



Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

**Growth  
Workshop**

**Parish Event**

Exploring growth options for  
'Hinckley and Bosworth' to 2026+

**Wednesday  
4th May 2016**



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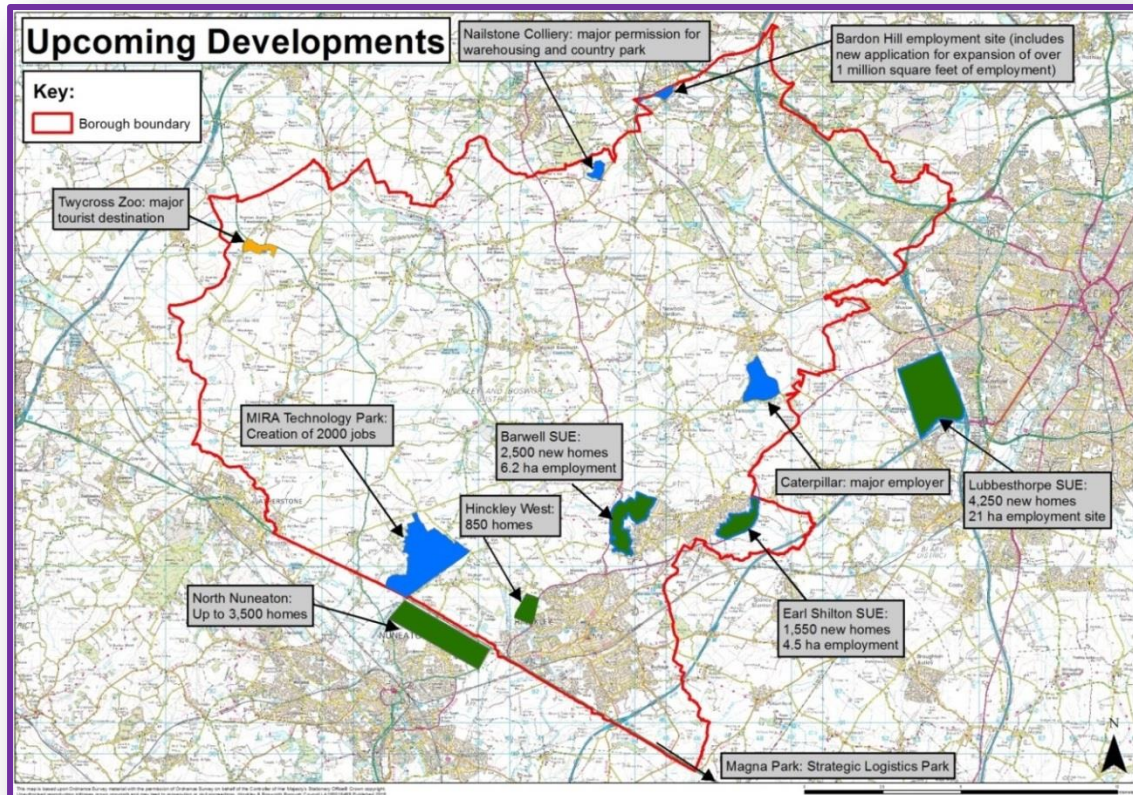
# 1.0 Introduction

## What we did

A “Growth Workshop” consultation event was carried out at Twycross Zoo on Wednesday 4<sup>th</sup> May 2016. This was organised and run by Hinckley and Bosworth Borough Council.

## Why we did it

The workshop was carried out to explore future growth options and to encourage forward thinking for the future of growth in the Borough to be fed into the early stages of a Local Plan review. It is necessary to commence a Local Plan Review now as the Borough is advancing to the end of a Local Plan Period (2006-2026). In order to explore future growth; pressures and opportunities need to be considered, along with such factors as upcoming developments. Some examples of which are annotated in the map below. Consideration must also be given to how to best respond to local and national changes and build on already completed work. The workshop was coordinated to discuss the breadth of matters with the stakeholders that attended; the attendees held a large range of local knowledge between them which would reflect in their feedback, in turn suggesting a direction for the future growth of the Borough up to 2036 and beyond.



## Who attended?

The workshop was attended by local councillors of Hinckley and Bosworth Borough and representatives of local Parish Councils. A variety of stakeholders with different specialities and expertise were invited so that growth options were discussed from different points of view. This provided a breadth of varied feedback which debated different opportunities and constraints.

## How we ran the workshop

On arrival, delegates were provided with attendance packs which contained an agenda, attendance list and feedback questionnaire. Delegates were allocated to specific tables; this was done in order to create a mix of stakeholders per table with the aim to get different viewpoints during the growth options discussion session.

The morning session commenced with introductions by various speakers from the council.

### Introduction Presentations:

#### **Welcome and Introduction**

Mike Hall - Leader Hinckley & Bosworth Borough Council

Bill Cullen - Deputy Chief Executive

#### **Hinckley and Bosworth Borough Council: Planning Context**

Nic Thomas - Chief Planning and Development Officer - Hinckley & Bosworth Borough Council

#### **Hinckley and Bosworth Borough Council: Growth Workshop Introduction**

Andy Killip - Planning Manager (Policy) - Hinckley & Bosworth Borough Council

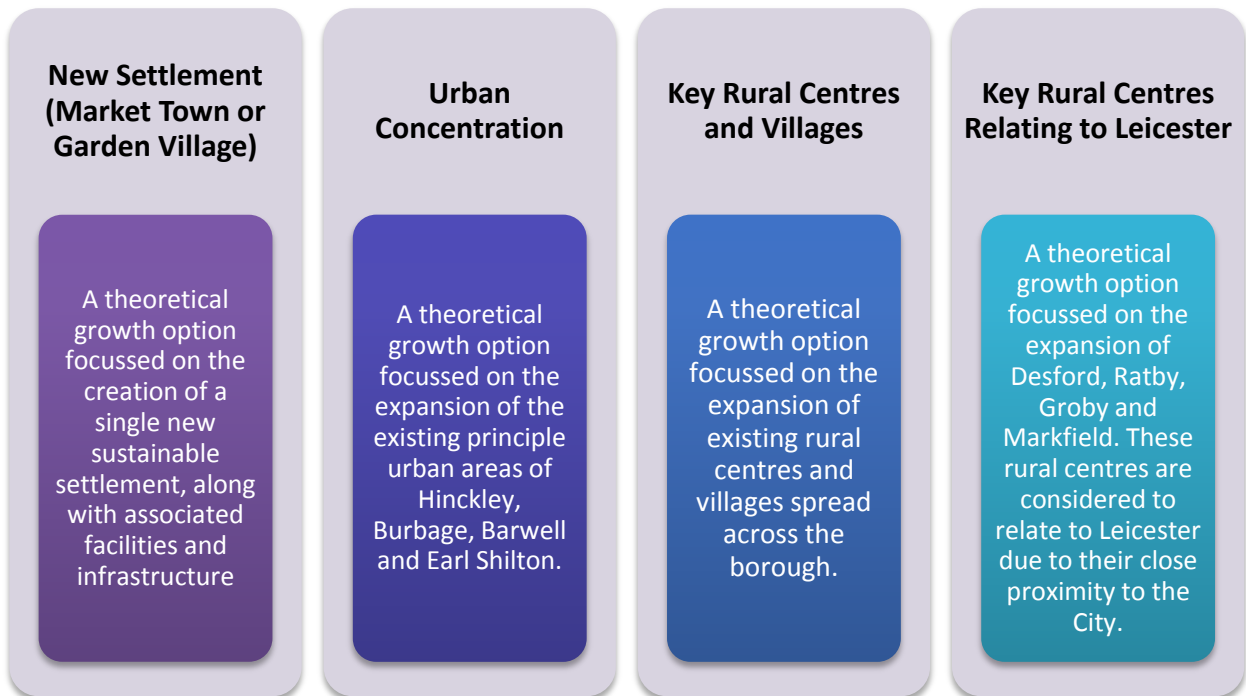
## Growth Options Discussion Workshop

The growth options discussion workshop was carried out in the afternoon session. The four theoretical growth options were discussed with a specific facilitator. Facilitators were assigned to a specific growth option and moved to another table after a twenty minute long discussion. This was repeated until each table had discussed all four growth options. The four growth options discussed are listed below and more detail regarding the methodology of the discussion session is outlined in Section 3:

- ❖ **New Settlements (i.e Market Town)**
- ❖ **Urban Concentration**
- ❖ **Key Rural Centres and Villages**
- ❖ **Key Rural Centres Relating to Leicester**

## 2.0 Growth Options Methodology

The following four growth options are those which were discussed on each table, these consist of different theoretical growth scenarios devised in order to stimulate discussion:



Each growth option was discussed for 20 minutes where HBBC policy officers posed as facilitators in order to steer discussions into various aspects of development. Facilitators used a proforma sheet with discussion topics such as infrastructure, environment, social and economic. Attendees were encouraged to speak freely and to annotate maps with areas of interest and/or disinterest. After 20 minutes of discussion the facilitators would move to another table, this was repeated until each table had discussed all four growth options.

Attendee feedback on the growth options was obtained in the following ways;

### Map Annotations

Large scale maps of the borough were produced for each growth option and placed on each table. Attendees were encouraged to indicate locations of interest and/or disinterest by annotating and placing stickers on the maps during the discussions.

### Facilitator feedback

Facilitators were provided with a proforma sheet which outlined the following categories by which the discussions were steered; key infrastructure requirements, environmental

considerations, social considerations, economic considerations, transport considerations and overall sustainability.

### **Attendee Questionnaire Feedback**

Attendees were encouraged to return feedback forms which were provided in packs on arrival. The following two questions were asked regarding growth options;

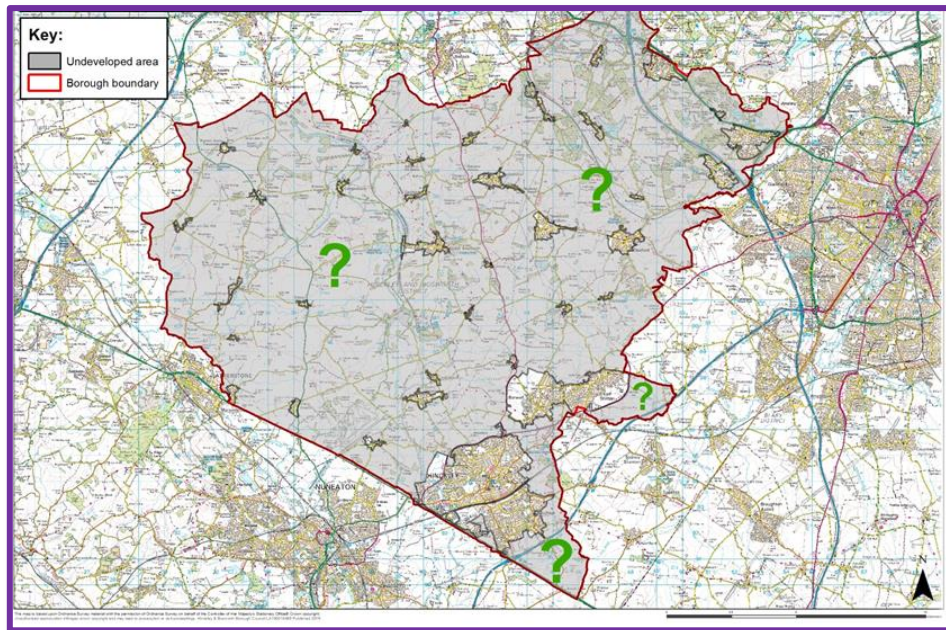
- 1. Which of the potential development options (or combination of options) would you consider to be the most suitable?**
- 2. Is there a more appropriate option that could be considered?**

Twenty eight completed questionnaires were returned. Responses for each growth option are included in the following respective sections and part two responses are included in a separate section following.



## 3.0 Growth Option Discussion and Feedback

### 3.1 New Settlement (Market Town or Garden Village)



**This growth option is focussed around the creation of a new settlement to meet the predominant need of development and infrastructure.**

#### Feedback

##### **Key infrastructure requirements**

- A new settlement could develop better infrastructure than key rural centres and villages, and would be easier to secure
- Major new infrastructure plan is needed including education, sewage/drainage systems, health and jobs
- A new settlement will need to be accessible, and be close to settlements that have good quality existing facilities, i.e. A444 and M69

##### **Environmental considerations**

- Cross-boundary developments were suggested as an option as annotated on the maps
- Flooding issues, and incorporation of sustainable urban drainage
- Moving forward, especially with development growth in the area, the National Forest should be protected in keeping with the rural nature of the Borough including agricultural land

- New development in any form shouldn't have a detrimental effect on the oldest and most recreational parts of the Borough (i.e. tourism centres and countryside)

### **Social considerations**

- New development shouldn't diminish the character of existing settlements, cottage industries and local businesses
- The County Council, Borough Council and developers need to consider highways and roads before any development of any size, and whilst doing this consult with Parish Councils throughout the entire process
- All housing types should be implemented, especially allowing people to downsize and for older people to be comfortable, i.e. bungalows

### **Economic considerations**

- New employment would need to be incorporated, or expanded near to the new settlement, by placing homes near to current employment sites, i.e. MIRA and Amazon.

### **Transport considerations**

- Duelling of the A5 will be key to development moving forward and there is considerable pressure to develop this. HBBC would need to work with Nuneaton & Bedworth on the delivery of this
- Other key areas are southern side of the M69, the northern perimeter road, A444, A50, M42
- Public transport links are key which in turn creates less reliance on the car

### **Overall sustainability**

- Instead of one development, some suggested that it might be more sustainable to split into 2 settlements of 2000 homes. Viability of a new settlement in the borough was questioned
- On the other hand, if it is possible, it would solve many problems all in one go, including securing infrastructure, and may involve less objections from the public

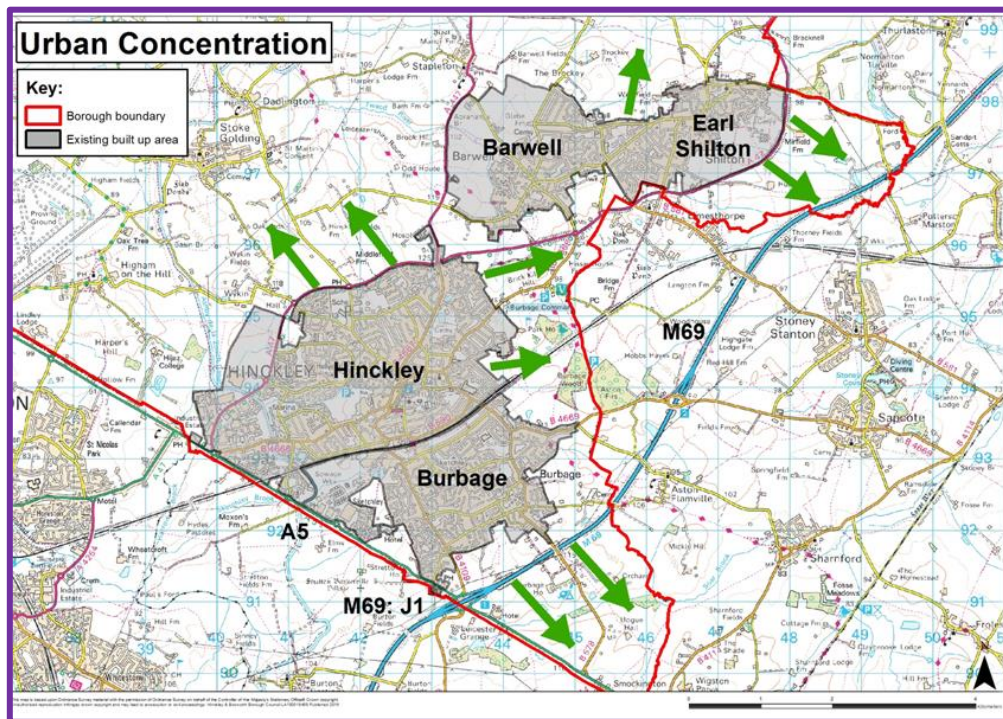
### **Attendee Questionnaire Feedback**

The following comments were received from attendees regarding this growth option;

- Need to make use of brownfield land, poor agricultural land and/or old factory sites for developments
- Transport issues, a lack of employment and infrastructure, and the potential impact on existing countryside were their main concerns. Some also stated that it wasn't a practical or viable option due to costs and timescales
- However some stated that it could be possible. It was suggested that it will solve the housing requirements of the borough in either one or several 'hits' without encroaching too much on surrounding existing villages
- Main sites highlighted were off the A444 or the M69



## 3.2 Urban Concentration



**This growth option is focussed around increasing development in the urban areas of Hinckley and Burbage, along with the Barwell and Earl Shilton SUEs to meet the predominant need of development.**

### Feedback

The following feedback was noted by the facilitator as a result of discussions held during the workshop session. Facilitators used the following section headings to steer the discussion into different aspects of development under this growth option.

#### **Key infrastructure requirements**

- It was discussed that the existing infrastructure in the urban centres wouldn't cope with increased population, and if we were to expand, we would need to strengthen existing facilities and road networks first before any development occurred
- Many stated that the borough needs a new junction on the M69, and make the A5 a dual carriageway where possible
- Increase in car parking in the town centre
- Sewerage systems supporting the town centre would need to be strengthened to cope with increasing numbers

### **Environmental considerations**

- Again, similar to other options, it would be key to separate the urban form from the countryside, therefore upholding separate settlement identities
- It was also stated that its important to keep areas of recreation such as Burbage Common and Woods

### **Social considerations**

- Schools are at capacity within urban centres
- A variety of housing is essential to reach all sections of community
- Additionally, the nearest A&E is at either Nuneaton and Leicester, and an increase in population will put further strain on these services

### **Economic considerations**

- Again, a variety of housing types may be more sustainable and economically viable for urban expansion

### **Transport considerations**

- Many comments were regarding the 'bottleneck' at the M69 & A5 junction, and the need for increased links to the M69 around Earl Shilton and Barwell
- It was discussed that there are 4 main entrances into Hinckley, all of which are extremely busy and will only get busier if there is a population increase

### **Overall sustainability**

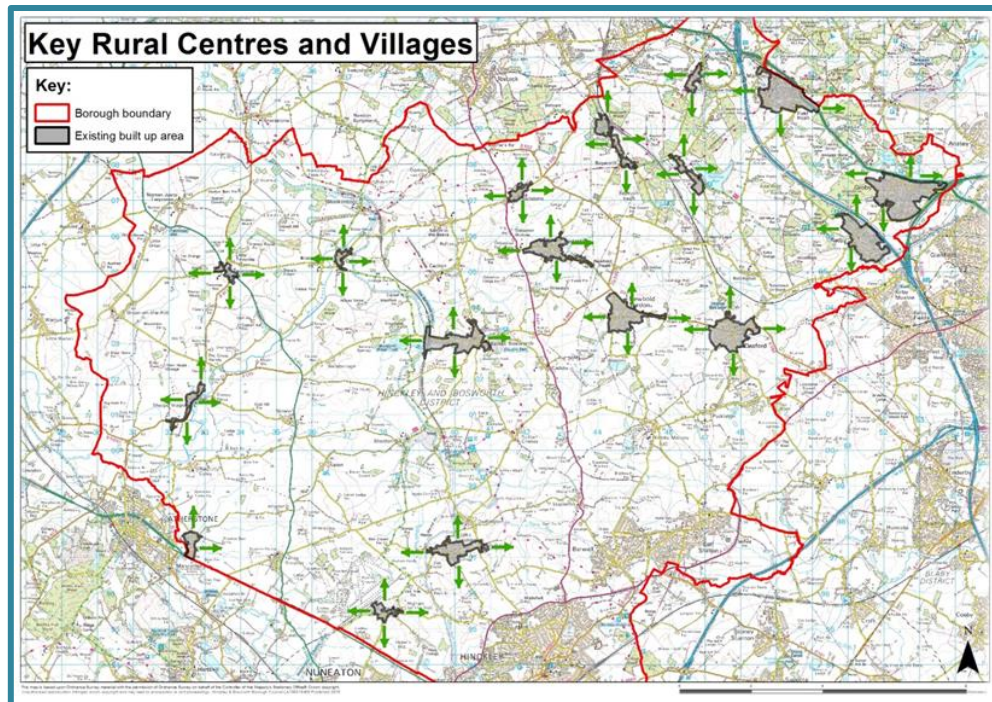
- Many of the comments in this growth option lead to the concept of capacity planning, regarding housing, sewerage, schools, doctors, shops, road networks and public transport
- Existing development is planned around Earl Shilton and Barwell through the Sustainable Urban Extensions, so viability around these areas would be difficult. Likewise, with Hinckley West, the infrastructure supporting these extensions will need to be expanded to encourage longevity and effectiveness
- Areas around Burbage already heavily developed, putting pressure on local infrastructure and services

### **Attendee Questionnaire Feedback**

The following comments were received from attendees regarding this growth option;

- Many suggested this was the favoured option owing to proximity and infrastructure, and the possibilities of expanding around the M69 and the A444, in turn 'squaring off' existing settlements avoiding damage to small villages
- Barwell and Earl Shilton could become saturated given the recent S.U.E. developments
- Recommended was the need for community facility development, and not 'making do' with current supply, as well as keeping their separate identities

### 3.3 Growth Option - Key Rural Centres and Villages



**This growth option is focussed around spreading development between existing rural centres and villages in order to meet the predominant need of development.**

#### Feedback

The following feedback was noted by the facilitator as a result of discussions held during the workshop session. Facilitators used the following section headings to steer the discussion into different aspects of development under this growth option.

#### **Key infrastructure requirements**

- Give/keep settlement identity whilst introducing piecemeal development, including the improvement of infrastructure, i.e. shops, schools, roads and healthcare
- Potentially pool S106 for new development in places such as Newbold Verdon, Desford and Barlestone to fund subsequent infrastructure. Also potentially use S106 to offer greater affordable provision including homes for the elderly
- On the other hand, larger homes may be needed to support growing families, which can also mean that its hard to deliver the infrastructure to go with these larger developments
- Some suggestions included increasing the size of the rural hamlets to villages i.e. Upton and Witherley, and potentially extending village settlements i.e. Barlestone

#### **Environmental considerations**



- Some keen to try to use agricultural land that's not active or usable, as well possibly the conversion of brownfield land in rural hamlets
- Strong feelings towards the west of the borough, which has attractive countryside views
- Flooding issues need to be considered for all developments, whilst continuing to protect wildlife sites i.e. the River Sence corridor and canal networks

### **Social considerations**

- Strong opinions on school capacities; need to be looked at across the borough, especially in some areas where there are limited services currently i.e. Bagworth
- An overarching theme across this option was that we need to future proof the borough by making schools, range of housing types, roads, flooding mitigation, sports provision and doctor's surgeries are a key priority to reach different sections of community. With the countries continuing aging population there is a need for homes for retired people for example bungalows or sheltered housing; these would in turn free up housing for younger people/first time buyers
- Tourism very important across the whole borough with Market Bosworth, The National Forest and Twycross Zoo having a huge national influence for our borough

### **Economic considerations**

- Very important to keep the character on the A444 corridor
- A change in community patterns across the country means different needs, and this requires reflection within the Borough Council
- Locating any future development, especially the housing, nearer to employment sites which in turn heightens the sustainability of the development. For example in our borough growth of MIRA and other major employment sites invigorates the job market, as well as spending and living within the vicinity
- Some stated that there is an ongoing battle between the National Forest and employment growth

### **Transport considerations**

- Any transport development should take advantage of near by major employment sites or significant community sites. For example a possible bypass for Desford should take advantage of Caterpillar and the positives they bring to the area. Desford was also flagged up due to the 'poor' junction in the centre of the village which would need to take more traffic
- A key consideration discussed many times was improving the linkages from the M69 to Earl Shilton and Barwell and into the wider countryside
- Attendees stated that the settlements to the west currently have public transport issues, which in turn would not be a sustainable location for future development, unless these can be improved in the near future
- Again, the A5 would be taking on more traffic, which is already a very busy road, therefore improvements would need to take place

- The A444, A447 and the M1 were put forward by some attendees as the most suitable areas for development however this could lead to heavy reliance on cars
- Public transport improvement across the area, however it may be expensive to open up the railways, and therefore road improvements are a more cost effective option
- Rural centres used as a 'rat run' causing congestion in the villages

### **Overall sustainability**

- A popular opinion for this growth option were to integrate smaller amounts of development across the north of the borough, especially taking into account making developments proportionate to settlement sizes
- Attendees stated that we should continue with Core Strategy practices, and that all villages and rural centres should have their share of growth
- Some suggested it is potentially less sustainable than other options but there is some scope moving forward to improve every key rural centre in the borough; and therefore the option overall had mixed views

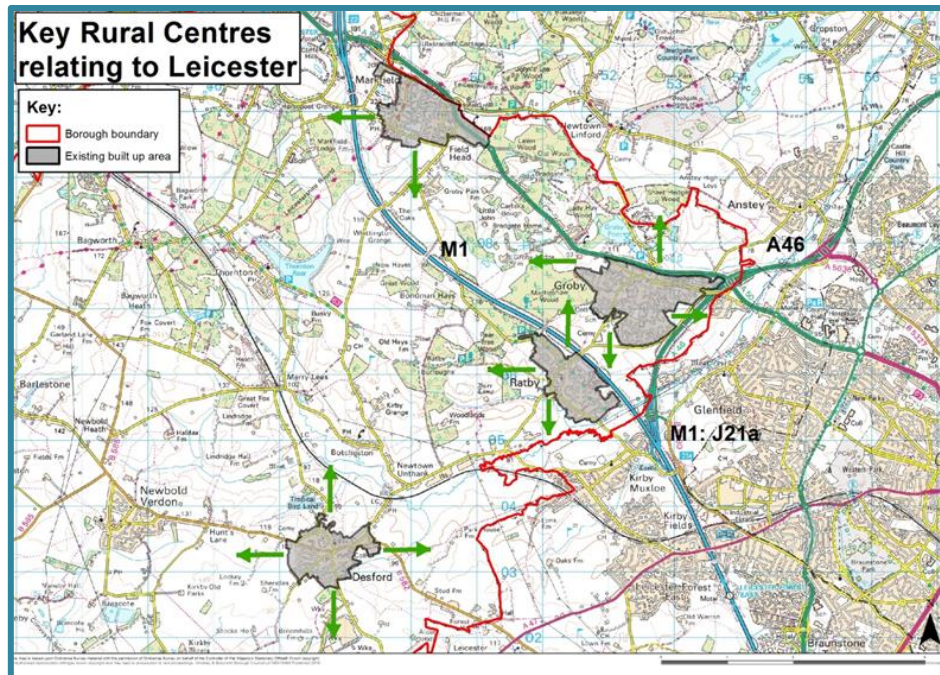
### **Attendee Questionnaire Feedback**

The following comments were received from attendees regarding this growth option:

- Attendees accepted that some level of development will take place in any extent across the borough, however suggested it is more important it to get the right types of homes needed rather than what the developers want to build, for example accommodation for the elderly
- This option may work with small scale growth on existing centres and selective sites where it is sustainable already
- It is important that development is controlled to mitigate the negative effects on the tourism facilities
- An important comment in the feedback stated that the borough's villages need to keep their own settlement identity, by keeping the wedges of land open between the villages



### 3.4 Key Rural Centres Relating To Leicester



**This growth option is focussed on growth of the rural centres relating to Leicester to meet the predominant need of development, namely Desford, Ratby, Groby and Markfield.**

#### Feedback

The following feedback was noted by the facilitator as a result of discussions held during the workshop session. Facilitators used the following section headings to steer the discussion into different aspects of development under this growth option.

#### **Key infrastructure requirements**

- Infrastructure needs to be developed before anything else, including schools, shops, road networks and doctors
- Roads needs investment – Similar to the previous option, a possible bypass for Desford could take advantage of Caterpillar and the positives they bring to the area. Desford was also flagged up due to the 'poor' junction in the centre of the village which would need to take more traffic

#### **Environmental considerations**

- Similar to map annotations, the National Forest and Charnwood Forest was pointed out as being areas to protect
- Employment sites moving forward could potentially be more environmentally sustainable, such as incorporating solar panels

### **Social considerations**

- Separate identities for each settlement is key
- Reflections need to be made regarding what the social impacts will be of introducing more people to an area; needs to be done over a longer period of time

### **Economic considerations**

- There are available facilities in Markfield and Groby
- Considerations need to be made into what type of housing needs are most suitable for the local area

### **Transport considerations**

- Upgrades could be made to the A50 from Field Head to Leicester, to alleviate current problems
- Passenger services could be a possibility on the National Forest line, possibly a tram service subject to costs
- Good connections into Leicester are key for national connections and facilities
- With added traffic in the north of the borough, this will only add to the congestion on rural roads, made even worse when the M1 is closed

### **Overall sustainability**

- Groby and Ratby were put forward as less sustainable locations than other possible options, and instead it might be a better option to potentially concentrate on Desford or Markfield
- Some attendees stated that all places could accommodate a bit of development over time, however infrastructure needs to be in place to support any more growth

### **Attendee Questionnaire Feedback**

The following comments were received from attendees regarding this growth option;

- Attendees highlighted some benefits but there were significant comments on highway issues around the capacity of A511 and other village roads
- Possible options to convert old lines to a tramway for further improved links to Leicester
- Some highlighted that these were very difficult options and a few identified as definitely not an option as the infrastructure will be very difficult to sustain with an influx of people
- An attendee stated that the council need to protect the larger villages from more development, as they have had new development of the past few years, and may be becoming saturated

## 4.0 Suggestions for an Alternative Option and other comments

Part two of the questionnaire asked if there are any alternative sites or suggestions which would be better suited for adopting growth or offering a more sustainable option. This was to allow attendees to make recommendations based on their local knowledge and expertise.

**The following comments/suggestions were made in response to part two of the questionnaire:**

- Maximum numbers not minimum for each planning period
- Brownfield sites must be developed (with incentives of land value/other options)
- The A5 is an absolute must moving forward, especially looking at making the entire road a dual carriageway
- Key Rural Settlements relating to Tamworth/Nuneaton
- Growth into rural communities that are capable of integration: 5% over 10 years
- A5 corridor mixed use development to East and West of Hinckley
- East/South of M69
- Difficult to see beyond development next to existing settlements
- A mix of all options – no single solution?
- Listen to communities, and improve communication with Highways
- Blended approach and ideally a flexible plan that can be modified in response to changing needs/demands that cannot currently be predicted
- Look at land that cannot be used for farming/agriculture/tourism once brownfield land is fully utilised
- Overall spread of small percentages.
- Infrastructures are a priority in most areas – roads, schools, health facilities, drainage, sewerage must be given high priority during discussions with developers
- The developments should be proportionate to current population
- Time needs to be allowed for newcomers to integrate into communities
- Do not allow a huge development at any one time – build in stage to give people time to be assimilated into the village
- Use poor quality agricultural land and ex factory sites
- Discussions with Blaby on Stoney Stanton, i.e. Houses on both sides of M69, and access for employment sites, for example Calor Gas

- To spread proportionate development across each community with slightly greater urban concentration with all infrastructure improvements installed prior to development taking place (M1 bridge for Lubbethorpe a great example)

## 5.0 Summary of Findings

In regards to a new Market Town or Garden Village, many attendees throughout the various methods suggested that this method would be an easier way to secure infrastructure, and would solve many different site problems in one development plan. Issues were identified across the borough however, including transport concerns, lack of employment, and a threat of losing valuable countryside. It was also put forward that due to costs and timescales, this option may not be viable (due to rapidly rising populations) in the long term. Concerns were raised about the location of the proposed new settlement, as the associated transport that comes with this would need to be developed also. Attendees viewed the option from a positive viewpoint; if all other circumstances were viable (for example schools, doctors, road networks, among other elements of infrastructure), then this option would solve any future housing requirements in one or several 'hits', without encroaching on surrounding villages. Potential settlement sites included off the A444 and the M69.

A supported option was the concentration of development within the urban area, either within the existing urban space and/or expanding the settlement boundaries. Existing infrastructure, community facilities and road networks such as the M69 and A5 were considered to be supports for this option. However it was a common theme throughout the event that even though infrastructure is already in place within urban areas, it would need to be improved significantly, especially to accommodate a large influx of development where population numbers are increasing rapidly through immigration and/or demographic changes, especially road networks. The growth of urban areas also presented another concern; the Earl Shilton and Barwell Sustainable Urban Extensions have already put the towns at full capacity in terms of population and impacts on infrastructure. Hinckley West is also an up-and-coming development, expanding the west side of Hinckley by a significant area. Overall this option received positive feedback, whilst many attendees encouraged the use of capacity planning to ensure the success of urban growth; for example sustainability within urban areas balances on reviewing the capacities of many different aspects: schools, housing variety, sewerage, doctor's surgeries, shopping facilities, road networks (both local and national), and efficiency of public transport.

Similarly to urban concentration, key rural centres and villages need future proofing if any extensive development was to occur, and therefore this option received mixed views as a growth option. For instance, future proofing would include:

- ❖ School places for children of all ages;
- ❖ Road stability;
- ❖ Efficient public transport;
- ❖ Car parking provision;
- ❖ A mix of housing types and designs;
- ❖ Flood mitigation methods;
- ❖ Provision of sports and community facilities; and
- ❖ Appointment availability and waiting times at doctor's surgeries and hospitals

When looking at the rural areas of the borough comments were made in regards to the UK's aging population; in rural areas, not just within Hinckley and Bosworth, there needs to be a viable supply of homes for the retired and/or elderly, for example bungalows or



sheltered accommodation. Mainly the key concerns with expansion in rural areas are school capacities and road networks, which made this an unpopular option with a lot of attendees. This option could be made a more sustainable opportunity if development was located near employment sites.

Key concerns for rural centres and villages relating to Leicester included the potential merging of Ratby and Groby, and the current infrastructure, which with more development will be put under more pressure. Instead some commented it might be a better option to concentrate on Markfield or Desford, both of which have existing infrastructure that can be built on to improve sustainability. A significant comment throughout the feedback was that all places in the northern part of the borough that relate to Leicester city centre need to accommodate infrastructure improvements if any development was to take place, especially if these settlements were to take population 'over-spill' from the city.

Overall there were many positives and negatives to all four growth options, and therefore careful deliberation must take place over the next few years between Hinckley and Bosworth Borough Council, Councillors, members, developers and the general public, to ensure longevity and viability for the next plan period and further into the future. These workshops have been key events that will feed into deliberations throughout Local Plan discussions, and will steer the borough towards effective and efficient planning.

## 6.0 Contact Us

**For anymore information on this event or to enquire further about our Local Plan aspirations please contact the Hinckley & Bosworth Borough Council's Planning Department through the following methods:**

### Email

[PlanningPolicy@hinckley-bosworth.gov.uk](mailto:PlanningPolicy@hinckley-bosworth.gov.uk)

### Phone

01455 238141

### Or Post

FAO Planning Policy  
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**Thank you to all that attended the event**



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