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Hinckley & Bosworth
Borough Council

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

Date: 17 March 2021

To: **Members of the Scrutiny Commission**

Cllr MR Lay (Chairman)
Cllr C Ladkin (Vice-Chairman)
Cllr P Williams (Vice-Chairman)
Cllr JMT Collett
Cllr DS Cope
Cllr MJ Crooks

Cllr SM Gibbens
Cllr K Morrell
Cllr A Pendlebury
Cllr MC Sheppard-Bools
Cllr R Webber-Jones

Copy to all other Members of the Council

(other recipients for information)

Dear member,

There will be a meeting of the **SCRUTINY COMMISSION** as a virtual meeting via Zoom on **THURSDAY, 25 MARCH 2021 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 Manager

SCRUTINY COMMISSION - 25 MARCH 2021

A G E N D A

1. APOLOGIES AND SUBSTITUTIONS

2. MINUTES (Pages 1 - 4)

To confirm the minutes of the meeting held on 4 February 2021.

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. AFFORDABLE HOUSING DELIVERY (Pages 5 - 12)

To provide an annual update on the delivery of affordable housing.

7. ECONOMIC REGENERATION STRATEGY 2021 TO 2025 (Pages 13 - 26)

To update members on the new Economic Regeneration Strategy.

8. MASTERPLAN FOR LAND SOUTH OF STATION ROAD, MARKET BOSWORTH (Pages 27 - 64)

To present the masterplan.

9. ANY OTHER ITEMS OF BUSINESS WHICH THE CHAIRMAN DECIDES HAVE TO BE DEALT WITH AS MATTERS OF URGENCY

As announced under item 3.

10. 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.

11. HINCKLEY LEISURE CENTRE - UPDATE (Pages 65 - 70)

To provide an update.

HINCKLEY AND BOSWORTH BOROUGH COUNCIL

SCRUTINY COMMISSION

4 FEBRUARY 2021 AT 6.30 PM

PRESENT: Cllr MR Lay - Chairman
Cllr C Ladkin and Cllr P Williams – Vice-Chairmen

Cllr JMT Collett, Cllr MJ Crooks, Cllr SM Gibbens, Cllr LJ Mullaney, Cllr A Pendlebury, Cllr MC Sheppard-Bools, Cllr R Webber-Jones and Cllr HG Williams

Also in attendance: Councillor MA Cook and Councillor KWP Lynch

Officers in attendance: Matthew Bowers, Bill Cullen, Julie Kenny, Rebecca Owen, Sharon Stacey, Rebecca Valentine-Wilkinson and Ashley Wilson

639 MINUTES

It was moved by Councillor H Williams, seconded by Councillor Webber-Jones and

RESOLVED – the minutes of the meeting held on 26 November 2020 be confirmed as a correct record.

640 DECLARATIONS OF INTEREST

No interests were declared.

641 BUDGET REPORTS

(a) Medium Term Financial Strategy

Members received the Medium Term Financial Strategy for 2021/22 to 2023/24, with current and anticipated pressures being highlighted. During discussion, reference was made to:

- The net reserve figures
- The phasing out of the New Homes Bonus
- Collection fund adjustments
- The savings put forward by Directors
- The increase in fee charges linked to green waste and council tax
- The impact of coronavirus restrictions on high streets and, as a result, business rates
- The importance of not using earmarked reserves to pay for structural deficits
- The crematorium project, which would be completed in the final quarter of 2021/22
- The support provided to businesses during the coronavirus pandemic which would be covered by the government.

It was explained that a balance had to be achieved between making savings and minimising service reduction and compulsory redundancies and, in anticipation of the need to make savings, over the last year a number of permanent post vacancies had not been filled. It was also noted that entering into and leading on partnerships had produced many savings. A member queried the depth in which savings had been investigated, for example stationary supplies, and in response officers reported that efficiencies had been made over several years including supplies and services. The organisation had become

lean and this was reflected in the council's relative position nationally as one of the lowest council tax rated authorities.

In relation to the impact of coronavirus restrictions on retail, it was noted that figures showed market towns had fared better than cities and it was reported that interest continued to be expressed in vacant units in Hinckley.

A member asked for a calculation to be provided when the Medium Terms Financial Strategy was considered by Council to show what level the council tax would be if the green waste service was provided at no additional cost to users.

RESOLVED – the report be noted.

(b) General fund budget

The proposed general fund revenue budget was presented to the meeting.

In discussing grants for businesses during the coronavirus restrictions provided by the government and administered by the authority, it was expected that these would be completely covered by the government for 2020/21, however it was noted that these were shown within the corporate services budget for accounting purposes.

With regard to the leisure centre, it was noted that whilst restrictions were in place the leisure centre operator could claim support from the council under the contract but this would no longer be an obligation once restrictions were lifted. It was also noted that the impact of loss of legal fees for non-collection of council tax would return to normal.

In relation to costs of bed & breakfast, reference was made to the 'everyone in' initiative which was developed by the government during the first lockdown in order to accommodate anyone who was rough sleeping or at risk of rough sleeping. The challenge was finding suitable properties to move those people onto, particularly due to the majority of those accommodated being single persons and the low number of one-bedroomed properties available, and the complex needs of some of those people for which support would be provided. The anticipated further increase in homelessness once the full financial impact of Covid-19 affected residents was highlighted, along with the anticipated increase in evictions once the current suspension of evictions was lifted. It was noted that, whilst the council worked to support its tenants and eviction was a very last resort, the majority of landlords were in the private sector and the council had little input into their operations.

RESOLVED – the report be noted.

(c) Housing revenue account budget

Consideration was given to the housing revenue account budget for 2021-22.

RESOLVED – the report be noted.

(d) Fees and charges

The scale of fees & charges for 2021/22 was presented to members.

RESOLVED – the report be noted.

- (e) Capital programme 2020-21 to 2023-24 and capital strategy

The capital strategy and capital programme were received by members.

RESOLVED – the report be noted.

- (f) Treasury management and prudential indicators

Members received the prudential indicators for 2020/21 to 2023/24 and the treasury management strategy for 2020/21 to 2023/24. Discussion ensued on borrowing, savings and risk.

RESOLVED – the report be noted.

642 MINUTES OF FINANCE & PERFORMANCE SCRUTINY

The minutes of the Finance & Performance Scrutiny meetings held on 5 October and 23 November 2020 were received for information.

(The Meeting closed at 8.00 pm)

CHAIRMAN

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Hinckley & Bosworth Borough Council

Forward timetable of consultation and decision making

Scrutiny Commission 25 March 2021
Wards affected: All wards

AFFORDABLE HOUSING DELIVERY

Report of Director (Environment & Planning)

1. Purpose of report

- 1.1 To inform Members of the delivery of affordable housing in the Borough, as requested by the Scrutiny Commission as an annual position update.

2. Recommendation

- 2.1 For Scrutiny to note the contents of this report.

3. Background to the report

- 3.1 This report is the latest report presented annually in response to a Scrutiny Commission meeting of 20 December 2012, which requested that Members are informed on an annual basis on the delivery of affordable housing in the Borough.
- 3.2 The targets and thresholds for affordable housing in the Borough are set out in Policy 15 of the Core Strategy. These differ for the urban and rural settlements and are as follows:

| Location | Site size threshold | Target |
|--|---|------------------------|
| Urban (Hinckley, Barwell, Burbage and Earl Shilton but not the SUEs) | 15 dwellings or more, or sites of 0.5 ha or more | 20% affordable housing |
| Sustainable Urban Extensions – Barwell and Earl Shilton | 15 dwellings or more, or sites of 0.5 ha or more | 20% affordable housing |
| Rural areas (all sites not in the above categories) | 4 dwellings or more, or sites of 0.13 ha or more. | 40% affordable housing |

3.3 However, local policy has been superseded by national policy, and as set out in the 2019 revised version of the National Planning Policy Framework (NPPF), the provisions are as follows;

- Provision of affordable housing should only be sought for residential developments that are major developments which are defined in the NPPF as developments where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more
- In designated rural areas LPAs may instead choose to set their own lower threshold in plans and seek affordable housing contributions from developments above that threshold

3.4 The Core Strategy also sets out the minimum numbers of affordable housing to be delivered in the Core Strategy period 2006 – 2026. This sets out a target of 2,090 affordable dwellings to be delivered over the policy period, 480 of which should be in rural areas.

4. AFFORDABLE HOUSING COMPLETIONS AND PERMISSIONS TO 31 MARCH 2020

4.1 The total number of affordable housing completions and the percentage of affordable housing delivered since the start of the Local Plan period (2006 – 2026) is shown in the table below. This table has been updated from the Residential Land Availability monitoring statement for 2019/20, and makes a minor correction to the number of affordable homes completed in 2015 – 16 to 97 units.

| Year | Affordable Completions (net) | | Total Affordable Housing Completions (net) | Total Open Market Housing Completions (net) | Total Housing Completions (net) | Percentage of housing delivery that is affordable (%) | Percentage of affordable housing delivery by location (%) | |
|----------------|------------------------------|------------|--|---|---------------------------------|---|---|--------------|
| | Rural | Urban | | | | | Rural | Urban |
| 2006/07 | 15 | 65 | 80 | 358 | 438 | 18.26 | 3.42 | 14.84 |
| 2007/08 | 3 | 41 | 44 | 354 | 398 | 11.06 | 0.75 | 10.31 |
| 2008/09 | 9 | 80 | 89 | 385 | 474 | 18.78 | 1.9 | 16.88 |
| 2009/10 | 0 | 107 | 107 | 246 | 353 | 30.31 | 0 | 30.31 |
| 2010/11 | 0 | 5 | 5 | 222 | 227 | 2.20 | 0 | 2.2 |
| 2011/12 | 0 | 134 | 134 | 239 | 373 | 35.92 | 0 | 35.92 |
| 2012/13 | 6 | 11 | 17 | 208 | 225 | 7.55 | 2.66 | 4.88 |
| 2013/14 | 60 | 43 | 103 | 377 | 480 | 21.46 | 12.5 | 8.96 |
| 2014/15 | 93 | 61 | 154 | 598 | 752 | 20.48 | 12.36 | 8.12 |
| 2015/16 | 27 | 70 | 97 | 498 | 595 | 16.30 | 4.53 | 11.76 |
| 2016/17 | 59 | 82 | 141 | 428 | 569 | 24.78 | 10.36 | 14.41 |
| 2017/18 | 21 | 81 | 102 | 321 | 423 | 24.11 | 4.96 | 19.15 |
| 2018/19 | 59 | 40 | 99 | 365 | 464 | 21.33 | 12.71 | 8.62 |
| 2019/20 | 53 | 63 | 116 | 169 | 285 | 40.7 | 18.6 | 22.1 |
| Totals: | 405 | 883 | 1288 | 4768 | 6056 | 21.26 | 6.69 | 14.58 |

- 4.2 This table shows that since the beginning of the plan period (2006) a total of 1,288 affordable dwellings have been completed against the 2,090 affordable dwelling requirement set out in the Core Strategy Policy 15.

In addition to the completions of affordable housing, at 31.03.19 there was planning permission for 333 affordable homes which have not yet been started, and 73 under construction. This equates to 406 affordable dwellings with planning permission within the borough at 1 April 2020, of which 134 are in the rural settlements.

- 4.3 In conclusion, this equates to a total number of completions and permissions for affordable dwellings of 1,694 against the adopted Core Strategy target of 2,090 for the period 2006 – 2026. The Core Strategy also sets a target of 480 of the affordable dwellings to be delivered in the rural areas, and with completions and permissions, 539 affordable homes have been delivered in the rural areas. Delivery against target is therefore as follows:

| Core Strategy AH target - all | AH completions + planning permissions – all | % delivered against Core Strategy target – all | Core Strategy AH target – rural | AH completions + planning permissions - rural | % delivered against Core Strategy target - rural |
|-------------------------------|---|--|---------------------------------|---|--|
| 2090 | 1,694 | 81.05 | 480 | 539 | 112.3 |

This shows that if the current trend continues the council is still on target to meet the minimum number of affordable homes set out in the Core Strategy. However since demand for affordable housing is still much higher than can realistically be delivered, work continues with our developer and Registered Provider (RP) partners to maximise the affordable housing provided on section 106 and bringing forward 100% affordable housing sites.

- 4.4 Delivery of new affordable housing on RP led sites for 100% affordable homes has played an important part in housing delivery over the last year. Six of the 8 sites completing affordable housing over the last year have been for 100% affordable housing, comprising 98 homes. The majority of active RPs within the Borough are now strategic partners with Homes England and therefore they place importance on delivering their own sites, since they cannot use grant on section 106 sites. Although so far this has not had a major impact on delivery on section 106 sites, it is clear that RPs are choosing the section 106 units they will bid for quite carefully. This tends to be on larger schemes and / or in areas where the RP already own stock. Both of these raise concerns that delivery may be harder in rural areas where sites tend to be smaller, as is affordable housing stock numbers.

Possible solutions to sites where no RP can be found may be:

- Agreement that where there are less than 6 affordable housing units on a scheme, the council will not ask the developer to seek an RP partner but will

acquire the affordable homes for council housing at a negotiated rate equivalent to that which an RP would offer

- On sites of more than 6 affordable homes, gifted units to the council will be negotiated
- Acceptance of commuted sums in lieu of on site provision. This is the least preferred option since there is often no suitable local alternative to deliver new affordable housing.

- 4.5 Acquisition of small numbers on section 106 sites will fit with the strategic priorities for new council house delivery, but will need to be managed alongside other council housing priorities, including any new build or regeneration programmes in place and available finances. It will therefore be incorporated into the Council House Delivery Plan as part of the strategic priorities for the Housing Revenue Account. However it is the way of safeguarding affordable housing numbers, since neither gifted units nor commuted sums deliver the same number of affordable homes as on site provision.

If RPs are concentrating on delivering new homes on 100% affordable housing schemes, the strategic partnerships may simply be moving delivery from section 106 to RP sites, and therefore not achieve the intended outcome of delivery of a greater number of units. This has been raised with Homes England, who are monitoring how delivery numbers are being affected by this change.

As with other housing delivery, affordable housing development has been affected by the Coronavirus lockdown, when development paused for a time. Homes England has responded by extending the practical completion dates on affected schemes, so that development can complete without the fear of loss of grant income.

- 4.6 The Planning White Paper has significant implications for delivery of affordable housing in both the short and the longer term. Evidence bases including the recently adopted Housing Needs Study, all emphasise that the greatest need in the Borough is for affordable rented housing. However government policy is focussed towards affordable home ownership, including the First Homes scheme which requires 25% of new affordable homes secured through developer contributions should be for First Homes, which will be sold to first time buyers as at least a 30% discount on open market value. This would therefore mean that unless the tenure split was renegotiated, no shared ownership properties would be delivered on section 106 sites. It is anticipated however that homes on 100% affordable schemes would continue to deliver shared ownership as the intermediate tenure of choice.

The White Paper also suggests a temporary raising of the site threshold required before an affordable housing contribution is needed, to 40 or 50 units. This would impact on affordable housing in the Borough in general, and rural areas where sites tend to be smaller would be particularly affected. Over the last 5 years, 157 affordable homes were delivered on sites of less than 50 units. The intention is to help SME builders, but consultation responses so far have

overwhelmingly suggested there are better ways to do this, including allowing SME builders to draw down grant for affordable housing on smaller sites.

5. Exemptions in accordance with the Access to Information procedure rules

5.1 Not exempt

6. Financial implications [IB]

New Homes Bonus

- 6.1 Based on the current MHCLG formula for New Homes Bonus is not given on 0.4% of the baseline (around 180 properties for this Borough). Thereafter £1,590 is given per property (based on Band D equivalents) This Council retains £1,272 of this (20% is given to the County Council). Previously New Homes Bonus was given for four years but this will now reduce to 1 year and based on current MHCLG proposals will reduce to £0 after 2022/23.
- 6.2 For each affordable property built the Council will also receive £280 (80% of £350).

The table below summaries a worked example for 2019/20 completions

| | |
|----------------------------|----------------|
| Non Affordable Completions | 169 |
| Affordable Completions | 116 |
| Total Completions | 285 |
| Amount that Attracts NHB | 105 |
| | |
| | £ |
| Value of NHB | 133,560 |
| Affordable Housing NHB | 32,480 |
| Total NHB | 166,040 |

Council Tax

- 6.3 Additionally for the worked example above this will result in an approximate increase in the Council Tax base of 143. Based on an average band D equivalent council tax of £134.87 (including special expenses) the estimated additional council tax income is £19,286.

7. Legal implications [MR]

7.1 Set out in the report

8. Corporate Plan implications

- 8.1 The delivery of new council housing supports the following aims of the Corporate Plan 2017 – 2021:

- Places: 4) Improve the quality of existing homes and enable the delivery of affordable housing

9. Consultation

9.1 None required as this report is for information only.

10. Risk implications

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

10.2 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.

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

1. [Use the RISK TACTICAL approach detailed in the Risk Management Strategy (available on the intranet) to identify any risks associated with this report / decision
2. Assess the risks identified using the corporate assessment criteria for likelihood and impact detailed in the Risk Management Strategy to determine risk levels
3. Ensure that risk are captured on project, service or corporate risk registers, and please **state in the table below in which register the risk is held**
4. Ensure the risks are contained in the Service Improvement Plan for your service area
5. Record significant risks (net red risks - those that remain red after accounting for current mitigating actions and require treatment) in the box below.]

| Management of significant (Net Red) risks | | |
|--|---|--|
| Risk description | Mitigating actions | Owner |
| Failure to deliver affordable housing increases the pressure on the Council's waiting lists and impedes its desire to assist residents in the Borough who cannot meet their needs on the open market | <p>Completion of an independent viability assessment before agreement to reduce the numbers of affordable housing on qualifying sites</p> <p>Work with our RP partners to bring forward suitable sites for affordable housing</p> | Strategic Housing and Enabling Officer |

11. Knowing your community – equality and rural implications

- 11.1 This report is concerned with ensuring that a supply of affordable housing is available in the Borough for people in the greatest need. This includes consideration of people from vulnerable groups, and those living in rural areas.

12. Climate implications

- 12.1 This report is for information only on delivery numbers so there are no climate implications.

13. Corporate implications

- 13.1 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

Background papers: None
Contact officer: Valerie Bunting x5612
Executive member: Councillor D Bill

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Hinckley & Bosworth Borough Council

Forward timetable of consultation and decision making

| | |
|---------------------|---------------|
| Scrutiny Commission | 25 March 2021 |
| Council | 20 April 2021 |

Wards affected: All Wards

Hinckley & Bosworth Economic Regeneration Strategy 2021 - 2025

Report of Director (Environment & Planning)

1. Purpose of report

- 1.1 This report concerns the new Economic Regeneration Strategy 2021 – 2025.

2. Recommendation

- 2.1 That members endorse the Economic Regeneration Strategy 2021 – 2025.

3. Background to the report

- 3.1 The overall aim of the Economic Regeneration Strategy 2021- 2025 is to promote economic well-being for all local businesses and residents across the whole of the borough. In particular it incorporates policies that will help both businesses and residents build economic resilience to combat the difficulties that many are facing due to the impact of the COVID-19 pandemic.
- 3.2 The new strategy includes both policies that are being taken forward from the previous strategy covering the period 2016 to 2020 (some slightly adapted) because they have proved effective and are still relevant to the current economic climate, together with some new ones. It also includes policies that are COVID related and have been worked up through various recovery groups that have been set up as a direct result of the pandemic. It uses the Hinckley & Bosworth COVID-19 Recovery Strategy as a base document for these COVID related elements.
- 3.3 A business survey, widely publicised through our business database and social media, was carried out in September 2020 to help capture the impacts on businesses of COVID-19 and to ask what support they would like to be

provided with moving forward. One of the questions asked was what should be the top priority for the new Economic Regeneration Strategy over the next few years. Answers to this question have been incorporated into the COVID recovery related policies.

- 3.4 The draft strategy was subject to a four week consultation period that closed on Friday 18 December 2020 and six detailed responses were received. These have been incorporated and the strategy amended accordingly. The strategy is in Appendix A.

- 3.5 Appendix B gives an update on work undertaken from April 2019 to March 2020 including ongoing initiatives, in order to fulfil the aims of the Action Plan of the Economic Regeneration Strategy 2016–2020 and was an important reference in the new strategy's preparation.

4. Exemptions in accordance with the Access to Information procedure rules

- 4.1 This report will be taken in open session.

5. Financial implications [CS]

- 5.1 None arising directly from this report. Any future funding for projects will be requested in accordance with financial procedure rules.

6. Legal implications [MR]

- 6.1 None

7. Corporate Plan implications

- 7.1 The new Economic Regeneration Strategy has synergy with the Corporate Plan's vision as a 'Place of Opportunity'. Particularly under 'Prosperity' by 'Supporting the regeneration of our town centres and villages' and 'Boosting economic growth and regeneration by encouraging investment that will provide new jobs and places to live and work all over the borough'.

8. Consultation

- 8.1 The new Economic Regeneration Strategy was subject to public consultation via the council's website, our business database and through liaising with key partnerships.

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 Projects put forward in the Economic Regeneration Strategy generally have a good spread over the whole of the Borough to include both the urban and rural areas.
- 10.2 It is considered that this report will not have any effect on equality for any of the protected characteristics and therefore no further analysis or action is necessary.

11. Climate implications

- 11.1 A section of the strategy is devoted to climate change and relates to the council's declared climate emergency. Furthermore it considers climate implications in its policies generally e.g. the Hinckley Town Centre Public Realm Masterplan promotes improved walking and cycling routes.

12. Corporate implications

- 12.1 By submitting this report, the report author has taken the following into account:
- Community Safety implications – none directly as a result of this report
 - Environmental implications – various projects identified in this report will have a positive impact
 - ICT implications - none directly as a result of this report
 - Asset Management implications - none directly as a result of this report
 - Procurement implications - none directly as a result of this report
 - Human Resources implications - none directly as a result of this report
 - Planning implications – planning matters will be dealt with, when appropriate, through the regeneration projects being brought forward
 - Data Protection implications - none directly as a result of this report
 - Voluntary Sector – the voluntary sector is supported through a number of initiatives identified in this report.

Background papers: None
 Contact officer: Judith Sturley, Tel 01455 255855
 Executive member: Councillor S Bray

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Hinckley & Bosworth Economic Regeneration Strategy 2021 -2025

Hinckley & Bosworth
Borough Council



Background and Principles

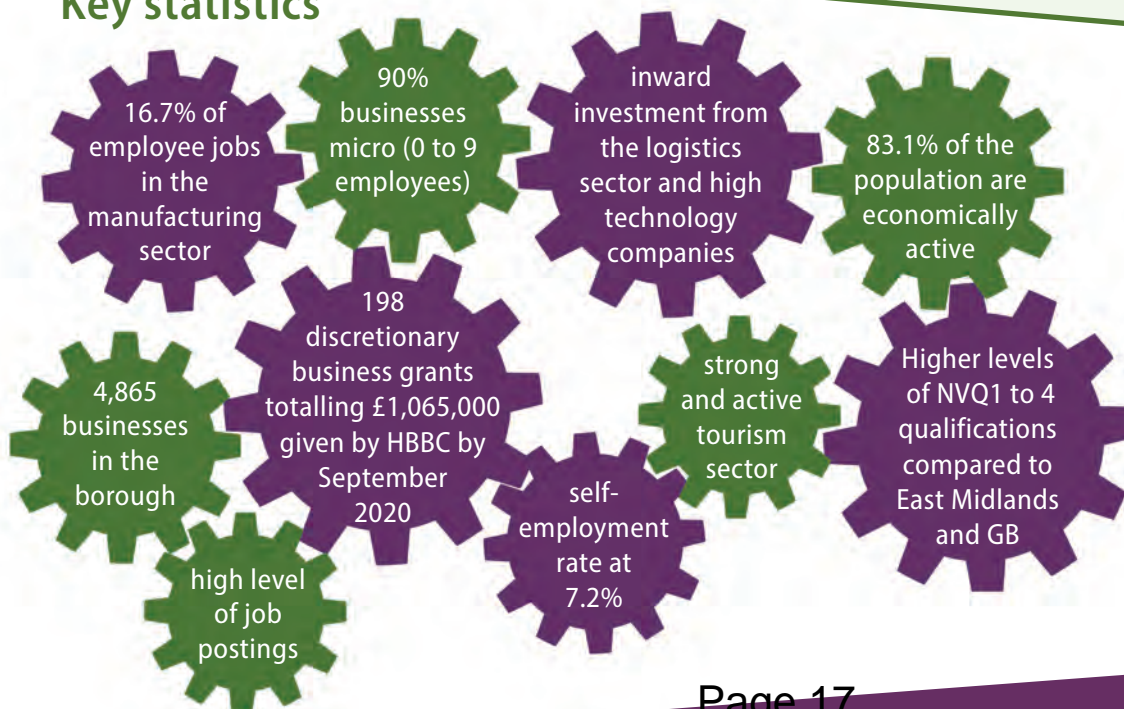
The Borough Council has economic regeneration as a key corporate priority and has delivered significant outcomes linked to its former adopted Economic Regeneration Strategy. A number of key drivers now influence the need for a refresh and publication of a new Economic Regeneration Strategy to take us forward to 2025. Of immediate need is to include policies to help the local economic recovery from the unprecedented situation that the UK overall is facing in terms of the COVID 19 pandemic. A further influence will be the impact of Brexit now the UK has left the EU Single Market and Customs Union, and how the end of the transition period will affect the local economy and businesses.

This Strategy sets out the vision and aims for ensuring the whole borough prospers from economic recovery and growth over the next five years.

The Vision

- To have a vibrant location with a competitive and thriving sustainable local economy across the whole of the borough
- To work towards sustained economic recovery from the COVID pandemic
- To attract and sustain investment, business growth and entrepreneurship
- To have a flexible and skilled workforce enabling sustainable communities and a location where people want to live and work, because good quality jobs are available in both the urban and rural areas of the borough
- To enable an environment of partnership and collaboration, where the private, voluntary and public sector come together to invest in the future of the borough

Key statistics



Places

- Produce new Town Centres' Strategy vision documents in order to promote the vitality of our town centres and use the emerging Local Plan to provide the planning policy framework to support the delivery
- Work with partners including the Hinckley Business Improvement District to develop our plans and new events programme to attract shoppers and visitors to help increase footfall to pre-COVID levels and above in our town centres while maintaining social distancing
- Invest in marketing and communication to promote our town centres i.e. shop local campaigns
- Re-imagine Hinckley town centre through the new Public Realm Masterplan to identify new opportunities that will secure the ongoing regeneration of Hinckley
- To implement the Hinckley High Streets Heritage Action Zone to improve the appearance of identified historic buildings and public spaces
- Promote improved walking and cycling access to our town centres and across the borough including between the different centres
- Continue to support our rural town centres to help ensure a vibrant and sustainable economy, engage the Local Plan in safeguarding rural centres and rural employment sites continuing to support the sustainable economic growth of rural enterprises
- Promote the Investor Prospectus, a guide to development and relocation opportunities, and regularly update its key sites
- Bring forward employment sites and facilitate quality 'move on' space for businesses wishing to expand, supporting the sustainable extension of existing employment sites
- To promote the MIRA Technology Park and Enterprise Zone
- To promote infrastructure projects in order to open up employment and residential sites
- To work with tourism partners in relation to delivery of Tourism Growth Plans and tourism key assets and heritage trails
- Continue to deliver the Environmental Improvement Programme



Prosperity

- To support local businesses in their bids to Government for funding support to help sustain them through recovery from COVID19
- To support the local economy and minimise business closures and help to maintain supply chains
- Consider financial impacts on all types of businesses and provide support to access both grant and support programmes from sources such as government, the Leicestershire Growth Hub, Leicestershire County Council and Hinckley & Bosworth Borough Council
- Ensure businesses are provided with advice on COVID requirements and are COVID safe
- To provide businesses with advice in respect to Brexit when the UK leaves the EU Single Market and Customs Union
- Engage with our Employment & Skills Taskforce to deliver its action plan on intervention and support, including securing local data to inform on trends and inform actions
- Establish relationships with and an understanding of the needs of both existing and new businesses especially related to skills in order to establish likely future skill requirements of businesses
- Facilitate and promote business events by working in partnership on subjects chosen through collaboration with local businesses and education colleagues
- Through relevant digital programmes enable businesses to best use superfast broadband opportunities
- Work with tourism partners and the Leicester and Leicestershire Economic Partnership to secure external support for key tourism destinations in our area
- Through the Local Plan identify opportunity sites for redevelopment and investment opportunities for the provision of new small-scale employment such as grow-on space and small affordable units for start-ups
- Make use of data collection and intelligence to engage with local commercial agents to understand changing market conditions and build confidence
- Undertake a review of our own commercial estate and opportunities for the future
- Review the opportunities through master planning for potential re-uses of vacant office/commercial buildings in our centres and enable more people to live in appropriate locations of town centres in order to support local businesses



People

- Through the Employment and Skills Taskforce to work with local schools, academies and colleges to enable young people to have confidence in their future, raise aspirations and ensure students have an understanding of local employment and training opportunities
Specific Action: the provision of events (locational or remote until the pandemic is over) such as Careers Speed Networking, Primary Engineers programme, Secondary Engineers programme and Teen Tech
- To promote future sector specific, including low carbon, job opportunities at schools and colleges in order to improve perceptions and attract young people into employment in these sectors
- To work with education providers and businesses to match training courses and apprenticeships to local business needs including any replacement demand requirement
- To encourage the upskilling of local people, to retain local skills and encourage the retention of local graduates
- To support people to overcome barriers to employment and work with the Voluntary and Community Sector to provide support programmes
- To support people wishing to set up in business and those working from home
- To work with construction companies and developers on local sites to encourage them to take on local people for jobs, apprenticeships and work placements
- To engage with appropriate local transport providers and enablers to help people access employment and training



Wellbeing

- Support the wellbeing and health of the local workforce through working in partnership to help with mental health issues, business diversification possibilities and upskilling
- To work with Job Centre Plus and other partners to assist people who have recently been made redundant in their search for new job opportunities
- Through the Employment & Skills Taskforce help tackle the increase in youth unemployment by engaging with initiatives such as Kickstart
- Promote to local businesses wellbeing initiatives such as the Leicester-shire and Rutland Sport Wellbeing at Work Charter to improve the health and wellbeing of their staff, and reap the benefits of a healthier workforce

Climate Change

- To support the Councils Climate Change Strategy to encourage businesses to share best practise and foster active environments to include increased cycling and walking
- Identify how we can support new working practices for businesses which have a positive impact on carbon emissions such as investment in renewable energy technology
- To support implementation of the Councils Green Infrastructure Strategy and assist Leicestershire County Council to deliver active travel interventions that will encourage greater use of walking, cycling and electric vehicles
- To signpost access to financial assistance initiatives available to support businesses to install low carbon measures and increase their energy efficiency



To work in partnership to fulfil the economic potential of the area

- To ensure a broad range of support packages are available to local businesses across all sectors, particularly micro and small enterprises
- To develop strong partnership relationships, which have the capacity to lever in funding where required to deliver both large and small scale projects
- Support and work with town centres groups in respect to initiatives and events
- To source appropriate Section 106 Agreement funding to support the regeneration of town centres and other appropriate economic development initiatives such as Local Employment and Skills Training

Hinckley & Bosworth
Borough Council



For more information please contact:

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Hinckley & Bosworth Borough Council
tel **01455 255855**

online contact form:

www.hinckley-bosworth.gov.uk/regenerationQ

website:

www.hinckley-bosworth.gov.uk



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Appendix B

Hinckley & Bosworth Economic Regeneration Strategy 2016-2020 Action Plan Update

This document provides Members with an update on work undertaken from April 2019 to March 2020 including ongoing initiatives, in order to fulfil the aims of the Action Plan of the Economic Regeneration Strategy 2016 – 2020.

Update in Respect to Projects

Key Aim 1- Local Investment in Place

Summary and Highlights of Local Investment in Place

- The Hinckley Town Centre Public Realm Masterplan has been completed and sets clear ambitions for phased schemes with evidence of costs. It will assist the council in preparing evidence to apply for future funding initiatives and when seeking developer contributions through Section 106 Agreements.
- The application for funding from Historic England to deliver a High Streets Heritage Action Zone for Hinckley Town Centre was successful. The award of over £880,000 will be used to match fund the delivery of a programme of works over a four year period.
- At Stockwell Head, the retailer Aldi has completed its new store scheduled which opened in Autumn 2019 whilst Lidl have acquired the former HJ Hall factory site at Coventry Road and constructed a food store that also opened in Autumn 2019.
- The LEADER programme has recently been completed. It has awarded £665,073 of grants for projects in the Hinckley and Bosworth area. This programme and the LEADER funded 'Destination Heritage Project' will be the subjects of a separate report
- An event 'Better Environment Better Business, the Importance of Public Realm and Heritage', was held on 29 October as part of the Leicester Business Festival. Speakers outlined exciting projects related to heritage tourism and how the look of places is so important to attracting both local residents and visitors to our towns and villages.
- The Environmental Improvement Programme 2019/2020 within budget delivered 12 schemes. Highlights include: completion of heritage nameplates in Hinckley Town Centre Conservation Area, installation of the final two heritage street lights in Sibson, borough wide rural heritage trail, Hinckley and District Museum signage and John Sketchley Blue Plaque.

Key Aim 2- Local Investment in Business

Summary and Highlights of Local Investment in Business

- The Investor Prospectus is regularly updated and recent site additions include Tungsten Park, Lime Kilns, Hinckley, a prime logistics location on the A5, with two units suitable for light and general industry; storage and distribution.

- Using the business database the Council continue to signpost businesses to the latest business support, events, news and grant funding information. In particular the Leicester and Leicestershire Enterprise Partnership Growth Hub Business Gateway free expert advice and Business Growth Grant.
- A flyer has been included in the business rates demands with one side promoting the LLEP Growth Hub and the other promoting the Councils #Hinckleybusiness initiative on Twitter promoting business support available.

Key Aim 3: Local investment in People

Summary and Highlights of Local Investment in People

- The Local Employment & Training Strategy drawn up with IM Properties in respect to its development at Hinckley Park adjacent Junction 1 of the M69 has proved effective in the promotion of jobs, training, apprenticeships and local business opportunities. 140 local people have secured work as a result of this site as at the end of February 2020. It has also enabled innovative training by piloting an on-site groundworks training facility with North Warwickshire & South Leicestershire College, supported by local business W K Construction. Two groundwork courses have taken place benefitting 21 people.
- The council has organised a successful programme of apprenticeships, placements and interns working across departments and currently there are 9 apprentices.
- A careers speed networking event for Hinckley and Bosworth Secondary Schools was held on the 18 June 2019 at MIRA Technology Institute (MTI). More than 80 students aged 12 to 14 attended and had the opportunity to gain careers advice in one-on-one, five minute networking sessions with professionals from 40 local businesses.
- On 8 November 2019 a Teen Tech event was arranged in partnership with North Warwickshire & South Leicestershire College and North Warwickshire and Nuneaton & Bedworth Borough Councils. Hosted by TV scientist Dallas Campbell it took place at MTI. 160 Year 9 students from local schools attended and participated in workshops that offered an insight into the exciting engineering and technology industries. They had the unique opportunity to explore the transport solutions of the future, from driverless vehicles to cybersecurity. Organisations including HORIBA MIRA, Triumph, Autins and the University of Leicester provided career advice. The feedback from both students and teachers was very positive.
- On the 10 March 2020 an Engineering focused careers speed networking took place at the MTI with 36 students from 5 local schools given an insight into local engineering career pathways from 13 ambassadors.
- The Primary Engineer Programme, linking schools with engineers, held an event on the 26 June 2019 at which the children were able to display and race both mechanical and battery operated vehicles that they had created, helped by their teachers and engineers from local companies including J J Churchill's and Triumph

Key Aim 4: To work in Partnership to Fulfil the Economic Potential of the Area

Summary and Highlights of Working in Partnership

- The Hinckley & Bosworth Employment & Skills Taskforce has continued to go from strength to strength with an excellent representation from local businesses, LLEP, the college and secondary schools. Examples of achievements include surveys to understand the take-up and any issues related to apprenticeships in both small and larger companies; the promotion of the Employability initiative by Cadent that supports interns in the workplace aged 16-19 with special educational needs or disabilities supported by job coaches and Job Centre Plus have held regular successful job fair events at the Hub
- Regular meetings are held between officers and Job Centre Plus to exchange information on new employment site job opportunities and the number of people seeking work and what help they might need to do to take advantage of these posts
- The Hinckley & Bosworth Tourism Partnership has continued to meet quarterly. The Bosworth Rural Tourism Partnership has flourished with the small businesses networking and supporting each other and the group has created a new visitor map
- Working in partnership to promote business support packages and grant opportunities available to local businesses.
- Officers attend the Leicestershire Economic Development Officers Network and Market Towns Sub-Group and have worked on joint initiatives e.g., free town centre Wi-Fi to the benefit of all the districts

Regular meetings take place with Earl Shilton and Barwell Town Teams to discuss relevant regeneration and economic development items and monitor the progress of the respective Barwell and Earl Shilton Delivery plans. The team is also represented on Hinckley BID and Market Bosworth Business Group.

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Hinckley & Bosworth Borough Council

Forward timetable of consultation and decision making

| | |
|---------------------|---------------|
| Scrutiny Commission | 25 March 2021 |
| Council | 20 April 2021 |

Wards affected: All Wards

Masterplan for Land South of Station Road, Market Bosworth.

Report of Director (Environment & Planning)

1. Purpose of report

- 1.1 This report seeks Members support that Full Council approve the masterplan for Land South of Station Road, Market Bosworth as a Supplementary Planning Document (SPD), to aid in the delivery of the allocated site within the Council's current Local Plan (2006-2026) and Market Bosworth's Neighbourhood Plan (2015).

2. Recommendation

- 2.1 That Members support that Full Council approve the adoption of the Land South of Station Road, Market Bosworth Masterplan as an SPD to aid in the delivery of the site and for it be used in decision making with the submission of any related planning application and pre-application discussions.

3. Background to the report

- 3.1 Within Hinckley and Bosworth Borough Council's Local Plan and more specifically the Site Allocations and Development Management Policies DPD (2016), land south of Station Road, Market Bosworth was allocated for a mixed use development. This allocation has a specific policy (SA5) which states that proposals for the land should:
- Provide between 0.5ha to 1ha of additional B1, B2 or B8 employment land;
 - Provide approximately 100 dwellings with a density, mix and design in line with Core Strategy Policy 16;
 - Create a safe pedestrian access off Station Road and alternative pedestrian access in to the site;

- Provide some allotment provision on site with associated car parking facilities;
 - Provide open space and play provision in line with the Core Strategy Policy 19; and
 - Provide affordable housing in line with Core Strategy Policy 15.
- 3.2 In addition to the Local Plan, Market Bosworth have a 'made' neighbourhood development plan and Policy BD2: Site allocation of south of Station Road and Heath road identified Land South of Station Road as a site for housing and employment opportunities.
- 3.3 Since the adoption of both the Market Bosworth Neighbourhood Plan (2015) and Council's Site Allocations and Development Management Policies DPD (2016), the development market has not been able to deliver the site due to the existing access constraints. The allocated site sits south of the Station Road industrial estate, part of which is under the ownership of Hinckley and Bosworth Borough Council and is 100% occupied by existing businesses.
- 3.4 As the Council owns land that could facilitate the access to the development site, the Council has worked collaboratively with the land owner of the allocation to commission a masterplan to facilitate the delivery of the site by enabling suitable access routes.
- 3.5 The Land South of Station Road, Market Bosworth Masterplan SPD presents two deliverable options for the site giving future developers a degree of flexibility when assessing the site's development.
- 3.6 The Land South of Station Road, Market Bosworth Masterplan SPD also considers the local and borough policy requirements as well as the aspirations of the landowners, parish council and Neighbourhood Development Group.
- 3.7 If the Land South of Station Road, Market Bosworth Masterplan SPD is adopted as an SPD, it becomes a material consideration when any planning application is submitted for the site as well as aiding in the deliverability of the site.

4. Exemptions in accordance with the Access to Information procedure rules

- 4.1 This report will be taken in open session.

5. Financial implications [CS]

- 5.1 None arising directly from this report, however, any future projects as a result of the adoption of this master plan will require approval in accordance with financial procedure rules.

6. Legal implications [MR]

- 6.1 The Market Bosworth Masterplan SPD must be prepared and adopted in accordance with Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

7. Corporate Plan implications

- 7.1 The Land South of Station Road, Market Bosworth Masterplan SPD will contribute to the delivery of the following Corporate Plan priorities:

People

- Help people to stay healthy, be active and feel well
- Take measure to reduce crime and antisocial behaviour and protect people from harm
- 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

8. Consultation

- 8.1 There have been many forms of engagement and consultation for the Land South of Station Road, Market Bosworth Masterplan SPD in line with the Council's Statement of Community Involvement 2019. These include:

- 24 July 2019 - Meeting to establish a Stakeholder Group (including the local elected member, the Parish Council and Neighbourhood Plan group) to bring forward the site for development.
- 26 September 2019 - Meeting with the Stakeholder Group to agree appropriate consultants to undertake the work for the masterplan.
- 7 October 2019 – Attendance of the Stakeholder Group at the inception meeting with appointed consultants.
- 22 October 2019 – The appointed consultants and HBBC officers met with existing businesses on the Station Road industrial estate to explain the masterplan process and its implications.
- 11 November 2019 –meetings between the consultants, HBBC and individual business owners to gather their individual business needs as part of any redevelopment.

- 27 November 2019 – HBBC and the appointed consultants met with the Stakeholder Group to talk through the initial access options to the site.
- 29 May 2020 - informal public consultation started where the draft was posted on the Council's website and comments invited from landowners, occupiers within and adjacent to the site, members of the public and statutory consultees.
- Between Tuesday 24 November 2020 and Tuesday 22 December 2020 formal public consultation where the final draft of the Market Bosworth Masterplan SPD was made available.
- 1 March 2020 - HBBC and the appointed consultants met with the Stakeholder Group to update on the outcomes of the recent formal consultation and inform them of the process now to formally adopt the document as a Supplementary Planning Document. A similar meeting was held with HBBC tenants on the Station Road industrial estate on 5 March 2021.

8.2 The public consultation received 40 responses from statutory consultees, developers, planning agents, parish councils and members of the public. The consultation followed COVID-19 protocols to comply with the national guidelines that prevailed at the time of consultation with the masterplan published on our website and an article and advert placed in the Graphic magazine that was circulated to residents in Market Bosworth.

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 |
| DLS 36 Improve quality of place through design: failure to do so leads to non achievement of corporate aim to create: 'A vibrant place to live and work'. | Ensure community consultation on planning applications and regeneration schemes. | Nicola Smith |
| DLC 37 Consult with customers and stakeholders: failure to do so leads to non compliance of Local Authority's Statement of Community Involvement | Ensure consultation to meet statutory requirements ensuring it is all inclusive. Regularly | Kirstie Rea |

| | | |
|---|--|-----------------|
| | reviewing processes. | |
| DLS. 51 Housing Delivery Test. Failure to have design guidance elongates the planning process and can delay the delivery of housing, which could result in the Council failing the housing Delivery Test in future years. | Using the land South of Station Road, Market Bosworth Masterplan to facilitate delivery of an allocated development site with a targeted approach. | Stephen Meynell |

10. Knowing your community – equality and rural implications

- 10.1 The Land South of Station Road, Market Bosworth Masterplan SPD along with the already adopted Good Design Guide, Site Allocations and Development Management Policies DPD, Core Strategy, Hinckley Town Centre Area Action Plan and Earl Shilton and Barwell Area Action Plan, address issues associated with development.
- 10.2 Engagement with relevant stakeholders and other local authorities is an integral part of plan making and this has been undertaken in accordance with the Council's Statement of Community Involvement 2019.
- 10.3 An Equality Impact Assessment was conducted as part of the Site Allocations and Development Management Policies DPD (2016) and Land South of Station Road, Market Bosworth Masterplan SPD provides additional guidance to those policies which have regard to the requirements of the Equality Duty set out in Section 149 of the Equality Act 2010.

11. Climate implications

- 11.1 The inclusion of sustainable drainage systems (SUDS) and services and the promotion of improved walking and cycling routes are within the masterplan.

12. Corporate implications

- 12.1 By submitting this report, the report author has taken the following into account:
- Community Safety implications – none directly as a result of this report
 - Environmental implications – the masterplan requires the delivery of 1.08 hectares of Green Space, a net gain for on-site biodiversity, the inclusion of sustainable drainage systems (SUDS) and services, retain the existing trees & hedgerows, establish new hedgerow & tree corridors.
 - ICT implications - none directly as a result of this report

- Asset Management implications - the Council owns land that could facilitate the access to the development site.
 - Procurement implications - none directly as a result of this report
 - Human Resources implications - none directly as a result of this report
 - Planning implications – the Land South of Station Road, Market Bosworth Masterplan will be used as an SPD to aid in the delivery of the site and in decision making with the submission of any related planning application and pre-application discussions.
 - Data Protection implications - none directly as a result of this report
 - Voluntary Sector – none directly as a result of this report.
-

Background papers: The Site Allocations and Development Management Policies
DPD (2016)
Market Bosworth Neighbourhood plan (2015)
Land South of Station Road, Market Bosworth Masterplan SPD
Consultation Statement

Contact Officer: Stephen Meynell 01455 255775
Executive Member: Councillor D Bill.

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MARKET BOSWORTH

AN OPPORTUNITY **SOUTH OF STATION ROAD**

DEVELOPMENT BRIEF / ACCESSIBILITY VERSION
MARCH 2021



FIGURE 1 - SITE LOCATION PLAN

Define Planning and Design Ltd and Mode Transport Planning have been instructed by Hinckley and Bosworth Borough Council (HBBC) and St Peter's Parochial Church Council (SPPCC) to prepare a Development Brief relating to their land South of Station Road, Market Bosworth ("the site"). It is intended that this Development Brief will be adopted by HBBC as a Supplementary Planning Document (SPD) to inform the development of this mixed use site.

The site is located south of Station Road, and comprises existing employment land to the north and two parcels of agricultural land to the south.

Land South of Station Road has been identified for mixed use development within both HBBC's Site Allocations and Development Management DPD and the Market Bosworth Neighbourhood Plan. That allocated land includes the greenfield element within the site, but also additional land to the west. The allocation seeks the provision of approximately 100 residential dwellings, a half to one hectare of employment land, and associated infrastructure, open space and landscaping.

This document reflects the aspiration of HBBC to assist in the delivery of the mixed use development of the site, with the production of a high quality and deliverable masterplan. In doing so, this exercise will contribute to HBBC's Vision for the Borough to be 'a place of opportunity' which seeks to create great places to live, work and relax in. It will set out the site's capacity and deliverability, and will illustrate how the site may be developed in a sustainable manner to provide an attractive new extension to the existing community.

In that light, this exercise has:

- Ensured that there is a clear appreciation of the client bodies' aspirations;
- Identified, assessed and addressed the key constraints and policy tests, and identified an appropriate design response to address those matters;
- Proactively undertook stakeholder and public engagement to build consensus;
- Prepared and communicated attractive scheme proposals that clearly set out the vision and key parameters and principles for the future development of the site; and
- Ensured that the final Masterplan is robust, deliverable and attractive to potential developers of the site.

The Development Brief will follow the structure set out below:

1. Introduction: Provides the rationale for the preparation of this document.
2. The Site and Context: Sets the context for Land South of Station Road and the wider settlement of Market Bosworth.
3. Site Synthesis: Considers key constraints and opportunities relating to the development of Land South of Station Road.
4. Planning Policy: Discusses the site's mixed use allocation and the planning policies and design principles that it is subject to.
5. Development Requirement: Outlines the requirements relating to the site's mixed use development.

6. Engagement: Summarises the extensive consultation that was undertaken to inform the iterative development of the proposals set out within this document.
7. Access and Highways: Discusses considerations relating to access and highways specifically, and the proposals that have developed as a result of extensive consultation and technical design considerations.
8. Shaping the Masterplan: Considers the key elements that have shaped the development of the proposed Masterplan.
9. Concept: Responds to these key considerations by setting the fundamental elements of the development framework.
10. The Development Framework: Sets out the key design principles that underpin Options A and B, and summarises the land use budgets associated with each option.
11. Design Principles: Sets out the key design principles that should underpin the development of the site in more detail.
12. Illustrative Sketches: Provides an illustrative indication of the proposed development on the basis of these principles.
13. Illustrative Street Scenes: Provides illustrative streetscapes of the proposed development to demonstrate some of the three-dimensional aspects of the proposals.
14. Implementation: Summarises the process that will be undertaken by the applicant to obtain full planning permission for the site's mixed use development.

1/INTRODUCTION

2/THE SITE & CONTEXT

THE SITE

The site is approximately 7.60 hectares in size and comprises two agricultural land parcels to the south and an employment area to the north. Within the employment component of the site there are a number of third party ownerships (as reflected by the red line boundary). Station Road runs east to west along the site's northern boundary, with existing settlement of Market Bosworth located to the site's east, an industrial site and historic railway line to its west and open countryside to its south (as shown on the Site Context Plan).

The site's greenfield element and much of the land to its south is formed of agricultural fields sub-divided by mature hedgerows and prominent vegetated areas. In contrast, the employment area accommodates a variety of prominent local businesses in an eclectic building mix.



























Outside of the site's boundary, land to the immediate west is a single employment site with a number of larger buildings occupied by an engineering company (JJ Churchill). Beyond the adjoining railway track, a residential site has planning permission for the construction of 57 dwellings. A Severn Trent Water pumping station is located adjacent to the site at its south-western boundary, and is accessible through JJ Churchill's land via a private access road along the sites western boundary.

MARKET BOSWORTH

The site is situated on the western edge of Market Bosworth, approximately 1.1km from the town centre along Station Road. The nearest bus stops are located on Station Road, close to the site's northern boundary, and there is an hourly bus service into Market Bosworth town centre and Leicester.

The market town contains a number of services and facilities, including a nursery, primary and secondary schools, a community library, churches and a medical practice / surgery. The attractive local centre also has a popular retail offer, with a chain convenience store, smaller independent retailers, and restaurants, cafés and pubs. The market town also has a good leisure offer, with the presence of Market Bosworth Country Park, Bosworth Spa, Hotel and Gym complex, Bosworth Marina and Bosworth Water Park attracting many visitors.

LEGEND

| | | | |
|---|--|---|---|
|  | Site Boundary |  | Prominent Vegetation |
|  | Settlement Boundary |  | School |
|  | Urban Settlement |  | Nursery |
|  | Local Centre |  | Community Library |
|  | Public Right of Way (PROW) |  | Convenience Store |
|  | Permitted Route |  | Bus Stop |
|  | Primary Road |  | Severn Trent Water Pumping Station |
|  | Contour |  | Church |
|  | Historic Rail Station |  | Existing Employment Area |
|  | Historic Railway Line |  | Cultural and Tourism Facility |
|  | Listed Building |  | Residential Site with Planning Permission |
|  | Scheduled Ancient Monument |  | Canal |
|  | Open Space, Sports and Recreation Facility |  | Flood Zone |



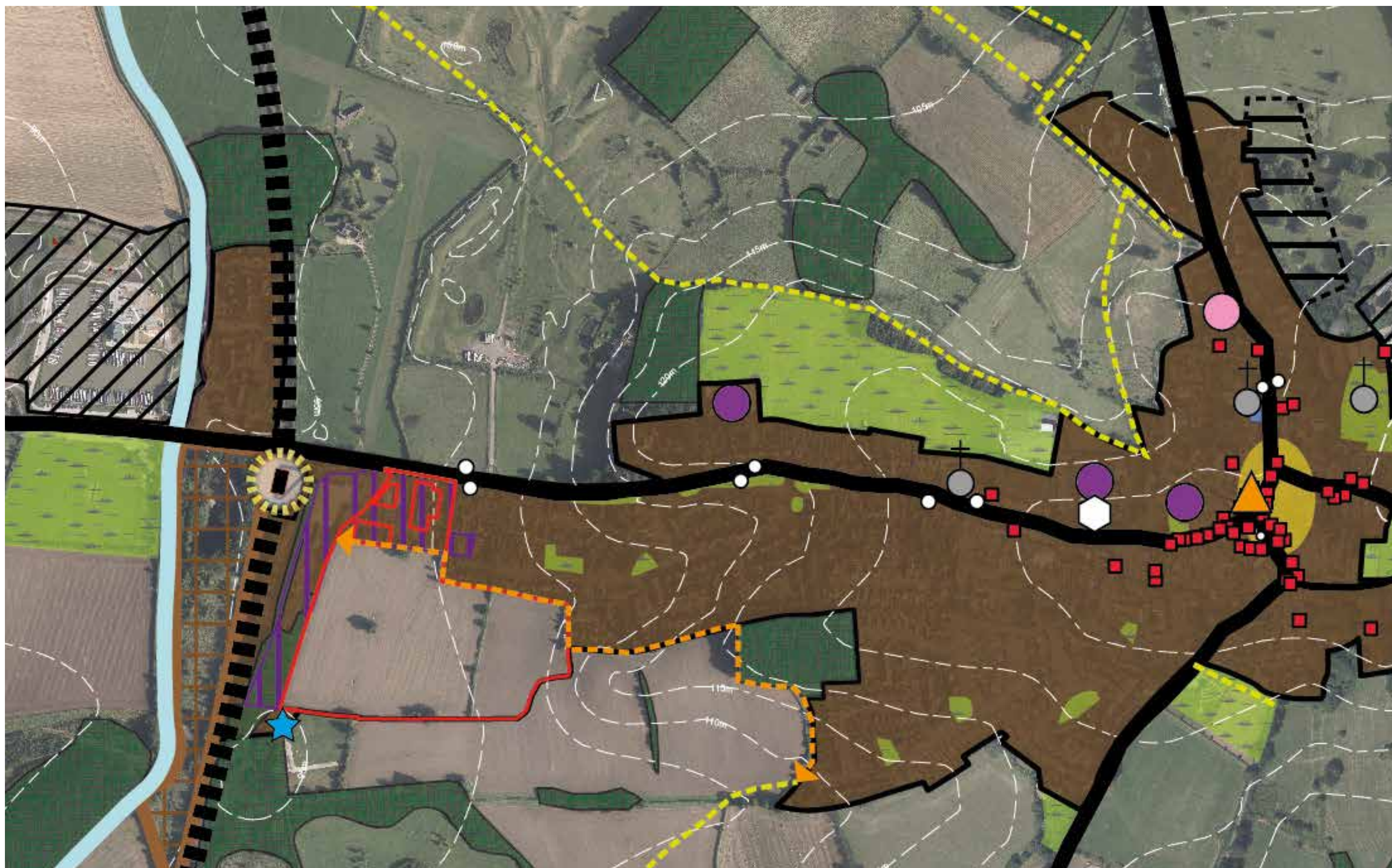


FIGURE 2 - SITE CONTEXT: The above plan shows the site in the context of Market Bosworth. The site is located at Market Bosworth's south-western extent, and lies adjacent to an existing employment area to the west, existing housing to the north and east, and open countryside to the south. The site is well screened by nearby woodland to the south. The site is located in proximity to the local centre, which offers numerous services and facilities, including a nursery, primary and secondary schools, a community library and a medical practice. The plan also identifies Market Bosworth's good leisure offer.

3/SITE SYNTHESIS

An appraisal of the site has highlighted the following key matters that should be considered in the development of the masterplan and future planning applications:

LAND OWNERSHIP & LAND USE

- 1 Land in the northern part of the site and adjacent to its western boundary is currently in employment use and within a number of separate land ownerships. Scheme proposals will need to respond to those uses to avoid conflict and ensure that they can continue to operate, whether in situ or relocated within the site (e.g. access, egress, security, etc). The potential implications for residential development also need to be carefully considered (e.g. noise).
- 2 Scheme proposals should also sensitively integrate any new development with the existing residential properties to the site's east to minimise visual impact.
- 3 The access to the Severn Trent Pumping Station adjacent to the site's south-west boundary and the services that cross the site need to be carefully considered in the development of the scheme proposals. It is assumed that local diversions will be possible.

MOVEMENT

- 4 Primary access from Station Road to the site's north needs to take account of the existing access arrangements and relevant highways standards, and ensure connectivity to the existing bus stops.
- 5 There is an existing permitted route that runs along the site's eastern and northern boundary linking to the spinney to the east.
- 6 An existing field access provides a potential pedestrian connection to the adjacent housing area, play area and Station Road.

RELATIONSHIP WITH SURROUNDING LANDSCAPE

- 7 The robust vegetation and woodland within and near to the boundary of the site helps to screen it in views from the south.
- 8 Views in and out of the site are largely limited to those from the open countryside to the site's south east, including those from PROW S72. Partial screening is provided by the localised ridgeline.
- 9 The site's topography falls to its south-west corner. A drainage discharge connection is required.

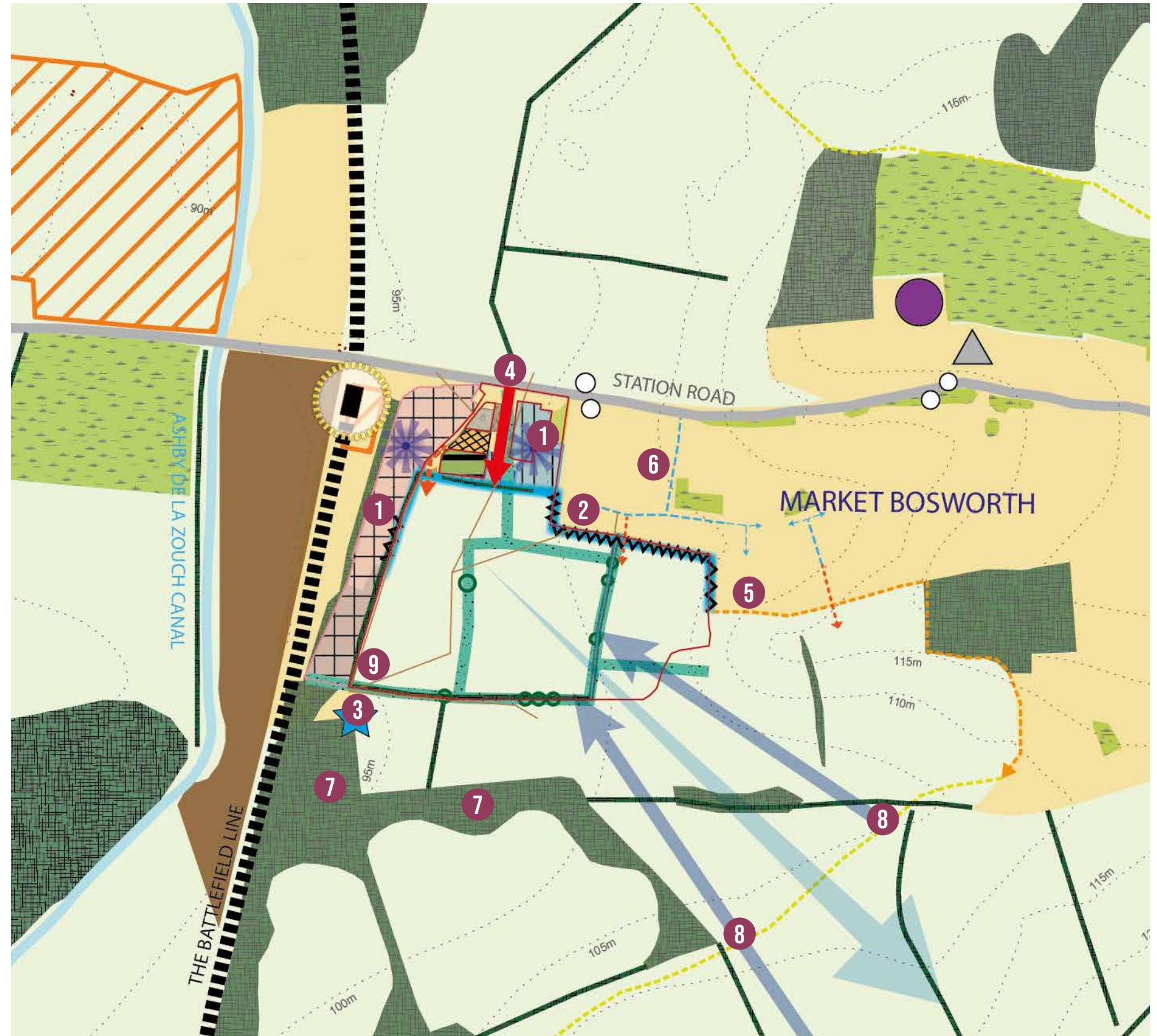


FIGURE 3 - SITE SYNTHESIS: The above plan identifies the following key matters that should be considered in the site's development: 1) Neighbouring noise sources. The importance of considering adjacent residential properties and the maintenance of access to the Severn Trent Water pumping station. 2) The need for the primary access to consider the existing access arrangements and highways standards, and the potential for the site to tie in with existing pedestrian routes. 3) That views of the site are limited to views from the site's south-east due to the robust vegetation surrounding the site.

LEGEND







































| | | | |
|---|---|---|--|
|  | Site Boundary |  | Contours |
|  | Urban Settlement |  | Canal |
|  | Pedestrian connection |  | Ditch / watercourse |
|  | Public Right of Way (PROW) |  | Sewer Network |
|  | Permitted Route |  | View of the site from surrounding area |
|  | Primary Road |  | Key view out of the site |
|  | Historic Rail Station |  | Neighbouring Property |
|  | Historic Railway Line |  | Existing Hedgerow |
|  | Grade II Listed Building |  | Historic Field Boundaries |
|  | Open Space, Sports and Recreation Facility |  | Prominent Hedgerow Trees |
|  | Prominent Vegetation |  | Weaker Hedgerow |
|  | School |  | Noise Source |
|  | Community Library |  | Potential Access |
|  | Bus Stop |  | Potential Secondary Access |
|  | Severn Trent Water Pumping Station | | |
|  | Cultural and Tourism Facility | | |
|  | Residential Site with Planning Permission | | |
|  | Flying Spares (Car parts dealership) | | |
|  | Starman's Rolls Royce Specialist (Car Mechanics) | | |
|  | JJ Churchill (Engineering) | | |
|  | Savage Marine (Lighting manufacturer and distributor) | | |
|  | Fine Art Ceramics (Dental Laboratory) | | |
|  | Land owned by T Mutlow | | |
|  | Land owned by Reuben Heaton | | |



IMAGE: MARKET PLACE, MARKET BOSWORTH



IMAGE: VIEW OF THE SETTLEMENT FROM THE SOUTH



IMAGE: EXISTING EMPLOYMENT USES WITHIN THE SITE

4/PLANNING POLICY

NATIONAL PLANNING POLICY AND GUIDANCE

The National Planning Policy Framework (NPPF) is underpinned by the presumption in favour of sustainable development, and places a particular emphasis on the need to boost the supply of homes, with local planning authorities required to identify sufficient development land to meet the authority's local housing need. Furthermore, the NPPF discusses the requirement to support local business needs.

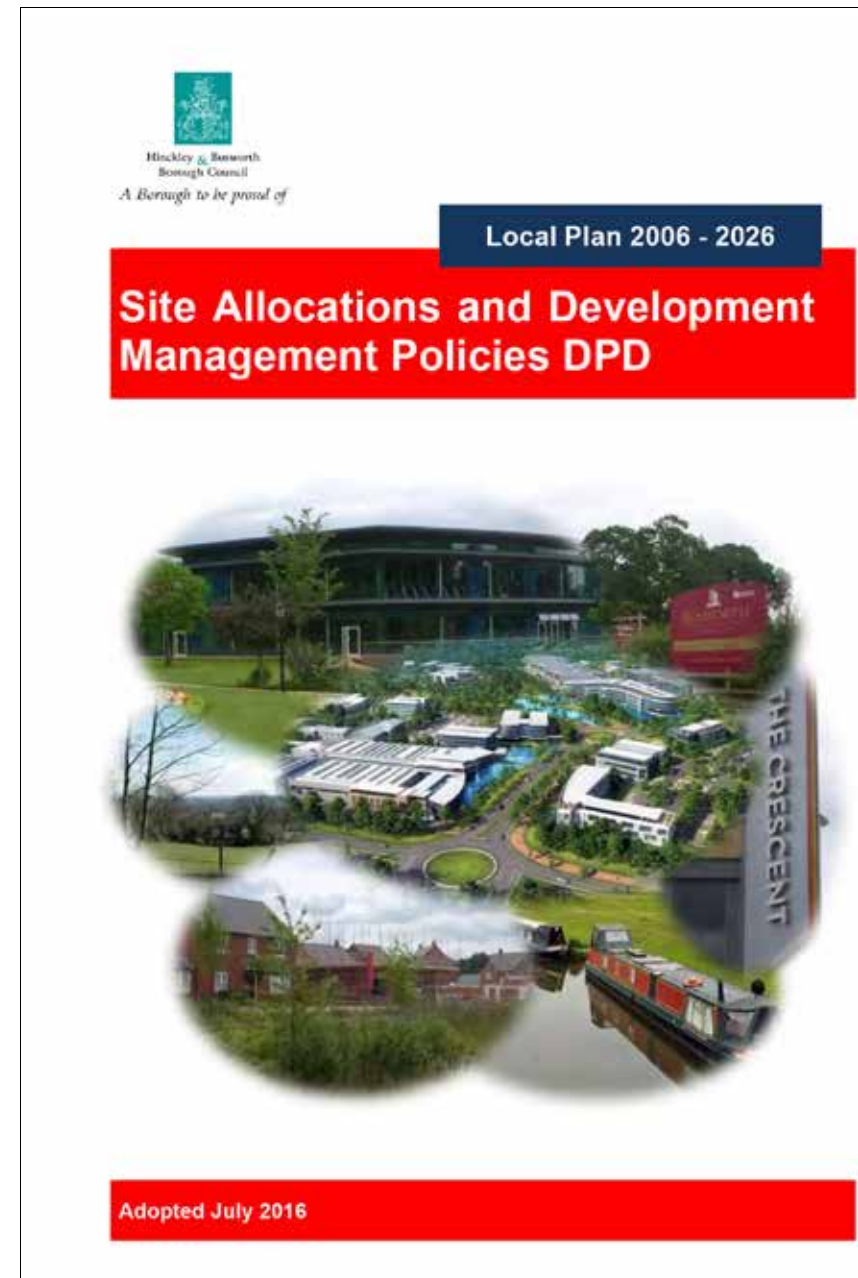
HBBC's Core Strategy (HBCS) sets the Vision and spatial strategy for the Borough, as well as the relevant strategic policies that the site's development must accord with. Meanwhile, HBBC's Site Allocations and Development Management Policies (SADMP) DPD and the Market Bosworth Neighbourhood Plan (MBNP) allocate Land South of Station Road for residential and employment development. This SPD has been developed within this policy framework, and seeks to specifically support Policy SA5 of the SADMP DPD (as below), as well as other relevant policies where appropriate.

SITE ALLOCATION

Site Allocations and Development Management DPD

HBBC's SADMP DPD (adopted July 2016) allocated Land South of Station Road and Heath Road, which covers the site's greenfield element and additional land to the west, for mixed use development under Policy SA5. The following development requirements were outlined:

- Provide between 0.5 to 1 hectare of additional B1, B2 or B8 employment land;
- Provide approximately 100 dwellings with a density, mix and design in line with Core Strategy Policy 16;
- Create a safe pedestrian access off Station Road and alternative pedestrian access into the site;
- Provide some allotment provision on site with associated car parking facilities;
- Provide open space and play provision in line with Core Strategy Policy 19; and
- Provide affordable housing in line with Core Strategy Policy 15.



Market Bosworth Neighbourhood Plan (MBNP)

Land South of Station Road was also allocated for mixed use development within the MBNP (adopted September 2015) within Policy BD2. Policy BD2 states that the development should provide:

- Between 0.5 to 1 hectare of additional B1, B2 or B8 land;
- A minimum of 55 dwellings with overall housing density, mix and design in line with Core Strategy Policy 16;
- An area of open space.

The inclusion of a community facility within the development will also be encouraged.

Policy BD3 provides design guidelines for the site:

- Main vehicular access through industrial area. Ensure that there is a clear and safe separation of HGV traffic and work vehicles from provision for pedestrians and cyclists;
- Minimise visual impact on surrounding area. Building height should be in general conformity with established developments in Character Area D.
- Incorporate and enhance existing landscape features to provide a buffer against surrounding areas;
- Reduce the density of dwellings at the development edge;
- Design the eastern part of the site to be sensitive to the adjoining properties and minimise visual impact;
- Ensure that affordable housing is fully integrated;
- Provide a mix of housing types and sizes;
- Incorporate pedestrian and cycle links to adjoining residential areas to the east;
- Provide a legible street network;
- Provide garages with internal dimensions of 6m x 3m;
- Provide off-street parking;
- Provide vehicle and pedestrian access to Station Road;
- Provide a landscape buffer between employment and residential uses;
- Design a 'gateway' for development along Station Road;
- Ensure that open space / play space are overlooked;
- Retain a publicly accessible space between the development and open countryside;
- Link green spaces within existing green 'corridors.'



DESIGN GUIDANCE

National Planning Policy Framework

NPPF Paragraph 124 emphasises that the creation of high-quality buildings and places is fundamental to the objectives of the planning system, and that good design is a key aspect of sustainable development.

The National Design Guide

The National Design Guide illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. This guidance is designed to be read alongside the NPPF.

Market Bosworth Neighbourhood Forum's 'Station Field Design Brief'

The Station Field Design Brief was produced by the Neighbourhood Development Plan Group to supplement the MBNP and provides key considerations and best practice design principles to aid the development of proposals that comply with the policies and aspirations of the MBNP. Indeed, many of these have shaped the design principles as set out within this report.



HBBC The Good Design Guide SPD

Once adopted, this document will provide guidance to encourage high quality design within the Borough for developers and planning officers alike.

OTHER RELEVANT PLANNING POLICIES

Furthermore, development proposals will be subject to the following planning policies:

- CS Policy 7: Key Rural Centres
- CS Policy 11: Key Rural Centres Stand Alone
- CS Policy 15: Affordable Housing
- CS Policy 16: Housing Density, Mix and Design
- CS Policy 19: Green Space and Play Provision
- SADMP Policy SA5: Land South of Station Road and Heath Road, Market Bosworth
- SADMP Policy DM1: Presumption in Favour of Sustainable Development
- SADMP Policy DM6: Enhancement of Biodiversity and Geological Interest
- SADMP Policy DM7: Preventing Pollution and Flooding
- SADMP Policy DM8: Safeguarding Open Space, Sport and Recreational Facilities
- SADMP Policy DM9: Safeguarding Natural and Semi-Natural Open Space
- SADMP Policy DM10: Development and Design
- SADMP Policy DM11: Protecting and Enhancing the Historic Environment
- SADMP Policy DM12: Heritage Assets
- SADMP Policy DM13: Preserving the Borough's Archaeology
- SADMP Policy DM18: Vehicle Parking Standards
- MBNP Policy BD1: Affordable Housing
- MBNP Policy BD2: Site Allocation South of Station Road and Heath Road
- MBNP Policy BD3: Design guidelines for site allocation south of Station Road and Heath Road
- Leicestershire Planning Obligations Policy (July 2019)

Leicestershire Minerals and Waste Local Plan (LMWLP)

The site also lies within a Sand and Gravel Mineral Consultation Area, with LMWLP Policy M11 aiming to prevent potential mineral reserves being sterilised by non-mineral development. However, consultation with LCC Minerals and Waste indicates that, given the site's residential allocation and that it is surrounded by residential land to the east, employment land to the north, and Ashby De La Zouch Canal to the west, it is unlikely that any minerals present could be realistically worked.

5/DEVELOPMENT REQUIREMENTS

In light of the allocation requirements and wider planning policies, the development proposals will be required to deliver:

- Approximately 100 dwellings. The housing mix should take account of Core Strategy Policy 16 which requires finalised housing mixes to reflect *“the specific needs of each submarket informed by the most up to date Housing Market Assessment, Study Into Older Peoples Housing Needs and Aspirations and other local evidence.”*

Therefore, the proposed housing mix should be discussed in pre-application consultation between the applicant and HBBC at the appropriate time.

Page 44

A minimum of 40% affordable units in accordance with Core Strategy Policy 16 and MBNP Policy BD1.

0.5 to 1 hectare of additional B1 (Business), B2 (General Industrial), or B8 (Storage or distribution) land (or a mix of the above);

- 1.08 hectares of Green Space and Play Provision, in accordance with Core Strategy Policy 19. Of this, the following would be required (based on 100 dwellings):
 - 0.036 hectares of equipped children’s play space;
 - 0.170 hectares of casual / informal play space;
 - 0.388 hectares of outdoor sports provision; and
 - 0.485 hectares of accessible natural green space.
- A net gain for on-site biodiversity.
- Allotment provision and associated car parking.

However, recent consultation has highlighted that allotments are no longer need to be provided on site. Moreover, the need for a new on-site play space or improvements to the nearby existing play space should be agreed at the planning application stage.

Furthermore, any applicant is encouraged to provide superfast broadband / ensure the scope for its future connectivity, and should also consider opportunities to promote low energy / zero carbon technologies.





6/ENGAGEMENT

The proposals as set out within this Development Brief are the result of an iterative assessment and design process that has also responded to an extensive consultation exercise with key stakeholders including the landowners, occupiers of the existing employment premises, planning and highways officers, the Parish Council and Neighbourhood Forum and local residents.

Indeed, that consultation has been undertaken in line with HBBC's Statement of Community Involvement (as adopted in July 2019), as well as the supplementary guidance note in response to the Coronavirus pandemic (as adopted May 2020).

In November 2019, initial consultation with landowners and key stakeholders determined their aspirations for the site's development. Discussions held with occupants of employment premises, both on site and adjacent to it, allowed for an understanding of the options available for the site's access and development, and in particular the quantum of employment land that may need to be relocated within the wider site.

Following this early engagement, and initial site and settlement context analysis, Masterplan options were explored with key planning and highways officers to test their feasibility. The Masterplan options were subsequently refined and presented to the landowner, Borough Council planning officers and the Parish Council and Neighbourhood Forum.

A wider public consultation, where the draft SPD containing the Masterplan was posted on the Council's website and comments invited from landowners, occupiers within and adjacent to the site, members of the public and statutory consultees, was undertaken in May / June 2020. The draft SPD was subsequently revised to address comments made by key stakeholders.

The final draft of the SPD was then the subject of further public consultation between Tuesday 24th November 2020 and Tuesday 22nd December 2020. The SPD was made available for inspection both on the Council's website (as an accessibility version) and within the Council's reception area.

A number of responses were received from statutory consultees, developers, landowners, planning agents, parish councils and members of the public. A summary of those representations together with the Council's response are contained within the SPD's associated Consultation Statement. The SPD was then revised where appropriate ahead of its adoption by the Borough Council.

7/ACCESS & HIGHWAYS

GUIDANCE

This guidance provided in relation to the site's access has been prepared based on desktop sources, site visits, survey data and consultation with key stakeholders, in particular Leicestershire County Council (LCC) as the Highway Authority, and in light of the following documents:

- Leicestershire Highway Design Guide (LHDG);
- Manual for Streets 1 (MfS1);
- Manual for Streets 2 (MfS2);
- Design Manual for Roads and Bridges (DMRB); and
- Local Transport Note 1/07 - Traffic Calming (LTN 1/07).

Notably, to establish design parameters for the site's access proposals, an Automatic Traffic Count (ATC) was carried out between the dates of 28th October and 3rd November 2019. That demonstrated that, whilst traffic flows are light (in the worst case c. 4 vehicles / minute in any one direction during peak hours), speeds are in excess of the posted 30 mph speed limit. That indicates a pre-existing speeding issue on Station Road.

PRINCIPLES OF ACCESS

Given the mixed use nature of the proposals and the requirement to provide access to retained industrial estate units, design guidance set out in Tables DG1 (General Geometry of Internal Roads) and DG2 (General Geometry of Employment and Commercial Roads) of the LHDG has been referred to in the design of site access proposals.

They specify a maximum quantum of development that can be delivered from a single access point (8ha employment - Table DG2, and 150-400 dwellings dependent on access - Table DG1).

Given that the development proposals are less than these thresholds, access via a single (or multiple) points could be appropriate. Therefore, the access proposals set out have assumed the greatest order of road (Industrial Access Road) to serve the site where use will be shared between the employment and residential elements. It is envisaged that the road classification will be stepped down where access is solely to the residential element at an appropriate gateway feature, so as to be more reflective of a residential access road.

Two corridors have been identified as potentially being suitable to provide a new / improved access to serve the development proposals, as illustrated on pages 14 and 15. There is not a "preferred" access option at this stage.

LCC Highways' starting point is that the access scheme should be designed to accord with the appropriate highways design standards. The proposed approaches set out here respond to the site specific constraints and site allocation development proposals. Given that this will be a mixed industrial / residential development, LCC has highlighted that careful consideration needs to be given to interaction between vehicles, HGVs and pedestrians. Potential conflict points will need to be identified and risk minimised to ensure that a suitable site access for all users can be delivered to serve the proposed development.

Future applicants will be expected to provide the evidence and justification to demonstrate the suitability of the final access proposals, and LCC Highways have encouraged applicants to undertake further pre-application consultation directly.

ACCESS VISIBILITY REQUIREMENTS

Site access junction visibility is a key consideration in achieving adequate visibility for vehicles exiting the development and providing adequate junction spacing.

Visibility splay requirements are a function of passing vehicle speeds on the mainline carriageway. The observed 85th percentile speeds on Station Road are up to 11mph faster (41mph) than the posted speed limit (30mph), and the cut-off between MfS / DMRB visibility standards typically equates to a design speed of 60kph (37mph). The design speed visibility requirements are therefore in line with the DMRB equating to 120m 'y' distance.

The site frontage with Station Road is only 94m in length and accordingly adequate junction spacing is not achievable given the constraints, assuming that passing vehicle speeds remain as per recorded.

Therefore, a traffic calming scheme is proposed as part of the site access as a means of reducing passing vehicle speeds, and therefore reducing visibility splay requirements to be more in line with those set out in the MfS. The typical cut off for use of MfS standards is 37mph passing vehicle speeds and accordingly the traffic calming will be seeking a reduction of between 2-4mph from the recorded speeds.

PRINCIPLES OF TRAFFIC CALMING

The principle of traffic calming has been discussed with LCC Highways at length, but the detailed traffic calming scheme will need to be designed, audited and agreed as part of the future planning application. Following this, those details will need to undergo further consultation prior to its instillation. That presents a risk to deliverability that will need to be overcome as part of the implementation process.

LCC have confirmed that they will not accept vertical traffic calming features such as speed humps as Station Road is a bus route, and such measures can lead to passenger discomfort. LCC Highways also confirmed that softer traffic calming measures such as gateway features, slow markings, vehicle activated signage etc would be unlikely to achieve the desired effect in isolation.

Accordingly, horizontal traffic calming measures were considered and agreed in principle with LCC Highways as a means of achieving and justifying use of MfS visibility splays. Supporting justification for this is set out in LTN 1/07 which describes the effectiveness of various traffic calming measures in reducing vehicle speeds.

The evidence considered suggests that horizontal traffic calming features deliver reductions in recorded speeds in excess of that required in this instance; however, for robustness all junction visibility and spacing requirements have been considered assuming a 37mph design speed on Station Road as the maximum limit for application of MfS standards. The visibility requirements considered are therefore 2.4m x 59.0m assuming an allowance for bonnet length in derivation of the visibility requirements.

The traffic calming features shown on the site access drawings are a combination of give-way chicanes and a central reservation creating a visual narrowing dependent upon the option considered.

SUSTAINABLE ACCESS

Sustainable access to the site can be accommodated by the incorporation of 2m wide footways on both sides of the site access road. It is envisaged that these tie into the existing provision on Station Road. A further opportunity for pedestrian access is presented by the existing cut-through route linking with Heath Road on the northern boundary of the greenfield element of the site.

The site is situated within reasonable distance of existing bus stops on Station Road. These will need to be relocated in order to accommodate the proposed traffic calming; that will need to be addressed as part of a subsequent planning application.

SITE ACCESS OPTIONS

ACCESS OPTION A

Access Option A, as illustrated, delivers the following:

| Design Parameter | Notes |
|-----------------------------------|--|
| Carriageway Width | 7.3 metres |
| Footways | 2 by 2 metre width |
| Corner Radii | Compound curve left hand access radii. 6 metre right hand access radii. |
| Visibility splays | 2.4 metres by 59 metres (MfS) |
| Traffic calming | Give-way chicane (westbound) Central reservation, slow markings and change in carriageway treatment (eastbound) |
| Existing industrial estate access | Closed |
| Access to retained units | To be provided via spur off new proposed access road to the south of retained unit 2 before rejoining existing estate road network. Area of hardstanding to be retained to allow small goods vehicles to access retained unit 1. Access to retained units on eastern side of access road will need to spur off new road. |

OPTION A

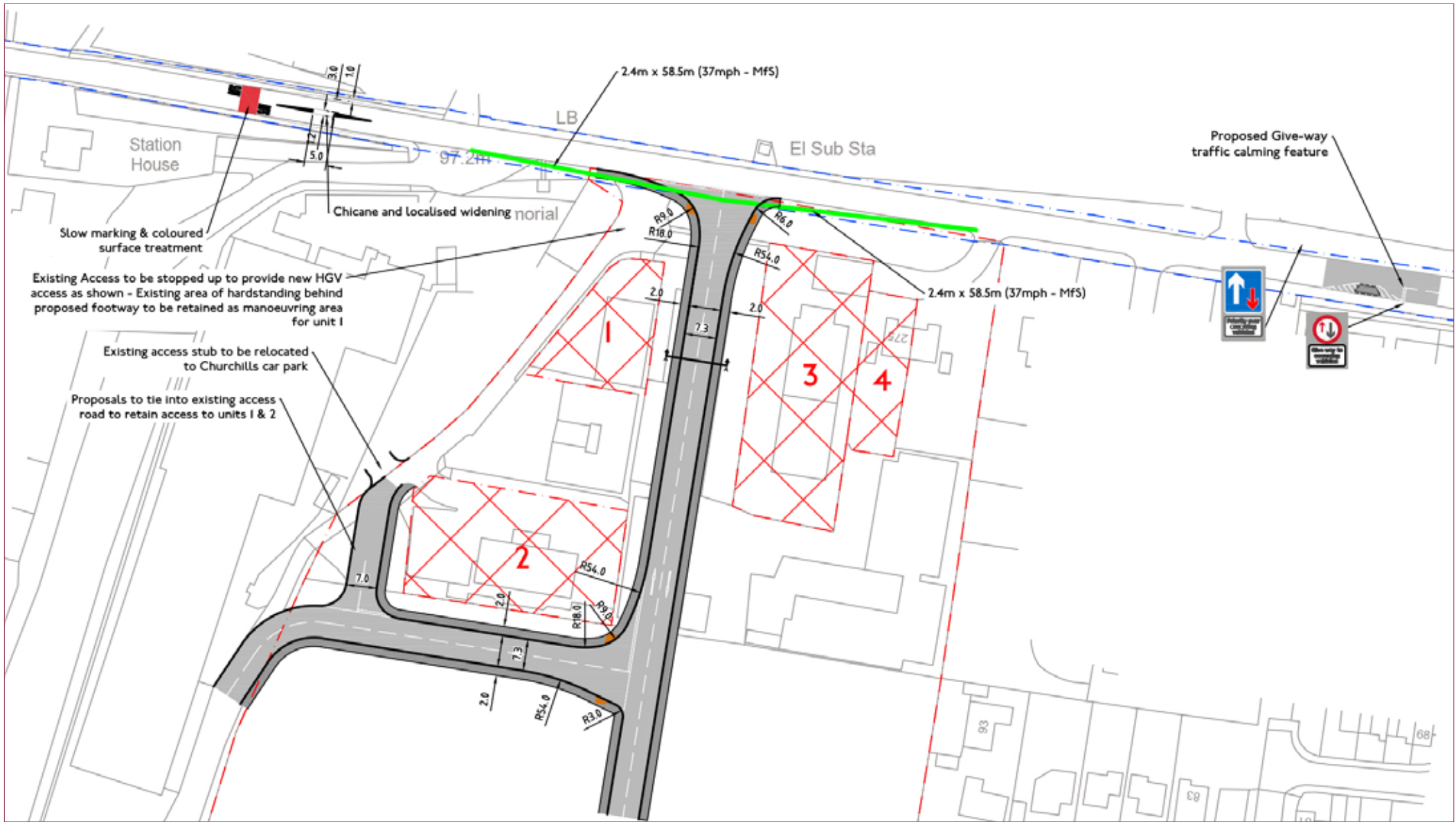


FIGURE 4 - ACCESS OPTION A: The above plan sets out the highways proposals associated with Access Option A. In relation to traffic calming along Station Road, this option would provide slow marking and coloured surface treatment, as well as chicane and localised widening to the west of the site access. Meanwhile, a give-way feature would be provided at its east. The current access to industrial units would be ‘stopped up’ from Station Road. In its place, an access to the existing and new employment premises and residential properties would be provided via a new access road from a simple priority junction with Station Road. The new access road would travel centrally through the site between existing units. A new HGV access to Churchills at the west of the site would also be provided from the new site access.



FIGURE 5 - ACCESS OPTION B: The above plan sets out the highways proposals associated with Access Option B. In relation to traffic calming along Station Road, this option would provide two new give-way traffic features, one at the east of the site's access, and one at its west. The existing industrial estate access would be retained to continue to serve existing units and Churchills to the west of the site. A new site access should be provided via a simple priority junction with Station Road close to the eastern site boundary to serve new residential premises and employment units.

ACCESS OPTION B

Access Option B, as illustrated, delivers the following:

| Design Parameter | Notes |
|-----------------------------------|---|
| Carriageway Width | 7.3 metres |
| Footways | 2 by 2 metres width, pinch point of 1.5 metres required on eastern footway at Station Road junction |
| Corner Radii | Compound curve left hand access radii. 6 metre right hand access radii. |
| Visibility splays | 2.4 metres by 59 metres (MfS) |
| Traffic calming | Give-way chicane (westbound) |
| Existing industrial estate access | Retained |
| Access to retained units | Using retained access. Potential to improve access to retained units and adjacent premises via a new access road subject to land availability. New employment uses to be served from new access to seek to avoid intensification of use of the existing substandard access. |

8/SHAPING THE MASTERPLAN

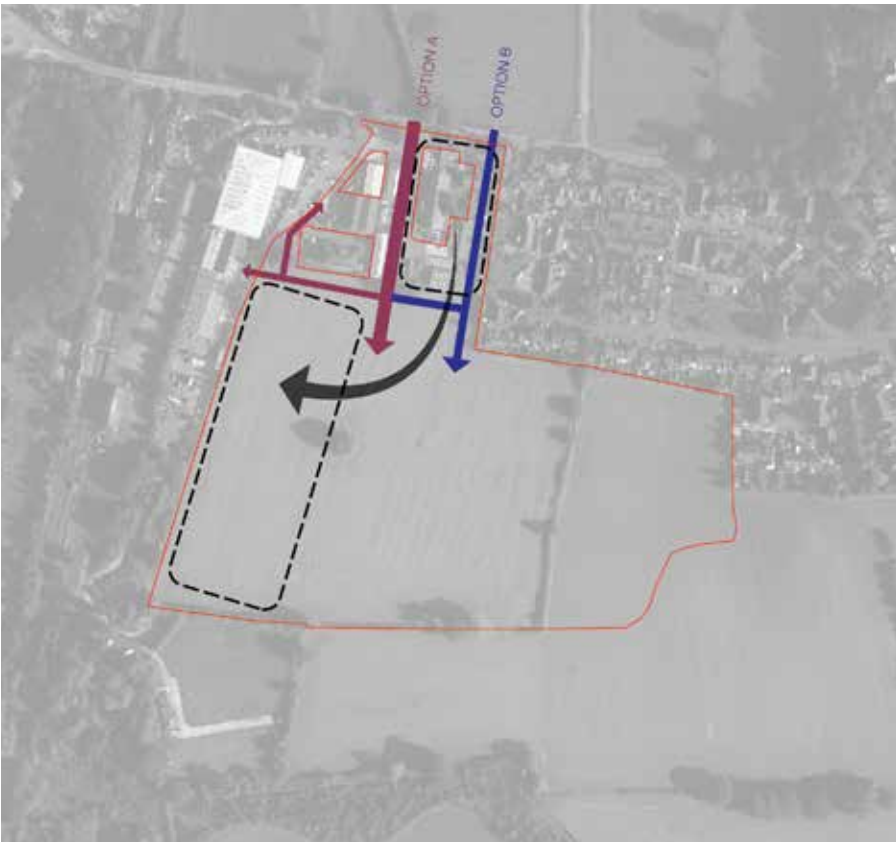
ESTABLISH A NEW VEHICULAR ACCESS OFF STATION ROAD

To provide a suitable access for the proposed development, a new road off Station Road will be required, cutting through part of the existing employment area. Two options have been identified but there is not a preference at this stage.



RELOCATE EXISTING EMPLOYMENT

The implementation of the new access will allow some of the existing employment uses to be relocated to the west of the site. There will also be space for new employment premises. To be less intrusive, it will be located on the more contained lower ground to the west of the site, next to other existing employment uses.



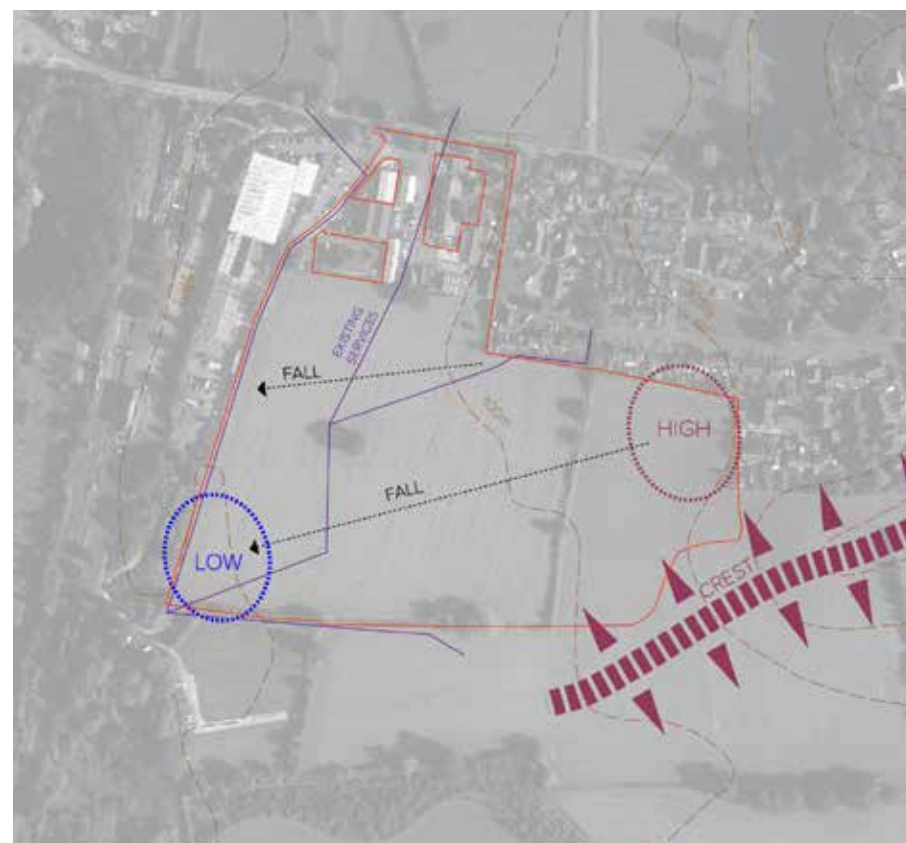
CREATE A RESIDENTIAL 'GATEWAY' ON STATION ROAD

The relocation of the existing employment uses will potentially allow that land (and potentially also other land within the employment estate but outside of the site) to be released for new residential development. The housing could extend up to Station Road, helping to signpost the wider new residential development further south. The new access road and / or a landscaped area will create a buffer between the employment and housing areas, which will be reinforced by the positioning and orientation of buildings fronting on to the road.



RESPOND TO TOPOGRAPHY AND SERVICES

The underlying topography will help to inform the structure of the masterplan, with proposed housing positioned on the rising ground next to the existing residential area and new employment proposed on the more contained lower ground. It will also dictate the drainage strategy for the site, with attenuation features being located to positively manage runoff from the development. The existing services crossing the site will need to be accommodated or diverted locally where necessary.



USE THE HISTORIC FIELD PATTERN TO ADD STRUCTURE

The majority of the site is comprised of a large open field. In the past it was subdivided by field boundaries that have now largely been lost. These can be seen on the historic mapping. The position of these features will be used to help structure the proposed development, informing the location of green corridors within the site and helping to link up the retained existing hedgerows and field boundaries.



CONSIDER THE NEIGHBOURS

A number of houses back on to the north eastern edge of the site, including bungalows. New housing will be set back and arranged to 'wrap' around these private boundaries and will be of an appropriate height and scale to minimise the potential effect on the amenity of neighbouring properties. Furthermore, the ongoing operation of the nearby employment uses should be respected and reflected in the location and arrangement of the proposed development.



PROMOTE ACTIVE MOVEMENT

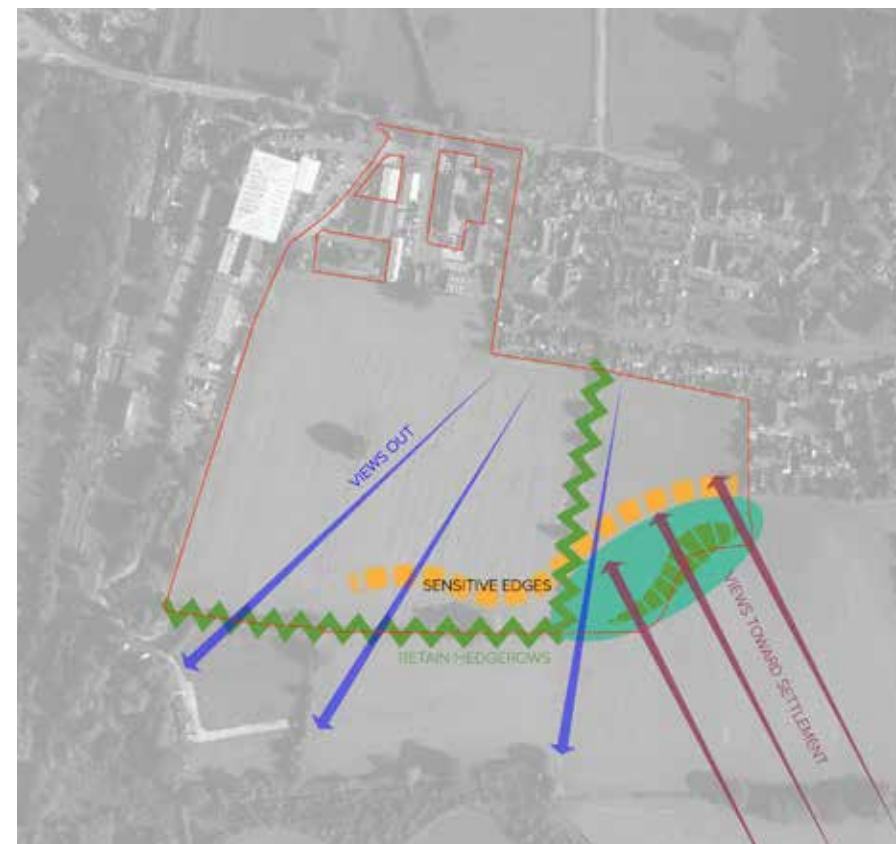
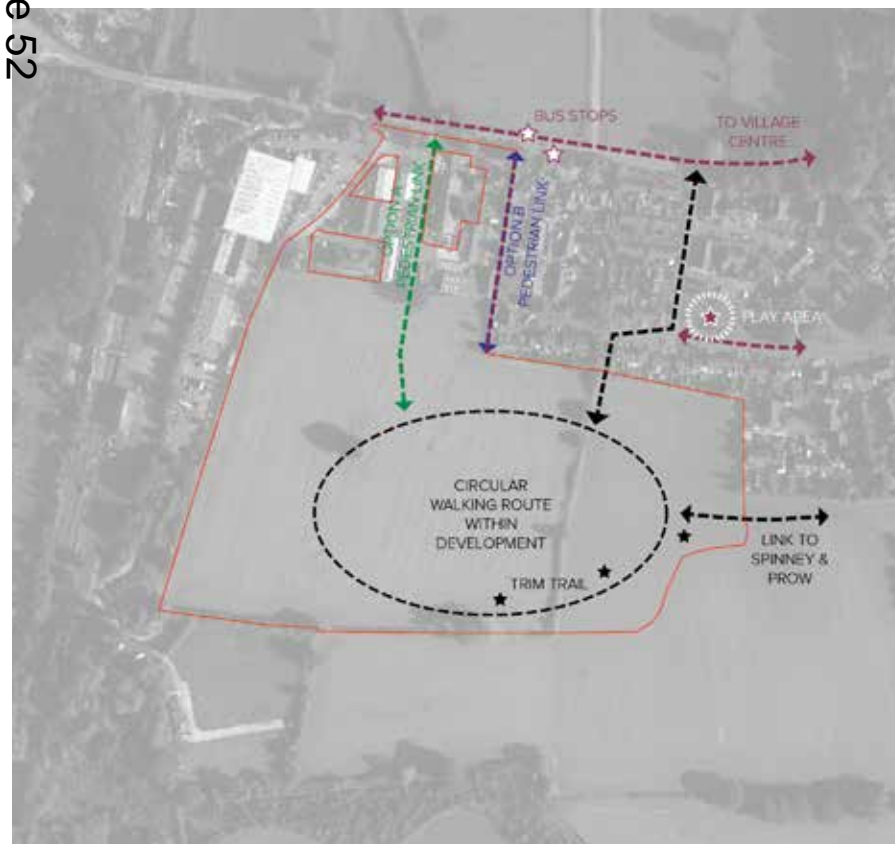
A pedestrian link between the new development and the adjoining community will be provided, allowing easy access to the nearby play area and to bus stops on Station Road. It will also allow people to walk to the nearby market place. Residents from the existing community will also be able to access facilities within the new development, which will include a circular footpath and trim trail. A permissive footpath link will also be provided crossing the field to the east, allowing access to the nearby public rights of way.

INTEGRATE URBAN/RURAL

The existing mature hedgerows and trees will be retained and enhanced to help integrate the new development into the landscape. This will be supplemented by new tree planting and public open space located along the southern edges of the site. As well as softening the impact of the new housing in views from the south, appropriate set backs and filtered screening will help to ensure a sensitive transition is provided between the proposed housing and the surrounding countryside. Key views out will be incorporated where possible.

CREATE DEFENSIBLE PERIMETER BLOCKS

The proposed layout will incorporate perimeter blocks - areas of housing that are characterised by public fronts forming a strong outward (or public facing) edge and private backs. Garden spaces are secured within the centre of the block and enclosed by the surrounding houses. This approach will also be used along the surrounding edges of the site to 'wrap' existing private gardens within new perimeter blocks rather than exposing them to the proposed public realm.



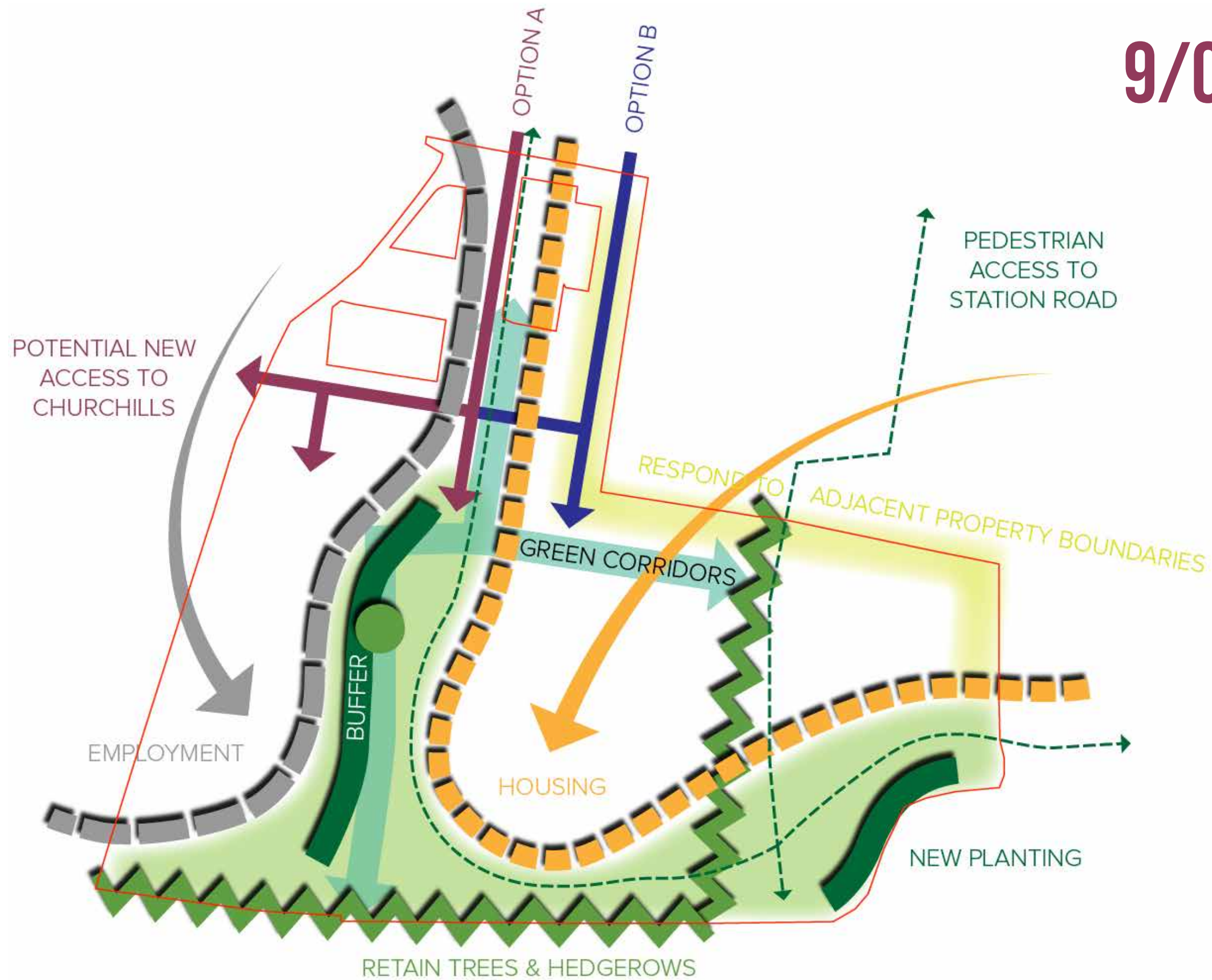


FIGURE 6 - CONCEPT PLAN: The above figure shows a concept for the site's development derived from the preceding analysis. It shows the provision of residential development at the site's east and employment development at the site's western extent; separated by a vegetated linear green corridor that incorporates new tree planting to act as a buffer between the two uses. Hedgerows and trees at the site's boundaries should be retained and enhanced through new planting, particularly at the site's east.

10/THE DEVELOPMENT FRAMEWORK

The Development Framework is an indicative plan that seeks to highlight the key design principles which will help to shape development on the site. Two options, A and B have been prepared - one for each access option. The following pages set out the key design principles that underpin the Development Framework Options in more detail.

LAND BUDGET

OPTION A

| Proposed Land Use | Approx Area (Hectares) |
|------------------------------------|------------------------|
| Site Area | 7.60 |
| Residential (Net Developable Area) | 3.04 |
| Employment | 1.45 |
| Green Infrastructure | 2.59 |

OPTION B

| Proposed Land Use | Approx Area (Hectares) |
|------------------------------------|------------------------|
| Site Area | 7.60 |
| Residential (Net Developable Area) | 3.03 |
| Employment | 1.21 |
| Green Infrastructure | 2.83 |

Note: A detailed drainage strategy is required to determine the nature, location and size of SUDS facilities, sewers and discharge points required to serve the proposed development. The existing sewers that cross the site will also need to be accommodated, potentially with some local diversions. It is recognised that these matters may affect the final layout, land budget and development capacity.



FIGURE 7 - DEVELOPMENT FRAMEWORK OPTION A: The above figure shows a Development Framework for the site's development on the basis of Access Option A. That option would involve provision of a central access road close to the eastern site boundary, and therefore the retention of the existing employment premises to its west, which would in turn tie in with additional employment provision at the site's western corridor. As the new access route enters the site at its north, land to the east could be developed for residential use and would wrap the adjacent residential edges; providing sufficient separation distances to sensitively respond to their amenity. Residential development would also be focused at the site's centre and south-east, and should be supplemented by generous areas of public open space and landscaping. A landscaped open space corridor through the centre of the site would provide a buffer between employment and residential uses, and should also incorporate drainage features.



LEGEND

-  Site boundary
-  Indicative residential areas
-  Potential future residential (subject to third party)
-  Indicative employment areas
-  Indicative landmark building
-  Open space
-  Indicative planting areas
-  Indicative drainage areas
-  New hedgerows (some reinstating historic field boundaries)
-  Retained existing tree (subject to survey)
-  Indicative tree
-  Indicative structure planting
-  Indicative footpath connections
-  Indicative vehicular circulation
-  Existing off-site play area
-  Potential trim trail activity points
-  Potential LEAP location (if required)
-  Traffic calming feature (see Section 7 "Access & Highways")
-  Potential new access routes to pumping station and residual allocation area to the west

FIGURE 8 - DEVELOPMENT FRAMEWORK OPTION B: The above figure shows a Development Framework for the site's development on the basis of Access Option B. That option would involve provision of a new access road close to the east of the site boundary, and therefore would allow the retention of the existing units to the west, which would in turn tie in with additional employment provision at the site's western corridor. As the new access route enters the site at its north-east, land to the immediate west would be developed for residential use, whilst a tree-lined corridor would be located to the east of the access route to provide a buffer to existing residential areas. As with option 1, residential development would also be focused at the site's centre and south-east, and should be supplemented by generous areas of public open space and landscaping. A landscaped open space corridor through the centre of the site would provide a buffer between employment and residential uses, and should also incorporate drainage features.

11/DESIGN PRINCIPLES

A/SLOW TRAFFIC ALONG STATION ROAD

So that the new access junction can function safely, measures need to be taken to ensure that traffic speeds are reduced along Station Road. To achieve this effectively traffic calming features are proposed in two locations along Station Road, east and west of the proposed access.

B/CREATE A NEW ACCESS OFF STATION ROAD

A new access is required to serve the proposed development. The position of this access is limited because of proximity to other junctions and landownership boundaries. Two options have been proposed - A and B. For each option the proposed development will seek to establish a residential presence at the Station Road access, which should also look to avoid barriers to any potential future development, particularly to the south and east.

C/USE TREES TO DEFINE THE ENTRANCE ROAD

Avenue tree planting flanking the entrance road will help to create a strong sense of character while helping to soften the impact of the retained employment buildings along its western edge (Option A) or reducing the exposure of rear property boundaries (Option B).

D/WRAP ADJACENT RESIDENTIAL EDGES WITH HOUSING

There are a number of existing properties that back on to the site - many with views across the site to the south and west. The proposed development will be arranged to 'wrap' these private boundaries with rear gardens and form perimeter blocks. Bungalows and increased separation distances should be used to reduce the impact on private amenity and any sense of overlooking. Development proposals should have specific consideration to the Government's National Design Guide and the Council's adopted 'The Good Design Guide' SPD.

E/ACCOMMODATE NEW EMPLOYMENT

The proposed access road will allow new employment to be provided in the western part of the site. Buildings will be placed in the lowest part of the site, alongside the existing employment area, and will be positioned to screen associated car parking and noise from the adjacent housing area. The size and distribution of the units is still to be determined in detail and will be guided by market demand. Additional car parking could also be provided to serve the existing employment area.

F/PROVIDE A NEW ACCESS TO THE ADJACENT LAND

A new access to the off-site pumping station can be accommodated within the layout. Subject to land availability access could also be provided to the residual allocation area to the west.

G/INCLUDE SUSTAINABLE DRAINAGE SYSTEMS (SUDS) AND SERVICES

A sustainable drainage strategy will underpin the masterplan, to store and manage water run-off within the site before discharging it into the surrounding drainage network. This will include the use of attenuation basins and swales where appropriate. The existing services crossing the site will need to be accommodated, potentially with some local diversions. Further detailed work will help to fix the position and size of these features / services within the layout.

H/ESTABLISH NEW HEDGEROW & TREE CORRIDORS

Based on the historic field pattern, a new hedgerow will form the eastern edge of the proposed employment area as part of a robust landscape buffer. As well as helping to screen the employment buildings it will provide an important green linkage within the site. This will be linked to the existing hedgerow further to the east by an open green corridor running alongside one of the internal access roads, which will accommodate a drainage swale and tree planting.

I/PROVIDE FOCAL SPACES WITHIN THE LAYOUT

Located around key road junctions within the development, these spaces will be defined by distinctive built enclosure and landscaping. As well as providing a focal point for the new community it will be a recognisable location within the layout, helping people to find their way around.

J/CREATE A PEDESTRIAN/CYCLE LINK TO HEATH ROAD

This will allow easy pedestrian and cycle movement between the new development and the adjacent housing area, allowing access to the existing play area, to the bus stops on Station Road and to the centre of Market Bosworth and beyond.

K/RETAIN THE EXISTING TREES & HEDGEROWS

These will form the basis of green corridors within the site as well as providing established landscape features within the layout.

L/PROVIDE A PERMEABLE INTERNAL ROAD HIERARCHY

A looped road arrangement will allow larger service and delivery vehicles to move around more easily within the development. Quieter residential streets will then be accessed from this loop road. The potential to facilitate further development to the south and east of the site should be protected in the internal highways and landscape design.

M/LOCATE PUBLIC OPEN SPACE ON THE SOUTHERN EDGE

This will help to provide a transition between the settlement edge and the surrounding countryside. It will incorporate a trim trail and opportunities for informal recreation - including new footpath links. It will also include tree planting to help soften the impact of the new housing in views from public rights of way to the south.



FIGURE 9 - KEY DESIGN PRINCIPLES

FIGURE 9 - KEY DESIGN PRINCIPLES: This figure highlights the key design principles that should guide the site's development, with specific reference to Design Principles A to M as set out on Page 22.

12/ILLUSTRATIVE SKETCHES

The following illustrative sketches show how the development framework principles may be realised. They are provided to give a flavour of the potential development rather than a fixed design at this stage. More detailed work would be required in developing the layout as part of any future planning application for the site, and this would be subject to further consultation.

- A Fine Art Ceramics
- B Access road
- C Tree lined verge
- D Employment units & parking
- E Residential threshold
- F Change in surface treatment
- G Retained tree
- H Tree & hedgerow buffer
- I Residential edges
- J New access to surrounding existing employment



FIGURE 10 - SKETCH 1, EMPLOYMENT AREA @ 1:750: Shows the relationship between the existing employment area at the site’s north, the proposed employment area at its west, and the proposed residential area at its east. This sketch shows how the green landscape and access corridor, which should incorporate generous open space and provision of enhanced planting, could create an appropriate interface between these uses.



- A** Neighbouring bungalows
- B** Proposed bungalows
- C** Grass drainage swale and trees
- D** Shared surface focal space
- E** Planting providing seasonal colour
- F** Parking integrated into the space
- G** Buildings provide strong enclosure
- H** Seating as part of communal meeting place



FIGURE 11 - SKETCH 2, RESIDENTIAL SQUARE @ 1:750: Shows how the development proposals would sensitively respond to neighbouring bungalows to the north by limiting development at the north-eastern boundary to single-storey bungalows. The sketch also demonstrates how residential development should be provided as part of a 'residential square' that incorporates shared surfaces and focal spaces, seasonal planting and communal seating, and could promote a strong sense of enclosure.

PRECEDENT IMAGES





- A** Pedestrian/cycle connection to Heath Road
- B** Retained hedgerow and trees
- C** Houses arranged to overlook green corridors
- D** Pedestrian priority at crossing points
- E** Informal housing arrangement along southern edge
- F** Amenity open space for variety of public use
- G** Circular footpath link with trim trail at intervals
- H** Tree belt provides screening on southern boundary
- I** Potential links to off-site public rights of way
- J** Hedges help to screen roads and parking areas

FIGURE 12 - SKETCH 3, SOUTHERN OPEN SPACE @ 1:750: Shows the area of open space that should be provided at the site's south, adjacent to the proposed residential area. This area should retain and enhance existing hedgerows and trees to create a green corridor that incorporates amenity open space for public use and should also include provision for children's play. The open space area should also incorporate a circular footpath that potentially may link to off-site public rights of way.



13/ILLUSTRATIVE STREET SCENES

SECTION A-A' - NORTHERN EDGE (1:250)

Section A-A gives a flavour of the proposed housing at the site's northern edge. It identifies that bungalows should be provided where adjacent to existing neighbouring bungalows to reduce the scale of development in order to sensitively respond to the amenity of neighbouring properties. The scale could increase in size further away from neighbouring bungalows. The section also shows the proposed footpath / cycle link to Heath Road.



SECTION B-B' - COUNTRYSIDE EDGE (1:250)

Section B-B gives an example of how the development could respond to its surroundings at the countryside edge. Darker and more traditional materials should be incorporated into houses at this location to help dwellings blend into the surroundings, whilst retained and proposed tree belts would filter views from the surrounding countryside. Focal buildings should be utilised to respond to green movement and corridors and open spaces.



14/IMPLEMENTATION

Following the adoption of this Development Brief, HBBC welcomes the submission of planning applications for the mixed use development of Land South of Station Road, Market Bosworth. This may be in the form of an initial outline planning application with a later reserved matters application(s), or through a full planning application.

HBBC offers a Pre-Application Advice service. It is strongly advised that pre-application advice is sought prior to the submission of a planning application. Details of that service can be found on the Council's website:

https://www.hinckley-bosworth.gov.uk/info/200316/pre-application_advice

HBBC also encourages applicants to undertake early pre-application engagement with statutory consultees.

It is specifically noted that any application will be required to consider access for all users of the proposed development and should engage with LCC Highways as part of the pre-application planning process. In doing so, LCC Highways will expect the applicant to provide justification and evidence to demonstrate the acceptability of the access proposals.

Indeed, as highlighted within this report, the proposed traffic calming scheme will need to undergo further consultation prior to its instillation which presents a risk to deliverability that will need to be overcome as part of any planning application.

It is also recommended that subsequent design is completed using a topographical survey, and that a stage 1 road safety audit is completed as part of any planning application.

Any application would be expected to incorporate the following submissions:

- A **Planning Statement** demonstrating how the development proposals accord to the development and design requirements of the site's allocation, as well as adopted policies as set out within national, local and neighbourhood planning policies (as set out above).
- A **Design and Access Statement** that explains the design principles and concepts in relation to the amount, layout, scale, landscape and appearance of and access to the proposed development.
- A **Transport Statement** that demonstrates that the proposed development would not have an unacceptable impact on the transport network or highway safety.
- **Detailed Access Plans** that demonstrate how the site will be accessed from Station Road, and any highways mitigation that will be required to facilitate this.
- A **Noise Assessment** that establishes the current baseline position, notably as a result of the existing employment uses within and adjacent to the site, and assesses the potential implications of the proposed employment and residential development, identifying appropriate mitigation measures if it is necessary to do so.
- A **Heritage and Archaeological Assessment** that establishes the impact that the proposed development would have on designated and non-designated heritage assets, notably of archaeological interest. Initial consultation with LCC Archaeology indicates that, given the absence of site-specific investigation and the presence of numerous recorded heritage assets in the site's surrounds, that will likely require a full archaeological assessment that comprises a desk-based assessment and geophysical survey. Furthermore, it is anticipated that targeted trial trenching will be required prior to the application's determination.

- An **Ecological Appraisal** including a Phase 1 Habitat Survey that assesses the ecological value of the site and surrounding area, and evaluates any impacts arising as a result of the proposals. Initial consultation with LCC Ecology indicates that **protected species surveys** (specifically for badgers and bats) will also be necessary.
- An **Arboricultural Assessment** that provides an evaluation of the proposal's impact on trees present on-site and along the site's boundaries.
- A **Geo-Environmental Study** that provides an assessment of potential ground-related development constraints.
- A **Flood Risk Assessment and Drainage Strategy** that assesses the risks of all forms of flooding to and from a development, and sets out the proposed surface water and foul drainage strategy to serve the development. The location of the existing services crossing the site and how they will be accommodated in the development should also be confirmed.
- A **Landscape and Visual Appraisal** that records the baseline condition of the surrounding landscape character and visual amenity, investigates how the proposed development will fit into the existing landscape, and considers how the proposed development would relate to this baseline condition. This LVA should accord with the '*Guidelines for Landscape and Visual Impact Assessment, Third Edition*' (2013) guidance.

A full list of requirements is set out in the Council's Local Validation Criteria, which is available on the Council's website:

https://www.hinckley-bosworth.gov.uk/downloads/file/6017/validation_requirements

Following the application's validation, the need for potential financial contributions to community infrastructure provision will be assessed at the application stage and will be informed by the contribution requests received during the application's consultation period and the county and Borough's stated infrastructure requirements.

On the basis of the consultation undertaken during the preparation of this SPD, contributions are likely to be requested in relation to sports provision, education provision, sustainable travel, waste and civic amenity, biodiversity net gain, and ecological enhancement. The potential for other developer contributions will be considered throughout the planning application process.

Should those developer contributions be substantiated on up-to-date evidence and considered appropriate (in accordance with CIL Regulation 122), they will be secured via a Section 106 Agreement on the grant of planning permission.

PREPARED ON BEHALF OF

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transport planning

By virtue of paragraph(s) 3, 10 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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