the Core Strategy (2009), Site Allocations and Development Management Policies DPD (2016), and the Hinckley Town Centre (2011) and Earl Shilton and Barwell (2014) Area Action Plans.
- 1.2 The new local plan will set out a vision and development strategy for the whole of the Borough, and set out a range of policies that will guide development to ensure that it helps to deliver that vision and strategy.
- 1.3 The plan will also include allocations for various land uses including residential and employment. The local plan will help to provide certainty to local residents, developers and other stakeholders about what will happen in the borough over the next few decades. It will also form the strategic context for Neighbourhood Plans.
- 1.4 Once adopted the Local Plan, along with other relevant development plan documents such as neighbourhood plans, will be used to determine planning applications.
- 1.5 In working towards a new local plan we will need to agree a preferred approach to development in the borough and demonstrate the plan is the most appropriate strategy, when considered against reasonable alternatives.
- 1.6 This paper aims to build on the Scope, Issues and Options consultation<sup>1</sup> and examines potential approaches or 'spatial options' available in light of the responses to that consultation, the new National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) and the Leicester & Leicestershire Strategic Growth Plan (SGP).
- 1.7 As part of this consultation we are also asking for sites to be put forward which may be capable of accommodating new housing and economic growth in the borough, which we will consider for their suitability for inclusion as allocations in the new local plan.

### **2. The Scope, Issues and Options Consultation**

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<sup>1</sup> <https://hinckleybosworth.commonplace.is/overview>

- 2.1 Between January and March 2018 we consulted on the Scope, Issues and Options (SIO). That document sought comments on the scope of the local plan review, the issues that should be considered, and broad options to accommodate growth. The SIO also set out for consideration six broad spatial options for delivering future development within the borough.
- 2.2 The consultation document was accompanied by a number of supporting evidence studies, a summary leaflet, social media and a series of drop-in and engagement events across the borough. In addition to the SIO consultation we also carried out a 'call for sites' exercise, resulting in approximately 80 additional sites being put forward for consideration and for potential inclusion in the draft plan.
- 2.3 A total of 78 formal submissions were received in response to the consultation, providing over 850 individual comments for the separate themes set out in the document. We also, through the consultation drop-in sessions, spoke to a significant number of people. Submissions were received from a variety of individuals and organisations including residents of the borough, land owners, developers and parish councils. A report<sup>2</sup> on the consultation was presented at Full Council on 12<sup>th</sup> June 2018.

#### **Overarching Spatial Strategy**

- 2.4 The SIO consultation set out six broad options for the overarching spatial strategy for the borough. These were considered to be realistic alternative options to accommodate the housing and employment growth the borough is likely to be expected to meet. A brief description of each option is set out below, along with the opportunities and challenges we identified for each option.
- 2.5 We asked respondents to rank the six spatial strategy options in order of most preferred to least preferred. Whilst the most preferred options related to proportionate growth of key rural areas, and growth along key transport corridors, most respondents gave a preference for a mix of the options rather than adopting a single stand alone option. The tables below also set out a summary of the comments we received on each of these options as part of the consultation, and sets out our consideration of the options in light of those comments.

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<sup>2</sup> <http://modern.gov.hinckley-bosworth.gov.uk/ieListDocuments.aspx?CId=119&MId=1639>

**Option 1: Neighbourhood Development Plan led spatial distribution**

*Add brief description of option (from SIO doc)*

Opportunities	Challenges	Comments received during SIO Consultation
<ul style="list-style-type: none"> <li>Greater role for neighbourhoods to shape new development</li> </ul>	<ul style="list-style-type: none"> <li>Small scale development most likely to not deliver strategic infrastructure</li> <li>Not all parishes have a Development Plan adopted or are choosing to prepare one, therefore not all Parishes are able to determine future development</li> <li>May require adjustment to the Green Wedge boundary for developments beyond the urban area</li> </ul>	<ul style="list-style-type: none"> <li>Would not allow for a planned growth distribution of the borough's development needs - each designated area would be working independently in piecemeal fashion</li> <li>The local plan should set out the strategic policies and distribution pattern for development that neighbourhood plans should follow. This approach would put neighbourhood plans ahead of the local plan</li> <li>Widely dispersed development will not deliver the strategic infrastructure required in the borough</li> <li>Will not deliver a sustainable pattern of development</li> <li>Neighbourhood plans can not deliver strategic growth</li> </ul>

*Add brief explanation of the above for each option*

**Option 2: Core Strategy approach**

Opportunities	Challenges	Comments received during SIO Consultation
<ul style="list-style-type: none"> <li>Spreads development and its impact over a greater number of settlements / areas</li> <li>Urban areas are the principal locations for employment, education, services and facilities</li> <li>Approach tested at Examination</li> <li>Might sustain some services at local level in smaller settlements</li> </ul>	<ul style="list-style-type: none"> <li>Recovering housing market favours greenfield sites and attractive locations. Will not necessarily support certain regeneration locations and sites. Without a mix of different housing sites, it is unlikely that housing delivery will be maximised</li> <li>Delivery of Barwell and Earl Shilton urban extensions has taken longer than scheduled.</li> <li>Might not meet the level of</li> </ul>	<ul style="list-style-type: none"> <li>Existing approach based on settlement hierarchies and sustainability of settlements is sound</li> <li>Issue of delays in bringing forward growth in urban areas through the SUEs</li> <li>Concern the Core Strategy approach is dated, based on the old regional strategy, and may be inconsistent with the new overarching strategy set out in the SGP</li> </ul>

<ul style="list-style-type: none"> <li>• Regeneration focus (brownfield sites, SUEs etc) so environmentally sustainable</li> </ul>	<ul style="list-style-type: none"> <li>• need (especially housing)</li> <li>• Harder to secure infrastructure</li> <li>• Some development might be directed to smaller settlements with limited services (i.e. not sustainable development)</li> <li>• Risk of urban sprawl and joining up of settlements</li> <li>• May require adjustment to the Green Wedge boundary for developments beyond the urban area</li> </ul>	<ul style="list-style-type: none"> <li>• This approach would place further strain on the transport infrastructure of the existing urban areas</li> <li>• Would undermine neighbourhood plans</li> <li>• Services in some key rural centres are stretched due to recent significant growth</li> </ul>
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### Option 3: Key Transport and Accessibility Corridors

Opportunities	Challenges	Comments received during SIO Consultation
<ul style="list-style-type: none"> <li>• Would provide housing in areas where the market for housing is strongest; and provision of affordable housing the greatest</li> <li>• Provides a greater number of opportunities for economic investment associated with major infrastructure corridors that are attractive to the market (eg. A5)</li> <li>• Can facilitate the extension/expansion of public transport if the quantum of development is sufficient</li> <li>• Potential to increase the services from Hinckley train station as part of the wider rail network improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Limited scope adjacent to locations in the urban area</li> <li>• May require adjustment to the Green Wedge boundary for developments beyond the urban area</li> <li>• May overlook potential sites in other parts of the Borough and may not address local issues in those locations</li> <li>• Capacity of public transport to accommodate growth in rural locations</li> </ul>	<ul style="list-style-type: none"> <li>• Large scale growth in the A5 corridor is unlikely to be achievable without significant infrastructure improvements</li> <li>• This approach should identify the A50/A511/M1 as a key growth corridor in the NE of the borough</li> <li>• Focuses growth to the south of the borough and would not support existing rural communities</li> <li>• Relates well to key employment areas such as MIRA and Magna Park and would provide prime locations for economic development</li> </ul>

### Option 4: Garden Village / New Town

Opportunities	Challenges	Comments received during SIO Consultation
<ul style="list-style-type: none"> <li>• Potential to provide a vibrant</li> </ul>	<ul style="list-style-type: none"> <li>• Delivery would be towards</li> </ul>	<ul style="list-style-type: none"> <li>• No obvious locations for a</li> </ul>

<p>mixed use new settlement in line with garden village principles.</p> <ul style="list-style-type: none"> <li>• Potential to significantly boost the supply of housing</li> <li>• Reduces the pressure on smaller villages/ rural areas</li> <li>• Infrastructure led development so planned in from the beginning of the development</li> </ul>	<p>the end of the Local Plan period</p> <ul style="list-style-type: none"> <li>• Will mean less support for local services in the more rural parts of the Borough</li> <li>• Likely to involve the development of large areas of countryside with impacts on biodiversity and landscape</li> <li>• May require adjustment to the Green Wedge boundary for developments beyond the urban area</li> </ul>	<p>new town</p> <ul style="list-style-type: none"> <li>• Existing issues with delivering large scale developments (SUEs) in borough</li> <li>• May only deliver in longer term so other options needed to ensure early delivery of housing, such as sustainable growth in rural settlements</li> <li>• Should only be considered as part of a wider package of development distribution options to ensure short and longer term delivery of growth across the borough</li> <li>• Best opportunity for an infrastructure led approach which has minimum impact on existing urban areas</li> <li>• Difficulties in delivery if multiple landowners involved</li> <li>• Any new settlement would need to be of a sufficient size to be truly sustainable and be able to support significant infrastructure requirements</li> <li>• Loss of open countryside – better to develop, and invest in, existing settlements</li> </ul>
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**Option 5: Proportionate growth of key rural centres**

<b>Opportunities</b>	<b>Challenges</b>	<b>Comments received during SIO Consultation</b>
<ul style="list-style-type: none"> <li>• Development in these locations would minimise the amount of new development allocated to smaller rural villages and isolated locations</li> <li>• Could protect rural landscape and character</li> <li>• New development can benefit rural areas through providing housing, new employment opportunities and maintaining services and</li> </ul>	<ul style="list-style-type: none"> <li>• Some settlements with very limited services would receive some growth, with residents then having to commute to access services.</li> <li>• Would require a comprehensive review of settlement boundaries for the villages</li> <li>• May require adjustment to the Green Wedge boundary for developments beyond the urban area</li> </ul>	<ul style="list-style-type: none"> <li>• Unlikely to meet wider housing need of borough and result in unsustainable patterns of development</li> <li>• Growth and distribution should be based on sustainability of settlements and not on population size</li> <li>• Growth in rural centres should be alongside growth in urban areas to ensure the needs of both areas are met</li> <li>• Impact on the existing urban</li> </ul>

facilities	<ul style="list-style-type: none"> <li>• Potential greater loss of countryside relative to other options</li> <li>• Dispersal of development will not maximise direct regeneration of poorer urban areas, although could generate indirect regeneration benefits through greater development on higher value locations</li> </ul>	<p>road infrastructure could be less with this option</p> <ul style="list-style-type: none"> <li>• Significant growth of key urban centres could have negative impacts on the characteristics/dynamics of the settlements</li> <li>• May not allow for delivery of quantum of local and/or strategic infrastructure likely to be required</li> </ul>
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**Option 6: A mix of the above options**

This stated that options 1-5 should not be considered in strict **either/or** terms; it may be that the preferred option uses elements of two or more of the above options.

**Comments on this option received during SIO Consultation**

- The spatial strategy should focus development in the most sustainable locations, taking into account infrastructure provision and future delivery
- A broad distribution of sites of various sizes in sustainable locations would allow sufficient land to meet needs
- strategy must balance the scale of growth with the capacity of each settlement to deliver housing
- Strategy must address local needs arising in rural areas
- The key urban settlements should provide the focus, with the smaller sustainable rural settlements all contributing meaningful levels of growth to ensure that the housing requirements of the borough and wider HMA are met.
- Preferable to focus growth in a limited number of places as this provides the best opportunities to secure delivery of the necessary supporting infrastructure

2.6 Having reviewed the comments received on the spatial options it is clear that one approach on its own is unlikely to be able to address issues around meeting the full housing and economic growth needs across the borough, whilst also supporting urban and rural areas and providing the likely infrastructure needed to support that growth.

2.7 Existing infrastructure was also highlighted as a key concern particularly with regard to the urban areas and the road network, and facilities and services with urban and rural areas. We are currently gathering evidence on the existing infrastructure in the borough and what future infrastructure and/or mitigation may be required over the period of the local plan.

**3. Following the Scope, Issues and Options Consultation**

3.1 There have been a number of issues that have arisen since the Scope, Issues and Options consultation which will have an impact on the Local Plan Review. These are summarised below.

## **Revised National Planning Policy Framework**

- 3.2 There have been a number of changes to the planning framework since the introduction of the Localism Act in 2011, the latest being the publication of a revised NPPF in July 2018. The Town and Country Planning (Local Planning) (England) Regulations 2012 provides the statutory basis for preparing local plans alongside the NPPF and through these Local Planning Authorities should set out a clear strategy for allocating sufficient land which is suitable for development and policies to guide that development. In doing so, they must consider the needs of the residential and business communities and indicate broad locations for strategic development.
- 3.3 The NPPF states that local plans should be prepared positively and be aspirational, but that they must also be deliverable. Local plans should be prepared with the objective of contributing to the overall achievement of sustainable development.

## **Scale of Development needs**

- 3.4 The NPPF sets out that local plans should have an overall strategy for the pattern, scale and quality of development, and make sufficient provision for housing, employment, retail, leisure and other commercial development needs.
- 3.5 The SIO noted it is likely that at least 450 dwellings would need to be delivered each year in the borough. Throughout the preparation of the plan we will update and review this figure as new evidence on housing need is published. We will also need to consider how this level of need can be accommodated.
- 3.6 The Government, through the revised NPPF and NPPG, have recently introduced a new standard methodology for calculating a local housing need figure. However they have also recently announced their intention to review this methodology. There is therefore currently a level of uncertainty in the quantity of housing the local plan will need to plan for.
- 3.7 Nevertheless, the most recent government data on household projections and affordability, which feed into the standard methodology, indicate the borough has a current housing need of around 569 dwellings per year. This is significantly above the 450 dwelling requirement that was set out in the Core Strategy (2009).
- 3.8 The SIO also noted that the borough may need to accommodate some of the housing need from Leicester. The scale of any such unmet need which may need to be accommodated in the borough and wider Leicestershire area has not yet been fully quantified, and the mechanism for apportioning this has yet to be fully agreed. This will be considered further through duty to co-operate discussions with the City and the other authorities in Leicestershire.

- 3.9 In terms of employment and the need to allocate land for other uses, work is ongoing to understand further the need for additional land for non-housing related needs. Evidence is currently being prepared or planned to look specifically at the need for additional retail and employment land, whilst studies are looking at the existing amount of community facilities in the borough.

### **Evidence gathering**

- 3.10 Since the SIO consultation we have been gathering more evidence through new studies to inform the development of the new local plan. Recently completed work includes the Open Space, Sport and Recreation study, the Strategic Housing and Employment Land Availability Assessment (SHELAA) and the Green Wedge Review.
- 3.11 The evidence gathering work will continue as the development of the local plan progresses and we are currently preparing studies on Infrastructure, Habitats, Flood Risk and the need for additional land use allocations as noted above. More information on these evidence studies, as well as a full list of currently available studies is available on the council's website<sup>3</sup>.

### **Strategic Growth Plan and cross boundary planning**

- 3.12 The Strategic Growth Plan (SGP) sets out a strategy for the growth and development of Leicester and Leicestershire in the period up to 2050, allowing for a longer term strategic view to be taken beyond the conventional timeframes of a local plan. It has identified broad locations where strategic-level development should take place and the supporting infrastructure needed to deliver it, while leaving it to individual Local Plans to deliver development to meet local need. The SGP evidence and analysis work demonstrate sufficient provision of land to meet for housing and economic growth to the period to 2031 and 2036.
- 3.13 The SGP proposes that most development will take place in major strategic locations with less development in existing towns, villages and rural areas; in so doing, it allows new development to be focused along transport corridors and close to employment centres.
- 3.14 For our borough, the SGP spatial strategy will mean improvement of the A5 corridor which is essential to reduce congestion in the area, to deliver already planned housing growth and to support delivery of major industrial sites which already have Local Plan allocations and/or planning permission. Managing the delivery of consented/allocated sites in and around Hinckley will be achieved through Local Plans. The overall strategy set out in the SGP will need to be articulated through the local plan, however it will be for the local plan to express this in a way which best reflects local aspirations for growth and place making.

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<sup>3</sup> [https://www.hinckley-bosworth.gov.uk/info/1004/planning\\_policy\\_and\\_the\\_local\\_plan/1470/evidence\\_base\\_and\\_supporting\\_studies](https://www.hinckley-bosworth.gov.uk/info/1004/planning_policy_and_the_local_plan/1470/evidence_base_and_supporting_studies)

3.15 As noted above Leicester may not be able to fully accommodate its own housing need. Following on from the SGP, the next important stage in cross-boundary planning will be to agree an approach to the distribution of housing across Leicester and Leicestershire, and this will include responding to any unmet housing need which may be required to be redistributed across the area.

### **Land Availability**

3.16 The Council has recently published its updated Strategic Housing and Economic Land Availability Assessment (SHELAA) October 2018<sup>4</sup>. The purpose of the SHELAA is to identify sites and broad locations with potential for development, assess their potential and suitability for development, and the likelihood of development coming forward. In order to assess the suitability of sites the SHELAA takes into consideration a range of issues including development constraints (such as flooding, ecology, heritage potential etc), access, availability, and achievability.

3.17 Sites which are considered suitable, available and achievable are then either classed as deliverable (likely to be developed in the next five years) or developable (likely to be developed between 6 to 10 years, or 11 to 15+ years). Should a site be considered unsuitable, unavailable or unachievable it will be classed as non-developable.

**The web link at footnote 4 will be added prior to the consultation once the SHELAA is published online.**

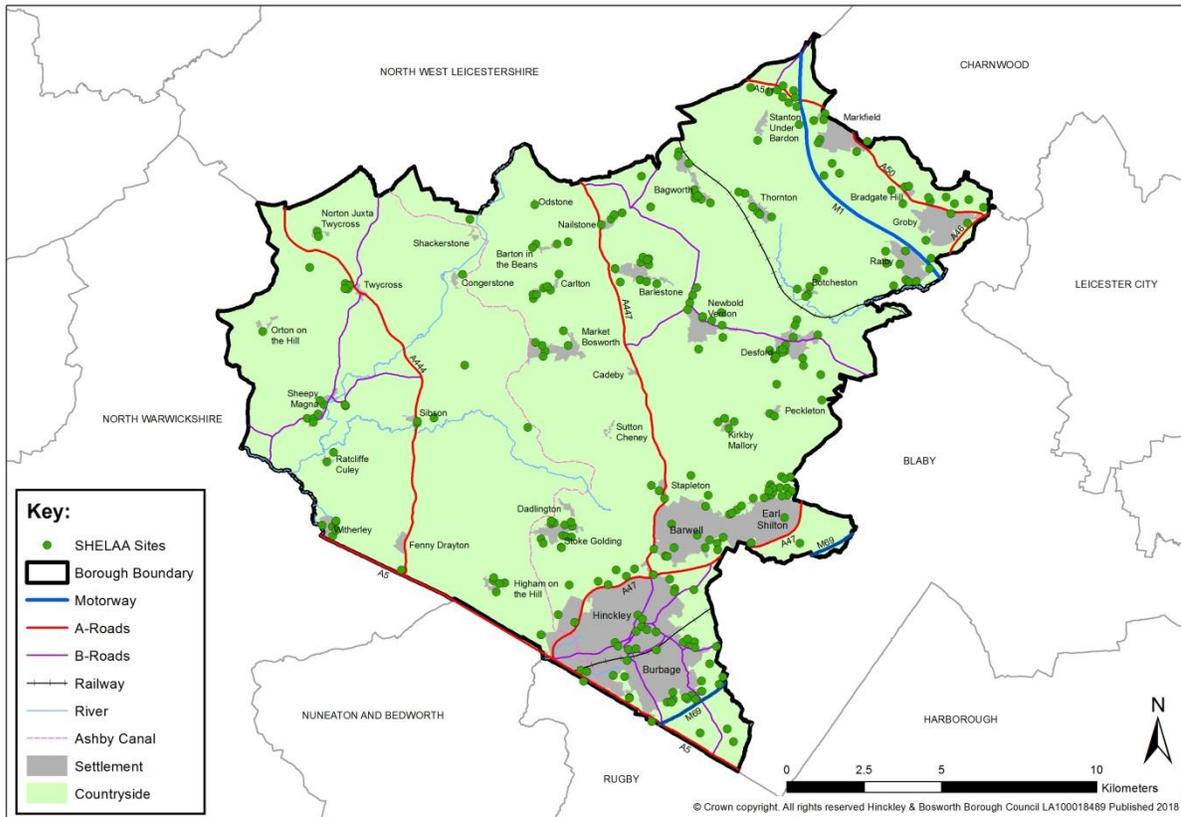
3.18 Following a SHELAA specific 'call for sites' in 2016 and an open 'call for sites' exercise which ran alongside the Scope, Issues and Options consultation, the council assessed 234 sites through the SHELAA of which 158 were considered either deliverable or developable for residential, 45 for B1 uses, 44 for B2 uses, 41 for B8 uses and 21 for Leisure. The overall amount of land considered deliverable or developable is estimated to be able to accommodate around 21,218 dwellings, at 1,087 hectares. However it is not necessarily the case that all these sites would be supported for development as they may not be compliant with planning policies, further evidence may not support development on that site, and/or may not meet the aspirations of the spatial strategy for the borough.

3.19 Map 1 below shows that many of the sites identified through the SHELAA are within or related to the existing urban areas and, to a lesser extent, the main rural settlements. In addition it also shows that comparatively few sites have been identified in the west of the borough, the area broadly to the west of the Ashby Canal.

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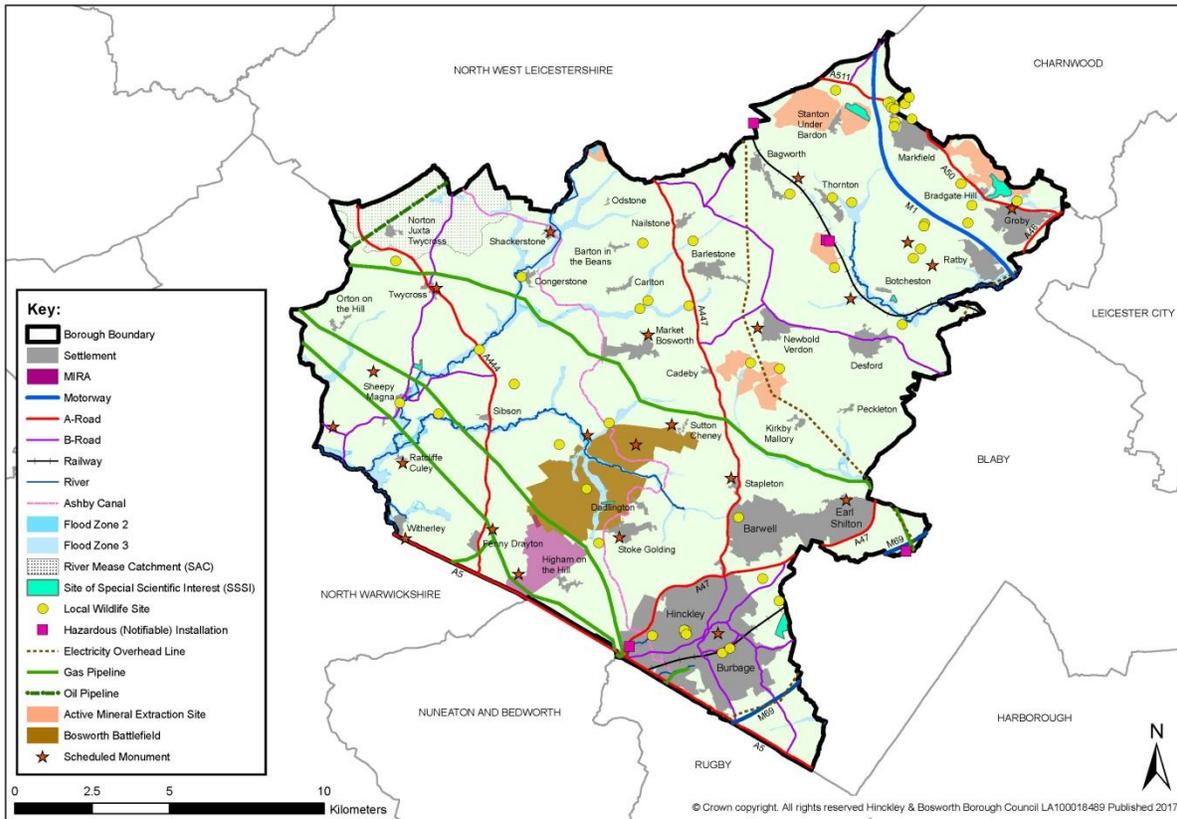
<sup>4</sup> Weblink

**Map 1 :Sites considered in the SHELAA**



- 3.20 As of 1 April 2018, around 2,418 dwellings have planning permission in the borough. Approximately 1,901 or 79% of these are within or close to the urban area of Hinckley, Burbage, Earl Shilton and Barwell. There are also two Sustainable Urban Extensions within the urban area which are yet to deliver housing on-site. Once development commences on the Sustainable Urban Extensions (SUEs), together they will deliver 3,900 dwellings.
- 3.21 From the responses to the SIO consultation it is apparent that there are concerns over the continued focus of development on the urban area, the ability of the urban area to assimilate additional development, and upon the reliance of the urban areas to deliver the majority of new housing. A significant proportion of the existing identified supply is focused on the urban area so, at least in the short term, the urban areas will continue to see further development.
- 3.22 As a result of the issues and concerns raised above the council have considered it prudent to explore further directions for growth outside of the urban area of Hinckley, Burbage, Earl Shilton and Barwell.

## Map 2: Borough Constraints Map



**Table 1: Existing settlement hierarchy**

	Characteristics	settlements
Urban areas	The focus of key transport, retail, employment and leisure facilities in the borough.	<ul style="list-style-type: none"> <li>• Hinckley</li> <li>• Burbage</li> <li>• Barwell</li> <li>• Earl Shilton</li> </ul>
Key rural centres relating to Leicester	Settlements located close to the Leicester urban area, which primarily relate to the city.	<ul style="list-style-type: none"> <li>• Desford</li> <li>• Groby</li> <li>• Ratby</li> <li>• Markfield and Field Head</li> </ul>
Key rural centres within the National Forest	Former mining settlements within National Forest.	<ul style="list-style-type: none"> <li>• Bagworth and Thornton</li> </ul>
Stand alone key rural centres	Provide services for own needs and those on their hinterlands. Are at some distance to Leicester	<ul style="list-style-type: none"> <li>• Barlestone</li> <li>• Market Bosworth</li> <li>• Newbold Verdon</li> </ul>

	and Hinckley.	<ul style="list-style-type: none"> <li>• Stoke Golding</li> </ul>
Rural villages	More limited services than key rural centres. Local school and public transport, as well as leisure facilities. A public house and/or hot food take-away may be located	<ul style="list-style-type: none"> <li>• Higham-on-the-Hill</li> <li>• Stanton under Bardon</li> <li>• Sheepy Magna</li> <li>• Nailstone</li> <li>• Twycross</li> <li>• Witherley</li> <li>• Congerstone</li> </ul>
Rural hamlets	Limited services, reliant on surrounding areas for meeting needs (e.g. school, employment, provision of good and services)	<ul style="list-style-type: none"> <li>• Barton in the Beans</li> <li>• Botcheston</li> <li>• Bradgate Hill</li> <li>• Cadeby</li> <li>• Carlton</li> <li>• Dadlington</li> <li>• Fenny Drayton</li> <li>• Kirkby Mallory</li> <li>• Peckleton</li> <li>• Norton Juxta Twycross</li> <li>• Orton on the Hill</li> <li>• Ractcliffe Culey</li> <li>• Shackerstone</li> <li>• Sibson</li> <li>• Stapleton</li> <li>• Sutton Cheney</li> </ul>

#### 4. New Directions for Growth

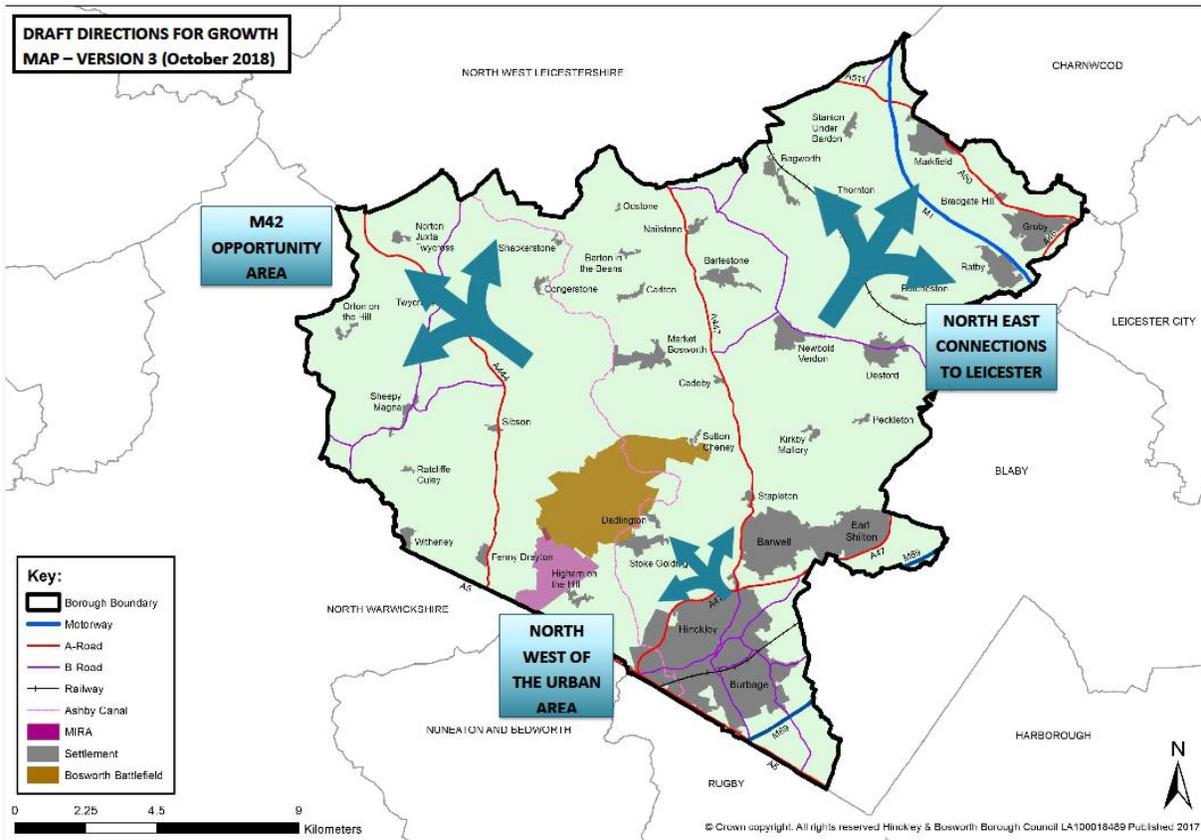
##### Options outside of the urban area

- 4.1 The existing overarching spatial strategy for the borough is to focus the majority of new development in and around the urban area of Hinckley, Burbage, Barwell and Earl Shilton. This strategy sought to broadly direct development to locations where services, jobs, public transport and other facilities are most readily accessible and available. Outside of the urban area, in less sustainable countryside locations, the strategy has been to limit development to that required to ensure the rural settlements and communities remain viable and vibrant.
- 4.2 This approach is clarified through the borough settlement hierarchy, set out in the Core Strategy (2009), which identifies the urban area at the top of the hierarchy with a three tier approach to

rural settlements – key rural centres, rural villages, and rural hamlets. The general principle is that less development is directed to settlements the further down they are in the hierarchy. As part of the local plan review we will be reviewing the methodology of the hierarchy and where settlements should be in that hierarchy.

- 4.3 As identified above there are concerns over the ability of the urban areas to assimilate new development because of issues around road and social infrastructure within and close to the urban area. It has also been highlighted that a significant amount of the existing and future identified supply of housing is located within or close to the urban area.
- 4.4 We therefore wish to revisit the overarching spatial strategy for the borough, with particular emphasis on exploring potential options for growth away from the existing urban area. We have already explained that there is limited identified housing land in the rural areas of the borough, particularly to the west. This may be because historically the strategy has been to focus development at the urban area, or it may be simply because there is limited available land in the rural area. We wish to explore and understand more about land availability in those areas.
- 4.5 We therefore wish to seek your views on the potential options for growth outside of the urban area of the borough. In addition we would particularly welcome submissions of land, through the call for sites, in those areas.

### Map 3: Broad Directions for Growth



Q1 Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? If so please explain what you consider the issues to be.

Q2 Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why.

Q3 If you consider the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?

#### Options for New Settlements

- 4.6 The SIO consultation highlighted the development of a new settlement/garden village as one of the potential strategic options to accommodate growth in the borough. The Government have set out their support for new garden villages and new settlements as an option for addressing housing shortage across England. Criteria for developing future growth areas will be produced in accordance with government guidance.

Q4 A new settlement could address some of the housing and employment growth needs in the borough. Should the authority explore options for a new settlement?

Q5 No land has so far been identified which could have the potential to accommodate a new settlement. If you think a new settlement is a good idea do you have any suggestions for where a new settlement could be located within the borough?

Q6 Do you have any other comments/suggestions for how the borough can meet its housing and employment growth needs up to 2036?

## **5. Next Steps**

- 5.1 Whilst this document focuses on strategic options and directions for growth, work is also progressing on the other policy issues to be covered by the local plan. For example as noted above a raft of evidence base documents are currently being prepared covering a range of policy areas. This work, alongside the outcomes of this consultation, will feed into the development of the next stage of the local plan.
- 5.2 The preferred options document will set out our preferred strategy, policies and site allocations to deliver the growth needed in Hinckley & Bosworth. We are anticipating publishing this document for consultation in late 2019.

## How to comment

We welcome your comments on the questions posed in this consultation document. Your input will help to prepare the development strategy for the Hinckley & Bosworth Local Plan, and will be really important in determining how the borough grows and develops in the future.

## Stakeholder Events

A series of stakeholder events to publicise the consultation have been organised and are set out in the table below:

**Schedule of stakeholder events to be inserted once dates/times/venues confirmed (prior to start of consultation).**

## Consultation Dates

The consultation on the new Directions for Growth document will run for six weeks, between **Monday 7 January 2019 and Sunday 17 February 2019. All comments must be received by 5pm on the closing date.** Please be aware that all comments made will be publicly available, so we are unable to keep your comments confidential.

## How to respond

You can respond to the questions in this consultation document in various ways.

We would encourage you to respond **online** through our consultation portal at:

**Consultation portal address to be inserted once setup complete prior to start of consultation.**

Alternatively, you could send us your comments by **email** to [planningpolicy@hinckley-bosworth.gov.uk](mailto:planningpolicy@hinckley-bosworth.gov.uk).

Finally, you can send your comments by **post** to the address below:

‘Local Plan Review’

Planning

Hinckley and Bosworth Borough Council

Hinckley Hub

Rugby Road

Hinckley

Leicestershire

LE10 0FR

## Further information

If you need more information, please have a look at our **website** at [www.hinckley-bosworth.gov.uk/planning\\_policy](http://www.hinckley-bosworth.gov.uk/planning_policy) or drop us an **email** to [planningpolicy@hinckley-bosworth.gov.uk](mailto:planningpolicy@hinckley-bosworth.gov.uk), or give us a **call** on 01455 238141 and quote ‘Local Plan Review’.

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## Hinckley & Bosworth Borough Council

### FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

Scrutiny Commission  
Council

8 November 2018  
27 November 2018

WARDS AFFECTED: ALL WARDS

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### Leicester and Leicestershire Strategic Growth Plan

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#### Report of Director (Environment and Planning)

#### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to enable Members to consider the revised Leicester & Leicestershire Strategic Growth Plan (the revised SGP) which is attached as Appendix A to this report.

#### 2. RECOMMENDATION

- 2.1 It is recommended that:

- a) The Strategic Growth Plan (SGP) "*Leicester and Leicestershire 2050: Our Vision for Growth*" be approved; and
- b) The Chief Executive of each SGP partner authority, following consultation with the Leader of that authority and the Joint Strategic Planning Manager, be authorised to agree, prior to publication, any final minor amendments to the SGP which do not significantly change the overall content or purpose of the document.

#### 2.2. Reasons

- a) Approval of the SGP will put in place a key long-term strategy for the future development and prosperity of Leicester & Leicestershire.
- b) The revised SGP is being submitted to each participating authority for approval during the autumn/early winter and it is likely that, during this process, the need for some minor changes will be identified. Enabling the Chief Executive to make such amendments following consultation with the Leader and Joint Strategic Planning Manager (JSPM) will avoid unnecessary delay. The JSPM reports to all partner organisations and acts on behalf of the Members' Advisory Group (MAG).

### 3. BACKGROUND TO THE REPORT

- 3.1 The report to Council on 7 December 2017 set out the background to the development of the draft SGP including the revocation of regional spatial strategies by the government in 2012 and the resulting need for local planning authorities to consider strategic planning within the context of the 'duty to co-operate' required by the Localism Act 2011.
- 3.2 In Leicester & Leicestershire, it was decided by the local planning authorities that long term strategic planning would be more effective if undertaken across the City and the County, and included the local enterprise partnership, the LLEP, as a partner.
- 3.3 The SGP has, therefore, been prepared jointly by the eight local planning authorities (the borough and district councils), the County Council as the highway authority and the City Council as a unitary authority with combined planning and highways responsibilities. Each of these is represented on a Members' Advisory Group (MAG) which, supported by senior officers, has overseen the preparation of the Plan. The LLEP attends MAG in the capacity of an observer. Homes England (formerly the Homes & Communities Agency) attends the senior officer group in the capacity of an observer.

### 4. POLICY FRAMEWORK AND PREVIOUS DECISIONS

- 4.1 On 12 July 2016 Council approved the Strategic Growth Statement for consultation. This formed the first stage in the development of the SGP. The Statement:
- set out the rationale and proposed process for the preparation of the SGP
  - identified the defining characteristics of the local area and challenges faced by the partners
  - outlined the evidence base that would be assembled and the generic spatial options to be considered in formulating a SGP, and
  - set out initial objectives and ambitions for the future.
- 4.2 A Consultation Draft SGP was considered and endorsed by the Members' Advisory Group on 6 November 2017. It was subsequently approved for the purpose of public consultation by Council on 7 December 2017. A 17 week consultation period began on 11 January 2018 and closed on 10 May 2018.
- 4.3 A 17-week consultation period took place from 11 January -10 May 2018 and summary documents are available. This included:
- press releases, periodic media coverage
  - emails/letters to statutory consultees
  - emails/letters to organisations and groups identified by partners
  - public exhibitions
  - copies of the Draft SGP and summary leaflets
  - paper copies of questionnaires and all evidence at main offices
  - SGP website
  - links to the SGP website from partner websites
  - social media messages
- 4.4 A total of 588 respondents were received, 79% of which were from members of the public. These comments have been analysed and considered during the preparation of the revised SGP. Although many of the comments received, particularly from members of the public were not in favour of the A46 Expressway, it is a critical

infrastructure element of the strategy. Without it the other elements of the Plan cannot be realised, especially the focus for growth along this new route which benefits the borough as much of the route will likely fall outside Hinckley and Bosworth. If the A46 Expressway option is not sustained as part of the Plan, the same level of growth will still need to be accommodated within Leicestershire which will require a redistribution of the housing need. A summary of key changes is attached as Appendix B.

4.5 In line with the Statement of Community Involvement, those respondents who provided contact details have been informed that a revised plan has been prepared. The opportunity for further comment will take place during the preparation of Local Plans.

4.6 The Members Advisory Group meeting of 24 September 2018 considered and agreed the revised Strategic Growth Plan to allow for agreement through each partner's governance process with the aim of all partners agreeing to approve the revised Strategic Growth Plan by the end of 2018.

## 5. THE REVISED STRATEGIC GROWTH PLAN

5.1 The SGP will:

- support partners to plan effectively for the future, giving Local Plans a consistent framework, help to make decisions on infrastructure and secure Government funding
- give some control over accommodating and supporting future growth and help to protect and enhance environmental assets, and
- provide confidence to the market, Government, local businesses and residents that the local councils and the LLEP are working together to manage the growth of the area in a plan-led and co-ordinated manner.

5.2 There are risks in not having a SGP and these are summarised in Appendix C.

5.3 As the SGP has been developed, a number of events have been held for Members to keep them advised of progress. This has included the SGP being a standing item on the regular Planning Policy Member Working Group agenda (to which all Members are invited) and specific all-Member briefings on the SGP, at which the Joint Strategic Planning Manager for Leicester and Leicestershire presented, on 15 March 2018 and 25 July 2018. The draft Plan also went through normal governance procedures in autumn/winter 2017 as follows:

- |                                |                  |
|--------------------------------|------------------|
| • Executive (as informal item) | 23 August 2017   |
| • Executive Briefing           | 13 November 2017 |
| • Scrutiny                     | 23 November 2017 |
| • Council                      | 07 December 2017 |

### ***Key elements of the SGP***

5.4 The SGP sets out a strategy for the growth and development of Leicester & Leicestershire in the period to 2050, enabling partners to consider the longer term needs of the area and opportunities which extend beyond the conventional timeframe of a Local Plan. MAG considered the distribution of housing and employment land over the period 2011-31 and 2011-36 in the context of the Housing and Economic Development Needs Assessment (January 2017) in order to give a more detailed framework for shorter term Local Plans.

- 5.5 There have been on-going discussions with organisations such as Network Rail and Midlands Connect to ensure that their emerging policies and proposals are incorporated in emerging plans, strategies and funding programmes where necessary. Although the Plan will help to support rail improvements it does not include or promote the proposed Hinckley Strategic Rail Freight Interchange. This proposal is being pursued through the National Significant Infrastructure Projects process so will be determined by a government appointed Inspector rather than through the local planning authority which is Blaby District Council.
- 5.6 The SGP proposes that most development will take place in major strategic locations with less development happening in existing towns, villages and rural area; in so doing, it allows new development to be focused along transport corridors and close to employment centres.
- 5.7 The five building blocks that have been used to prepare the Plan are an understanding and appreciation of:
- the existing settlement pattern
  - national policies, particularly in relation to planning, housing and infrastructure provision
  - the local economy and how it is supported by the Midlands Engine Strategy (March 2017)
  - road and rail networks and the proposals and priorities of the Midlands Connect Strategy (March 2017), and
  - our environmental, historic and other assets.
- 5.8 Four priorities are identified in the SGP:
- creating conditions for investment and growth
  - achieving a step change in the way that growth is delivered
  - securing essential infrastructure
  - delivering high quality development.
- 5.9 Analysis has indicated that through existing and emerging Local Plans and planning permissions provision can be made for the amount of new housing needed in the area to 2031. This will be achieved through a mixture of major strategic sites already identified in Local Plans (approximately 40%) and smaller scale growth on non-strategic sites (approximately 60%). The proposed new spatial distribution of strategic development, therefore, does not need to focus on this time period but it remains an important part of the plan e.g. we wish to accelerate the delivery of consented and allocated sites and we need to secure the infrastructure which is essential to their success.
- 5.10 Beyond 2031, the SGP proposes that more growth should be directed to strategic locations. This requires new strategic infrastructure to open up land for development and the Midlands Connect Strategy (setting out key transport priorities for the East and West Midlands) lays the foundations for this.

#### **Proposed Growth Areas and Improvement Corridors**

- 5.11 The proposed growth areas are:
- Leicester City
  - the A46 Growth Corridor
  - the Leicestershire International Gateway
  - the A5 Improvement Corridor
  - the Melton Mowbray Key Centre for Regeneration and Growth

- 5.12 Coalville, Hinckley, Loughborough, Lutterworth and Market Harborough are identified as areas where growth would be managed in Local Plans. Improvement of the A5 corridor is essential to reducing congestion in the borough, to deliver already planned housing growth and to support delivery of major industrial sites which already have Local Plan allocations and/or planning permission. Managing the delivery of consented/allocated sites in and around the borough will be achieved through Local Plans.
- 5.13 In the villages and rural areas, the SGP proposes that there will be limited growth consistent with providing for local needs.

## 6. EQUALITY AND HUMAN RIGHTS IMPLICATIONS

- 6.1 By seeking to secure economic growth is secured, and appropriate provision for market and affordable homes is made, the implementation of the SGP can contribute to meeting the needs of disadvantaged groups across Leicester & Leicestershire.
- 6.2 An Equalities & Human Rights Impact Assessment (EqHRIA) has been undertaken. The outcomes of the assessment are available to view in a report which supports the SGP. The assessment considers a number of options for the spatial distribution of growth within Leicester & Leicestershire, including that of the SGP. It is clear that different options have the potential to impact, in different ways, on matters such as age, disability, race, religion or belief (some positive, some negative and some neutral). Other matters are not likely to be affected.
- 6.3 As this is a high-level strategic plan, however, the responsibility for mitigating any adverse impacts upon individuals or community groups will fall to subsequent statutory plans, primarily Local Plans prepared by individual authorities. In most cases, it will be important to ensure that specific infrastructure and services are planned effectively to deal with the specific needs of these groups. The EqHRIA ensures that the partner organisations are aware of the various impacts of the SGP and enables them to put in place any necessary mitigating measures and/or enhancements.

## 7. ENVIRONMENTAL IMPLICATIONS

- 7.1 A Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment) (SEA) has been undertaken together with a Habitats Regulations Assessment (HRA). The outcomes are available to view in a report supporting the SGP. The SA concludes that the SGP has the potential to deliver significant positive effects in relation to health and well-being; housing; and economy and employment. Minor positive effects are reported in relation to climate change and cultural heritage (although, in the case of the latter, minor negative effects are also reported as well). Minor negative effects are reported in relation to water; and moderate negative effects in relation to landscape and land. Mixed effects are reported in relation to transport and travel i.e. significant positive effects in relation to the focusing of development in strategic locations and minor negative effects in relation to potential congestion on nearby routes. Uncertain negative effects are recorded in relation to biodiversity and minerals. Where significant effects are identified, measures to mitigate these have been suggested, if possible. Further measures to enhance the positive effects have also been suggested, where possible.
- 7.2 The SA reports that the findings broadly support the preferred strategy as it would generate the most benefits in terms of employment and housing growth. It reports that the focus of growth at key areas of economic growth and infrastructure capacity

is also likely to reduce the length of car trips, and encourage sustainable modes of travel (particularly where there are strong rail and bus links into the City of Leicester). It also states that, in terms of environmental effects, the preferred approach does not generate any major negative effects and performs better or the same as the alternatives in this respect.

- 7.3 The SA acknowledges the role of the SGP in establishing broad preferred locations for longer term growth to provide a framework for statutory Local Plans. It states that the broad locations would evidently be able to accommodate a range of different growth levels so, if subsequent work based on updated evidence confirms that a higher level of growth ought to be pursued in certain locations, then this can be considered at that stage. A higher level of growth (than the notional projected housing requirement) will have largely negative impacts. This is supported by the SA findings which suggest that the negative effects for every option would be likely to increase and this could lead to major negative effects on the built and natural environment, water and transport infrastructure.

## 8. IMPLICATIONS FOR HINCKLEY AND BOSWORTH BOROUGH

### ***Key changes from the Draft Plan***

- 8.1 In terms of key implications for Hinckley and Bosworth Borough, the following change to the draft Strategic Growth Plan is highlighted below:

- The Southern Gateway designation close to the borough has been deleted. In its place is the A5 Improvement Corridor which extends from near Lutterworth to where the borough ends at Atherstone on the A5. This is to emphasise the importance of the A5 improvement to the delivery of committed growth.

### ***Benefits of the Strategic Growth Plan***

- 8.2 By supporting the joint work carried out to date and approving the Strategy Growth Plan, Hinckley and Bosworth borough is in a better position to negotiate large scale infrastructure investment of benefit to the borough and is afforded a greater level of support and protection in relation to speculative growth pressures. The key benefits of the Plan are:

- The Strategic Growth Plan has been district led and influenced i.e. The A5 Improvement Corridor designation
- The Plan also reflects opportunities identified in the Midlands Connect Strategy (2017), for the A5 Expressway and road service improvements.
- The Plan also reflects plans in Leicestershire County Council's Prospectus for Growth document (Sept. 2017) for detailed A5 improvements which include section widening and improvement to the Dodwells roundabout. It also includes proposals for capacity improvements on the A47 at junction A47, improvements to two key junctions in the town on Rugby/Hawley Road and Brookside and potential capacity improvements on the B4669 and B4667;
- Alongside road improvements, delivery of rail improvements such as upgrades to the Leicester to Coventry and Leicester to Birmingham routes;
- Protection of environmentally sensitive areas as illustrated on Figure 5: Assets (SGP pages 15-16);
- The SGP spatial strategy directs major growth beyond the borough rather than a traditional spatial distribution of growth based on population which would have resulted in a higher level of need to be met;
- By forging a strong joint partnership and agreeing a common strategy the borough can mount a stronger defence against inappropriate development and external growth pressures;

- The strategy will help us to deliver essential community infrastructure linked with new growth;
- There is strong government support for joint, cross-border planning such as demonstrated by the Leicester and Leicestershire Strategic Growth Plan partnership and this is reflected in the new National Planning Policy Framework (paras. 24-27);
- HBBC would be able to demonstrate compliance with the statutory '**duty to co-operate**' which is a necessary requirement of district plan making;
- The Plan safeguards HBBC's position regarding housing numbers and ability to progress the Local Plan in a timely manner;
- Leicestershire's current infrastructure is patently not fit for purpose and needs investment. The Strategic Growth Plan puts Leicestershire firmly on government's radar – success has already been seen for example Melton bypass and successful Housing Investment Fund bids;
- Growth will happen but the Plan helps HBBC control the scale and location of development through our Local Plan.

8.3 There are risks to consider should the Strategic Growth Plan not be endorsed by all local authorities in Leicestershire, which are set out in the Appendix C Risk Assessment

8.4 The proposals and options for growth contained in the Strategic Growth Plan (once adopted) will need to be articulated through the Borough's Local Plan from now and throughout the period up to 2050. The Strategic Growth Plan, as a non-statutory plan, does not allocate development sites; that will still be the preserve of Local Plans. Although the Strategic Growth Plan is geared towards growth accelerating from 2031 it is important to work the foundations for this future growth into our plan now. If agreed the Local Plan Review needs to reflect the strategy for the Strategic Growth Plan but express it in a way that fits with our own aspirations for growth and place making (i.e. sustainable growth to keep communities thriving, neighbourhood planning and growing skills and technology based industries).

## 9. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

9.1 Open session

## 10. FINANCIAL IMPLICATIONS [CS]

10.1 Currently there is £28,289 set aside for the Strategic Growth Plan. Any additional costs would require approval in accordance with financial procedure rules.

## 11. LEGAL IMPLICATIONS [MR]

11.1 None

## 12. CORPORATE PLAN IMPLICATIONS

12.1 This report relates to all 3 Priority Ambitions of Hinckley and Bosworth Borough Council's Corporate Plan (2017-2021), namely:

- People
- Places
- Prosperity

### 13. CONSULTATION

13.1 None

### 14. RISK IMPLICATIONS

14.1 It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

14.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

14.3 A Risk Assessment table specific to the Strategic Growth Plan is attached at Appendix C.

### 15. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

15.1 The Strategic Growth Plan will provide a strategic planning framework for Leicester and Leicestershire for the foreseeable future. It will include strategic policies and directions for growth that will impact on all communities in Hinckley and Bosworth and therefore consultation on all stages of the plan is essential to ensure appropriate engagement and understanding.

15.2 How Equality and Human Rights have been taken into account are contained in the body of the report.

### 16. CORPORATE IMPLICATIONS

16.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Procurement implications
- Human Resources implications
- Planning implications
- Data Protection implications
- Voluntary Sector

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Background Papers (not appended but available on request)

- Background papers: Consultation reports
- Equalities & Human Rights Impact Assessment
- Sustainability Appraisal

Appendices

- Appendix A: Strategic Growth Plan
- Appendix B: Summary of key changes from Consultation Draft Plan
- Appendix C: Risk Assessment

Contact Officer: Kirstie Rea, Planning Manager (Policy) – ext. 5857

Executive Member: Councillor M Surtees

LEICESTER &  
LEICESTERSHIRE  
2050:  
OUR VISION  
FOR GROWTH

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# FOREWORD

The Strategic Growth Plan has been prepared by the ten partner organisations in Leicester & Leicestershire to provide a long term vision that will address the challenges we face and the opportunities presented to us. It is a non-statutory plan but it sets out our agreed strategy for the period to 2050. We will deliver the strategy through our Local Plans.

We have listened to the comments submitted in response to our consultation and this document is the final version of the Plan. It explains the approach that we have taken in preparing the Plan, identifies broad locations where we think that development should take place and the infrastructure needed to deliver it. We will now work with local people, businesses, developers, landowners, government and statutory organisations to deliver the strategy and secure the infrastructure which is so critical to its success.

**Cllr Trevor Pendleton**

*Chair, Members' Advisory Group for the Strategic Growth Plan*

## Our Partners:



This document has been prepared on behalf of: Blaby District Council, Charnwood Borough Council, Harborough District Council, Hinckley & Bosworth Borough Council, Leicester City Council, Leicestershire County Council, Leicester & Leicestershire Enterprise Partnership, Melton Borough Council, North West Leicestershire District Council and Oadby & Wigston Borough Council.

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# LEICESTER & LEICESTERSHIRE TODAY

## OUR STRENGTHS:

### Great location and connectivity

- at the heart of the UK, with nationally significant road, rail and air services, and businesses that have the potential to export more goods and services

### Growing and diverse economy

- with employment opportunities ranging from traditional manufacturing, logistics and distribution to cutting edge, research and enterprise, innovation and technology sectors

### Distinctive environmental, historic and other assets

- beautiful countryside, valuable flora and fauna, thriving market towns and popular villages, country parks, waterways and canals

### A diverse and multi-cultural city

- with a young population, unique history, global tourism appeal, and attractive city centre with great shops, leisure, arts and entertainment

### Three outstanding universities

- globally significant in space, engineering and sports science, and high quality FE colleges.

IN SHORT, A COMBINATION THAT OFFERS EXCEPTIONAL QUALITY OF LIFE AND BUSINESS OPPORTUNITY

## OUR WEAKNESSES:

### Congestion on our roads and railways

- we are tackling this but further investment is needed to continue improvements and support our long term growth

### Gaps in the road and rail network

- travelling north-south is relatively easy (albeit congested) but east-west links are slow and unreliable

### Poor economic productivity per head of population

- lower than the national and regional averages

**Low pay structure** - many highly skilled employees and graduates move away, travel costs are high for those on a low wage making it difficult to access jobs

**High levels of commuting** - some of the most important employment areas are remote from places where people live

Outside the City, an **ageing population**, not economically active but relatively wealthy. A strong influence on the number and type of dwellings

**Pressures on existing communities** from new development, lack of infrastructure and services such as education and health

# RECOGNISING THE CHALLENGE

Leicester & Leicestershire has huge potential for growth. Located at the very heart of the UK, with a population of over 1 million, a thriving and vibrant city, distinctive and characterful market towns, three universities and an international airport, our economy contributes some £23bn to the UK economy. We have much to offer in terms of quality of life.

We want to play our part in developing the UK economy, improve productivity and create the conditions for growth. We want to increase the speed of housing delivery, remove the barriers that have slowed progress to date, and ensure that there is a good supply of new housing for people who need it. We also want to protect the places and features that make Leicester & Leicestershire special.

If we are to be successful, we need to plan for the future at a 'larger than local' level and for the longer term. This allows us to consider a wider range of possibilities.

The Strategic Growth Plan has been prepared by the ten partner organisations - the City Council, the County Council, the seven boroughs and districts, and the Leicester & Leicestershire Enterprise Partnership - to provide a plan which will shape the future of Leicester and Leicestershire in the period to 2050. It is a 'non-statutory' plan but it provides an agreed framework which we will use when preparing our individual Local Plans and other strategies.

The Strategic Growth Plan focuses on four key matters:

- delivering new housing
- supporting the economy
- identifying essential infrastructure, and
- protecting our environment and built heritage.

We have not started with a blank sheet. Government, local and regional agencies are also making plans. Where these already have a measure of support, we have used them as a basis for our work. We have also commissioned evidence to inform our work and this is available on our website.\*

**GREAT LOCATION AND CONNECTIVITY - AT THE HEART OF THE UK**

**FIGURE 1:  
LEICESTER & LEICESTERSHIRE:  
A CENTRAL LOCATION**



\*[strategicgrowthplan.org.uk](http://strategicgrowthplan.org.uk)

# PLANNING FOR OUR GROWTH AND INFRASTRUCTURE

## CALCULATING OUR HOUSING AND EMPLOYMENT NEEDS

### 2011-31 (AND 2036)

The Strategic Growth Plan covers the whole of the period from 2011-50. It is not possible to produce accurate estimates of the scale of growth that is likely to be required for the whole of the period up to 2050 but we can divide it into stages.

Up to 2036, we can use government statistics and economic forecasts to plan with some confidence. The results are set out in our study of housing and economic development needs which calculates the need for both new homes and jobs.<sup>1</sup> Because our Local Plans are being prepared to end dates of either 2031 or 2036, the study sets out our need for new homes and jobs to the same end dates.

The detail is set out in Appendix A but, in summary, across Leicester & Leicestershire we need some 96,580 homes and 367-423ha of land for employment use in the period 2011-31 (See Table A).

### 2031-50

For the period 2031-50, we can use government statistics and economic forecasts only for the period 2031-36. Beyond that, there are no reliable estimates of population growth or household change, nor economic forecasts, but we need to have some understanding of how much growth we might be expected to accommodate. Having this information allows us to consider a wider range of options than if we were to focus only on shorter term needs.

For the purposes of the Strategic Growth Plan, we have chosen to work with an estimate of our housing needs for whole of the period 2031-50.

These are referred to as our 'notional' needs and have been produced by projecting forward the annual figures given in our study of housing and economic development needs. This indicates that, across Leicester & Leicestershire, we will need an additional 90,500 dwellings in this period.

The results will need to be monitored and reviewed as Government statistics become available but they are considered to be a reasonable basis on which to proceed. If we do not look to this longer timescale we will not be able to plan for, and secure funding for, the essential infrastructure that we need.

**TABLE A: TOTAL HOUSING AND EMPLOYMENT LAND NEEDS 2011-50**

Housing	Employment Land (B1/B2/B8) <sup>3</sup>	
2011-31	96,580 <sup>1</sup>	367-423ha. <sup>1</sup>
2031-50	90,516 <sup>2</sup>	Not quantified at this stage
<b>Total (2011-50)</b>	<b>187,096</b>	

*Notes:*

1. As shown in Housing and Economic Development Needs Assessment (January 2017)

2. 'Notional' needs calculated by projecting forward estimates set out in the Housing and Development Needs Assessment (January 2017)

3. Small scale B8 only (i.e. less than 9,000 sqm); the amount of land needed for strategic distribution facilities has not been quantified because it is so heavily dependent upon property market considerations.

WHETHER DEVELOPMENT TAKES PLACE BEFORE OR AFTER 2031, IT IS CLEAR THAT MORE HOMES AND JOBS WILL BE NEEDED. WE NEED TO PLAN FOR THIS NOW.

In terms of economic growth, it is very difficult to predict needs with any accuracy beyond 2036. We have decided, therefore, not to quantify the need for additional employment land for this period, at this stage. Again, in accordance with normal practice, we will monitor and review needs as necessary.

Our total requirements for the period 2011-50 are shown in Table A on page 5.

## ACCOMMODATING OUR HOUSING AND EMPLOYMENT NEEDS

We have analysed the amount of development that has already been built, has planning permission or is allocated in adopted or emerging local plans that have been published. This demonstrates that much of our housing and employment land is already provided for in the period 2011-31.\*

Only Leicester City Council has declared that it will be unable to meet its housing needs. We are confident, however, that any shortfall in the period 2011-31 can be met through Local Plan allocations in other areas.

Beyond, 2031, we have assumed that neither Leicester City Council nor Oadby & Wigston Borough Council will be able to accommodate their needs. An important aspect of the Strategic Growth Plan, therefore, has been to consider how any unmet needs might be shared between the other local authorities in Leicester & Leicestershire.

We have decided that these additional needs will be satisfied, in part, by development in strategic locations in accordance with the strategy set out in this Plan.

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

## ALIGNING GROWTH, INFRASTRUCTURE AND SERVICES

We are very clear that significant new development cannot be accommodated within Leicester & Leicestershire without significant investment in infrastructure and services. We welcome government's recognition of this problem at a national and regional level, and the investment that is already being committed to projects in our area.

We will continue to work with government, landowners, developers and other stakeholders to accelerate development and to align this with essential infrastructure.

# WITHOUT ADDITIONAL INFRASTRUCTURE WE WILL BE UNABLE TO DELIVER LONG TERM GROWTH ON THIS SCALE, OR IN THE TIMESCALE PROPOSED.

To accelerate the speed of development, we will address the lack of essential infrastructure (highway capacity, schools, healthcare facilities, etc.) We will also consider financial viability which can be a problem on some sites. In others, the costs of the necessary infrastructure might need to be shared across several development sites.

We are working with developers, landowners and statutory agencies to remove the barriers to development and will focus on this more intensively as we move forwards. Our highway authorities have already identified key road and rail projects and are progressing these through formal approval and funding regimes. Outside the City, the County Council has summarised the key projects in its '*Prospectus for Growth*'.\*

Together the City and the County Councils, as highway authorities, are collaborating on a Strategic Transport Plan which will identify additional projects and set out short and long term aspirations for sustainable transport initiatives including public transport improvements, ways of reducing the use of the private car and green transport initiatives.

Other statutory undertakers will be able to use the Strategic Growth Plan and Local Plans as a clear statement of the proposed growth in Leicester & Leicestershire. This will allow them to identify their own investment priorities. We will support them in their requests for funding, lobbying government and supporting applications for funding through the normal processes.

## MAXIMISING THE RETURNS ON INVESTMENT

Where infrastructure has already been committed, we now have the opportunity to maximise the returns on this investment and use it to the advantage of our local communities. We have taken as one of the building blocks for our Plan, proposals for infrastructure investment that already have a degree of support from government, executive agencies and other organisations. All of the strategic infrastructure in our Plan is acknowledged as being required to resolve national and regional problems.

Through the Strategic Growth Plan we can maximise the benefits of this investment by focusing growth in areas close to new infrastructure proposals. This does not mean to say that these are the only road and rail projects that are needed to support the growth that we will have. Existing schemes are already in the pipeline (e.g. improvements to the A5, the A511 and Melton Mowbray Relief Road) and we are working to deliver these. Additional schemes will be needed to provide better connections to the strategic network. We will also look for ways to improve public transport, cycling and walking.

In undertaking this work, we recognise that, on our own, we cannot deliver growth on this scale. Government, statutory agencies, landowners, developers and local authorities all have an important role to play in this process. The partnership approach that we have achieved to date provides a secure foundation on which to move forward with other organisations. Without additional infrastructure we will be unable to deliver long term growth on this scale, or in the timescale proposed.

# THE BUILDING BLOCKS FOR OUR PLAN

Other agencies are preparing plans and strategies which will influence what we do. In many cases, we have contributed to these documents so their contents are already aligned with our own aspirations. At the same time, the Strategic Growth Plan must be firmly rooted in the character of Leicester & Leicestershire and must protect our environmental, historic and other assets. This chapter summarises the principal building blocks that we have used to prepare our Plan.

## THE EXISTING SETTLEMENT PATTERN

The first building block for our Plan is the settlement pattern that we already have. Looking beyond the county boundaries, the settlement pattern can be described as a series of separate towns and cities, extending from Derby and Nottingham in the north to Coventry and Birmingham in the south-west, mostly focused around the M1 and the M69 with intervening rural areas. On either side, extensive rural areas separate Leicester & Leicestershire from the West Midlands and Cambridgeshire.

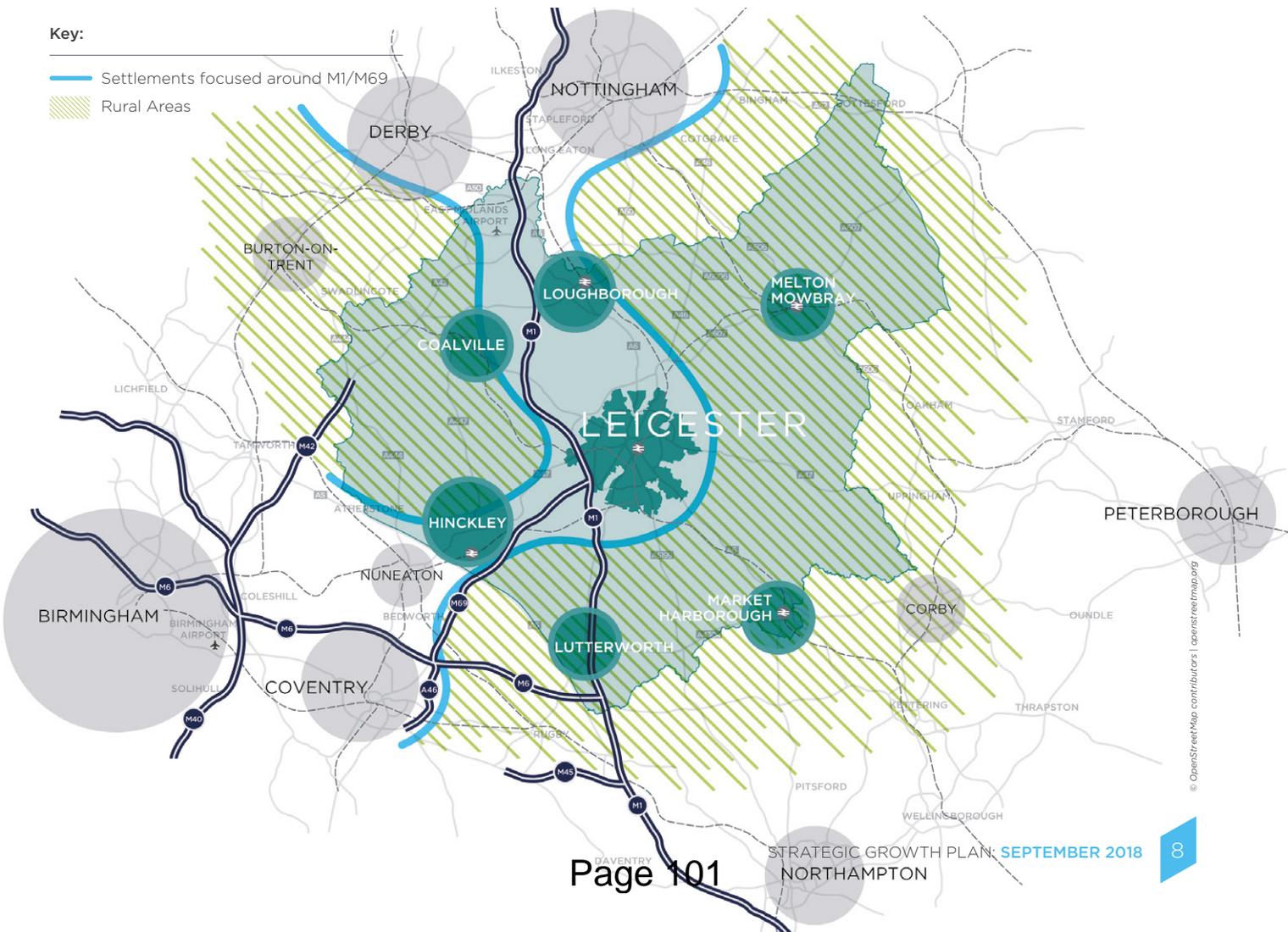
Within Leicester & Leicestershire the settlement pattern is quite distinctive:

- A strong 'central' city (Leicester), located at the heart of the County, with suburbs extending into adjoining boroughs and districts. With strong office, shopping, arts, culture, heritage and visitor profiles, the City is a focus for the market towns, rural areas and major employment areas that are linked to it.

FIGURE 2:  
SETTLEMENT PATTERN

Key:

- Settlements focused around M1/M69
- ▨ Rural Areas



- **A ring of strong, independent and characterful market towns** each connected to Leicester by radial routes and with strong physical, functional, social and economic ties to the City. The market towns contribute much to the character of Leicestershire, are economically buoyant in their own right and are an important focus for local communities.
- **Extensive rural areas** encircling the City and the market towns, villages and hamlets. The landscape is beautiful and varied, and has an economy of its own, from nationally significant agriculture and food production to a growing professional services sector.

Together, this mix of urban and rural areas underpins our quality of life. The long-standing relationship between Leicester, the market towns and the rural areas is a feature that we wish to enhance. It is not lost on us that our settlement pattern resembles that of the ‘social city’, a phrase coined by the garden cities movement of the early 20th Century to describe a cluster of new garden cities in the countryside. The garden cities movement sought to deliver the perfect partnership between town and country.

## NATIONAL POLICIES

The second building block of our Plan is an understanding of national policies. These influence what we can do, particularly in relation to our priority areas: housing, the economy, infrastructure and the environment. They also set the government’s agenda for funding so it is important that we reflect these priorities. We want to be ready to take advantage of opportunities that will bring benefits to our area, yet able to control excessive development pressures.

## THE INDUSTRIAL STRATEGY

The Government’s Industrial Strategy sets out a long term plan to boost the productivity and earning power of people throughout the UK. It provides a framework for our own Local Industrial Strategy\* and investment by the LLEP. The Strategic Growth Plan considers how existing employment areas can be supported and where new growth should be directed.

## THE HOUSING STRATEGY

Government has also published its strategy for tackling problems in the housing market. This recognises that if more new housing is to be built, at a faster rate, it will have to be accompanied by investment in new infrastructure. The housing strategy also recognises the importance of strategic planning for long term growth.

Government has already committed to new investment in housing, industry and infrastructure in Leicester & Leicestershire through various funding programmes, and more is promised. We want to maximise the benefits of this investment, nationally, regionally and locally.

# WE CONSIDER THAT OUR STRATEGIC GROWTH PLAN RESPONDS VERY POSITIVELY TO THE GOVERNMENT'S PRIORITIES FOR INVESTMENT AND NEW PLANNING POLICY

## THE NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework has recently been revised. The emphasis of the new document is very much on strategic priorities, housing delivery and joint working. It includes a number of significant changes:

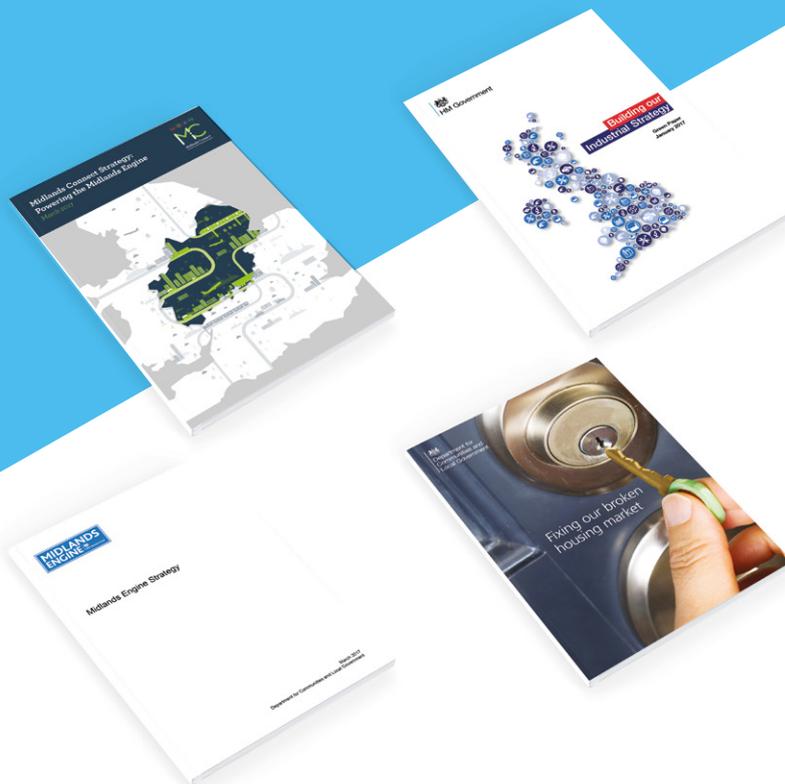
- the re-introduction of strategic planning
- the use of a 'standard methodology' for calculating housing need, and
- the requirement to prepare a 'Statement of Common Ground'.

In terms of strategic planning, authorities must now, as a minimum, ensure that there is a plan which addresses the priorities for an appropriate geographical area. It is acknowledged that in many cases, this will highlight the need for collaborative working on a joint plan.

We have used the standard methodology to calculate housing needs so that we can compare the results with our own study. We have found that, across Leicester & Leicestershire as a whole, the scale of need is very similar, although there are variations at the local level.

In terms of a Statement of Common Ground, our Strategic Growth Plan already fulfils much of what is required: it is a clear statement of acknowledged issues, it identifies our priorities and it sets out an agreed strategy for our Local Plans. It provides a good foundation for future work on our Statement of Common Ground.

Although the National Planning Policy Framework states the government's preference for statutory plans, this has come at a late stage in the preparation of our Plan. We consider that the current Plan fulfils many of the government's requirements. We also have a need for an agreed strategy to set a framework for our Local Plans and investment priorities. For these reasons, we have decided to complete our work on the Plan but we will, of course, consider the need for a statutory plan in line with the requirements of national planning policy as we move forwards.



## OUR ECONOMY AND THE MIDLANDS ENGINE STRATEGY

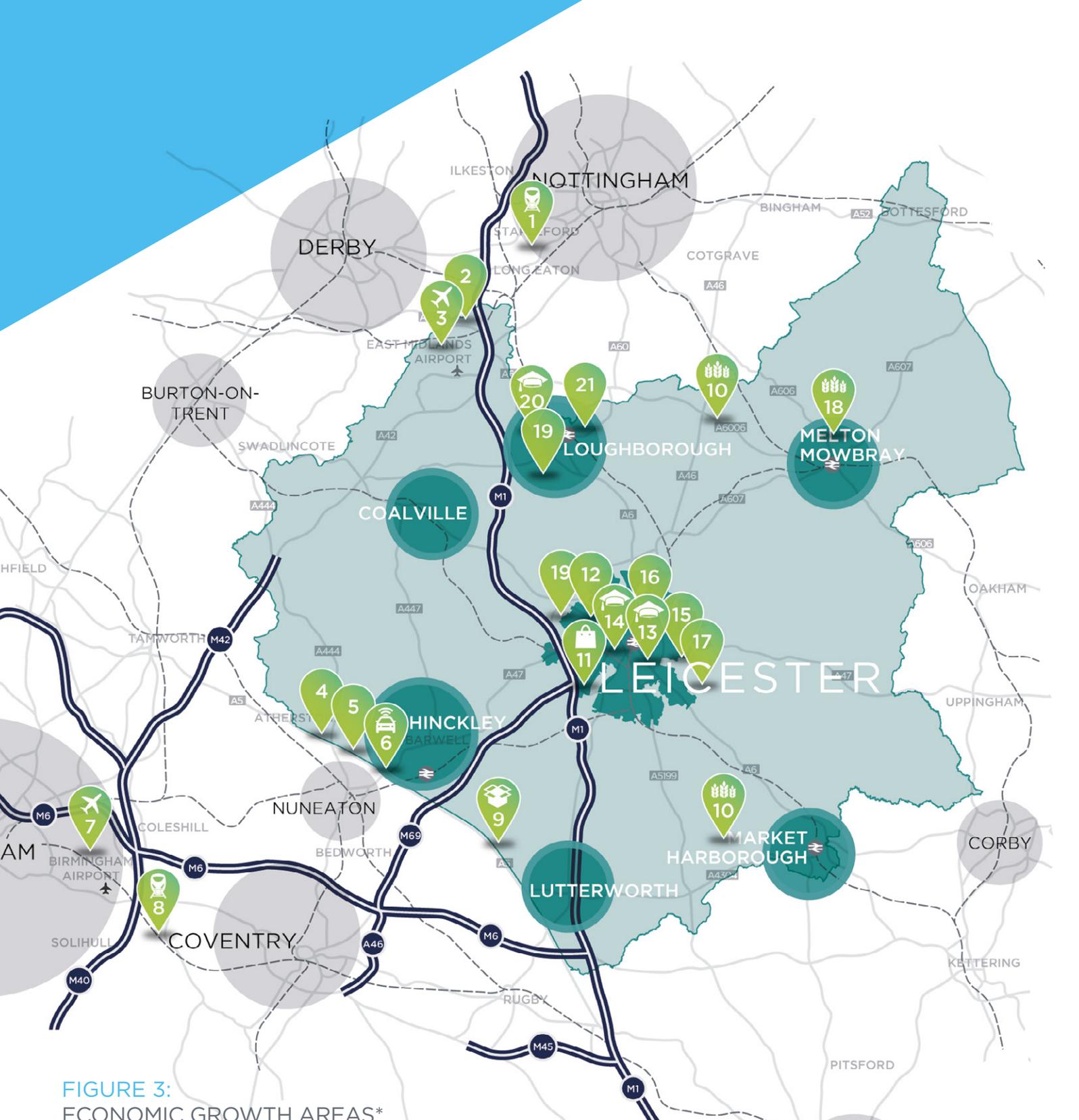
The third building block of our Plan is an understanding of the local economy and how it is supported by the Midlands Engine Strategy. The economy in Leicester & Leicestershire is recovering strongly from the last recession but there is still much to be done. Productivity and wages remain below the national average but we have many important growth sectors and key employment locations.

The Midlands Engine Strategy has been prepared by Government and sets out a collective ambition for economic growth and prosperity. It aligns with the national industrial strategy and highlights how the region can build upon existing business sectors and areas of opportunity. It highlights many of our key industries, universities and employment areas as places of national, and even global, significance.

The Midlands Engine Strategy also recognises the growth potential of major employment areas such as East Midlands Airport, East Midlands Gateway, the two enterprise zones - MIRA Technology Park near Hinckley and the Loughborough & Leicester Enterprise Zone - the logistics and distribution industry and the potential of Leicester City Centre. Since the strategy was published government funding has been put in place for key projects.

**THE MIDLANDS ENGINE STRATEGY HAS BEEN PREPARED BY GOVERNMENT AND SETS OUT A COLLECTIVE AMBITION FOR ECONOMIC GROWTH AND PROSPERITY**





**FIGURE 3:**  
ECONOMIC GROWTH AREAS\*

**Key:**

- |   |  |
|---|--|
| 1. Toton Station (High Speed 2)                               | 13. Leicester University                             |
| 2. East Midlands Gateway (Strategic Rail Freight Interchange) | 14. De Montfort University                           |
| 3. East Midlands Airport                                      | 15. Global Space Technologies Hub                    |
| 4. Engineering Skills Training Centre at MIRA                 | 16. Space Research Centre & Earth Observation Centre |
| 5. MIRA Enterprise Zone                                       | 17. IBM Client Innovation Centre                     |
| 6. Centre for Connected Autonomous Vehicles                   | 18. Agri-Food and Drink Processing                   |
| 7. Birmingham International Airport                           | 19. Loughborough & Leicester Enterprise Zone         |
| 8. Arden Cross Station (High Speed 2)                         | 20. Loughborough University                          |
| 9. Magna Park Distribution Centre                             | 21. Life Sciences Opportunity Zone                   |
| 10. Agri-Food and Drink Processing                            |  |
| 11. Fosse Park Retail Centre                                  |  |
| 12. City Centre and Strategic Regeneration Area in Leicester  |  |

\*Places and activities highlighted in the Midlands Engine Strategy (2017)

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## INFRASTRUCTURE AND THE MIDLANDS CONNECT STRATEGY

The fourth building block of our Plan is an understanding of the local road and rail networks and how they are supported by proposals in the Midlands Connect Strategy. A particular feature of the road and rail network in Leicester & Leicestershire is its emphasis on north-south movement and the difficulty of east-west movement. All routes, however, are heavily congested and few have the capacity to support growth beyond 2031.

The Midlands Connect Strategy has been prepared jointly by the Midlands Connect Partnership and government agencies. It supports the Midlands Engine Strategy and sets out a series of long term transport investment priorities to help unlock jobs and growth. It proposes a rolling 25-year programme of strategic road and rail improvements around a series of economic hubs and intensive growth corridors.

The Strategy endorses a number of key rail projects in Leicester & Leicestershire including improved rail services between Leicester, Coventry and Birmingham. Key road projects include improving the A5, M42/A42 and A46 to expressway standard, including a new road to the south and east of Leicester linking into strategic highways to the west.

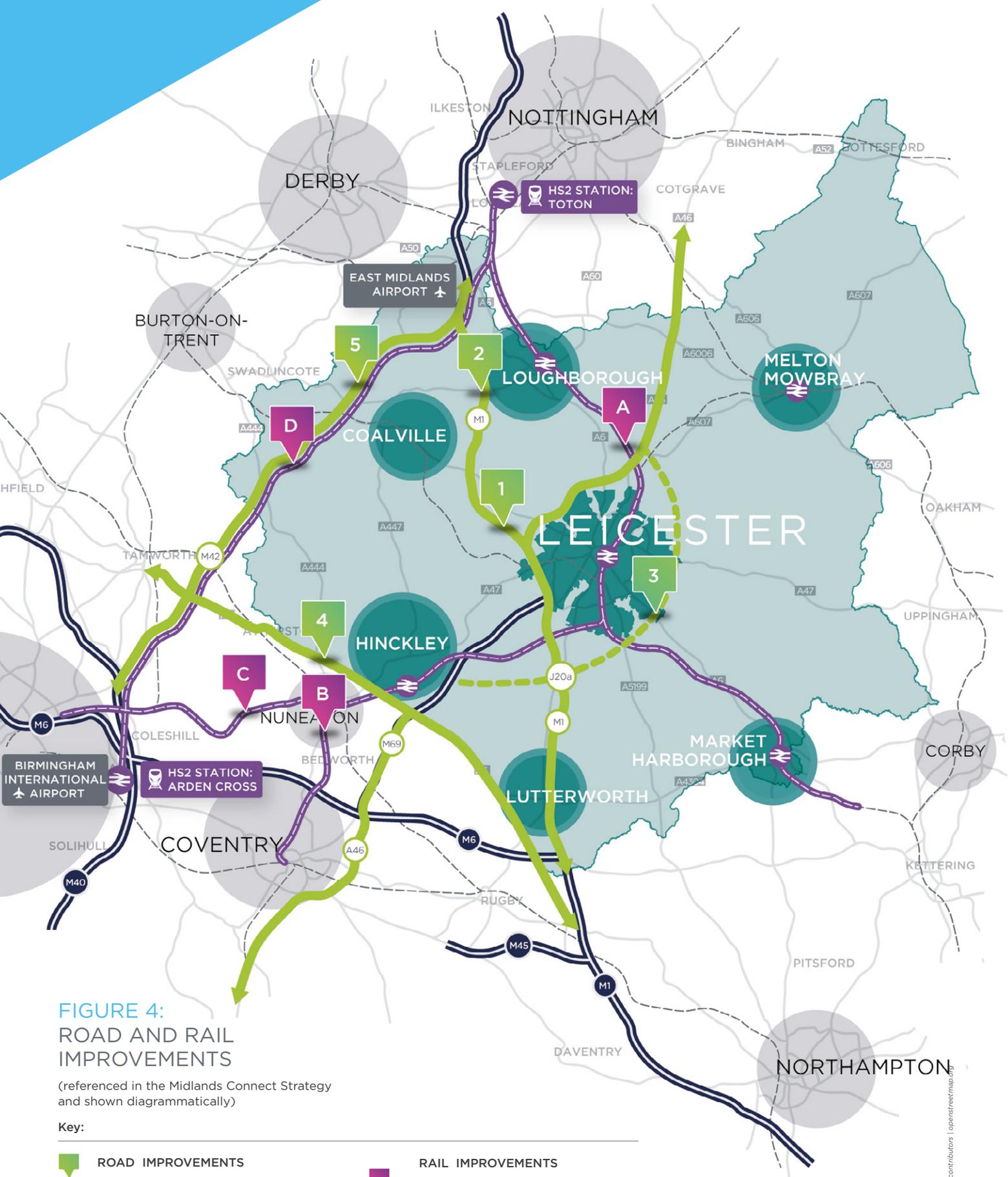
Whilst the electrification of the Midland Main Line north of Kettering will not now proceed as originally planned, we will continue to press for improvements to the track, stations and services to support our local economy and housing growth.

The improvement of the Leicester-Burton Railway Line does not form part of the Midlands Connect Strategy. Currently, the cost of improving the track for passenger use, re-instating stations and operating services on this line far exceeds available funding and the likely income. If viable funding solutions were to emerge, however, supported by new development in the vicinity of the line such that it could be re-opened for passenger use, the matter could be reviewed in future.

Similarly, the railway lines from Leicester to Melton Mowbray and from Melton Mowbray to Nottingham/Newark do not feature in the Midlands Connect Strategy. Improvement of these lines would also improve connectivity and provide additional public transport options to support growth. At present, however, the cost of improved lines and services requires further investigation to establish the economic case and availability of funding solutions.



THE MIDLANDS CONNECT STRATEGY HAS BEEN PREPARED JOINTLY BY THE MIDLANDS CONNECT PARTNERSHIP AND GOVERNMENT AGENCIES

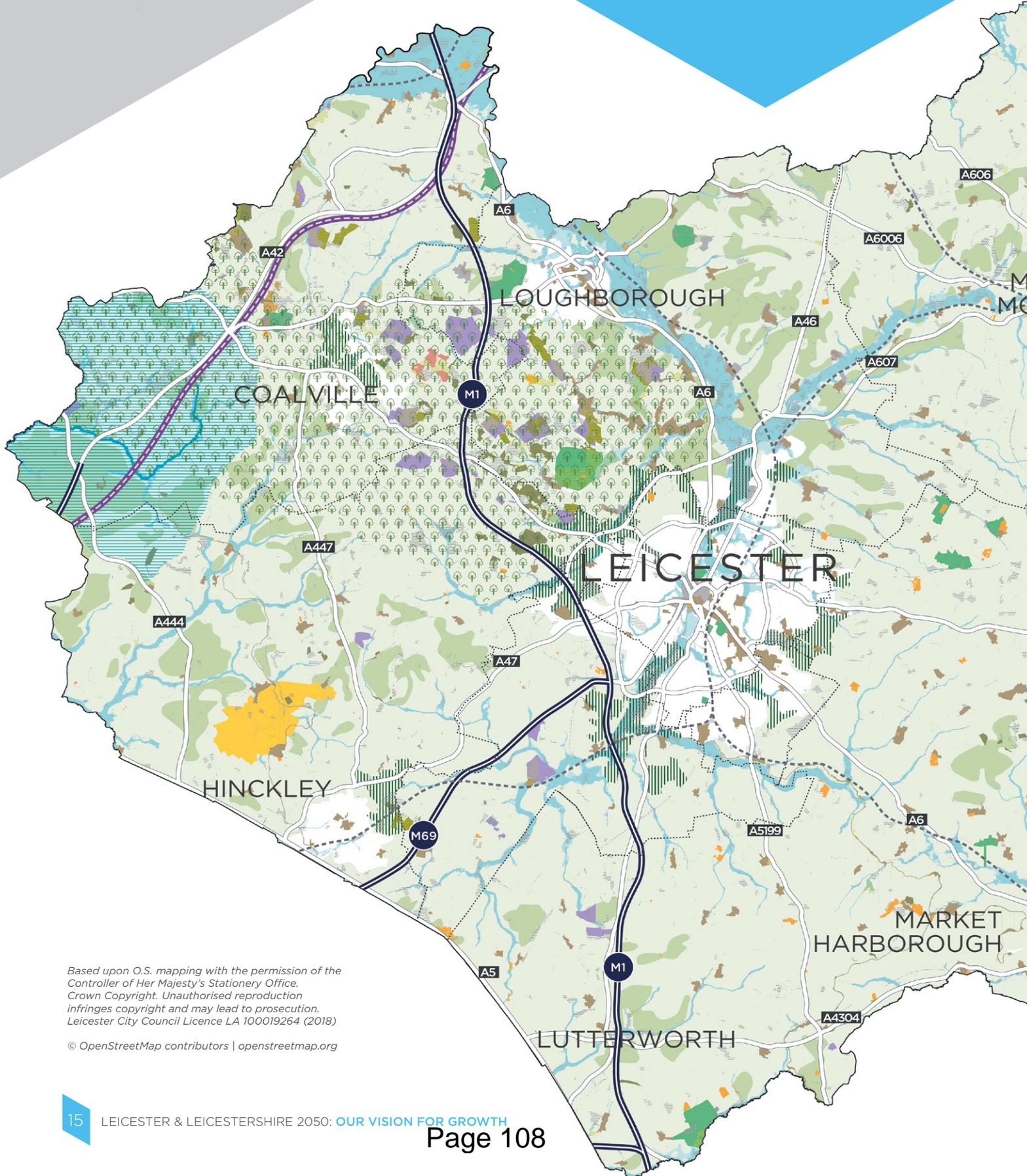


**FIGURE 4:**  
ROAD AND RAIL  
IMPROVEMENTS

(referenced in the Midlands Connect Strategy and shown diagrammatically)

**Key:**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><span style="color: green;">■</span> <b>ROAD IMPROVEMENTS</b></li> <li>1. Smart Motorway M1 J19-23a</li> <li>2. M1 J23/A512 improvements</li> <li>3. A46 Expressway (route to be defined)</li> <li>4. A5 Expressway</li> <li>5. M42/A42 Expressway</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: purple;">■</span> <b>RAIL IMPROVEMENTS</b></li> <li>A. Midland Main Line Upgrade and Electrification</li> <li>B. Leicester-Coventry Upgrade</li> <li>C. Leicester-Birmingham Upgrade</li> <li>D. High Speed 2</li> </ul> |
|--|---|



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## PROTECTING OUR ENVIRONMENTAL, HISTORIC AND OTHER ASSETS

The fifth building block in the Plan is a recognition of the assets that are most important to us. We have identified key features and designations to help us make decisions about areas that need to be protected (See Fig 5). We have few national or international constraints but there are key features that are important to Leicester & Leicestershire, not least the National Forest, Charnwood Forest, Bosworth Battlefield, areas separating urban areas (our 'green wedges'), valuable landscape and townscape, local nature conservation designations, civic heritage, conservation areas, etc. Many other places are important locally and these too need to be protected.

In a strategic document such as this, it is impossible to convey the range of assets that we have. This information has been assembled, however, and is available on our website. Further detailed information is held by each of the local authorities and will be used to make decisions about potential development sites. Balancing the need for growth with protection of our assets has been a critical consideration.

Difficult decisions have had to be made but we know, from previous experience, that unplanned growth can bring even more unacceptable consequences. We will continue to gather evidence about our assets and how they can be protected as we continue our work on Local Plans.

**FIGURE 5: ASSETS**

Key:

### AGRICULTURAL LAND GRADES:

- Grade 1
- Grade 2
- Grade 3

### NATIONAL FLOOD ZONES:

- Level 3
- Level 2
- National / Charnwood Forest
- Battlefield
- Parks and Gardens
- Ancient Woodland
- Green Wedge

- Scheduled Monument
- River Mease Catchment Area
- River Mease SAC
- Conservation Areas
- National Nature Reserve
- Geology
- LNRs and Wildlife Sites
- Sites of Special Scientific Interest
- Archaeological Alert
- HS2

# OUR OVERALL APPROACH

We acknowledge that Leicester & Leicestershire will grow. Our population is increasing and we need more homes. We have clusters of businesses, universities and research institutions that operate on a world stage. There is a national and regional imperative to provide more homes and jobs.

But we also know that too much growth in particular locations, and insensitive development, is having an adverse impact on our local communities and on our environment. The lack of essential infrastructure is also slowing the pace of delivery.

The Strategic Growth Plan is our proposal for balancing these competing interests. By providing a long term strategy and a framework for our Local Plans, the Strategic Growth Plan gives us the opportunity to identify strategic development locations and the infrastructure that is essential to their delivery.

## THIS IS OUR OPPORTUNITY FOR CHANGE

### OUR PRIORITIES

During the course of our work we have identified four priorities. They are:

- **creating conditions for investment and growth** - balancing the need for new housing and jobs with protection of our environment and built heritage.
- **achieving a step change in the way that growth is delivered** - focusing more development in strategic locations and less on non-strategic sites.
- **securing essential infrastructure that is needed to make this happen** - taking advantage of proposals to improve national and regional networks (as set out in the Midlands Connect Strategy) and maximising the benefits from them.
- maintaining the essential qualities of Leicester & Leicestershire and **delivering high quality development.**

This sets an agenda for growth which is based on achieving a better relationship between homes, jobs and infrastructure, increasing the speed of delivery and ensuring that development does not damage the special places that we cherish.

### INVESTMENT AND GROWTH

Analysis of population and household statistics tells us that Leicester & Leicestershire will continue to grow whether we plan for this or not. New jobs continue to be created particularly in Leicester city centre, in the northern part of the county and around the market towns.

More new jobs are expected in the LLEP's priority sectors of life sciences (medical technologies); advanced manufacturing and engineering; advanced logistics; space and digital technologies; and textiles. These reflect the priorities of the Midlands Engine Strategy and the growth of the national economy.

More locally, individual authorities are focusing on tourism, leisure, health and wellbeing and supporting the rural economy. The Strategic Growth Plan provides a spatial framework within which this investment and growth can occur.

## OUR VISION\*

Our vision is that:

“By 2050, Leicester & Leicestershire will have established itself as a driver of the UK economy, exploiting opportunities for linkages across its diverse economic base, supporting its urban and rural centres, and taking advantage of its exceptional location. Growth will contribute to people’s health, happiness and well-being through the timely delivery of well-designed and high quality development, raising the bar in terms of environmental standards, quality of life and local distinctiveness.”

*\* Reference: Strategic Growth Statement (2016)*

## SHIFTING THE FOCUS OF DEVELOPMENT

To date, the majority of new housing in Leicester & Leicestershire has been built on small and medium-sized sites in the City, market towns, villages and rural areas. Some of this development has been unplanned. Often these developments make little or no contribution to infrastructure or services and, instead, rely on existing facilities. This has created significant problems. Some communities feel overwhelmed by the speed and scale of change. Others are disadvantaged by pressures on local schools, health centres and recreation facilities. Congestion on local roads and public transport is a frequent cause of complaint.

Sometimes those who want to live in good quality homes close to their place of work find that there is little available within their price range. Several major employers and clusters of economic opportunities are located towards the edge of the County. Not all are close to housing so a great deal of commuting takes place. This is a problem not least for those who do not have a car – public transport is often limited.

Our strategy proposes to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together with new and improved roads, public transport, schools, health services, local shops and open space.

We are working with developers and Homes England to increase the speed at which development sites come forward and are built out. We will continue to seek funding for essential infrastructure to support development.

Our analysis has demonstrated that, through our existing and emerging Local Plans, and planning permissions, we can make provision for the amount of new homes and jobs we need in the period up to 2031. This will be achieved through a mixture of major strategic sites already identified in Local Plans (about 40%) and smaller scale growth on non-strategic sites (about 60%).

## SECURING ESSENTIAL INFRASTRUCTURE

Delivering sustainable growth, before and after 2031, needs new infrastructure, not only road and rail improvements but also schools, healthcare facilities, venues for sports and leisure, open space, community halls, etc. Through our work on Local Plans we have already identified the road and rail improvements that are needed to support growth in housing and jobs up to 2031. Statutory agencies also have the information that they need to organise their investment priorities. The problem has been aligning this provision across a number of delivery agencies. Solving this problem will lie at the heart of delivering growth in the early stages of our plan.

Beyond 2031, the scale of infrastructure and service provision is such that significant investment by government will be needed. Our strategy makes provision for more of our growth to be provided in strategic locations. To do this, we need to:

- deliver the infrastructure and services that have already been identified in Local Plans and planning applications; and
- secure public sector funding for new strategic infrastructure which will open up sites for development.

In terms of road and rail improvements, the Midlands Connect Strategy lays the foundations for longer term, strategic investment. Analysis has shown that by investing in road and rail schemes in Leicester & Leicestershire, congestion can be reduced on other parts of the regional and national network. The strategy, therefore, proposes major improvements to road and rail facilities throughout the area.

We have considered how these road and rail improvements could support strategic development in Leicester & Leicestershire. We have concluded that there are major opportunities for strategic development in locations that relate well to areas of housing need and economic opportunity. It makes great practical and financial sense to maximise the benefits that are offered by these schemes.

We recognise that, if high quality sustainable development is to be achieved, these schemes will need to be supported by public sector investment in local road and rail improvements, and in public transport. The City and County Councils, as highway authorities, are already starting to identify what will be needed but decisions cannot be finalised until specific development sites have been identified in Local Plans. The Strategic Transport Plan will provide more information on what these improvements are and how they will be delivered.

In terms of private sector projects, we recognise that the lack of funding, or the ability to secure finance, and a range of other factors have caused delay. We need to resolve these problems if we are to create high quality developments with a sense of place and everything that they need to create real communities. Growth after 2031 is also very much dependent upon earlier infrastructure being put in place.

We will work collaboratively with the private sector and others to remove any barriers which exist. The Strategic Growth Plan, together with Local Plans, the Local Industrial Strategy and the Strategic Transport Plan will demonstrate that we are speaking with one voice and are committed to an agreed strategy.

## DELIVERING HIGH QUALITY DEVELOPMENT

We have decided that our common agenda will be delivering 21st century garden towns, villages and suburbs within our strategic growth areas. This reflects the settlement pattern of the City and County, and establishes a framework for protecting the valuable assets that we have. It also allows us to develop a strong agenda around social, economic and environmental priorities.

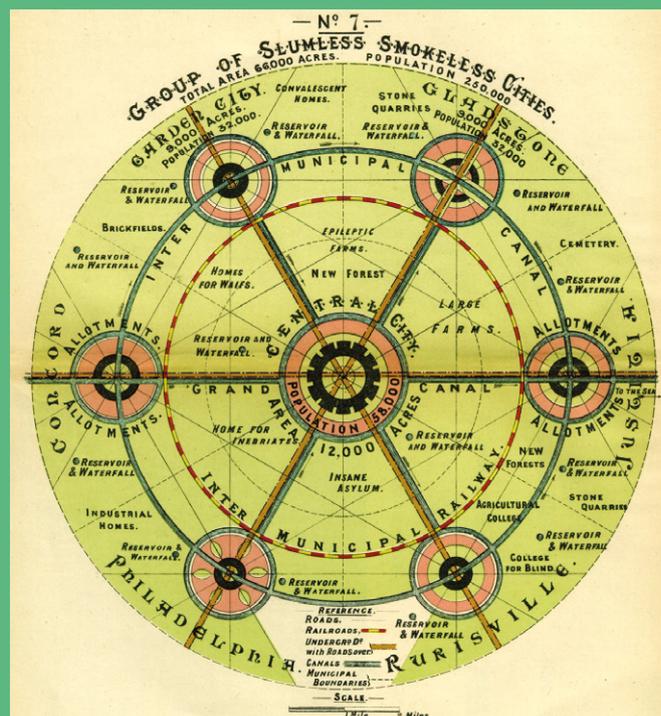
The scale of opportunity in Leicester & Leicestershire assists these choices. Our strategy focuses development along transportation corridors and close to important employment centres. At a local level, we could expand existing settlements or create new ones. We could plan for some new development in existing urban areas. Indeed, given the scale of opportunity, several of these options could be delivered in combination. The decisions will be made in our Local Plans but the intention is that individual decisions will be made in line with this strategy.

We also propose to seek high quality environments, with a strong community focus and economic justification, and we consider that new strategic development should be delivered to a common agenda.

For this we have looked to our distinctive settlement pattern - Leicester as a thriving central city surrounded by strong, independent and characterful market towns, and extensive rural areas. We are keen to reflect our heritage of garden suburbs and government support for new garden towns, villages and suburbs.

The Garden City concept allows us to plan for new development which captures the very best of town and country. It would ensure that new development is planned with strong social, economic and environmental foundations, and that communities are placed at the heart of planning. This is the common agenda to which we will work as we bring forward, through our Local Plans, the major development opportunities in the Plan.

FIGURE 6:  
THE SOCIAL CITY CONCEPT OF  
THE GARDEN CITY MOVEMENT



Credit: Town And Country Planning Association

# OUR SPATIAL STRATEGY

Our spatial strategy acknowledges the scale of growth that is already in the pipeline as a result of Local Plans and planning permissions. It also builds upon known road and rail infrastructure opportunities or commitments. In delivering the strategy we will enhance the role of Leicester at the heart of the county and maintain the close relationships between the City, the market towns and rural areas. In doing so, we will prepare Local Plans in line with this spatial strategy to ensure that growth is delivered in a way which responds positively to our aspirations.

## LEICESTER: OUR 'CENTRAL CITY'

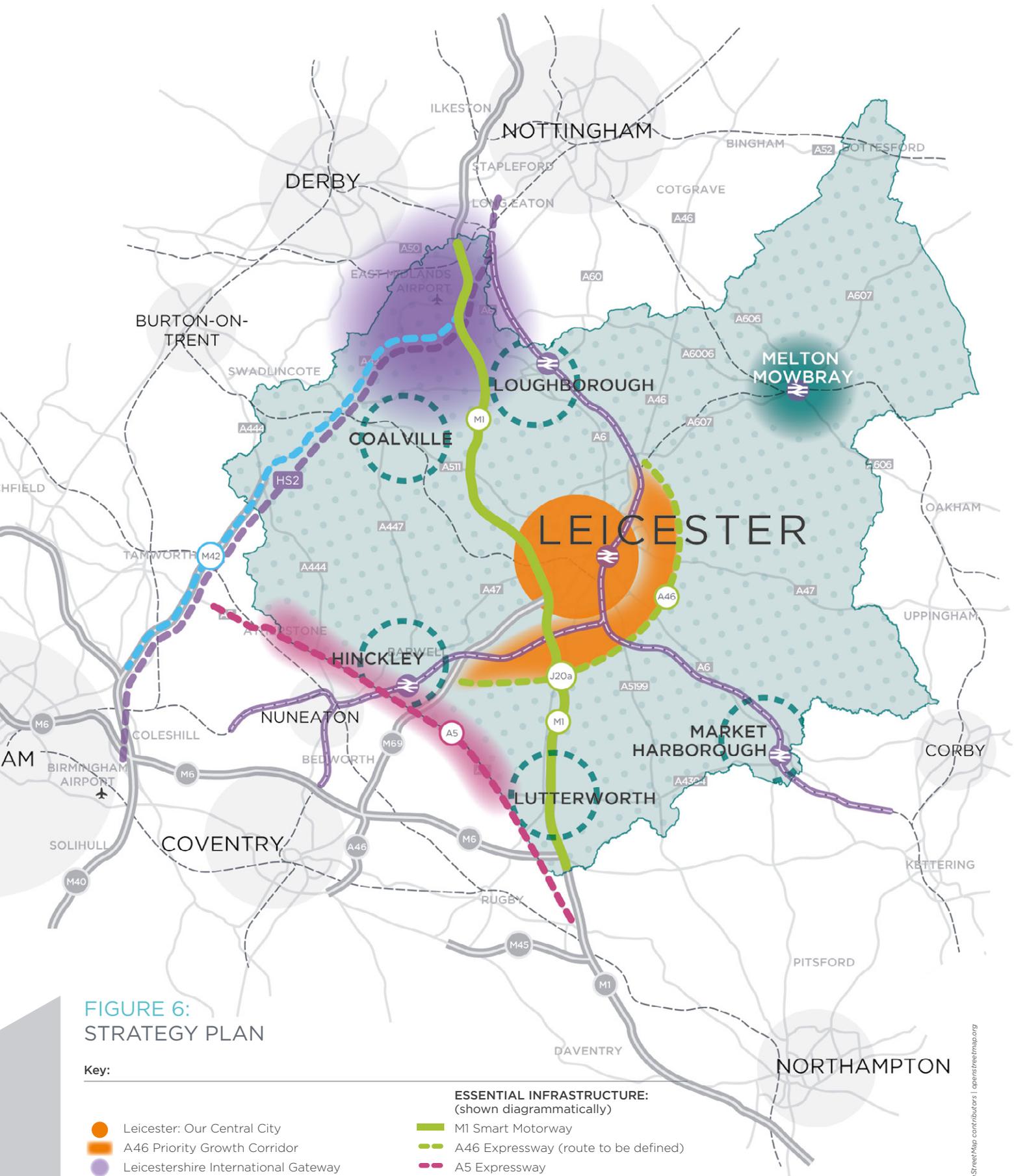
Leicester has a pivotal role to play in the strategy. We propose that it should develop its role as the 'central city' supporting the market towns and rural areas around it. More jobs, leisure, arts, culture and entertainment facilities would be provided within the City Centre. The strategic regeneration area along the Waterside will develop as a mixed use area, extending the economic opportunities available within the centre of the City, but balancing new jobs with the need for new homes.

The population of the urban area, in and around Leicester City, is about 650,000 and increasing rapidly. We are working collaboratively to accommodate all of the homes that the City needs in places that are well-connected to it.

Given the scale of housing need and the potential for new jobs, the City needs to grow. This needs to be done in such a way that we can make full use of existing services and infrastructure within the City. Also, by providing more homes close to jobs in the City Centre and other employment centres, we will be able to relieve development pressures in other parts of the surrounding **BIRMINGHAM** authorities.

Given the scale of development on the fringes of Leicester, any growth would need to be accompanied by measures to increase capacity on the radial roads and improve public transport, cycling and walking.

WE WILL ENHANCE THE ROLE OF LEICESTER AND MAINTAIN THE CLOSE RELATIONSHIPS BETWEEN THE CITY, THE MARKET TOWNS AND RURAL AREAS



**FIGURE 6:**  
STRATEGY PLAN

**Key:**

- Leicester: Our Central City
- ▬ A46 Priority Growth Corridor
- ▬ Leicestershire International Gateway
- ▬ A5 Improvement Corridor
- Melton Mowbray: Key Centre for Regeneration and Growth
- ⋯ Managed Growth in Local Plans
- ⋯ Growth to support local needs only

**ESSENTIAL INFRASTRUCTURE:**  
(shown diagrammatically)

- ▬ M1 Smart Motorway
- ⋯ A46 Expressway (route to be defined)
- ▬ A5 Expressway
- ▬ M42/A42 Expressway
- ▬ Rail improvements
- ▬ HS2

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## THE A46 PRIORITY GROWTH CORRIDOR

The 'expressway' proposal for the A46 is critical to our strategy. It not only provides an alternative route to the M1 but also creates the opportunity for significant development to the south and east of the City. The expressway proposal is included in the Midlands Connect Strategy and proposes a new road extending from a new or improved junction on the M69, and continuing to the south and east of Leicester, with a new junction on the M1 (J20a). The new road will re-join the existing A46 to the north-east of the City. The precise route of the new road will have significant implications for encouraging growth in Leicester and Leicestershire and will be the subject of consultation at various stages in its routing and design.

Improvements to the railway lines and services between Leicester, Coventry and Birmingham are also proposed.

The combination of new and improved roads and railways in this area creates the opportunity for major development along a corridor extending around the southern and eastern fringes of Leicester. The proposed new road is of national and regional significance but it also provides the opportunity for strategic development in Leicester & Leicestershire. We estimate that this corridor has the potential to accommodate about 38,000 new homes and additional new jobs.

The Midlands Connect Strategy proposes that the A46 and A5 expressways will be built by the early 2030s. Increased capacity on the railways is proposed within the same timeframe. As planning progresses on these road and rail projects, and Local Plans make provision for future development, the Plan proposes that we should start to shift the balance of new growth, away from small and medium-sized sites, towards major strategic locations within this corridor.

WE ESTIMATE THAT THIS CORRIDOR HAS THE POTENTIAL TO ACCOMMODATE ABOUT 38,000 NEW HOMES AND ADDITIONAL NEW JOBS

## THE LEICESTERSHIRE INTERNATIONAL GATEWAY

The Leicestershire International Gateway is focused around the northern parts of the A42 and the M1, where there are major employment opportunities notably East Midlands Airport, East Midlands Gateway (strategic rail freight terminal) and HS2 station at Toton nearby. The authorities have already made provision for strategic new housing developments in Ashby, Coalville, and Loughborough and these need to be completed as a matter of priority to provide the opportunity for people to live close to their places of work. At the same time, some parts of the area (e.g. the centres of Coalville and Shepshed) are in need of regeneration and the physical fabric needs to be improved. In our Local Plans we intend to explore the theme of 'forest towns' suggested in the National Forest Strategy. This could be a way of enhancing the physical fabric of the towns and villages in this area and making the most of our environmental assets. It would also support investment in tourism and leisure facilities and health and wellbeing agenda.

Loughborough, with a world class university, has also made provision for a science and enterprise park and this needs to be delivered in conjunction with improved access from J23 on the M1, now funded.

Overall, we estimate that the area has the potential to accommodate about 11,000 new homes. Improvements to the A42, the M1, railway lines and services – all set out in the Midlands Connect Strategy – support this opportunity.

## THE A5 IMPROVEMENT CORRIDOR

The A5 provides a long distance strategic route running from the south-east to the north-west. The route acts as an alternative to the M6 motorway between J12 and the M1 but suffers from increasing congestion and lack of capacity to serve as a relief route when there are problems on the M6. Also, it is expected to experience increased traffic growth in the future from advanced manufacturing and logistics developments such as the MIRA Enterprise Zone & Technology Park, phase three of DIRFT near Daventry and Magna Park in Lutterworth.

Improvement of the A5 corridor is essential to reduce congestion in the area, to deliver already planned housing growth and to support delivery of major industrial sites which already have Local Plan allocations and/or planning permission. Managing the delivery of consented/allocated sites in and around Hinckley will be achieved through Local Plans.

There are long-standing proposals, promoted by the A5 Partnership, to improve the A5 from Dodwells to Longshoot, widening to dual-carriageway a short section of the A5 near Hinckley, which carries the traffic of both the A5 and the A47. The A5 Partnership proposals also call for improvements to upgrade the A5 between the A38 and the M1 to 'expressway' standard. This is supported by the Midlands Connect Strategy and will provide much needed relief to local roads, and provide an efficient alternative route to the M6, between J12 and the M1.

## MELTON MOWBRAY: KEY CENTRE FOR REGENERATION AND GROWTH

Melton Mowbray sits at the centre of a largely agricultural area in the north east of the county. Somewhat distant from other centres, strategic road and rail routes, the town functions as a rural hub for the surrounding villages and rural communities, the focus of social and economic activity, enhanced by a characterful and distinctive landscape. Recently economic growth has been constrained by lack of sites and poor connectivity but there is evidence that local firms are looking to expand and new businesses wish to move in.

The town centre is congested and in need of regeneration but has a great deal of potential. Investment in the public realm – the buildings, public spaces, streets – would do much to restore confidence in the town and support its potential as centre for tourism and leisure in one of the most attractive parts of the county.

The recent approval for the Melton Mowbray Relief Road provides the catalyst for change: it will remove congestion in the town centre and open up land for development to the north and east of the town. Similar investment in highways to the south of the town could increase this further. New growth will support town centre shops and services and provide the opportunity for people to live close to where they work. The new A46 expressway and improved connections to it, will also improve connectivity to Leicester, the M1 and the Leicestershire International Gateway.

## AREAS OF MANAGED GROWTH IN LOCAL PLANS

Coalville, Hinckley, Loughborough, Lutterworth and Market Harborough vary in size, location and economic base but all contribute significantly to the local economy. All are already under intense pressure for development and have made substantial provision within and on the edges of the existing towns. Much of this has still to be built and is dependent upon new local infrastructure. Further sustainable development should be consistent with the need to support local growth. In particular, there are aspirations for continued town centre regeneration and better services.

**TABLE B: NOTIONAL CAPACITY OF STRATEGIC GROWTH AREAS (DWELLINGS)**

Growth area	Notional capacity (dwellings)
A46 Priority Growth Corridor	38,000
The Leicestershire International Gateway	11,200
Melton Mowbray: Key Centre for Regeneration and Growth	3,800
Total	53,000

## OUR VILLAGES AND RURAL AREAS

In recent years, our villages and rural areas have been under intense pressure for growth. The strategy proposes that, in future, there will be limited growth in these areas, consistent with providing for local needs.

### NOTIONAL CAPACITY (DWELLINGS)

We have estimated the notional capacity of our strategic growth areas to accommodate new homes and this is shown in Table B below. In Appendix B we indicate how this growth would be distributed across the eight local authorities in Leicester & Leicestershire.

### NOTIONAL CAPACITY (EMPLOYMENT LAND)

Our study of housing and economic development needs\* indicates the amounts of employment land that will be required in the periods 2011-31 and 2011-36 (see Appendix A). We are confident that, for these periods, provision will be made in existing and emerging Local Plans.

Longer term requirements are not quantified. The need for employment land is subject to considerably greater market variability than the need for new homes.

It is, therefore, unrealistic to anticipate what these might be so far ahead. In principle, however, it is considered that the spatial distribution of new employment will need to reflect the overall strategy of the Plan, enable homes and jobs to be located in close proximity, and take advantage of opportunities for commuting by public transport. The need for new employment land will be monitored and reviewed on a regular basis through the preparation and adoption of Local Plans.

# OUR COMMITMENT TO DELIVERY

## A PARTNERSHIP APPROACH

Our analysis demonstrates that Leicester & Leicestershire has the potential to deliver development which is of national and regional significance. The fact that the Strategic Growth Plan has been prepared by the ten partner organisations responsible for planning, transport and economic development demonstrates the extent of the collaborative work that is taking place. Three strategic documents are being prepared in parallel: the Strategic Growth Plan, the Strategic Transport Plan and the Local Industrial Strategy. Together with Local Plans, these key documents will demonstrate our commitment to future growth and infrastructure investment.

## STATUTORY VS NON-STATUTORY PLANS

The changes to the National Planning Policy Framework state a preference for statutory plans, make recommendations on a standard methodology for calculating housing need, and set out the requirements for a 'Statement of Common Ground'. The work on our three strategic documents, however, has reached an advanced stage. To pause and re-work the Strategic Growth Plan in a different format would cause significant delay at a time when there are significant issues to resolve and opportunities to grasp.

We propose, therefore, to proceed on the basis of a non-statutory plan and we will reinforce its provisions as necessary to give confidence that we are committed to delivery. We will implement the Strategic Growth Plan through our statutory Local Plans, supplemented by additional documents as necessary.

Should circumstances change in future, we can update housing need and supply through Statements of Common Ground and/or a review of the Strategic Growth Plan.

## ALIGNING INFRASTRUCTURE AND GROWTH

It is clear, however, that we will need support from government if we are to achieve the step change in the amount and speed of housing and economic growth that we propose. We started our work with a shared commitment to deliver the homes and jobs that Leicestershire needs over the period 2011-50 and our strategy is set out in this Plan. We wish to take full advantage of the opportunities that are presented by the Midlands Engine and Midlands Connect strategies. Our proposals, therefore, maximise the benefits that are delivered by the infrastructure investment proposed in these documents. We value the government's stated commitment to the region.

## DIGITAL CONNECTIVITY

Digital connectivity is a significant issue in parts of Leicester & Leicestershire, both rural and urban. High quality communications support remote working and provide access to on-line services. They are an essential part of the infrastructure planning process and need to be funded as such.

## OUR OFFER TO GOVERNMENT

Our offer to government, in return for investment in infrastructure, is to maximise the benefits that can be achieved from commitments that are already made in the Midlands Engine and Midlands Connect strategies. We are confident that we can deliver genuinely high quality new homes and jobs, in successful communities at a faster pace than has been achieved to date. New infrastructure will enable this to happen.

Given that our growth in the period 2011-31 can be provided on existing sites or in Local Plans, we have time to align infrastructure and new growth. We propose to work with government and its executive agencies to put this into effect. We will also work with local communities and government departments to ensure that new development brings with it the local services that are needed. For our part, through our Local Plans, we will deliver the growth that is set out in this Plan, ensuring that new development is built to the highest possible standards.

# APPENDIX A

## HOUSING NEEDS 2011-31 AND 2011-36

We have undertaken a study of our housing and employment economic development needs for the periods 2011-31 and 2011-36 to align with the different time periods for which Local Plans are being prepared. The results of this analysis are set out in Tables 1 and 2 and further detail can be found in the study. Leicester City Council has formally declared that it will be unable to meet its 'objectively assessed needs' (OAN) for housing for the period 2011-31. Oadby & Wigston Borough Council has declared that, subject to further investigation of highway matters, it might be unable to meet its needs for the period 2031-36. Planning guidance requires the OAN to be satisfied across the 'housing market area' (HMA) as a whole.

We have undertaken an analysis of completions, planning permissions and allocations in adopted and emerging Local Plans. We have concluded that sufficient provision has been, or will be, made in adopted or emerging Local Plans to accommodate the OAN for housing, across the HMA as a whole, for the period 2011-31. The unmet need arising in the administrative areas of Leicester City Council will, therefore, be accommodated in the remaining borough and district councils and this will be reflected in Local Plans as they progress, supported by an agreed statement or Statement of Common Ground as appropriate.

Beyond 2031, provision will be made in Local Plans in accordance with the framework set out in this Plan.

**TABLE 1: HOUSING NEED 2011-31**

Authority	Housing Need <sup>1</sup>	
	Number of dwellings per annum	Total number of dwellings
Blaby DC	370	7,400
Charnwood BC	1,031	20,620
Harborough DC	532	10,640
Hinckley & Bosworth BC	471	9,420
Leicester City Council	1,692	33,840
Melton BC	186	3,720
North West Leicestershire DC	481	9,620
Oadby & Wigston BC	148	2,960
<b>Total (Leicester &amp; Leicestershire)</b>	<b>4,829<sup>2</sup></b>	<b>96,580<sup>2</sup></b>

**TABLE 2: HOUSING NEED 2011-36**

Authority	Housing Need <sup>1</sup>	
	Number of dwellings per annum	Total number of dwellings
Blaby DC	361	9,025
Charnwood BC	994	24,850
Harborough DC	514	12,850
Hinckley & Bosworth BC	454	11,350
Leicester City Council	1,668	41,700
Melton BC	170	4,250
North West Leicestershire DC	448	11,200
Oadby & Wigston BC	155	3,875
<b>Total (Leicester &amp; Leicestershire)</b>	<b>4,716<sup>2</sup></b>	<b>117,900<sup>2</sup></b>

Notes:

1. Source: Housing and Economic Development Needs Assessment, GL Hearn, January 2017

<sup>2</sup>The totals do not match the sum of the parts due to the way in which additional provision to support economic growth in Melton BC and North West Leicestershire DC is taken into account.

## EMPLOYMENT LAND NEEDS 2011-31 AND 2011-36

The study of housing and economic development needs also considered employment land needs for the periods 2011-31 and 2011-36. The results of this analysis are set out in Table 3 and further detail can be found in the study. In addition to the needs set out in Table 3, the authorities will seek to meet the need from strategic B8 uses identified in a separate study relating to logistics and distribution.

**TABLE 3: EMPLOYMENT LAND NEEDS (HA) 2011-31 AND 2011-36**

	2011-31			2011-36		
	B1a/b	B1c/B2	Small B8	B1a/b	B1c/B2	Small B8
Blaby DC	37-45	15	10	47-48	19	12
Charnwood BC	14-37	21	11	17-40	26	13
Harborough DC	14-21	22	8	17-24	28	9
Hinckley & Bosworth BC	11-32	14	16	13-34	17	20
Leicester City Council	2-6	36	15	3-7	45	19
Melton BC	10-18	21	14	10-23	26	17
North West Leicestershire DC	45-46	3	17	50-56	4	21
Oadby & Wigston BC	1	0	4	2	0	5
<b>Totals</b>	<b>142-198</b>	<b>132</b>	<b>93</b>	<b>177-215</b>	<b>165</b>	<b>117</b>

**Notes:**

The range for the Total B1a/b does not sum to the cumulative minimum and maximum range for each local authority. This is because the source of the minimum and maximum figures varies according to the outcome of the labour demands scenario and completions trends. The totals reflect the total for each scenario. Numbers may also not add up due to rounding.

Local plans will make provision for these needs in the period 2011-36.

Beyond 2031, provision made in Local Plans, for both housing and economic growth will be made in accordance with the framework established by the Strategic Growth Plan.

# APPENDIX B

## NOTIONAL HOUSING NEEDS AND SUPPLY 2031-50

For the purposes of the Strategic Growth Plan, we need to estimate the likely scale of growth for the period 2031-50. This needs to be identified across the housing market area as a whole. Currently, only the Melton Local Plan goes beyond 2031, and only to 2036.

The study of housing and economic development needs also gives us an indication of what needs might be for the period 2031-36.

We recognise that projecting forward beyond this date is highly problematical but we need some notional estimates of growth in order to take a longer term view. In the absence any more authoritative data, therefore, we have chosen to extrapolate these figures forwards. The results are set out in Table 4.

It is important to note that, although these numbers cannot be regarded as being authoritative, they will be consistently monitored and reviewed, and can be adjusted as necessary.

In Table 4, we have also estimated the likely sources of housing supply. The Strategic Growth Plan assumes that both Leicester City Council and Oadby &

Wigston Borough Council will be unlikely to be able to meet their objectively assessed needs during this period. Table 4, therefore, assumes that there will be a re-distribution of housing across the housing market area. In line with the strategy set out in the Plan, we propose that there should be a shift in the focus of development from small- and medium-sized sites to strategic locations.

The authorities in Leicester & Leicestershire agree that the distribution in Table 4 will be used as the basis for future Local Plans. This will be reinforced in an agreed statement or Statement of Common Ground and in Local Plans.

**TABLE 4: NOTIONAL HOUSING NEED AND SUPPLY 2031-50**

Authority	Notional Housing Needs 2031-50 <sup>1</sup>		Delivery on Non-Strategic Sites <sup>4</sup>		Delivery on Strategic Sites	Total Delivery	
	dpa	Total	dpa	Total	Total	dpa	Total
Blaby DC	361	6,859	110	2,060 <sup>3</sup>	15,500	924	17,560
Charnwood BC	994	18,886	470	8,890 <sup>2</sup>	10,000	994	18,890
Harborough DC	514	9,766	150	2,930 <sup>3</sup>	13,000	838	15,930
Hinckley & Bosworth BC	454	8,626	140	2,590 <sup>3</sup>	7,500	531	10,090
Leicester City	1,668	31,692	550	10,450	0	550	10,450
Melton BC	170	3,230	80	1,520	3,800	280	5,320
North West Leicestershire DC	448	8,512	240	4,520 <sup>2</sup>	5,200	512	9,720
Oadby & Wigston BC	155	2,945	60	1,140	1,500	139	2,640
<b>Total (Leicester &amp; Leicestershire) (%)</b>	<b>4,764</b>	<b>90,516</b>	<b>1,800</b>	<b>34,100 (38%)</b>	<b>56,500 (62%)</b>	<b>4,768</b>	<b>90,600</b>

**Notes:**

1. Notional housing needs 2031-50 based on information contained in Housing and Economic Development Needs assessment (January 2017)
2. Charnwood and North West Leicestershire are assumed to meet notional OAN so delivery on non-strategic sites exceeds the Strategic Growth Plan's figure of 40% of notional OAN.
3. Due to the level of provision for development on strategic sites in Blaby DC, Harborough DC and Hinckley & Bosworth BC, development on non-strategic sites is limited to 30% of notional OAN.
4. Delivery on non-strategic sites rounded to the nearest '10'.





For further details on the Strategic Growth Plan please visit our web site:

➤ [llstrategicgrowthplan.org.uk](http://llstrategicgrowthplan.org.uk)

or contact any of the partner organisations listed on the inside cover.

## APPENDIX B

### Key changes made following consultation on the Draft Strategic Growth Plan

Matter	Explanation
<b>Chapter 3: Accommodating our Growth</b>	
Ch 3: Title changed from ' <i>Accommodating Our Growth</i> ' to ' <i>Planning for Our Growth and Infrastructure</i> '.	Emphasises relationship between growth and infrastructure.
Ch 3: Re-drafted to bring together two time periods 2011-31 and 2031-50 (housing numbers as before).	Provides clarity on scale of growth over long term; better support for funding bids.
Ch 3: New text on aligning growth, infrastructure and services; focus on delivery, removing barriers to development; increasing speed.	Emphasises need for infrastructure to support committed and new development; identifies other infrastructure needs and priorities.
<b>Chapter 4: The Building Blocks for our Plan</b>	
Ch 4: New text added on the revised National Planning Policy Framework (NPPF).	Explains how we will address changing government policy.
Ch 4: New text and plan relating to environmental, historic and other assets.	Emphasises that such assets are an important consideration when planning for and integrating growth into its environment, context and setting.
<b>Chapter 5: Our Overall Approach</b>	
Ch 5: New text on ' <i>Investment and Growth</i> '	Recognises that Leicester & Leicestershire will continue to grow so we have to plan for this; links to the LLEP's emerging Local Industrial Strategy; and ensures that local aspirations are reflected in the SGP.
Ch 5: New text on ' <i>Securing essential Infrastructure</i> '	States that wide range of infrastructure is needed; promised infrastructure needs to be provided in parallel with the delivery of growth; much of this from the public sector but also collaboration with private sector.
Ch 5: Text on garden cities agenda brought forward.	To emphasise the way in which this agenda will lie at the heart of our proposals to give social, economic and environmental focus to the delivery of growth in a plan-led way.
<b>Chapter 6: Our Spatial Strategy</b>	

Ch 6: New text to emphasise that the SGP will be delivered via Local Plans	To emphasise that local planning authorities intend to be at the forefront, managing the delivery process
Ch 6: A46: identified as the <i>'The A46 Priority Growth Corridor'</i>	Reinforces the message that the new A46 Expressway is a critical infrastructure element of the strategy without which growth on the scale/speed proposed would not be possible.
Ch 6: <i>Northern Gateway'</i> : Re-defined and identified as <i>'The Leicestershire international Gateway'</i>	Recognises the increasingly international importance of this area with East Midlands Airport, East Midlands Gateway, HS2 station, major employers, new roads, etc.
Ch 6: <i>'Southern Gateway'</i> deleted; replaced with <i>'A5 Improvement Corridor'</i>	Emphasises the importance of the A5 improvements to the delivery of committed growth
Ch 6: Lutterworth deleted as <i>'Key Centre for Growth'</i> ; re-designated as an <i>'Area of Managed Growth in Local Plans'</i>	Allows the local planning authority to focus on current proposals for growth and manage future development in Local Plans
Ch 6: Melton Mowbray renamed <i>'Key Centre for Regeneration and Growth'</i>	Better reflects the aspirations of the local authority for growth and regeneration supported by new infrastructure
Strategy Plan revised	Amended in line with changes.
Housing Numbers	
Housing numbers: <ul style="list-style-type: none"> <li>• Reduced by 2,000 dwellings in the area of Harborough DC</li> <li>• Increased by 800 dwellings in the area of Melton BC</li> <li>• Increased by 1,200 dwellings in the area of North West Leicestershire DC</li> </ul>	Provides a more sustainable distribution and accurately reflects the positive aspirations of local authorities.
<b>General changes to the text in various places</b>	
Clear support for public transport enhancements; including radial routes and railways not in Midlands Connect Strategy e.g. Leicester-Burton Line and around Melton Mowbray.	Better reflects the aspirations of the partners in terms of public transport improvements.
Recognition of the need for public transport to support growth.	Amended to emphasis aspirations for improved public transport as part of a sustainable transport strategy.
Importance of delivering infrastructure in parallel with growth in order to support both long term growth and growth committed through the grant of planning permission.	Emphasises that infrastructure is needed to support both long term growth and sites which already have planning permission.

Emphasis on relationship/dependency between strategic and 'lower order' infrastructure	Recognises that improvements to the wider network will be needed to support the strategic road and rail improvements highlighted in the Plan.
Emphasis on delivery.	Emphasises that development in the period 2011-31 needs to be accelerated.
Align homes and jobs; recognising LLEP priorities.	Recognises the desire to reduce levels of commuting and the relationship between major employment centres and new homes.
Clear support for regeneration e.g. Coalville Town Centre	Acknowledges that growth can take the form of regeneration and redevelopment of brownfield sites.

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## APPENDIX C

### Risk Assessment

Risk	Specific issue	Response
<b>Joint working</b>	The revised NPPF makes it very clear that government wants LPAs to work together, specifically preparing joint statutory Local Plans.	<p>The SGP is clear evidence of joint working albeit on a non-statutory basis. The work has made steady progress over the last three years with no interruption, signs of hesitation or withdrawal of support. Failure to agree at this late stage would signal a major break-up in the partnership putting at risk all of the attendant benefits which could be delivered through continued joint working (notably access to funding and the ability to resist unwanted development pressures).</p> <p>Joint working has also raised the profile of the Leicester &amp; Leicestershire partners with statutory agencies and has contributed to a positive outcome on a number of funding applications.</p>
<b>The 'Duty to Co-operate'</b>	The revised NPPF strengthens the requirements of the 'Duty to Co-operate', effectively turning it into a 'Duty to Agree'.	If approved by all partners, the SPG will be a clear statement of co-operation and agreement. It highlights the issues, identifies a strategy and, in its final form, will be a clear statement of agreement by the partners. This is a powerful statement and a good collaborative position for the partners which can be clearly demonstrated.
<b>Statement of Common Ground</b>	The revised NPPF establishes a mandatory requirement for a Statement of Common Ground and sets out a timetable for its preparation.	The SGP provides much of the information needed for a Statement of Common Ground. The Statement of Common Ground will set out the agreement on housing numbers including a recognition on behalf of the partners that they will need to accommodate any demonstrated unmet need arising from Leicester City (and Oadby & Wigston Borough if necessary).
<b>Reputational damage if one or more partners</b>	Clear demonstration of failure to work co-operatively, lack of strategy	Withdrawal of support by a number of partners would signal clear failure in attempts at joint working. This would

<b>does not approve the Plan</b>	to address acknowledged development requirements and no framework for Local Plan. Consequential, ad hoc and piecemeal development pressures which would be difficult to resist.	be likely to result in a position that would probably be worse than if the SGP process had not started. Intense pressure from development interests would be likely to arise across the Leicester & Leicestershire Housing Market Area (HMA), in all likelihood targeting the types of site that the SGP is attempting to protect (e.g. development in villages and rural areas).
<b>Delay in the preparation of Local Plans</b>	The SGP is intended as a framework for Local Plans. If this does not exist, then the Duty to Co-operate will need to be re-cast in a different form.	Possibility of delay rather than rapid progression towards Statement of Common Ground being agreed across the Leicester & Leicestershire HMA and in the preparation of Local Plans.
<b>Failure to deliver new housing at the pace required.</b>	Local Planning Authorities will have to return to relying on disaggregated and piecemeal ways of securing infrastructure.	Government is committed to the delivery of new housing and accelerating the speed of delivery. Work on the SGP has already supported applications for funding (which have been successful). Homes England have expressed a willingness to support the partners in accelerating growth, bringing other government departments into the process. This is a good collaborative position for the partners to be able to demonstrate as they go forward.
<b>Delivering new infrastructure</b>	<p>Different mechanisms to make the case for arguing for strategic infrastructure would have to be devised. Returning to disaggregated and piecemeal means of doing this might not deliver provision at the scale and pace required.</p> <p>Lack of infrastructure is currently delaying the delivery of some growth that already benefits from planning permission and, as a result, pressure continues to be exerted on other sites.</p>	Government's view is that infrastructure and growth are closely aligned. Those authorities which best demonstrate joint working and a commitment to growth will access the greatest Government funding. Leicester & Leicestershire has had some significant funding successes already e.g. the Melton Mowbray Relief Road; progress to Stage 2 of the Housing and Infrastructure Fund both the South-West Leicestershire package of improvements and the final section of the Melton Mowbray Relief Road.
<b>Accelerating the pace of housing delivery</b>	The SGP demonstrates to Government the effort that has already been made by the partners to	Leicester City Council has secured Marginal Viability Funding to accelerate the pace of delivery at the important Ashton Green site. The

	accommodate development via existing Local Plan allocations and planning permissions. This provides a good platform to negotiate infrastructure funding and other work with Government in order to accelerate delivery.	Leicester & Leicestershire partnership is recognised by Homes England who have offered support in a variety of forms. Accelerating the delivery of consented schemes allows local people to see how growth can support the local housing market and to see the merits of growth.
<b>Loss of confidence in the ability of the partners to plan pro-actively.</b>	Powers exist already for the government to transfer control to the County Council if the partners fail to co-operate and manage growth positively and proactively through a planned approach.	The SGP is an excellent example of collaborative working across organisations with responsibility for the whole range of local government functions. It could be an exemplar of how to balance competing interests and thereby maximise funding opportunities.
<b>The scale of growth will not reduce</b>	There is intense pressure for development in the logistics sector in the Leicestershire and Leicestershire area. Both the Housing and Economic Development Needs Assessment (January 2017) and the new standard methodology for calculating housing needs (set out in the revised NPPF) indicate a similar scale of housing need across the Leicester & Leicestershire housing market area.	The SGP does not promote growth above objectively assessed needs. That being the case, even if the SGP were to be abandoned, Local Plans would have to plan for the same scale of growth but with no over-arching strategy in place. The development industry could target particularly vulnerable authorities e.g. those whose five-year housing land supply is marginal.
<b>Deletion of the A46 Expressway ( Southern/Eastern Leicester Bypass</b>	Growth likely to gravitate towards existing infrastructure and major employment centres. Continued pressure also in villages and rural areas across the Leicester & Leicestershire area.	The SGP does no more than accommodate the objectively assessed needs of Leicester & Leicestershire. That being the case, if the new A46 Expressway were to be deleted from the plan, some 38,000 dwellings would have to be provided in other locations. Conventional sustainability criteria are likely to support the notion that new growth should gravitate towards places with infrastructure and economic generators.

## Risks specific to Hinckley and Bosworth borough

Risk	Specific issue	Response
Non-endorsement of the Strategic Growth Plan	The revised NPPF makes it very clear that government wants LPAs to work together particularly on joint strategic plans.	Not endorsing the Strategic Growth Plan would run contrary to central government intentions for strategic planning and be out of compliance with the NPPF. Joint working has also raised the profile of Leicester and Leicestershire partners with statutory agencies which has contributed to positive infrastructure funding request outcomes. Not endorsing the Plan would mean the borough could no longer be part of the Leicester and Leicestershire Strategic Growth Plan partnership
The Duty to Co-operate	The revised NPPF strengthens the requirements of the Duty to Co-operate effectively turning it into a Duty to Agree	Without endorsing the Plan the borough would not be able to demonstrate a Duty to Co-operate which is fundamental to progressing a sound Local Plan through to Examination;
Delay in the preparation of the Local Plan	The SGP provides a framework for preparing individual Local Plans and agreeing the spatial distribution for growth	A lack of Local Plan progression and in particular housing delivery will lead to central government intervention.  The borough will be more exposed to speculative growth proposals and therefore planning by appeal is likely. In addition without a Local Plan there could potentially be calls to address unmet need from outside the borough
Delivering new infrastructure	The Government believes that infrastructure and growth are closely aligned and are minded to support funding bids backed by joint working. Disaggregated and piecemeal funding bids by individual authorities are not likely to be successful as they can't deliver growth at the scale and pace required.	Without being part of the Leicester and Leicestershire Strategic Growth Plan partnership, it is unlikely that the borough would be able to successfully bid for major infrastructure investment as a single authority
Lack of confidence in the ability of the borough to plan strategically	The revised NPPF makes it very clear that government wants LPAs to work together particularly on joint strategic plans.	Without the support of the Leicester and Leicestershire Strategic Growth Plan partnership the borough could potentially lose responsibility for strategic planning. Central government would then send in an intervention

		team (for example staff from the County Council);
Deletion of the A46 Expressway option	Growth would need to be accommodated within Leicestershire's existing infrastructure and major employment centres including the borough and its villages and rural areas.	Even without A46 expressway, 35,000 + homes still need to be accommodated in Leicestershire. However, the borough would not be able to negotiate housing distribution so easily outside the Leicester and Leicestershire Strategic Growth Plan partnership as a single authority

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# Prospectus for Growth Leicestershire

September 2017

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# Introduction

National and regional projects supporting growth in Leicestershire

**It is important for all of us that the economy of Leicester and Leicestershire, the Midlands and the rest of the UK remains strong.**

The Midlands region as a whole benefits from having significant international and national road, rail and air links. The Midlands economy and the successful achievement of the area's future growth ambitions relies heavily on the efficient and effective operation of these links.

Large projects of national importance are likely to involve partners, such as other local authorities, Highways England, Network Rail and developers. It has become increasingly important to work with these partners, and apply for funding together.

We are working with partners at a regional and national level on a range of strategic initiatives, which bring a range of benefits to Leicester, Leicestershire, the Midlands and the country.

The projects in this booklet are at various stages – some are in the process of being funded, whilst we still need to make the case for others.

The following pages contain further information on national and regional initiatives, as well as local projects that will provide wide benefits (economic, jobs and housing) to the people of Leicestershire.



Nick Rushton, Leader, Leicestershire County Council.

“The Midlands region as a whole benefits from having significant international and national road, rail and air links”

# The Midlands

## The economy, growth and transport infrastructure

The Midlands is the largest economic area outside of London and sits at the heart of the UK's transport network. It attracts more inward investment and creates more start-up businesses than anywhere in the UK outside of the capital. It is already home to six million jobs, and our companies export to 178 countries.

With a population of 11.5 million, 14 cities, 20 world-class universities and two international airports, the Midlands has huge economic potential – our economy is worth £220 billion to the UK.

Whilst the Midlands economy is strong, it is not reaching its full potential, as productivity is below the national average. The Midlands Engine will work to unlock this potential. If we can improve transport connectivity between towns and cities within the Midlands and with key centres elsewhere, then we could boost economic growth to the benefit of both the Midlands and the UK.

Good transport underpins a successful economy. An investment in this region's transport will have a remarkable benefit to the whole country, boosting the

development of industry, skills and infrastructure. Improving transport links to speed up journey times across the Midlands could secure a £1 billion-a-year boost to the regional economy, creating **300,000 additional jobs and saving businesses around £500 million.**

The Government's recent Industrial Strategy green paper (January 2017) highlights the importance of infrastructure improvements to the success of the UK economy.

## Midlands Connect

Midlands Connect is developing the vision and setting out a long term transport strategy for the Midlands Engine, which will identify and deliver major transport infrastructure that could help the Midlands and the UK's long-term economic growth. It is made up of a partnership of local authorities and local enterprise partnerships, who work in collaboration with central government.

Midlands Connect is vital to helping our economy flourish: more and better jobs for local people, more trade and

investment for local companies, and more opportunities for businesses to expand and for communities to thrive. It will do this by securing further investment in our transport network, allowing our businesses to become more efficient and boosting our export potential. This improved connectivity across the Midlands will bring the east and west closer together and open the region's businesses to the world.

Transport infrastructure will help to unblock transport bottlenecks, increase productivity and prosperity,

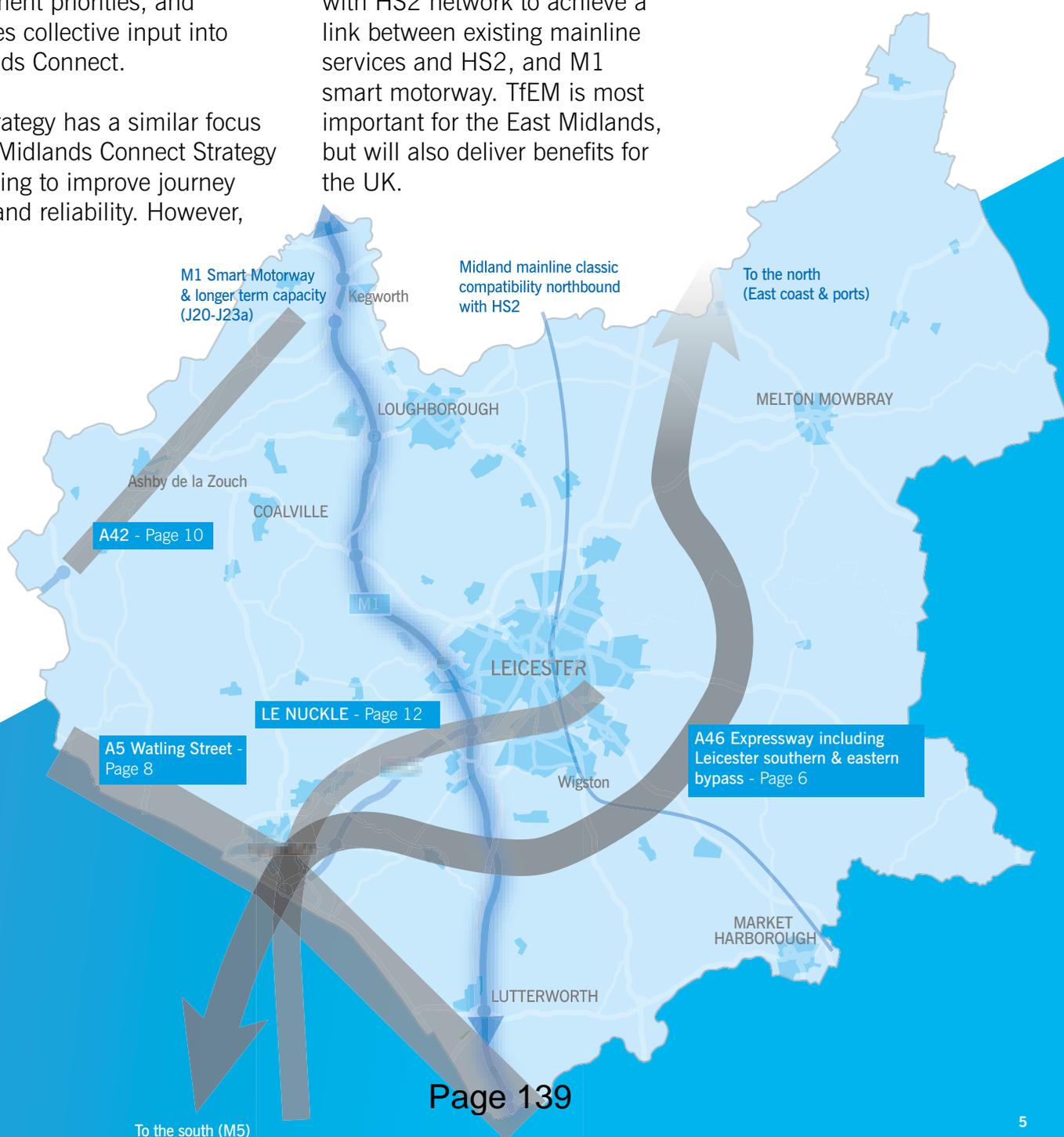
create job opportunities and improve the quality of life for those living, working and investing in the Midlands. They have the potential to unlock **£500m in untapped economic potential and contribute to the wider government target of creating 300,000 new jobs over the next two decades.**

## Transport for the East Midlands (TfEM) strategy

TfEM brings together senior leaders from the region's local transport authorities, under the auspices of East Midlands Councils. It provides regional leadership on strategic transport issues for the East Midlands, develops and agrees transport investment priorities, and provides collective input into Midlands Connect.

The strategy has a similar focus to the Midlands Connect Strategy by aiming to improve journey times and reliability. However,

it also has a focus on measures that unlock growth opportunities across the East Midlands. This includes maximising the economic benefits of road and rail investments that are already planned through schemes such as classic compatibility (rail) with HS2 network to achieve a link between existing mainline services and HS2, and M1 smart motorway. TfEM is most important for the East Midlands, but will also deliver benefits for the UK.



# A46 Expressway

Including Leicester southern & eastern bypass

## Enterprise corridor growth strategy

“Providing a new and strategic route to allow travel between the A46, M1 and M6 and around Leicester’s urban area”

### What are the challenges?

Midlands Connect recognises the strategic importance of the A46 corridor. Long distance SW-NE traffic routes around Birmingham, due to the poor connectivity at the A46 corridor. In addition there are no alternative strategic link roads around the Leicester urban area and the current local road alternatives (south of Leicester) are restricted and congested. This impacts on the potential of further development to the south and east of Leicester.

To the north, the performance of the existing A46 Leicester Western Bypass is also deteriorating, with regular queues, delays and incidents affecting inter-regional travel. The M1 between junction 21 and 21a is a pinch-point on the UK’s motorway.

### What is the proposed solution?

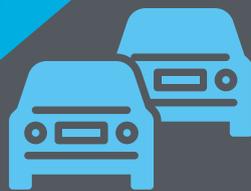
Providing a new strategic route to allow travel between A46, M1 and M6 and around Leicester’s urban area. This will support wider *Midlands Connect* aspirations for a new

south-west/south Wales route to the north-east and Scotland (J8 M5 to A1/A46 Newark) and will also provide an opportunity to link to the M1, via a new junction 20A.





# Benefits



## RELIEVES CONGESTION

on the A46/M69 and M1 and providing relief to the 'Birmingham Box'

- New route from the south-west to the north-east, relieving the 'Birmingham Box'
- Unlocks over 4,000 Hectares of land in the Leicester urban area
- Enables smart motorway by relocating Leicester Forest East services
- Provides resilience to M1 and additional capacity for north-south traffic through Leicestershire
- Removes the M1 Leicester Forest East pinch point for north-south traffic
- Potential long term solution to issues on A46 around Leicester urban area
- Aligns with the Nottingham – Leicester – Coventry – Birmingham corridor and the Leicester to Coventry hub
- Unlocks land for development in Leicestershire and Warwickshire



KEEPS THE ROAD NETWORK FLOWING

# A5 Watling Street

## Staffordshire to Northamptonshire

“Provide alternative route to the motorway, enhance strategic links between the north-west and south-east and relieve congestion”

### What are the challenges?

Midlands Connect is considering the potential role of wider transport corridors, making the strategic road network work best for the UK economy. This includes routes such as the A5 trunk road, which provides a long distance strategic route running from the south-east to the north-west.

The A5 corridor is expected to experience increased traffic growth in the future from advanced manufacturing and logistics developments such as the MIRA Enterprise Zone & Technology Park, phase three of DIRFT near Daventry and Magna Park in Lutterworth.

Congestion on both strategic and local roads can impact on the effectiveness of our road network, introducing delays and impacting on the Midlands and UK's economy and growth potential. We need to address today's problems and also plan for how to deal with future traffic growth.

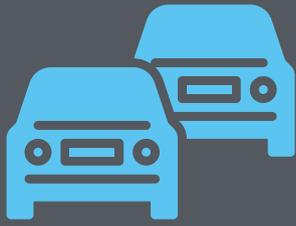
### What is the proposed solution?

The Department for Transport's Road Investment Strategy (2015/16-2019/20) sets out the long-term approach to improve England's strategic road network. It includes proposals for improvements to A5 Dodwells to Longshoot, widening of a short section of the A5 near Hinckley, which carries the traffic of both the A5 and A47, to a dual carriageway.

There is an aspiration to upgrade the A5 between the A38 and the M1 to Expressway standards. This will provide an alternative route to the motorway, enhance strategic links between the north-west and south-east and relieve congestion on the M6, between J8 and the M1.

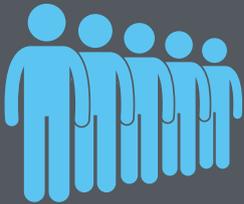


# Benefits



## REDUCES CONGESTION

and delays on the A5, M6 and local roads. This supports the Midlands and UK's economy and growth potential.



SUPPORTS AT LEAST  
**22,000 JOBS**



## KEEPS THE ROAD NETWORK FLOWING

- Provides an alternative to the motorway for people travelling between London and the north-east and north-west
- provides an alternative routing option for accessing opportunities between the Marches, Black Country, Greater Birmingham and the East Midlands

- Contributes to estimated £2billion Gross Value Added benefits (GVA) as part of A5/M1/M69/A46 corridor



# A42

## Improving the east-west corridor

“Improves east-west links across the Midlands”

### What are the challenges ?

The A42 trunk road links the M42 (junction 11) at Appleby Magna to the M1 (junction 23A) near Kegworth. Its purpose is to connect the East Midlands with the West Midlands, providing a route for traffic travelling longer distances between the north-east and south-west of England. The A42 is dual carriageway and fully grade-separated the same as the M42 to the south. However, it has no hard shoulder and is not designated as a motorway.

Existing traffic levels on the A42 are heavy, causing delays and unreliable journeys. It is anticipated that the A42 will experience growth in demand in the future, due to increased traffic.

### What is the proposed solution ?

The Midland's Connect Transport strategy, launched in March 2017, includes a series of improvements to support growth and help relieve traffic pressures across the Midlands motorway network and improve east-west links.

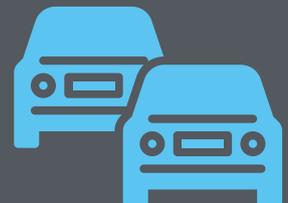
This includes an aspiration to upgrade the A42 to motorway standard, improving connectivity.





# Benefits

**RELIEVES CONGESTION**  
on the A42 and improves  
east-west journeys



## IMPROVED CONNECTIVITY

to East Midlands Airport, the West Midlands and High Speed 2



## SUPPORTS GROWTH

in the wider  
Midlands area



## CONSISTENT JOURNEY EXPERIENCE

for the M42/A42

# LE NUCKLE

## Coventry to Nuneaton rail upgrade

“Direct, faster Leicester to Coventry services, boosting employment and housing growth”

### What are the challenges?

There is no direct rail service between Leicester and Coventry, meaning journey times of 25 miles take an average of 1 hour 8 minutes. It also affects connectivity with other locations, such as the Thames Valley and north-east England.

### What is the proposed solution?

LE NUCKLE will improve the existing rail line between Coventry and Nuneaton. It delivers two new stations (Coventry and Warwickshire) and improves platforms at Bedworth and Coventry stations. Three options are being considered to improve connectivity to Thames Valley and the north, via Coventry and Leicester.

LE NUCKLE (**LEICESTER, NUNEATON, COVENTRY, KENILWORTH, LEAMINGTON SPA**) would be delivered by Network Rail, supported by Midlands Connect, two LLEPs and four councils, including Leicestershire County Council. Leicestershire County Council will continue to support work to develop this project and secure funding.



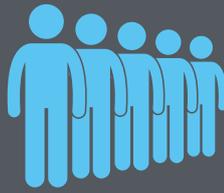
# Benefits

ESTIMATED  
 **GROSS  
VALUE  
ADDED**

**£26m**

Cost - £51.3m

**420**  
NEW JOBS



**48 MINUTES**  
COVENTRY TO  
LEICESTER

Direct, faster Leicester to Coventry services – unlocking potential for north-east – East Midlands – Coventry – Thames Valley cross-country links.

A boost to employment and housing growth in the 'Golden Triangle' area between M1, M69 & M6.



# Supporting growth in Leicestershire



Phil Crossland, Director Environment and Transport.

“The way that projects are funded has changed”

**We have ambitious growth plans, including delivery of 117,900 houses and up to 99,000 jobs by 2036.**

As well as the national and regional projects already covered in this booklet a range of local highway infrastructure projects have been identified, aimed at supporting the area's growth and economy by providing opportunities for jobs and housing in Leicestershire.

Many projects like these are funded by developers. If public funding is needed, schemes need to demonstrate that they provide good value for money and support the economy - such as by reducing congestion, improving productivity of businesses or helping people get to work or college. We also need to show that a project is the best value for money compared to other schemes.

The way that projects are funded has changed in recent years, moving from funding being automatically awarded to a bidding process – or a combination of funding sources. Examples include bids direct

to Government, bids via the Leicester and Leicestershire Enterprise Partnership (LLEP) and/or developer funding.

Projects compete for funding against other projects in Leicester and Leicestershire and, if they are put forward to Government, they compete against other projects across the country.

The local projects set out here are at various stages. Some are in the process of being funded whilst we still need to make the case for others. Together these form a 'pipeline' of projects waiting for funding. What links them together is that they have the local economy – our homes, our jobs and our communities – at its heart.

Further information on local initiatives are shown on the following pages.

# Potential benefits

COST **£354.4m** BID **£236.6m\***

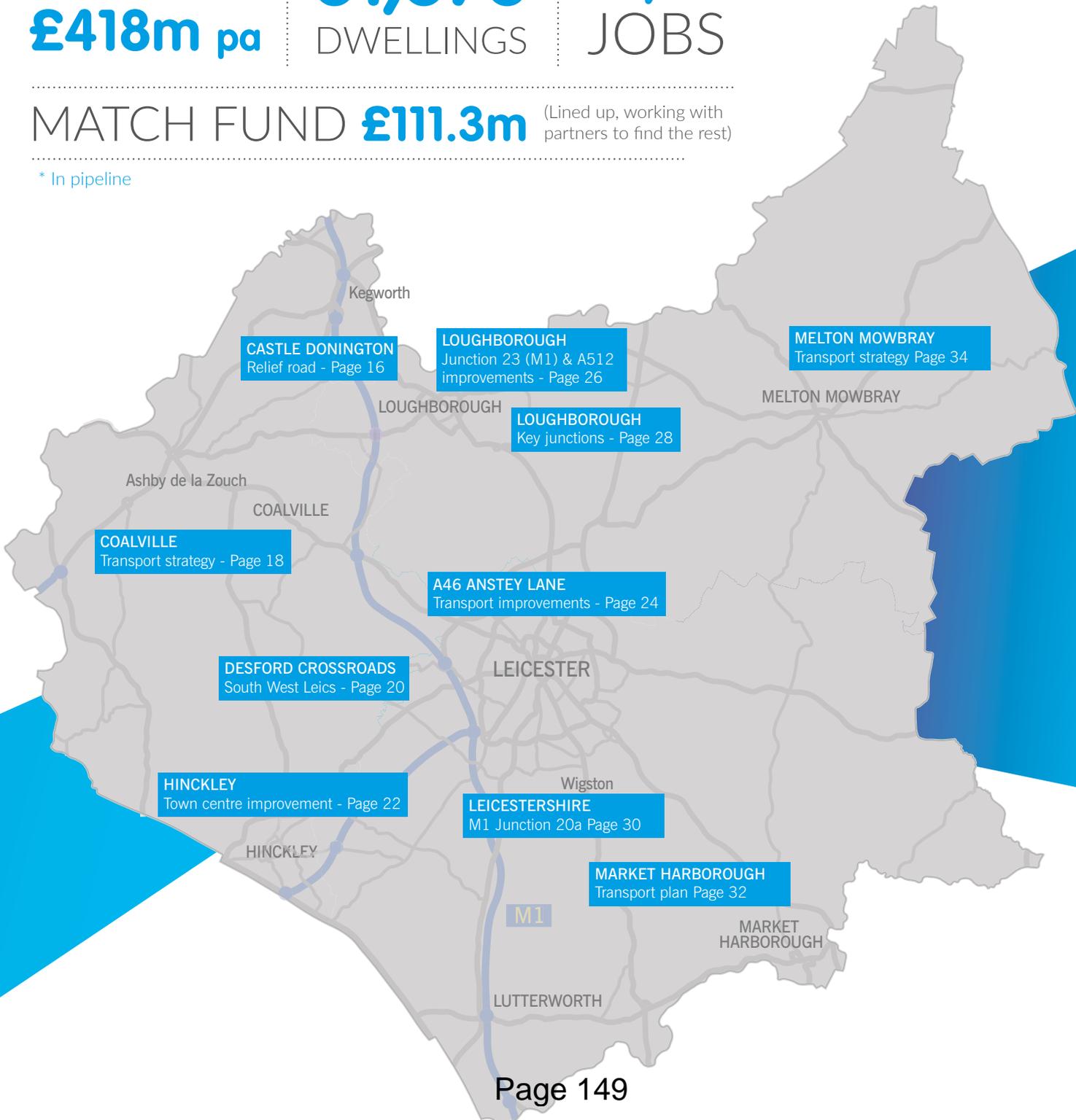
ESTIMATED  
 **GROSS  
VALUE  
ADDED**  
**£418m pa**

  
**31,378**  
DWELLINGS

  
**20,113**  
JOBS

MATCH FUND **£111.3m** (Lined up, working with partners to find the rest)

\* In pipeline



# Castle Donington

## Relief road

“Residential areas are used as ‘rat runs’ by drivers trying to avoid main roads”

### What are the challenges?

The town is often congested and residential areas are used as ‘rat runs’ by drivers trying to avoid main roads. In addition, new developments in the area will add even more traffic to the road network. The new development also needs to be supported by transport links.

### What is the proposed solution?

The land identified for development lies to the west of Castle Donington – a relief road around the western edge of Castle Donington would mitigate the impact. The development includes plans for around 900 new houses.

The relief road would be combined with traffic calming measures along Park Lane and High Street, which would discourage the use of these roads as a short-cut and encourage more walking and cycling. It allows alternative access to the airport and provides potential direct access to East Midlands Airport and the local area.





# Benefits



A NEW LOCAL CENTRE for shopping will be provided



MORE CYCLING AND WALKING

**6ha**  
EMPLOYMENT DEVELOPMENT



**900**  
DWELLINGS

**Cost**  
**£8.5m**

The scheme had been submitted to the LLEP pipeline and will now be delivered by developers, starting on site in 2018.

# Coalville

## Transport strategy

### What are the challenges?

Coalville benefits from good connections to Leicester and further afield. With major new growth (housing and employment opportunities) being planned, the future potential of Coalville requires further transport investment.

Both housing and employment growth are dependent on the delivery of critical transport infrastructure.

### What is the proposed solution?

The project aims to identify, prioritise and deliver the transport infrastructure that is needed – including east-west links.

The A511 corridor, between Ashby, Coalville and Bardon, is one of two key east-west links in Leicestershire. It links the A42 to the M1 at Junction 22. The project will identify suitable improvements at key junctions along this transport link.

This will reduce delays and improve journey times and connectivity to jobs in the Coalville, Ashby, and the wider area. This includes access to Leicester, East Midlands Airport and the strategic rail freight interchange at Castle Donington. It will also support the delivery of 25 hectares of employment land.

“Reduce delays and improve journey times”

# Benefits



**10,400**  
DWELLINGS

**5,600**  
JOBS



## ACCESS TO TRAINING

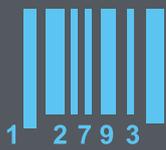
and further education at both  
Stephenson and Leicester College

ESTIMATED



**GROSS  
VALUE  
ADDED**

**£35.3m**



**7,300sqm**  
SHOPPING

\* This is growth value to the area, calculated at the East Midlands average GVA per workforce job.

In May 2016 the county council submitted this project to the Leicester and Leicestershire Enterprise Partnership's (LLEP), for inclusion on a 'pipeline' of possible future infrastructure projects.

When appropriate the LLEP will submit a bid to the Government, for funding from the local growth fund.

## Cost £30m+

**£10 million** The total funding requested is based on the estimated cost of delivering the strategy less the match funding identified.

**£20.4 million** has been identified as contributions from developers as part of the Coalville Contribution Strategy and £400,000 has been contributed by Leicestershire County Council and North West Leicestershire District Council in developing and identifying the schemes.



# A47/B582

# Desford Crossroads

## South West Leicestershire

“Supporting growth in the wider area”

## What are the challenges?

Desford Crossroads suffers from significant peak period congestion and poor journey times which, if not addressed, will get worse with anticipated traffic growth. As a key pinch point, it affects a number of strategic housing and employment growth proposals.

## What is the proposed solution?

The scheme will introduce a roundabout, which will increase the capacity at the junction and reduce congestion.

This project will improve journey time reliability on the A47 and B582 and remove a key constraint to future growth in the area, by ensuring that the junction has capacity for additional traffic. This will support increased growth in

the wider area, unlocking development and employment areas, such as housing at New Lubbesthorpe.

The New Lubbesthorpe sustainable urban extension (SUE) requires improvements at Desford Crossroads to be in place, prior to the delivery of the final 1,000 homes on the site.

# Benefits

**UNLOCKS DEVELOPMENT**



**1,000 HOUSES**  
NEW LUBBESTHORPE

SUPPORTS **4,000 HOUSES**  
EARL SHILTON & BARWELL



**2,000 JOBS**

CREATED AT NEW LUBBESTHORPE

**IMPROVED**

JOURNEY TIME RELIABILITY ON  
THE A47 AND B582 CORRIDORS



ESTIMATED

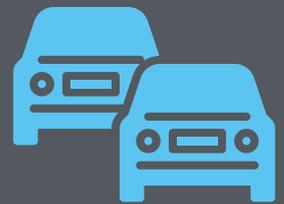


**GROSS  
VALUE  
ADDED**

**£60m**

**REDUCE QUEUES**

on all junction approaches

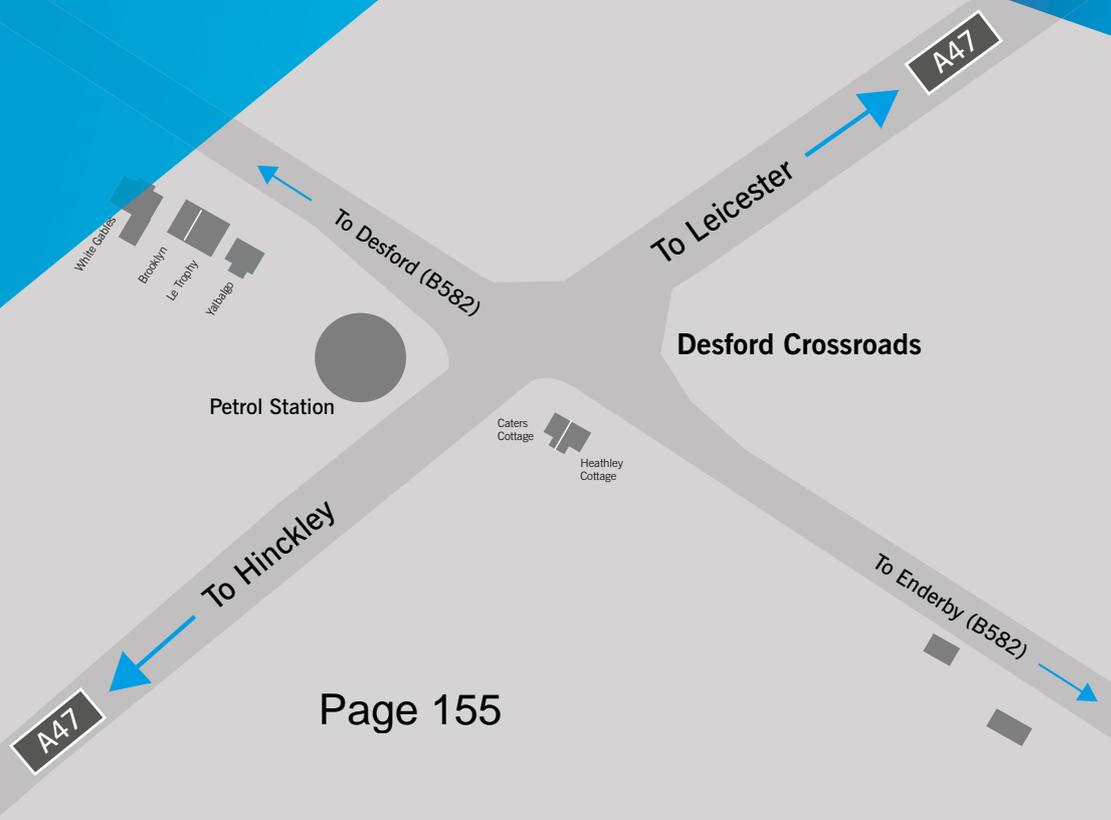


**Cost Around £3.8m**

**Match Fund £1.5m** (from New Lubbesthorpe development, upon occupation of the 3,500<sup>th</sup> dwelling)

**Funding needed £2.3m**

A bid was made to the Government's National Productivity Investment Fund in June 2017. A decision is expected in the Autumn of 2017.



# Hinckley - Zone 4

## Town centre improvement

“Hinckley has great potential”

### What are the challenges?

Hinckley has great potential, given its strategic location – a gateway to the West Midlands, with excellent motorway links. It is congested, particularly along the A47 and the north/south corridors. Traffic conditions in the town centre have improved following the implementation of Hinckley Zones 1, 2 and 3.

Without this phase, the full benefits of earlier zones won't be realised. Remaining traffic issues need to be addressed, or the area will be less attractive to prospective staff at the MIRA Technology Park Enterprise Zone.

High calibre employees are needed for the site - but unreliable journeys may have an adverse impact on retention and recruitment and developers may then be reluctant to invest in the area.

### What is the proposed solution?

#### **Zone 4 improvements include:**

- Improvements at two key junctions in the town on the (B590 Rugby/Hawley Rd and Brookside)
- Capacity improvements on the A47 at junction of the A447/ approach to the A5 Dodwells roundabout (close to Hinckley developer sites and Barwell and Earl Shilton SUEs)
- Potential capacity improvements on the B4669 and B4667
- Parking and traffic management improvements
- New signage, including electronic signs
- Further walking and cycling routes, and pedestrian crossings
- More 20mph speed limit zones

# Benefits



**5,900**  
DWELLINGS

**1,600**  
NEW JOBS CREATED



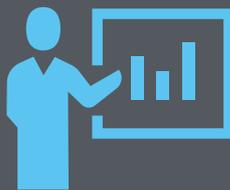
**23 HECTARES**  
OF LAND RELEASED

ESTIMATED



**GROSS  
VALUE  
ADDED**

**£8m pa**



**2,500**  
TRAINING PLACES

**Cost - £15.1m**

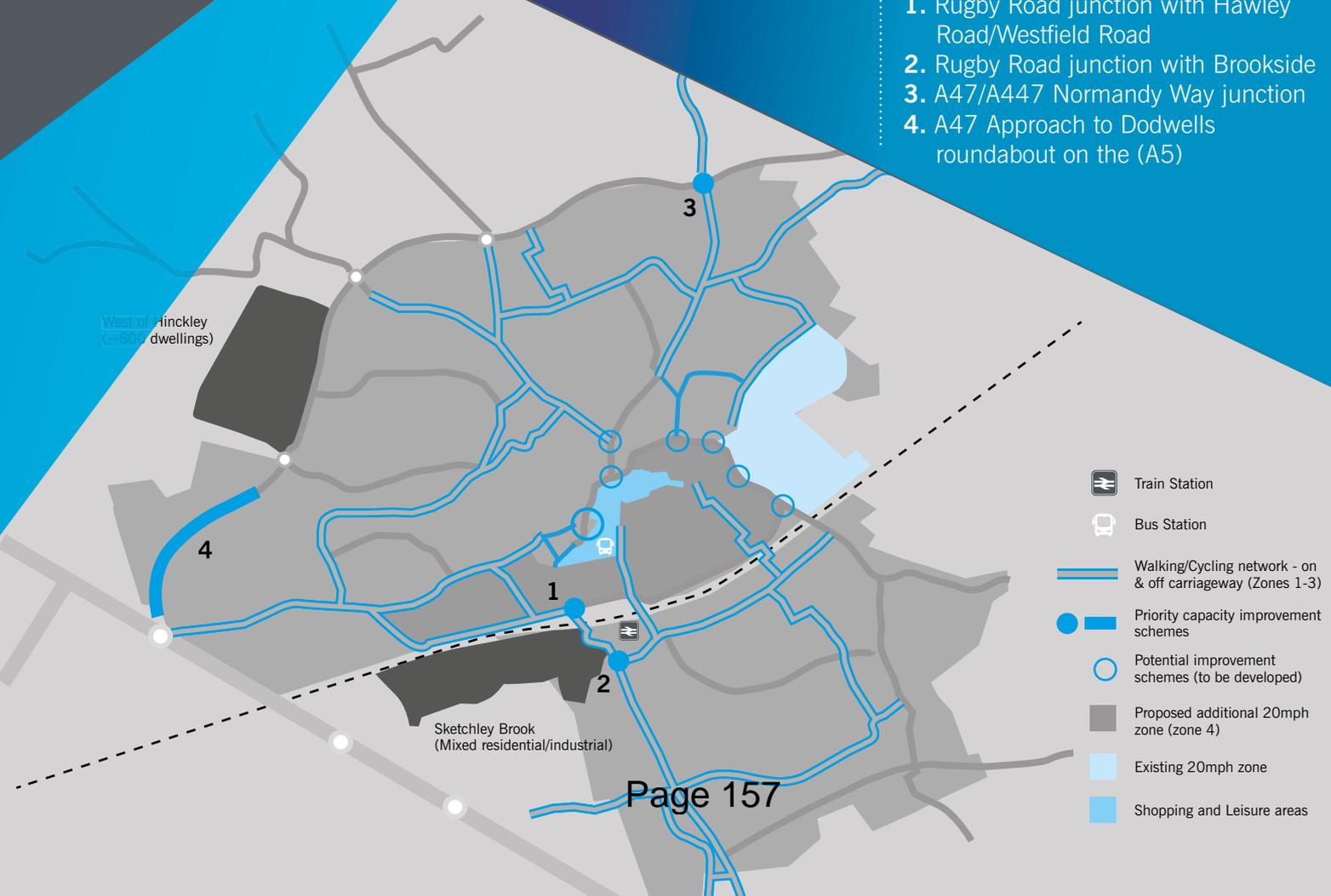
**£10m** package of priority measures has been designed and is ready for consultation (£4m being sought for capacity improvements on A47 corridor from developer contributions).

A second package of measures, likely to cost in the region of £6m is still subject to modelling work and early design development.

## The bid

A bid was made to the Government's National Productivity Investment Fund in June 2017. A decision is expected in the Autumn of 2017.

1. Rugby Road junction with Hawley Road/Westfield Road
2. Rugby Road junction with Brookside
3. A47/A447 Normandy Way junction
4. A47 Approach to Dodwells roundabout on the (A5)



# A46 Anstey Lane

## Transport improvements

“Improve connections to the rest of Leicester and Leicestershire”

### What are the challenges?

There is significant congestion in this area, particularly on the A46, A5630, and A563 – which connects people to employment.

There is a large development in the planning – Ashton Green sustainable urban extension (SUE) where there is capacity for over 3,000 new homes, employment and community facilities to be built over the next 15-20 years.

Land use and transport modelling has shown that accessibility to the development is not straightforward. Without improvements, the development could cause drivers to use inefficient or inappropriate routes. More congestion may discourage investment and growth.

The lack of transport improvements is potentially reducing economic opportunities in neighbouring areas and restricting the amount of potential growth.

### What is the proposed solution?

The scheme builds on the Leicester North West major transport project (phase one) in order to improve the outer ring road and connectivity between the A46 and city centre. The project consists of:

- Gyrotory and signalisation improvements to the A46 Anstey Lane junction
- Dualling of the single carriageway section of Anstey Lane (A5630) between the A46 interchange and Bennion Road roundabout
- Improvements to Bennion Road junction

#### The scheme will:

- support the delivery of major urban extensions and improve connections to the rest of Leicester and Leicestershire
- improve access to the wider road network from the A46
- improve the outer ring road
- improving the Anstey Lane corridor, reducing congestion and supporting a shift to cycling and walking

# Benefits



UNLOCKS  
**2,378**  
NEW HOMES  
BY 2026

ESTIMATED  
**GROSS  
VALUE  
ADDED**  
**£274.5m**

**263 NEW  
JOBS CREATED**



including direct jobs and those in construction



**10 HECTARES  
OF LAND RELEASED**

**2% SHIFT IN  
PEOPLE CYCLING  
OR WALKING**



**Cost £7.8m**

**£5m** Growth and  
housing fund secured

**£2.8m** developer  
funding secured

**Additional benefits include:**

- provide 111,500sqm of workspace
- provide 600 training places and apprenticeships

Anstey

Beaumont  
Leys

A46

A563

A5630

A50

County Hall

Hospital

B5327

# Loughborough

## Junction 23 (M1) and A512 improvements

### What are the challenges?

A total of 4,000 homes and over 5,700 jobs are planned in the Loughborough area, including the Loughborough Science and Enterprise Park. These will generate increased traffic congestion at these sites, leading to traffic blocking a section of the Midlands motorway network critical to the success of the local and regional economy.

### What is the proposed solution?

To support this important growth area, improvements are planned at M1 junction 23 and the A512 between Loughborough, the M1 and Shepshed. This work includes upgrading single carriageway to dual carriageway and the remodelling of five junctions on the A512.

The aim of the scheme is to support sustainable housing and employment growth, manage congestion, maintain or improve journey times, accessibility and safety. The scheme also brings together several schemes needed to deliver growth in the area into one, to minimise disruption for road users and maximise available resources.

“Support sustainable housing and employment growth”

# Benefits



**UNLOCKS  
2,600**

**HOMES IN  
LOUGHBOROUGH/  
SHEPshed AREAS**

**ESTIMATED**



**GROSS  
VALUE  
ADDED**

**£24m pa**

(£1.4 billion over 60 years)

**5,650**

**NEW JOBS CREATED**



Including the Loughborough Science and Enterprise Park and Enterprise Zone.



**68 HECTARES  
OF LAND RELEASED**

at the Science and Enterprise Park



Improve access to Leicester, Nottingham, and Derby, and South Yorkshire and the West Midlands

**Cost £27m**

**£12m** local growth fund secured

**£5m** Growth & housing fund secured

Up to **£10m** developer contributions identified

Start on site April 2019



# Loughborough

## Key junctions

“Complementing previous investment, this scheme reduces congestion and improves accessibility”

## What are the challenges?

Loughborough town centre faces increased competition as a shopping destination. Congestion can act as a barrier to shopping trips and the town needs to be seen as accessible.

Despite its success, the recent Loughborough Town Centre scheme has shifted the balance of the town away from Devonshire Square / Bedford Square while a new cinema complex threatens the existing cinema. There's a need to invest in this 'neglected' area of the town.

The local community want Loughborough town centre to be their focal point for retail, leisure and cultural activities, and make sure it doesn't go into decline.

## What is the proposed solution?

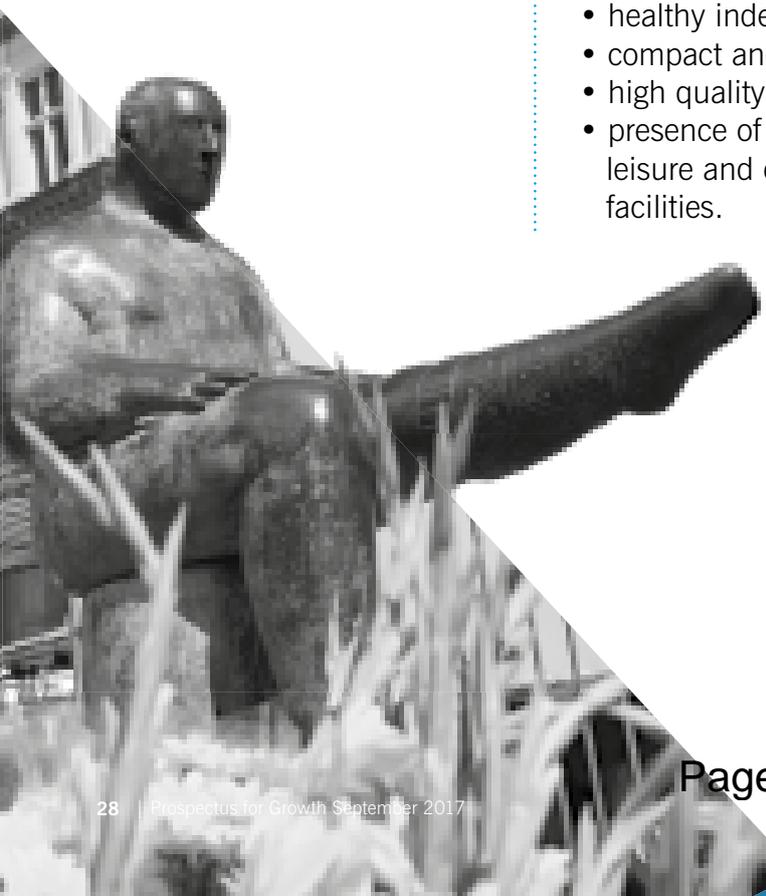
To build on the characteristics that make Loughborough special:

- a large pedestrianised Market Place
- healthy independent shops
- compact and easily walkable
- high quality green spaces
- presence of civic, cultural leisure and entertainment facilities.

Building on the recent £19.2m investment (Loughborough major transport scheme) this project also offers measures to:

- tackle congestion on key routes and junctions
- ensure appropriate routing and effective use of the network
- further upgrade the townscape
- reduce accidents, noise and air pollution
- Improving accessibility for pedestrians, cyclists and people with disabilities.

This project will be jointly managed by the county and borough councils.



# Benefits



**3,700**

**HOMES**  
NORTH OF A512

ESTIMATED



**GROSS  
VALUE  
ADDED**

**£70m**

SUPPORTING  
TOURISM



which contributes

**£220m**

into economy

**2,000**

NEW JOBS CREATED



in the two main town centre development sites on 4.16 hectares



**50,000sqm**  
NEW RETAIL  
& COMMERCIAL LEISURE



**4.16 HECTARES**  
OF LAND RELEASED

MORE CYCLING  
AND WALKING



Improving accessibility for the town (population 57,000) by connecting the parts of the town centre severed by the A6, and improving pedestrian and cycle routes

Improvement to road safety and air quality

## Cost £10m+

This will be phased in order to accommodate new developments with the private sector making contributions as work comes forward.

Funding needed: £7m.  
An allowance of £7m has been made to cover the costs of improving the basic functioning of the town centre and developing a detailed design for further improvements.

Match funding: £3m.  
Borough and County councils will provide financial and staff time input to this project equivalent to £100k per year.



# Leicestershire

## M1 Junction 20a

“A new junction will reduce congestion at J21, unlock growth in Leicestershire and support the economy of the Midlands”

### What are the challenges?

M1 Junction 21 is a primary point of access to Leicestershire's roads, and provides crucial links to the rest of the country. It is also a key pinch point, suffering severe congestion. This causes unreliable journey times and a lack of network resilience.

Strategic transport modelling suggests that growth across the area will place more stress on key junctions, existing issues, creating new pressure points and worsening air quality.

Without providing new infrastructure, it will become increasingly difficult to meet long term housing and employment growth demand with modelling showing that it may become impossible to cater for further growth around Leicester.

### What is the proposed solution?

This project will deliver a new motorway junction on the M1 between junctions 20 and 21 – located where the M1 is crossed by the A426, south of Whetstone.

Without this intervention, traffic modelling shows that congestion in and around the M1 J21 area will increase markedly, leading to ever more severe congestion.

The continued performance of the M1 through Leicestershire is

also key to maintaining national north-south connectivity, supporting the movement of goods and people.

As such, this scheme is being considered as part of the Midlands Connect A46 Study and could be one of the early deliverables of the A46 Expressway and a faster Leicester southern bypass.

# Cosby CP



## Benefits

Scheme development begins:  
2017/18

Scheme development ends:  
2021/22

Junction completed: 2026 & beyond.

### Estimated Cost £86m

£50m funding required

Funding needed: £8.6m for  
development of a business case

Match funding: £36m (the scheme  
is likely to attract developer funding  
in the future to support delivery. It  
is anticipated that additional funding  
will be sought through other funding  
opportunities such as the Department  
for Transport Local Majors Fund).

Improve safety of M1 Junctions 21 and 19



### UNLOCK GROWTH OPPORTUNITIES

## FOR HOUSING & EMPLOYMENT

Potential for housing and employment  
generating an extra £262m Gross Value Added

### IMPROVED

JOURNEY TIME RELIABILITY PLUS ACCESSIBILITY  
& CONNECTIVITY BENEFITS ACROSS THE AREA



ESTIMATED



GROSS  
VALUE  
ADDED

# £26m

Potential new services and  
employment site

# Market Harborough

## Transport plan

“A thriving market town that faces significant growth pressures”



## What are the challenges?

Market Harborough is a thriving market town that faces significant growth pressures. 1,500 homes are proposed to the west of the town before 2031.

Current congestion in a number of areas and key junctions is predicted to get worse.

If these issues aren't addressed, congestion will limit the delivery of housing and the town will become less attractive to development, reducing future economic growth and leaving Market Harborough poorly connected.

## What is the proposed solution?

Road improvements combined with measures to encourage sustainable travel, are needed in order to ensure that the planned growth can be delivered and the economy is not adversely impacted.

The county and district councils jointly funded a transport study which identified potential improvements including:

- Junction, traffic signal and streetscape improvements
- Considering an upgrade of Welland Park Road into the A4304, including increasing the height of the Rockingham Road rail bridge
- Extending and enhancing walking and cycling facilities

- Improving public transport infrastructure
- Lorry weight restrictions
- Consideration of a £50m relief road to unlock development beyond 2036.

Similar schemes have shown a 7.6% increase in walking and cycling and a 2.5% reduction in traffic.

The scheme will reduce congestion and improve journey time reliability and connectivity, boosting the attractiveness of the town as a place to shop, work and do business in.

# Benefits



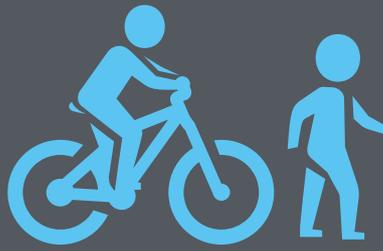
**3,000**  
NEW  
HOMES

ESTIMATED



**GROSS  
VALUE  
ADDED**

**£26m**



MORE CYCLING  
AND WALKING

## The bid

This project is subject to a future single local growth fund (SLGF) bid

## Cost £14.9m

**£11.7m** for the delivery of the infrastructure measures

**£3.2m** on the complimentary smarter choices elements of the scheme.

The total funding requirement is £10.5 million and is based on the estimated cost of delivering the scheme less the £4.4 million matched funding.

Matched funding comes from developer contributions.



# Melton Mowbray

## Transport strategy

### What are the challenges?

Melton Mowbray currently only has one main north-south route through the town, which is already severely congested at peak times. It has limited road capacity to continue to support either the travel needs of existing residents or planned growth in the town.

High levels of cross-town traffic, combined with historic bottlenecks, leads to traffic congestion and large numbers of HGVs routing through the town centre. The heavy traffic is detrimental to the town's potential as a destination for tourists and shoppers and is a barrier to employment and housing growth.

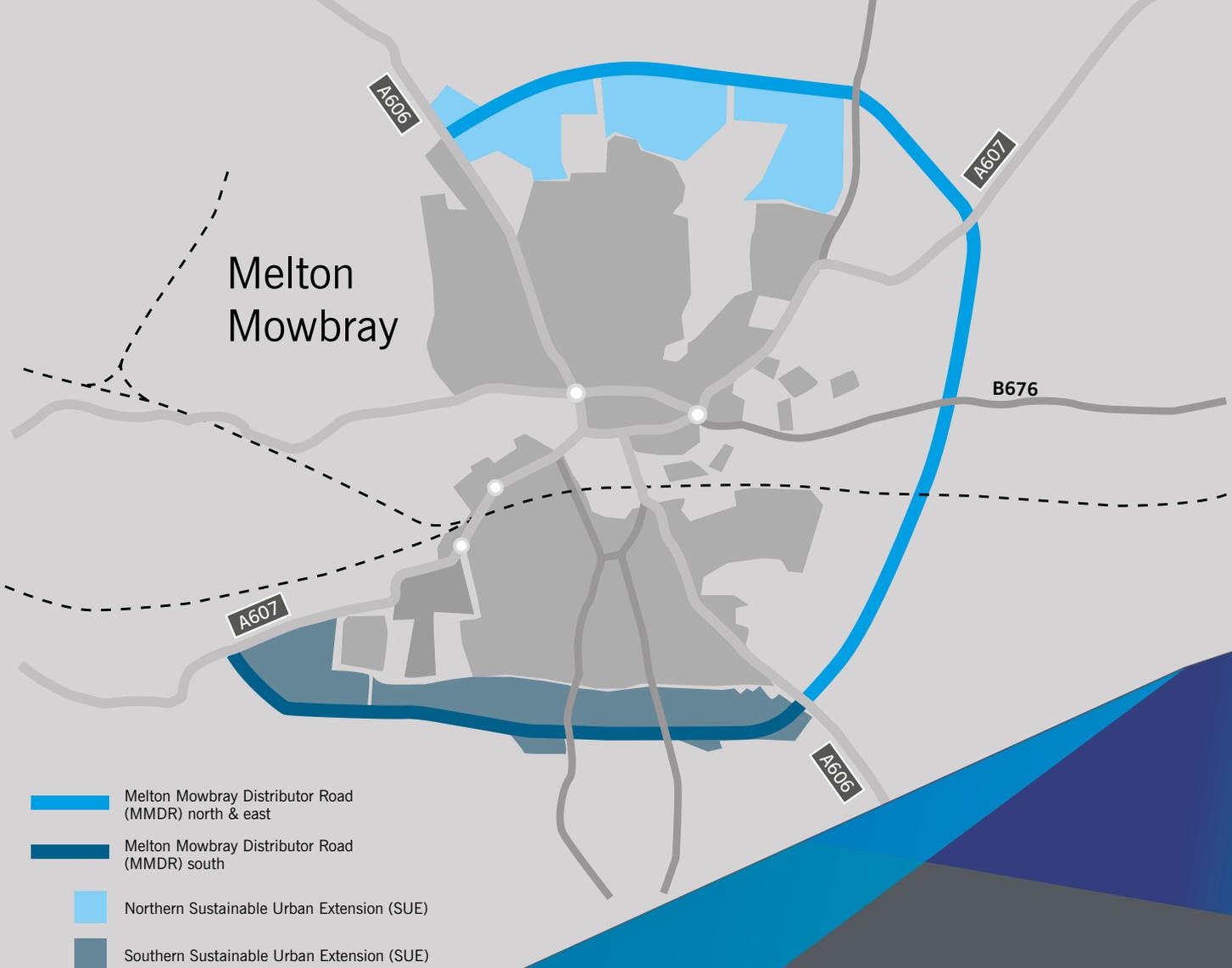
### What is the proposed solution?

A major highway improvement to the east of the town will ease town centre congestion, and allow direct access to future housing and employment growth areas around the town.

These improvements will also create opportunities to provide wider transport and environmental improvements within the town, which will be considered as part of the next stages of work.

The eastern link would form part of the proposed Melton Mowbray distributor road scheme, which would link the A606 Nottingham Road to the A607 Leicester Road. It is expected that the road, which would be built over the next two decades, would be funded from a combination of Government funding and contributions from developers.

“Heavy traffic is detrimental to the town's potential”



# Benefits



**£150m**

Transport benefits

Successful bid to government (£2.1m) to develop business case. This will support a further bid (up to £100m) for north & east sections of the MMDR.

**3,000**  
JOBS



up to **5000**  
new homes



**22% GROWTH**  
IN TOWN'S ECONOMY



**£102m**

ADDITIONAL NET GROSS  
VALUE ADDED PER YEAR



## WIDER BENEFITS

Better **AIR QUALITY** improved **SAFETY**, and more pleasant **TOWN CENTRE ENVIRONMENT**

# National Productivity Investment Fund (NPIF) scheme delivery

Government fund aims to improve local road and public transport networks, focussing on a holistic approach on the major road network.

Three schemes have been funded and will be delivered before April 2018:



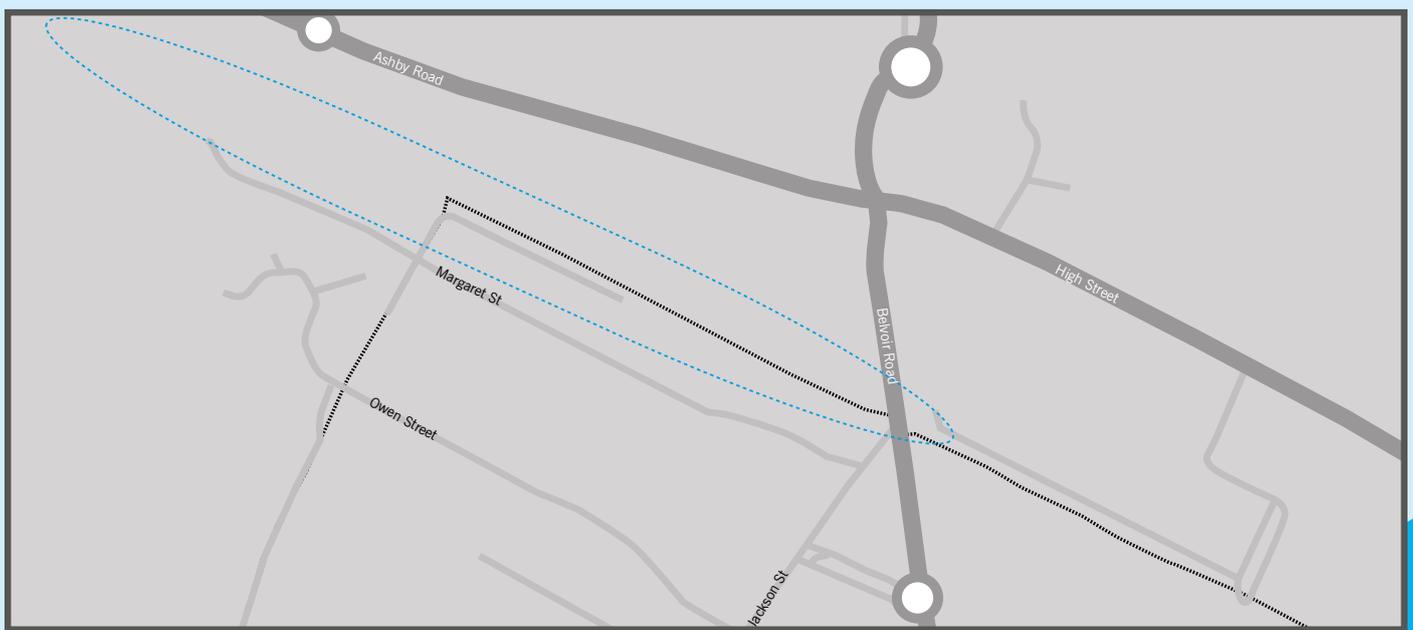
## A511/Discovery Way and A511 / Nottingham Road (Tesco Roundabout), Ashby

- Measures: capacity and junction improvements
- Benefits: supports significant housing and economic growth along the corridor and complements investment
- Cost: £1.7m



## Ratby Lane and Wembley Road, Leicester Forest East

- Measures: capacity improvements at Ratby Lane and Wembley road junction
- Benefits: supports significant economic growth along the corridor and complements investment
- Cost: £0.64m (£0.33m S106 developer contribution)



### Cycle Facilities, Snibston Redevelopment Link, Coalville

- Measures: provision of cycle link to Snibston Country Park
- Benefits: supports significant housing and economic growth along the corridor and complements investment
- Cost: £0.35m







For more information please contact  
Transport Strategy and Policy at

**TSaP@leics.gov.uk**

[www.leicestershire.gov.uk](http://www.leicestershire.gov.uk)



## Hinckley & Bosworth Borough Council

### FORWARD TIMETABLE OF CONSULTATION AND DECISION MAKING

SCRUTINY COMMISSION  
COUNCIL

8 NOVEMBER 2018  
27 NOVEMBER 2018

WARDS AFFECTED: ALL WARDS

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### AMENDMENT TO THE COUNCIL'S CONSTITUTION

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#### Report of the Monitoring Officer

1. PURPOSE OF REPORT

1.1 To seek approval of a proposed change to the constitution.

2. RECOMMENDATION

2.1 The changes to the constitution as outlined in paragraph 3.5 be approved.

3. BACKGROUND TO THE REPORT

3.1 The current constitution states that approval for proceeding to the referendum stage and for making of Neighbourhood Development Plans is a matter reserved for Council and cannot be delegated to any other body or officer. Concern has arisen that this causes unnecessary delays in the process of going to referendum following independent examination.

3.2 The Sheepy Neighbourhood Development Plan is currently at an advanced stage but to follow the constituted approval process would cause it to run into the pre-election ("purdah") period and thereby further delay the referendum and making of the plan due to the meeting cycle and reporting processes for a decision by Council.

3.3 Neighbourhood Development Plans in other areas, namely Newbold Verdon, Desford and Burbage are also being developed and would be affected by the pre-election period should they have to go through two meeting cycles for approval by Council at each stage.

3.4 The government guidance relating to neighbourhood planning does not prevent decisions on going to a referendum and making of a plan being delegated as

appropriate. Delegation of such decisions would facilitate efficient and expedient decision making, thereby benefitting the communities to which the plan belongs.

3.5 It is therefore recommended that the constitution be amended as follows:

- (i) Part 2b, paragraph 1.5: removal of the second bullet point which reserves for Council “approval for proceeding to referendum stage and for making of Neighbourhood Development Plans”;
- (ii) Part 2f, paragraph 6.2 (Director of Environment & Planning) under the first section ‘Planning’: insert new bullet point “approval for proceeding to referendum stage and for making of Neighbourhood Development Plans in consultation with the relevant Executive member and ward member(s)”.

4. EXEMPTIONS IN ACCORDANCE WITH THE ACCESS TO INFORMATION PROCEDURE RULES

4.1 This report is to be taken in open session.

5. FINANCIAL IMPLICATIONS (IB)

5.1 None.

6. LEGAL IMPLICATIONS (FA)

6.1 A change to the constitution requires a two-thirds majority of those present at Council.

7. CORPORATE PLAN IMPLICATIONS

7.1 This report supports all corporate aims by supporting communities.

8. CONSULTATION

8.1 Consultation with relevant Executive members has been undertaken.

9. RISK IMPLICATIONS

9.1 It is the Council’s policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

9.2 It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer’s opinion based on the information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

9.3 The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
None		

10. KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS

10.1 This report will have a positive impact on communities across the borough, enabling them to create neighbourhood plans in a timely manner.

11. CORPORATE IMPLICATIONS

11.1 By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications
- Procurement implications
- Human Resources implications
- Planning implications
- Data Protection implications
- Voluntary Sector

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Background papers: None

Contact Officer: Rebecca Owen, ext 5879

Executive Member: Councillors C Ladkin and M Surtees

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Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

# Overview and Scrutiny Work Programme 2018-2019

**NOVEMBER 2018**

## SCRUTINY COMMISSION

Date	Issue	Reason	Outcomes	Lead Officer	Supports corporate aims
8 November 2018	Together for Tenants	Update	Information		1
	Fly tipping	Request of Commission	Monitor changes in fly tipping	Caroline Roffey	2
	HRA Investment Plan	Scrutiny prior to Council decision	Ensure effective planning	Sharon Stacey	All
	Block C	Request of Asset Strategy & Regeneration Group	Inform Council decision	Ashley Wilson	2, 3
	Amendments to the constitution	Scrutiny prior to Council decision	To inform Council decision	Rebecca Owen	All
13 December 2018	Planning appeals update	Six monthly update	Monitor performance in relation to planning decisions	Nicola Smith	3
	Affordable housing delivery	Annual progress report	Monitor delivery of affordable housing	Nicola Smith	1, 3
	Local authority lottery	Request to review pre-implementation	Ensure processes followed	Edwina Grant	1, 3
	Universal Credit follow up report	Request of Commission to receive statistics and invite a representative of the DWP	Awareness of impact of UC	Sharon Stacey	1
	Communication Strategy	Consultation prior to approval	Support for strategy	Jacqueline Puffett	All
7 February 2018	Budget reports	Scrutiny prior to Council decision	Ensure value for money	Ashley Wilson	All
28 March 2019	Parish & Community Initiative Fund	Annual report	Recommendations to SLT	Caroline Roffey	All
	S106 contributions update	Annual update	Ensure money is being allocated and spent	Nicola Smith	All

Date	Issue	Reason	Outcomes	Lead Officer	Supports corporate aims
27 June 2019	Planning appeals update	Six monthly update	Monitor performance in relation to planning decisions	Nicola Smith	3
28 July 2019					
22 August 2019	Air quality management	Annual update	Monitor air quality in the borough	Simon Smith	1, 2
17 October 2019	Community Safety Partnership	Six monthly update	Ensure effective operation of partnership and monitor local policing provision	Sharon Stacey	1, 2
12 December 2019					

#### FINANCE & PERFORMANCE SCRUTINY

Date	Issue	Reason	Outcomes	Lead Officer	Supports corporate aims
5 November 2018	Revenue & capital outturn quarter 2 2018/19	Monitor budgets and capital programme	Ensure effective use of resources	Ashley Wilson	All
	Aged debts quarter 2 2018/19	Monitor levels of debt	Ensure recovery processes are robust	Ashley Wilson	3
	Business rates retention quarter 2 2018/19	Monitor levels of retention and pooling arrangements	Ensure appropriate arrangements and value for money	Ashley Wilson	3
	Frontline service review – Planning	Programme of frontline service reviews	Monitor performance	Nicola Smith	2
	Treasury management quarter 2	Monitor treasury management activity	Ensure appropriate activity	Ashley Wilson	3
	Housing contractors report	6 month update as requested at May meeting	Monitor performance	Mark Tuff	1

Date	Issue	Reason	Outcomes	Lead Officer	Supports corporate aims
17 December 2018	Leisure Centre performance	Annual review	Ensure performance and value for money	Simon Jones	All
	Frontline service review – housing	Programme of frontline service reviews	Monitor performance	Sharon Stacey	1
	Performance & risk quarter 2 2018/19	To monitor performance	Identify improvements	Cal Bellavia	All
25 March 2019	Frontline service review – Environmental Health (health & safety enforcement)	Programme of frontline service reviews	Monitor performance	Steve Merry	1, 2
24 June 2019	Frontline service review – Streetscene Services	Programme of frontline service reviews	Monitor performance	Caroline Roffey	All
19 August 2019					
14 October 2019	Frontline service review – Planning	Programme of frontline service reviews	Monitor performance	Nicola Smith	2
9 December 2019	Frontline service review – Housing	Programme of frontline service reviews	Monitor performance	Sharon Stacey	All
	Leisure Centre performance	Annual review	Ensure performance and value for money	Simon Jones	All

To programme

Introduction of a local authority lottery (before implementation)

Hinckley hospital update

Highway adoption

Building Control service & charges (F&P)

Key to corporate aims

1 – People

2 – Places

3 – Prosperity

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## HINCKLEY AND BOSWORTH BOROUGH COUNCIL

### FINANCE & PERFORMANCE SCRUTINY

10 SEPTEMBER 2018 AT 6.30 PM

PRESENT: Mr KWP Lynch - Chairman

Mrs R Camamile, Mrs H Smith, Miss DM Taylor and Mr R Ward

Officers in attendance: Julie Kenny, Rebecca Owen and Ashley Wilson

161 APOLOGIES AND SUBSTITUTIONS

Apologies for absence were submitted on behalf of Councillors Cope and MacDonald.

162 MINUTES OF PREVIOUS MEETING

It was moved by Councillor Camamile, seconded by Councillor Williams and

RESOLVED – the minutes of the meeting held on 16 July 2018 be confirmed and signed by the chairman.

163 DECLARATIONS OF INTEREST

No interests were declared at this stage.

164 PERFORMANCE AND RISK MANAGEMENT FRAMEWORK QUARTER 1 2018/19

Members were provided with the first quarter outturn for performance indicators, service improvement plans, corporate risks and service area risks. A member queried the impact of universal credit on rent arrears and recovery. In response it was noted that there was a report programmed for the November meeting of the Scrutiny Commission.

In relation to the number of households in temporary accommodation, a member asked whether the target was likely to be met or whether it should be revised. In response it was agreed that this would be discussed with the relevant director and reviewed when the impact of the new housing legislation was known.

A member asked what constituted a 'household' in relation to the homelessness indicators and in response it was explained that this could be an individual or a household but that the number of people to which this indicator related would be sought and reported to members outside of the meeting.

RESOLVED – the report be noted.

165 RESIDENT SATISFACTION SURVEY - WINTER 2017/18

Members were informed of the findings of the winter satisfaction survey. It was reported that the survey was sent to the citizens' panel and a random selection of residents and was also available online. It was reported that the number of members of the citizens' panel who responded had decreased but the number of responses from those randomly selected had increased. Most interesting was that the number completing the survey online remained fairly low.

A member expressed concern that the survey showed that residents seemed to feel less safe. In response it was suggested that the information showed that this was mostly due to street lighting and policing which was not in the control of the council.

Further concern was expressed that trust in the council had reduced by 3% since the last survey but acknowledged that many of the respondents had a particular issue in mind when responding as outlined in the comments.

A member queried the table at the top of page 27 and asked whether the location "DF" should be De Montfort ward in Hinckley as it related to that area and not Desford. It was agreed that this would be checked.

RESOLVED – the report be noted.

166 REVENUE & CAPITAL OUTTURN

The financial outturn position at June 2018 was presented to members.

A member queried the £52k shortfall in car parking income and officers agreed to bring a breakdown to the next meeting.

The reason for under recovery on rents was questioned and it was noted that this was due to vacant properties.

RESOLVED – the report be noted.

167 FINANCE & PERFORMANCE SCRUTINY WORK PROGRAMME

In considering the work programme, the forthcoming frontline service reviews for planning (November) and housing (December) were highlighted. A member suggested that more information about the turnaround time for void properties could be requested at the December meeting.

The frontline service reviews for the following year were discussed and it was agreed that Environmental Health would be asked to focus their review on health and safety enforcement.

(The Meeting closed at 7.13 pm)

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CHAIRMAN

By virtue of paragraph(s) 3, 10 of Part 1 of Schedule 12A of the Local Government Act 1972.

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