



Hinckley & Bosworth
Borough Council

A Borough to be proud of

**Growth
Workshop**

**Developer
Event**

**Exploring growth options in
'Hinckley and Bosworth' for 2026+**

**Thursday
28th January
2016**



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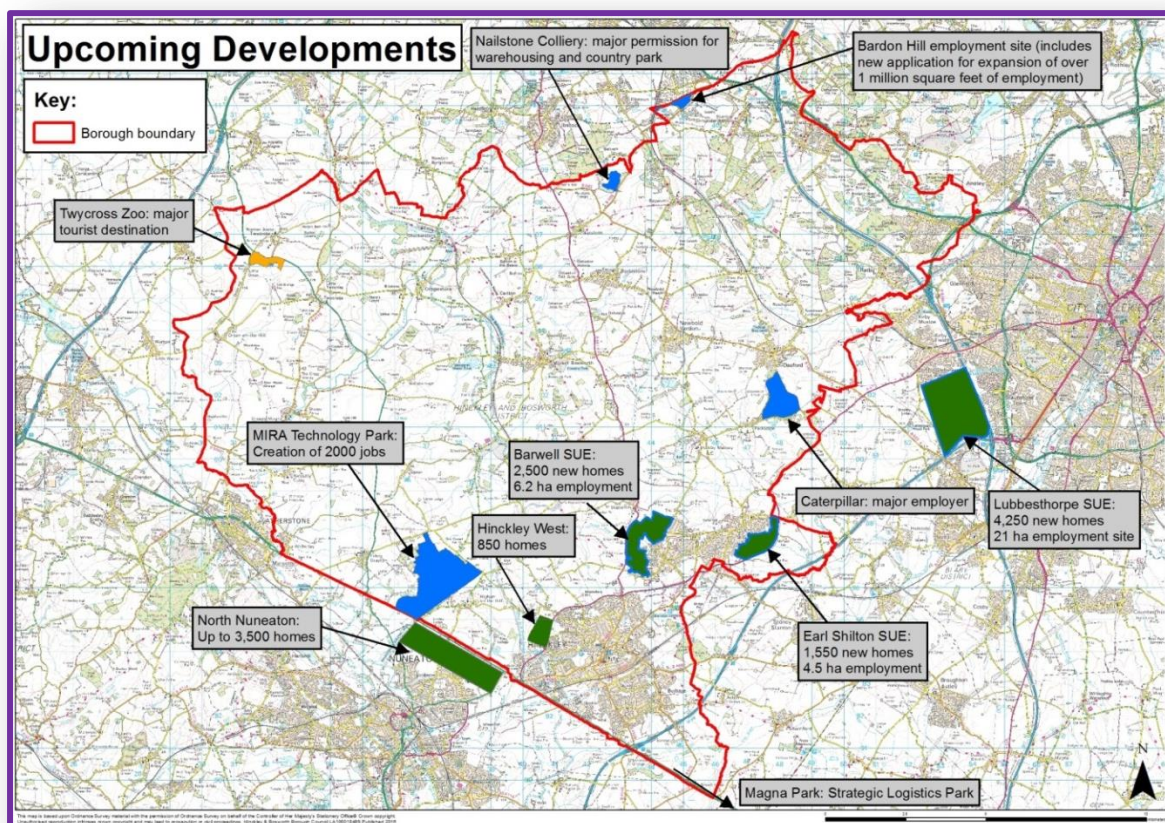
1.0 Introduction

What we did

A “Growth Workshop” consultation event was carried out at Twycross Zoo on Thursday 28th January 2016, with developers and stakeholders in employment and residential development. This was organised and run the 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 a wide breadth of matters with stakeholders, with the objective of obtaining feedback suggesting a direction for the future growth of the Borough.



Who attended?

The workshop was attended by local developers, representatives from HBBC and some local councillors. A variety of stakeholders with different specialities and expertise attended 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.

Morning Presentation Session

The morning session commenced with introductions by the council, including presentations given by Mike Hall, Bill Cullen and Nic Thomas as listed below. The guest presentations then followed with a range of stakeholders discussing and outlining the challenges and opportunities involved in directing and implementing growth. These presentations outlined different perspectives which are vital when directing future growth:

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

Guest Stakeholder Presentations:

The Role of the Leicester and Leicestershire Enterprise Partnership

Sharon Redrobe (Chief Executive, Twycross Zoo)

The Leicester and Leicestershire Strategic Growth Plan

Pat Willoughby (Leicester and Leicestershire Joint Strategic Planning Manager)

The MIRA Enterprise Zone and its Wider Impact

Andy Macdonald (Managing Director, Swanvale Developments Limited)

Housebuilding – A National Perspective

Sue Green (Planning Manager - Local Plans, Home Builders Federation)

Housebuilding – A Local Perspective

Adrian Burr (Managing Director, Springbourne Homes Limited)

Going for Growth - Creating Garden Cities and Suburbs Today

Katy Lock – (Garden Cities and New Towns Advocate, Town & Country Planning Association)

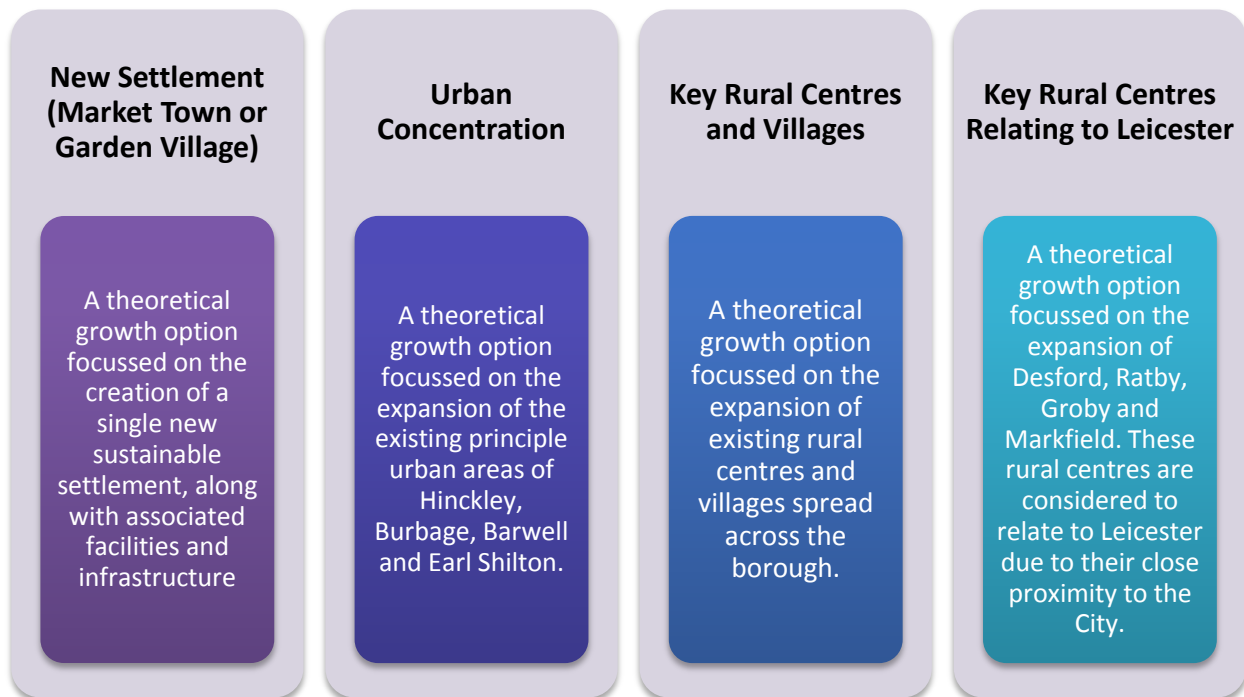
Growth Options Workshop

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 2:

- ❖ **New Settlement (Market Town or Garden Village)**
- ❖ **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. Attendees were encouraged to speak freely and to annotate maps with areas of interest. After 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 or disinterest by annotating and placing stickers on the maps.

Facilitator feedback

Facilitators were provided with a proforma sheet which outlined the following categories by which the discussions were steered; viability, speed of delivery, key infrastructure requirements, transport considerations, social 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;

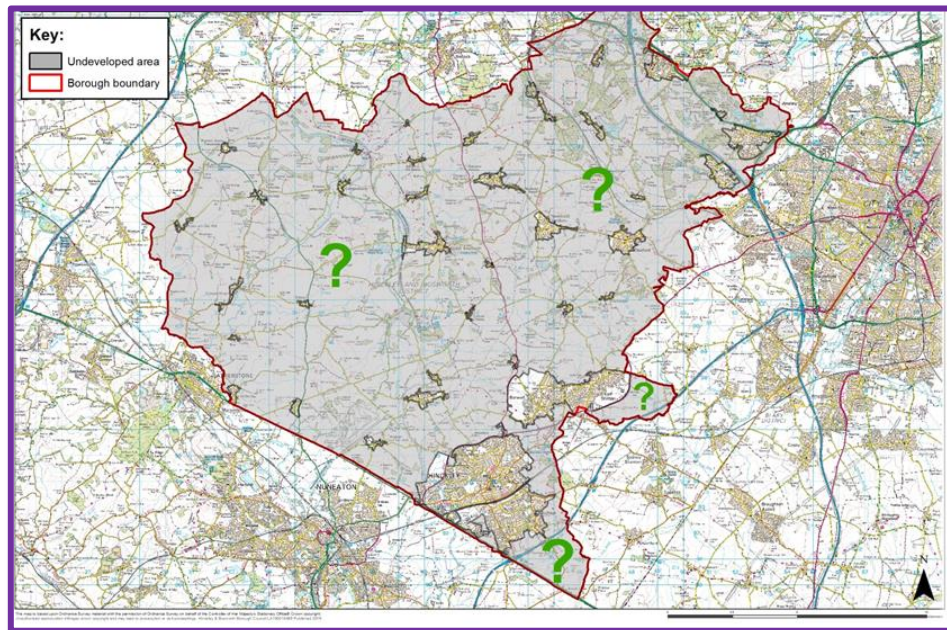
- 1. Which of the potential development options (or combination of options) would you consider to be the most suitable?**
- 2. Is there a more appropriate option that could be considered?**

Twelve 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

Viability

- Across all tables there was a general consensus that the concept of a new market town would only be feasible with a town between 5000 and 10,000 people
- The land acquisition would be complicated
- Not a strong market option, houses might be difficult to build and sell in a concentrated area
- Local Planning Authority will need to take the lead in ensuring viability and longevity
- Similar models in different countries; i.e. Australia, which incorporate retirement living, affordable housing and private dwellings

Speed of delivery

- The project would take a reasonably long time to deliver: around 10-15 years

- All our eggs would be in one basket which means once delivered our housing supply would be met for a considerable period, however in the meantime this may be an obstacle for the council in terms of a 5 year housing supply

Key infrastructure requirements

- Reuse of large brownfield sites would be preferable
- Good access and road links
- Harder for smaller builders
- Community hub and employment provision
- High quality broadband, which could also benefit surrounding rural villages

Transport considerations

- Existing transport links would need to be enhanced and used
- Potential to re-instate old railway line or expand the current

Social considerations

- The heritage of the Borough would need to be considered and incorporated
- Could provide a wide range of different housing types and affordability i.e. bungalows
- Could easily link into Neighbourhood Plans and Parishes

Overall sustainability

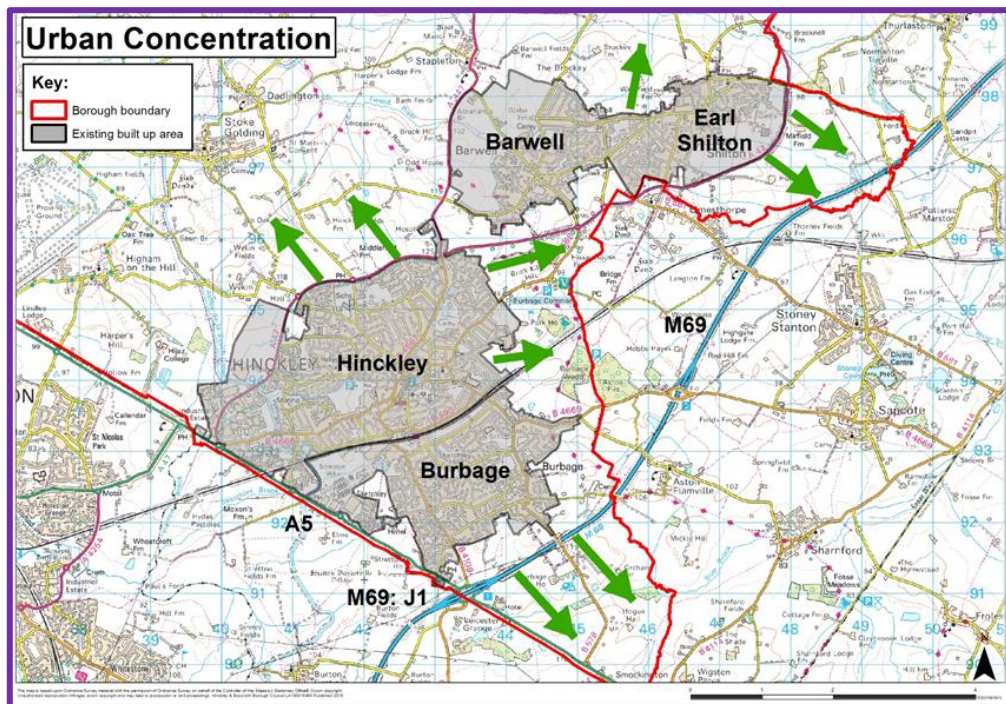
- A characteristic of the borough is its rural nature, and therefore this needs to be incorporated into any development
- Could possibly consider a cross boundary option
- Need to consider unmet needs in neighbouring boroughs, could possibly be located near to Leicester City
- Anticipate that the scheme would take around 10 - 15 years to complete

Attendee Questionnaire Feedback

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

- This option could be a possibility moving forward
- Will take a long time to deliver
- Partnership arrangement with developers and HCA, essential to reduce risk
- A possibility to the west of the borough. Linking to the A5/M42. It would add traffic to existing roads, questions possibility of rail connection
- Ensure we gain local support and political backing
- Needs to be looked at as a bigger picture, over a long period of time
- Can be attractive places to live, if done properly with related infrastructure

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

Viability

- There is a risk of market saturation to the north of the area along the A47 corridor as a result of the 2 SUEs and West of Hinckley coming forward
- Highest sales values are commanded to the south of the urban area and this is therefore the most viable location for development
- Sales at 'Azalea' site at Sketchley Brook are very strong
- Extensions to the urban area may require discussions with neighbouring authorities through the duty to cooperate as the area is tightly bounded. Potential sensitive landscape issues to the south and east
- Agricultural value of land south of the M69 is higher than in the urban fringe areas that are more difficult to farm

Speed of delivery

- Completions quicker in viable areas

- Completion would initially be quicker on small to medium sized sites (up to 200 units). Larger/strategic sites have longer lead in times

Key infrastructure requirements

- Securing a sense of place would be more difficult
- Infrastructure already in place, but could be saturated as it is

Transport considerations

- Area to the south is well connected to the motorway network. This offers the opportunity for garden suburb either side of the M69 together with employment development to the south of the motorway
- M69 Junction 2 improvements to allow access to the West Midlands and/or explore link to A47 at Clickers Way to relieve congestion through Hinckley
- The delivery of a grade separated junction at M1 J21 would support growth on the M69 corridor
- Potential to link Clickers Way with M69 and the re-opening of Elmhurst Station. This could be considered through the strategic growth plan as it is a cross boundary issue.

Social considerations

- A possibility that a sympathetic development south of Burbage as a 'garden suburb' enable a strong network of rural pathways

Overall sustainability

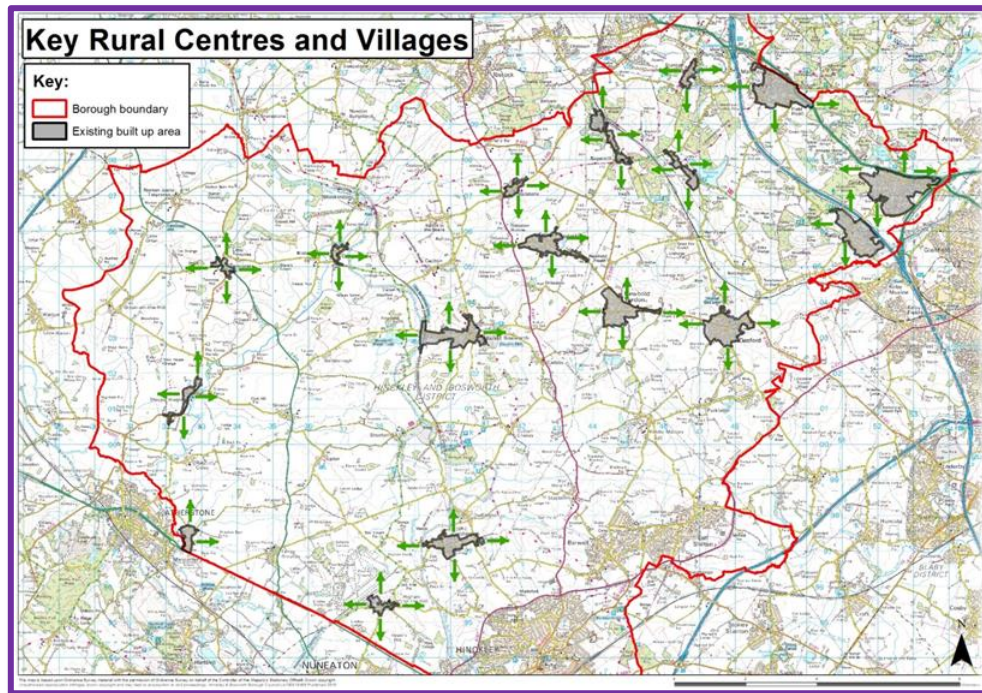
- Recognised that this is the approach in the current local plan
- Continued growth in the urban area is required
- Potential for a framework with local builders linked to small infill sites or schemes that logically straighten off the settlement boundary
- Potential to deliver new residential communities in edge of town centre regeneration areas

Attendee Questionnaire Feedback

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

- Brownfield site utilisation
- Urban requirement for good existing infrastructure (with capacity for enhancement)
- Needs careful thought
- Need to resolve problems of slow delivery
- Extensions to the Hinckley urban area need careful consideration, the A5 and M69 are currently busy, and therefore adds to the constraints existing to the south of Hinckley

3.3 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

Viability

- Neighbourhood Plans need to be practically and effectively incorporated
- Allocate in rural hamlets to provide building opportunities for smaller builders

Speed of delivery

- Need to retain delivery across the rural villages and not overcrowd one village at a time

Key infrastructure requirements

- It is important to allow housing growth to sustain local services and facilities within the rural villages. In particular, demand is needed to prevent school closures
- This delivery option could gather money to support and/or improve local services

Transport considerations

- Transport linkages are an significant consideration when considering housing distribution

Social considerations

- Any development of villages should incorporate local employment opportunities
- Affordability is an important element of residential development within the rural areas
- Future housing growth is required to meet the population need
- In determining housing distribution profiling of settlements is required to meet the needs of the local community

Overall sustainability

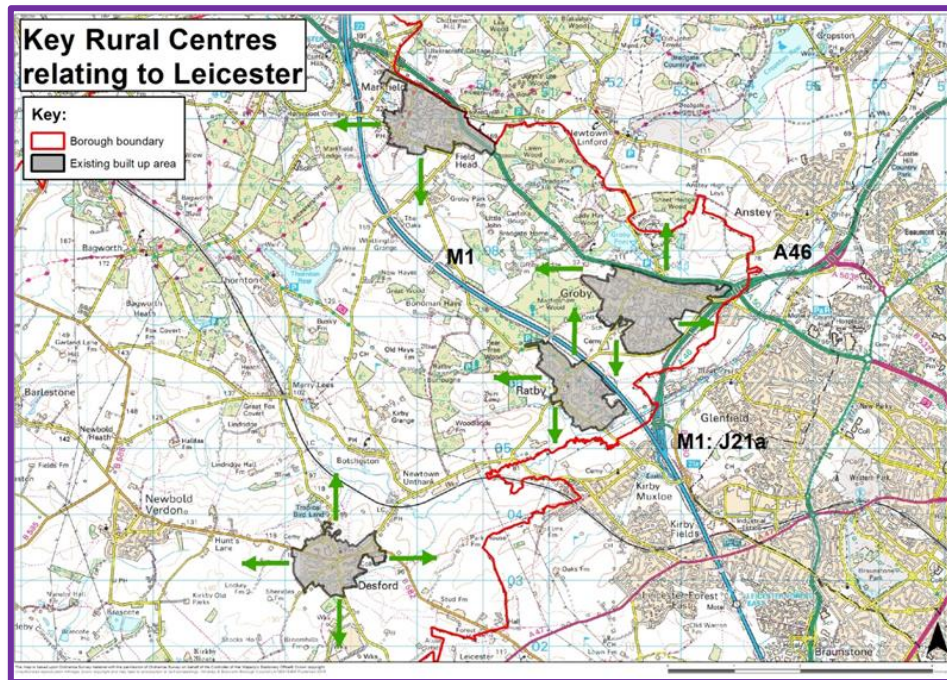
- The housing distribution across the rural areas needs to be spread wider so that rural hamlets see growth too
- All of the rural areas need to have development, and organic growth should be encouraged
- However, this option tends to be small scale

Attendee Questionnaire Feedback

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

- All need to grow to accommodate needs of existing communities
- Medium to high priority but some options supported more
- Few rural centres and villages have infrastructure to support major development. If rail links reopened, some scope for new sites along rail corridors

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

Viability

- Commercially difficult to develop on outskirts of settlements
- Scale of growth is constrained
- Financially this option may be easier to deliver, but depends on land value
- Could be viable if the scaling is right
- Links well to further transport links i.e. airport and train stations

Speed of delivery

- Potentially faster than delivering a new settlement
- Development could be spread across different options to increase delivery speed

Key infrastructure requirements

- Existing good links to M1 and good facilities in Key Rural Centres
- Links to transport network may need to be enhanced

- Infrastructure more generally would need to be developed, some concerns about current provision

Transport considerations

- Excellent transport links to Leicester, including buses
- Transport easier to upgrade than other options
- There will be transport issues anywhere so this is not necessarily a constraint
- Park and rides in the area have additional capacity
- To deliver a passenger railway line in Desford, significant development would be needed to fund this

Social considerations

- Noise/pollution from the M1 could be an issue at certain locations
- Development should be targeted towards areas where there is capacity in schools – schools in Ratby and Groby area under pressure
- Groby is highly sustainable
- Growth in the area would enable families to grow

Overall sustainability

- Concerns over the potential merging of settlements and further challenges such as the Green Wedge
- This growth option would be no more sensitive politically than any other
- Development of the KRCs relating to Leicester would take some pressure off commuting from Hinckley

Attendee Questionnaire Feedback

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

- Mixed views
- Some believed this option had poor viability, but good transport links. Developers would require encouragement in this growth option
- Medium priority
- Scope for better transport links into Leicester, especially buses. New routes would reduce reliability on cars and allow expansion of these settlements
- Concerns over the viability of Green Wedges in these areas

4.0 Suggestions for an Alternative Option and other comments

Part two of the questionnaire asked if there are any alternative sites which would be better suited for adopting growth. This was to allow stakeholders to make recommendations based on their knowledge and expertise.

The following comments were made in response to part two of the questionnaire;

- ❖ Combination of Urban Concentration, Key rural centres and villages, Key rural centres relating to Leicester. Ensure the benefits of development are realised across the settlement, hierarchy and importantly to improve potential for delivery. Must have regard for the strength of the local market
- ❖ All need to be assessed in relation to economic generators
- ❖ Must be accessible by public transport
- ❖ Delivery needs to be the primary focus; planning and allocating alone will not increase delivery. Collectively Leicester and Leicestershire authorities need to think about different relationships if delivery speeds are due to be increased
- ❖ Consider land ownership as one important aspect of site selection – assists land capture
- ❖ Use all options that are most deliverable in terms of time scale and finance potential
- ❖ Opportunities for small industrial/commercial developments throughout the borough
- ❖ Reduce the need to commute by car

5.0 Summary of Findings

In regards to a new Market Town or Garden Village, many attendees throughout the various methods suggested that this was a viable option, but there were some obstacles to overcome. This included issues identified across the borough, for example transport concerns, lack of employment, and a threat of losing valuable countryside. It was put forward that cost and timescales would be large (in turn reducing opportunities for smaller builders) but may be beneficial to the borough long-term. Discussions over the location of this settlement would be essential, as the associated infrastructure would need to be developed also. The main view would be that 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.

A favoured option with most attendees would be 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. The growth of urban areas also presented another concern; as the urban areas expand, areas will subsequently begin to merge, possibly losing their individual identity as stand alone settlements. However overall this option received positive feedback, with a significant option being a suburb south of the M69.

Similarly to urban concentration, key rural centres and villages were also put forward as areas that need future proofing if any extensive development was to occur. For instance, examples were given in that reaching all sections of community, and ensuring them a healthy happy life included future proofing:

- School places for children of all ages;
- Road stability;
- 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. Growth within the rural areas of the borough would need to be considered throughout the master planning process, along with encouraging the younger population to reside in rural locations through the supply of homes for first time buyers/affordable accommodation. The Local Planning Authority could also involve the use of smaller builders, in turn supporting local business. Public transport was also flagged up as a key concern in the rural villages; it may be expensive to open up the railways, therefore road improvements may be a more cost effective option. Mainly the key concerns with

expansion in rural areas are school capacities, road networks, and getting the support of locals; this may be a difficult task as development may affect a wider area than just the main rural centre/village.

Key concerns for rural centres and villages relating to Leicester included concerns surrounding the current infrastructure, which with increased 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 could accommodate piecemeal development over time, however it is vital that infrastructure needs to be in place to support any further growth. This growth option also raised challenges surrounding the importance of the Green Wedge, and whether development in these areas will mean the merging of settlements.

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. Please refer to the Executive Summary, available on our website, to read a concise review of the findings.

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

Phone

01455 238141

Or Post

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Thank you to all that attended the event



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