



Hinckley & Bosworth
Borough Council

LOCAL PLAN CONSULTATION REPORT - SUMMER 2021

STATEMENT OF CONSULTATION RESPONSE

INCLUDING:

SCOPE, ISSUES AND OPTIONS (2018),
NEW DIRECTIONS FOR GROWTH (2019),
REGULATION 18 (2021)

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1. Introduction

- 1.1. The Hinckley & Bosworth Local Plan sets out the vision and objectives for the future form, scale and quality of development in the Borough up to 2039. The plan:
- Identifies land and areas for development for a broad range of uses;
 - Identifies areas that should be conserved or enhanced and where future development should be carefully managed;
 - Sets clear policies that guide decisions on planning applications; and
 - Indicates how the Plan will be delivered, including infrastructure, and how progress will be monitored.
- 1.2. The development plan is at the heart of the planning system with a requirement established in law that planning decisions must be taken in line with the development plan unless material considerations indicate otherwise. The Plan sets out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. It is essential that plans are in place and kept up to date.
- 1.3. The Local Plan will replace the following Development Plan Documents:
- Hinckley & Bosworth Core Strategy (December 2009); and
 - Site Allocations and Development Management Policies (July 2016).
- 1.4. The following Area Action Plans (AAP) will be saved to support the applications for the Barwell and Earl Shilton Sustainable Urban Extensions (SUEs) and the preparation of a new Hinckley Town Centre Masterplan.
- Hinckley Town Centre Area Action Plan (March 2011); and
 - Earl Shilton and Barwell Area Action Plan (September 2014).
- 1.5. The Regulation 18 consultation represents a formal stage in the preparation of the Hinckley & Bosworth Borough Council Local Plan 2020–2039. The purpose of this consultation is to present the emerging position and seek comments and invite feedback on key aspects of the Local Plan, which will help us to refine and shape the strategy and policies of the Plan. The Plan contains draft policies on various planning matters; however there remains uncertainty over a number of issues and we seek the views of

residents, community groups, businesses and other interested parties on those issues and of potential alternative approaches to those set out in the draft Plan.

- 1.6. The consultation is being undertaken in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This stage enables the local planning authority to engage with stakeholders including residents, statutory bodies, and developers on the emerging content of the Local Plan. It provides an opportunity to shape the direction of the Plan by inviting views on proposed policies, strategic site allocations, and the supporting evidence base. Feedback received will help ensure the Plan is positively prepared, justified, effective, and consistent with national planning policy, ahead of its formal publication under Regulation 19.
- 1.7. Prior to the Regulation 18 consultation, Hinckley & Bosworth Borough Council undertook several earlier engagement stages, including:
- **Scope, Issues and Options consultation (January to February 2018)**, which explored key themes and challenges facing the Borough.
 - **New Directions for Growth consultation (January 2019)**, which examined strategic growth options.

Scope, Issues, and Options Paper (2018)

- 1.8. The Scope, Issues and Options Consultation covered the period up to 2036. The review aimed to align with national planning policy, meet housing and employment needs, and support infrastructure delivery while protecting the Borough's character and environment.
- 1.9. The consultation sought views on a revised vision for the Borough as a “place of opportunity,” supported by strategic objectives for housing, economic development, transport, health, and environmental protection. Key issues included planning for a minimum of 454 new homes per year, addressing affordable housing and an ageing population, and leveraging economic assets such as MIRA Technology Park.
- 1.10. Six spatial strategy options were presented:
- Neighbourhood Plan-led distribution
 - Core Strategy approach
 - Growth along key transport corridors
 - A new Garden Village
 - Proportionate growth of rural centres

- A combination of the above

1.11. Further details of the consultation undertaken can be found in Chapter 2 and details of the consultation responses can be found in Chapter 3 and Appendix B.

New Directions for Growth Paper (2019)

1.12. The consultation on the Local Plan Review New Directions for Growth represented a key stage in shaping the future development strategy for the area. The document was consulted upon between Monday, 7 January and Sunday, 3 March 2019. The purpose of this consultation was to gather feedback from stakeholders, residents, and statutory bodies on proposed growth options, housing and employment allocations, and supporting infrastructure requirements.

1.13. The NDFG document sets out potential directions for accommodating future growth, including spatial strategies, site options, and policy considerations. This consultation aimed to ensure transparency, encourage community engagement, and inform decision-making by incorporating a wide range of views.

Regulation 18 Consultation (2021)

1.14. The Draft Hinckley & Bosworth Local Plan 2020–2039 was consulted upon between Wednesday 30 June and Friday 27 August 2021. It sets out the Borough's vision, objectives, and spatial strategy for sustainable growth, guiding housing, employment, infrastructure, and environmental protection. The plan was prepared in line with national requirements and shaped through earlier consultations, including the 2018 "Scope, Issues & Options" stage and the 2019 "New Directions for Growth" stage, supported by extensive evidence gathering and stakeholder engagement. Key policy areas include housing provision, climate change mitigation, high-quality design, and infrastructure delivery, ensuring a balanced and sustainable approach to development across the Borough.

2. Consultation Undertaken

- 2.1 As highlighted above, the preparation of the Hinckley & Bosworth Borough Council Local Plan has involved extensive public engagement over several years which has led to the production of the Regulation 18 Consultation Draft.

Collaborative Approach and Duty to Cooperate

- 2.2 National planning policy requires local planning authorities and county councils to work together, and with prescribed bodies on strategic issues that extend beyond individual boundaries. These include matters such as housing delivery, transport networks, and environmental protection.
- 2.3 Hinckley and Bosworth Borough Council has taken an active role in this process, maintaining regular dialogue with neighbouring authorities in Leicestershire and Warwickshire, alongside statutory agencies. This partnership approach has ensured that cross-boundary challenges are addressed and that decisions are supported by a shared evidence base.
- 2.4 Examples of this joint working include:
- Contributing to the Leicester & Leicestershire Strategic Growth Plan, which sets out a long-term vision for the sub-region;
 - Producing shared technical evidence, including housing need assessments, infrastructure capacity studies, and flood risk appraisals;
 - Agreeing Memorandums of Understanding to confirm collective commitments and principles;
 - Preparing Statements of Common Ground to record strategic matters and progress in resolving them;
 - Participating in collaborative forums such as CSWAPO and the Leicestershire Task and Finish Group.
- 2.5 This informal cooperation has shaped the Regulation 18 draft and will continue through Regulation 19. A formal Duty to Cooperate Statement will accompany the Regulation 19 submission, providing transparency on how these relationships have supported plan-making.
- 2.6 Alongside external collaboration, the Planning Policy Team worked closely with internal service areas, including green spaces, housing, climate change, economic

development, environmental health, and infrastructure to ensure the Local Plan is comprehensive and deliverable.

- 2.7 Close liaison with Development Management officers helped align policies and site allocations with practical experience from planning applications and appeals. This input refined policy wording, tested deliverability, and ensured consistency between the Local Plan and day-to-day decision-making.
- 2.8 The Local Plan Member Working Group has also played a key role. This cross-party forum, while non-decision-making, provides elected members with early opportunities to review evidence, draft policies, and Neighbourhood Plans. Informal feedback from the group has guided officers in shaping proposals before formal consultation.

Scope, Issues and Options (2018)

- 2.9 The Scope, Issues and Options consultation was conducted from Monday, 8 January to Sunday, 4 March 2018. The Council undertook the consultation in compliance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This process was also guided by the Council's adopted Statement of Community Involvement, which outlines the approach for engaging residents, businesses, and other stakeholders throughout the preparation of the Local Plan.
- 2.10 To maximise awareness and ensure the consultation was accessible, the Council used a wide range of communication channels throughout the consultation period. These methods aimed to engage as many individuals and organisations across the Borough as possible. The following sections describe the different activities undertaken to publicise the consultation and encourage participation.

Direct Notification

- 2.11 The Council maintains a comprehensive database of individuals and organisations who have expressed an interest in being kept informed about Local Plan consultations. During this consultation, notifications (see Figures 1 and 2 in Appendix A) were issued directly to those on the list, providing details of the consultation period, guidance on submitting representations, and the relevant deadlines. Where email addresses were available, notifications were sent electronically unless otherwise specified.
- 2.12 Those contacted included statutory bodies, neighbouring authorities, parish and town councils, local councillors, landowners, developers, agents, infrastructure providers, community groups, and other stakeholders. In addition to direct notifications, further outreach was achieved through a range of wider engagement methods outlined in the following sections. A copy of the notification letter is provided in Appendix A.

Hinckley & Bosworth Borough Council Website

- 2.13 A dedicated page on the Borough Council's website served as the central point for all Regulation 18 consultation information. It provided access to the full set of documents along with clear guidance on how to submit comments, including helpful notes to support users through the process. A screenshot is available in Appendix A.

Publicity

- 2.14 To ensure the consultation was widely publicised and accessible, the Council adopted a comprehensive communication strategy. A press release was issued at the start of the consultation to raise awareness and encourage participation. An article was featured in the Autumn 2017 and Spring 2018 Borough Bulletin (see copy of Autumn 2017 in Appendix A), which is delivered to every household in the Borough, providing key details about the consultation and how to get involved. The Council also promoted the consultation through its Planning Newsletter, reaching subscribers with targeted information and guidance.
- 2.15 In addition to traditional channels, the Council made extensive use of digital platforms. Regular posts were published on social media, including Facebook and X (formerly Twitter), to share updates, reminders, and links to consultation materials. This multi-channel approach helped ensure that residents, businesses, and stakeholders were informed and had clear opportunities to participate.

Consultation Events

- 2.16 To provide opportunities for face-to-face engagement, the Council organised a series of drop-in sessions and themed presentations at accessible venues across the Borough. These events were designed to allow residents and stakeholders to learn more about the Local Plan Scope, Issues and Options, ask questions, and share their views. Sessions were held in a variety of locations to ensure broad coverage, including community centres, village halls, markets, and other public spaces. Venues included Sainsbury's in Hinckley, Markfield Community Centre, Bagworth Community Centre, Burbage Millennium Hall, Earl Shilton Age UK, Barwell George Ward Centre, Market Bosworth St Peter's Parish Hall, Sheepy Magna Memorial Hall, Newbold Verdon Sports Pavilion, Witherley Village Hall, Hinckley Market, Groby Village Hall, Desford Library, the Atkins Building in Hinckley, and Burbage Farmers Market. This approach helped reach a wide audience and encouraged participation from different communities across the Borough.

2.17 In addition to these sessions, the Council attended the Parish Forum, Older Voices group, and a number of parish council meetings to provide tailored presentations and discussions with local representatives and community members. This approach ensured that a wide range of audiences were reached and had the opportunity to contribute to the consultation process.

Table 1: Scope, Issues and Options Schedule of Events

Date	Day	Time	Location	Venue
09/01/2018	Tue	10.00-14.00	Sainsbury's	The Crescent, Hinckley
09/01/2018	Tue	14.00-18.00	Sainsbury's	The Crescent, Hinckley
17/01/2018	Wed	9.30-12.30	Markfield	Markfield Community Centre
17/01/2018	Wed	13.00-16.30	Bagworth	Bagworth Community Centre
18/01/2018	Thurs	13.30-17.00	Burbage	Burbage Millennium Hall
24/01/2018	Wed	9.30-12.30	Earl Shilton	Earl Shilton Age UK
24/01/2018	Wed	13.30-16.30	Barwell	George Ward Centre, Barwell
30/01/2018	Tue	16.45-19.30	Market Bosworth	St Peter's Parish Hall, Market Bosworth
02/02/2018	Fri	15.00-18.00	Sheepy	Memorial Hall, Sheepy Magna
06/02/2018	Tues	19:30	Sheepy	Sheepy Parish Council Meeting, Sibson Village Hall
07/02/2018	Wed	19:00	Stoke Golding	Stoke Golding Parish Council meeting, Methodist Hall
08/02/2018	Thurs	19:30	Witherley	Witherley Parish Council meeting, Parish Room
12/02/2018	Mon	14.00-19.30	Newbold Verdon	Sports Pavilion

Date	Day	Time	Location	Venue
15/02/2018	Thurs	16.30-19.30	Witherley	Witherley Village Hall
16/02/2018	Fri	10.00-14.00	Hinckley	Market Stall, Hinckley Market
19/02/2018	Mon	14.00-16.00	Hinckley	Older Voices Forum
21/02/2018	Wed	16.30-19.30	Groby	Groby Village Hall
22/02/2018	Thurs	10.00 - 12.00	Desford	Desford Library
26/02/2018	Mon	16.30-19.30	Hinckley	Atkins Building, Hinckley
01/03/2018	Thurs	19.15	Twycross	Twycross Parish Council Meeting
03/03/2018	Sat	10.00 - 12.00	Burbage Farmers Market	Windsor Street LE10 2EF
29/03/2018	Thurs	10.00		Parish Forum

Document Availability

- 2.18 To ensure that everyone had the opportunity to review the consultation documents, hard copies were made available at a range of local libraries and community centres across the Borough. These included facilities in Barwell, Groby, Newbold Verdon, Burbage, Hinckley, Ratby, Desford, Market Bosworth, Earl Shilton, and Markfield. This wide distribution was intended to make the documents as accessible as possible for residents in different parts of the area.
- 2.19 In addition to these locations, hard copies could also be viewed at The Hinckley Hub, providing a central point for those who prefer to access the documents in person.
- 2.20 Electronic copies of all consultation documents were also available to view and download from the Borough Council's website. This option allowed residents to access the information at any time and from any location. The documents could be found at: www.hinckley-bosworth.gov.uk/localplanreview.

New Directions For Growth Paper (2019)

- 2.21 The *New Direction for Growth* consultation was carried out between **Monday 7 January and Sunday 3 March 2019**. This process was undertaken in accordance with the Council's adopted **Statement of Community Involvement (SCI)**, which sets out the principles and methods for engaging residents, businesses, and other stakeholders during the preparation of the Local Plan. The SCI ensures that consultation activities are inclusive, transparent, and provide meaningful opportunities for participation.

Direct Notification

- 2.22 In line with the approach taken for the *Scope, Issues and Options* consultation, the Borough Council contacted all individuals and organisations listed on the Local Plan Review consultation database. Email was used as the primary method of communication; however, where an email address was not available, a physical letter was sent instead.
- 2.23 A copy of the letter can be found in Appendix A

Hinckley & Bosworth Borough Council Website

- 2.24 A dedicated page on the Borough Council's website acted as the central hub for all information relating to the Regulation 18 consultation. This page provided easy access to the complete set of consultation documents and included clear, step-by-step guidance on how to submit comments. To support users through the process, helpful notes and instructions were also made available, ensuring that participation was straightforward and accessible for all.

Publicity

- 2.25 To ensure widespread awareness of the *New Directions for Growth* consultation, the Borough Council implemented a comprehensive publicity strategy using a mix of traditional and digital channels.
- 2.26 Posters were displayed in key community locations across the Borough to inform residents about the consultation and encourage participation. These posters provided essential details, including the consultation period, how to access the documents, and ways to submit comments. A copy of the poster is included in Appendix A for reference.
- 2.27 A formal press release was issued at the start of the consultation period to announce the publication of the *New Directions for Growth* paper. This press release outlined the purpose of the consultation, highlighted the importance of community involvement, and provided clear instructions on how stakeholders could engage. The full text of the press release can be found in Appendix A.

- 2.28 The Council actively used its social media platforms Facebook, Twitter, and Instagram to promote the consultation and share key messages throughout the consultation period. Posts included reminders of deadlines, links to the consultation documents, and information about how to submit feedback. This approach helped reach a wider audience and encouraged engagement from residents who prefer digital communication channels.

Consultation Events

- 2.29 As part of the New Directions for Growth consultation, the Borough Council organised a series of public events to provide residents and stakeholders with the opportunity to learn more about the proposals and ask questions directly to planning officers. These events were held at accessible venues across the Borough during January 2019. The programme included sessions at Burbage Millennium Hall on Wednesday 9 January, Witherley Parish Room on Thursday 10 January, and Markfield Community Sports Centre on Wednesday 16 January. Further events took place later in the month at Market Bosworth Village Hall on Tuesday 29 January and in the foyer of Sainsbury's Hinckley on Thursday 31 January. These events were designed to encourage engagement by offering convenient locations and times for residents to attend and discuss the consultation in person.
- 2.30 As part of the New Directions for Growth consultation, the Borough Council held an interactive workshop with students at Hinckley Academy on 13 February 2019. The session aimed to engage young people in the planning process and gather their perspectives on the future development of the Borough. Activities included a "Diamond of Planning" exercise, where students ranked planning priorities, and mapping tasks that involved placing sticky dots on maps of Hinckley and the wider Borough to indicate preferred locations for housing and employment growth. Students also shared ideas on what they would like to see in Hinckley over the next 20 years, encouraging creative thinking about community needs and aspirations.
- 2.31 Engaging with young people provided several benefits. It helped raise awareness of planning as a career and its role in shaping sustainable communities, while ensuring that the views of future generations were considered in the Local Plan Review. The workshop fostered critical thinking, promoted civic responsibility, and highlighted priorities that matter to younger residents, such as access to green spaces, leisure facilities, and employment opportunities.

Regulation 18 Consultation

2.32 The Local Plan Regulation 18 consultation was conducted from Wednesday 30 June to Friday 27 August 2021. The Council carried out the consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and in line with its adopted Statement of Community Involvement, which sets out how the Council will engage with residents, businesses, and other stakeholders during the plan-making process.

2.33 To ensure widespread awareness and accessibility, the Council employed a broad range of communication methods throughout the consultation period. These were designed to reach as many individuals and organisations as possible across the Borough. The paragraphs below outline the various engagement activities undertaken to promote the consultation and encourage participation.

Direct Notification

2.34 The Council has an established consultation database of individuals, landowners, developers, agents, stakeholders, and others who have indicated that they wish to be notified of updates and consultations in respect of the Local Plan.

2.35 Consultation letters and emails were issued to stakeholders, setting out the scope and dates of the consultation, how to make a representation, and the submission deadline were directly sent to those stakeholders and members of the public registered on the Local Plan Consultation database including those previously consulted on previous versions of the Local Plan.

2.36 Where a record of an email address exists on the database the consultation notification letter has been sent via that median unless otherwise stated.

2.37 Direct notification was sent to those on the database which included:

- | | |
|--|--------------------------------|
| • Statutory consultees | • Agents |
| • Neighbouring Local Authorities | • Infrastructure providers |
| • Local Authorities in the Housing Market Area | • Community Groups |
| • Residents | • Organisations |
| • Landowners | • Parish and Town Councils and |
| • Developers | • Borough Councillors |

- 2.38 In addition to this wide range of individuals and organisations, those not directly consulted would have also been reached through other methods of engagement highlighted below.
- 2.39 A copy of the consultation notification letter can be viewed in Appendix A.

Borough Council's Website

- 2.40 The Borough Council's website had a dedicated page which acted as the online central hub for all consultation materials and guidance during the Regulation 18 consultation. It hosted the full suite of documents and gave clear instructions on how to submit representations, including guidance notes to assist users in navigating the process.

Social media platforms

- 2.41 To broaden the reach of the Regulation 18 consultation and engage a wider audience, Hinckley & Bosworth Borough Council actively used its social media platforms including; X, (formerly known as Twitter), Instagram, LinkedIn and Facebook to share updates, reminders, and key information throughout the consultation period. Posts included links to the consultation documents, event invitations, and infographics summarising the Local Plan's objectives. These platforms enabled the Council to connect with residents in real time, respond to queries, and encourage participation from groups who may not engage through traditional channels. The use of visual content and targeted messaging helped increase visibility and accessibility, particularly among younger demographics and digitally active communities.
- 2.42 Appendix A includes examples of social media posts which were used during the consultation.

Press Release

- 2.43 A press release was issued to formally announce the launch of the Regulation 18 consultation for the Hinckley & Bosworth Borough Council Local Plan 2020–2039. The release outlined the purpose of the consultation, emphasising the importance of public input on the soundness and legal compliance of the draft plan. It provided clear instructions on how residents, stakeholders, and organisations could access the consultation documents, submit representations, and attend scheduled events. The press release was distributed to local media outlets and published on the Council's website, helping to raise awareness and encourage broad participation across the Borough.

Posters

2.44 Posters were distributed to parish councils across the Borough to encourage local participation. A poster was also displayed in reception of the Council Office at the Hinckley Hub, Rugby Road during the consultation period. A copy of the poster can be viewed in Appendix A.

Events

2.45 As part of the Regulation 18 consultation, a series of public engagement events were held across the Borough to provide residents, businesses, and stakeholders with opportunities to speak directly with planning officers. These events were designed to support understanding of the draft Local Plan, answer questions, and offer guidance on how to submit formal representations.

2.46 No booking was required for the in-person sessions, which were hosted at accessible community venues across a range of locations. Planning officers were available throughout each event to discuss the proposals and gather informal feedback.

2.47 The following in-person events took place:

Date	Time	Location
Wednesday, 28 July 2021	2.00 p.m. – 7.00 p.m.	Burbage Millennium Hall, Burbage
Monday, 2 August 2021	2.00 p.m. to 7.00 p.m.	Sheepy Memorial Hall, Sheepy Magna
Thursday, 5 August 2021	11.00 a.m. to 3.00 p.m.	Snapdragon Festival, Hinckley
Monday, 9 August 2021	2.00 p.m. to 7.00 p.m.	Markfield Community and Sports Centre, Markfield
Wednesday, 11 August 2021	2.00 p.m. to 7.00 p.m.	Newbold Verdon Sports Pavilion, Newbold Verdon

2.48 These events formed a key part of the Council's commitment to inclusive and accessible engagement, ensuring that a wide range of voices could contribute to the development of the Local Plan.

Document Availability

3. Overview of the Consultation Responses

Scope, Issues and Options Consultation (2018) Main Issues Raised

3.1. The Scope Issues and Options Consultation received 71 responses during the consultation period.

3.2. The table below sets out the main issues raised by question.

Question	Main Issues Raised
Question 1: Do you have any comments on the proposed vision? Would you suggest any changes to it?	There was broad support amongst the respondents for the revised vision, however, respondents suggested minor changes be made to the vision to make it more 'Borough specific'. Several respondents put forward text for what should be included in the revised vision, these included: • Consider that the vision is too narrow and needs to be reviewed to be broader and more spatial. • Amend the vision to include reference to mixed use development in line with garden village principles. • Suggest changes to the vision to remove 'high-quality'. • Suggest minor changes to remove inference for development to be shaped solely by NDPs, rather than the spatial strategy.
Question 2: Do you agree with these objectives? If not, what changes would you suggest?	Most respondents agreed with the objectives as they are drafted, with additions. Respondents, mainly from the development, sector suggested the 'development/land...' objective was not fit for purpose and needs to be amended to bring it into line with NPPF. On the transport objective, some respondents suggested that it is amended to improve current issues with transport and not only for new development. A few respondents expressed scepticism of the council's ability to deliver on these objectives. Individual representations included:

Question	Main Issues Raised
	• Do not agree with the Development/Land supply objective - need to allocate suitable, sustainable, available and well located sites. • Suggest commitment to ambitious growth as referenced in the Executive Summary. • Make clear the Borough's role in meeting the HMA need - build in flexibility to respond to future changes. • Agree with objectives but suggest that housing related objectives are expanded to cover all segments of the population/affordability. • Review Green Wedges to ensure it is not a constraint to sustainable development. • No definition of 'high-quality design' is given, particularly with regard to energy efficiency of housing. • To recognise our role in accommodating our proportion of unmet needs from elsewhere in the HMA and in the Midlands Growth Engine. • Re-assess protected employment sites (mention to Class B specifically) and consider the re-development of this brownfield land for residential purposes. • I agree with the focus on the character and identity of communities but am concerned that the focus on Hinckley might continue to detract from the surrounding villages. • Transport and infrastructure objectives to aim to improve current deficits in provision rather than maintain current levels. Suggest minor change to objective 1 to change from 'well located' to 'achievable'.

- 2.49 To ensure accessibility, consultation documents were made available through multiple formats. Copies of Local Plan Regulation 18 Consultation Document were made available on the Councils website www.hinckley-bosworth.gov.uk and hard copies were deposited at Hinckley Hub, Barwell Library, Burbage Library, Desford Library, Earl Shilton Library, Groby Library, Hinckley Library, Newbold Verdon Library, Market Bosworth Library, Markfield Library, and Ratby Library.
- 2.50 Printed copies were also sent directly to individuals upon request, ensuring that those without internet access could still participate.

Question	Main Issues Raised
Question 3: What additional objectives do you consider will be needed to deliver the vision?	Some respondents suggested an additional objectives for supporting health, wellbeing and communities. Individual representations included: • Separate objective for providing different housing types. • Climate change and/or natural environment (Blue and Green Infrastructure). • Growing need for health, welfare, and public transport requirements required by aging populations of many rural settlements. • Positive action to attract young families to stimulate diversity in small settlements. • NDPs. • Encourage high speed internet connectivity. • Encourage hybrid/electric vehicles.
Question 4: Do you have alternative options to those identified above that you think we should consider?	The Council invited consultees to rank the spatial strategy options in order of the preference they would like us to adopt and develop further as part of the Local Plan Review. Most respondents suggested a mix of the options rather than a single discreet option. The table below provides a weighted score¹ result for their preferred option for the spatial strategy: • Proportionate growth of key rural areas: 169 • Key transport and accessibility: 162 • A combination of the above options: 159 • Core strategy approach: 147 • Garden village/new settlement: 116 • Neighbourhood development plan led spatial distribution: 115 Individual representations included:

Question	Main Issues Raised
	• A spatial distribution strategy should only be decided upon once all the sites have been assessed - this will allow for consideration of where and how much new development will take place. • Propose a mix of options 3 and 5 for the spatial distribution strategy and propose Stoke Golding as a suitable location for development. • Consider that explanation for how areas for development were selected is lacking and the maps are misleading. • Do not agree that the spatial options are credible or that a choice between them is appropriate at this point in the plan making process. • Suggest smaller scale village between 450-600 dwellings. • Potential exists for overconcentration of growth in south of the Borough which would not be welcome. • Commitment to SUEs and Core Strategy approach to 2036 should be retained, otherwise 5 year land supply will be undermined. • Options should not be an 'either/or' choice and a mix might be the preferred option.
Question 5: Do you think we have identified all the challenges and opportunities presented by each of the spatial distribution options? Please reference the option(s) number in your answer.	While consultation question 5 for each option asked “Do you think we have identified all the challenges and opportunities presented by option [x]” comments received to these questions did not always address solely the challenges and opportunities. The majority of the commentary expressed support or disagreement with the option citing multiple reasons.

Question	Main Issues Raised
	The comments below with regards the options should be read with the above in mind. Individual representations included: Option 1: Neighbourhood Development Plan led spatial distribution Supportive comments to this option were received from Neighbourhood Development groups and Parishes, whilst those from the development sector did not see this as an appropriate approach to spatial distribution. Concerns were also raised about this approach leading the plan to fail 'soundness', duty to cooperate and legal tests. Individual responses include: • Option 1 will fail positive planning objective. • Option 1 abdicates Borough Council responsibility to Parishes. • Will lead to a delay in establishing a spatial strategy and will not deliver the housing, strategic infrastructure required. • May lead to development in inappropriate areas. • NDP approach is contrary to NPPF 184 and would be problematic in administering. • This approach is diametrically opposite that suggested in the Housing White Paper. • NDPs should have a say on the Borough Council plan by identifying opportunities/constraints in its areas rather than setting the level of development, which will in most cases be lower than required. Option 2: Core Strategy Approach While some respondents viewed continuation of this approach into the new local plan, others expressed concern about it, especially in relation to the non-delivery of strategic sites (SUEs). Some were concerned about the

Question	Main Issues Raised
	impact on smaller villages/settlements of continued growth, without supporting infrastructure. Individual representations included: • Identify economic benefits of development in urban areas as an opportunity. • Support but consider distribution of development on a proportionate/sustainable basis, as under core strategy some settlements have experienced disproportionate growth. • Support continued use of this approach as long as it delivers sustainable levels of development. • Core strategy approach has been successful except for the delivery of the SUEs, which if taken forward require the spatial strategy to plan for shorter term sites. • If retained, it should be as part of a mix with other options. • The core strategy has failed, due to delivery problems in urban areas. Option 3: Key Transport and Accessibility Corridors There was broad support for this option, although some did consider that it needed to be part of a mix for the adopted spatial strategy. Concerns were raised about not identifying the 'northern A50 corridor'. Individual representations included: • Fail to recognise the north-eastern transport corridors means spatial strategy is at odds with strategic plan produced by the LLEP. • Against development along the A5 corridor without it having first been upgraded. • Option 3 ignores the needs of residents within existing communities.

Question	Main Issues Raised
	• Support the option as part of a mix with option 4 with proposed upgrading of the A5. • More certain to secure infrastructure from development to the west of the Hinckley. • Welcome the increased public transport opportunities if plans are robust and co-ordinated. • Major road locations are best suited for development. Option 4: Garden Village / New Town Respondents considered this as the best option for delivering the required housing, infrastructure and services needed for the Borough. Some questioned the Borough's ability to deliver large scale development given the non-delivery of the SUEs. Individual representations included: • Experience in the Borough do not suggest large scale development is deliverable or viable. • Support a new garden village at the southern gateway. • This option should be as part of a mix and part of a wider distribution strategy. • Require proper provision for growth in the sustainable rural settlements both to support their sustainability and to ensure the early delivery of housing. • Option provides the best opportunity for infrastructure led development - suggest location on Burton-Leicester railway line. • Phasing will be a challenge to ensure that infrastructure and services are delivered in a timely manner so as to not leave the community isolated.

Question	Main Issues Raised
	Option 5: Proportionate Growth of Key Rural Centres Comments received supported this option as being the most sustainable, but said this should be as part of a mix as it was not clear how it would deliver the required level of development as a standalone approach. Individual representations included: • Needs to be alongside other options in order to meet housing needs of the Borough. • Option represents equitable distribution of growth, yet scale of development should not be linked to settlement size only and will need to take into account other factors. • Loss of Greenfield sites will be greater under this option than any of the other options. • Support this option as it ensures key services and facilities are maintained. • Will maintain the current status quo in terms of settlement structure and will not address a range of perceived issues with current structure of the Borough. • Need to safeguard minerals and aggregate sites from development. • Suggest the need for some settlements to have higher than proportionate growth. Option 6: A mix of the Above Options Most comments said this was their preferred option. Option 3 and 5 were put forward to be included as part of any mix. Individual representations included: • Option 3 should be the main option in any mix. • Must balance the scale of growth with the capacity of each settlement to deliver housing over the plan period.

Question	Main Issues Raised
	• Support the delivery of Option 6 as the most sustainable means of meeting the challenges and maximising the opportunities for meeting future growth. • Suggest that employment (strategic) should be located along main transport networks. • Suggest future sites should be a mix of sizes to provide for needs of different communities. • Options 2, 3 and 4 should be pursued as part of this mix. • Allows for flexibility in housing and employment delivery, optimising delivery.
Question 6: Do you agree with our assessments for each of the policies? If not, which assessment do you disagree with and why?	Comments support the review of the Local Plan; including employment, green wedges, affordable housing and transport. Comments were also made on the need to take account of the emerging NPPF. Comments, alongside suggestions, were also made on the assessments for density, transport and key rural centres relating to Leicester. Individual representations included: • Support the review of the Local Plan; including employment, green wedges, affordable housing, and transport. • Density should be based on the character of the area. • To revise the Core Strategy approach particularly in relation to Key Rural Centres Relating to Leicester. • Take account of the emerging NPPF. • Support the Core Strategy Approach. • Transport improvements between Hinckley and Burbage.

Question	Main Issues Raised
Question 7: How should we ensure that communities and places gain maximum benefit from development while respecting the heritage and distinctiveness of the places?	Comments put forward the need to identify the needs of the local community, as well as for communities to understand the benefits from development, especially as rural hamlets fail to gain development benefits given their size. Comments were also made on the need to reflect heritage (through a strategic heritage policy), landscape and to have high-quality design included in the local plan. Individual representations included: • Need to reflect heritage, landscape and have high-quality design. • New village close to transport links. • Identify the needs of the local community. • Communities need to understand the benefits that development can bring. • Include a strategic heritage policy. • Rural hamlets fail to gain benefits from development due to their small size. Need to consider the role of Ashby Canal.
Question 8: Do you believe that it is appropriate to plan for the minimum number of homes identified above? If not, why not and what do you consider should be the figure we plan to meet?	Most respondents recognised the need for the planned housing, but comments from the development/housing building sector suggest the identified number should be regarded as the minimum, and that once agreement had been made within the HMA, this was likely to be higher for the Borough. Individual representations included: • Need to consider the unmet need from Leicester City Council. • Plan should seek to boost housing supply. • 454 is the minimum and a 10-15% contingency should be applied to the total. • Planning for a minimum number does not provide flexibility in case sites identified are not delivered on.

Question	Main Issues Raised
	- Do not agree with the minimum number and state it should be higher at 471. - Changes to NPPF, standard methodology, HMA unmet need all mean that this figure will need to be reviewed. - Local Plan should be setting a figure 1-2% higher than the minimum to plan in for uncertainties.
Question 9: Do you agree with the suggested approach to other strategic housing matters above? If not, what alternative would you suggest?	Comments supported our approach to affordable housing and other strategic housing matters. Comments also supported the need to deliver a mix of different types of housing to meet needs. Individual representations included: - All types of housing should be delivered as part of a new housing. - Small sites should be allocated for self-build rather than form part of a larger development. - Need to balance the delivery of specialist accommodation against the wider needs and the viability of any specific site. - Target specialist accommodation towards larger sites which can provide a range of housing. - Support setting a target for affordable housing on sites rather than allocating sites specifically for affordable housing. - Consider compatibility with Neighbourhood Plans. - Development should be informed by the latest housing need evidence.
Question 10: Do you agree with our position on gypsies and traveller needs? If not why?	- Agreed with position set out in consultation document. - Do not believe the assessment of need is robust.

Question	Main Issues Raised
	It underestimates those Gypsies who meet the new definition.
Questions 11-14: Economic Development	Comments were made on the social and economic importance of agriculture and rural businesses, whilst also ensuring that a mixed local economy on flexible sites that re-fit for modern business practices. There is support for relating employment to key transport routes and strategic locations (for example A5, A50, A511, M1 Junctions), especially strategic distribution. Comments support our aim for attracting maximum investment into the Borough in a variety of employment sectors - especially aim for high technology jobs like the well-established sites like MIRA and Triumph. Support was also given for employment, training skills and apprenticeships from new development. Many comments do not support a blanket policy for affordable workspaces in new developments, due to implications on viability, and varying market interest in areas across the Borough, however some do support affordable workspaces, in particular to encourage entrepreneurial enterprises and small/medium sized businesses. Individual representations included: - Recognition for the social and economic importance of agriculture and rural businesses, whilst ensuring a mixed local economy on flexible sites fit for modern businesses is provided. - Support for employment to be related to key transport routes and strategic locations (for example A5, A50, A511, M1 Junctions), especially strategic distribution. - Support for maximum investment in the Borough in a variety of employment sectors, especially aim for

Question	Main Issues Raised
	high-technology jobs like the well-established sites at MIRA and Triumph. - Local Plan should aim to align housing provision and economic growth to deliver the Council's growth aspirations. - Support for a higher percentage of the housing distribution to go to areas relating to Leicester, for sustainable commuting into Leicester city. - The Employment Land and Premises study will be necessary to re-evaluate sites that are no longer fit for employment uses. - High majority of representations stated support for employment, training skills, and apprenticeships from new development. - Many do not support a blanket policy for affordable workspaces in new developments, due to implications on viability, and varying market interest in areas across the Borough. - However some representations do support affordable workspaces, in particular to encourage entrepreneurial enterprises and small/medium sized businesses. - Settlements put forward as strong areas with sufficient facilities supporting local needs included: Desford, Market Bosworth, Barwell. Some representations suggested this means these areas are suitable locations for more growth. - Local Plan needs to highlight the importance of neighbourhood shopping parades/local centres.
Question 15: Should Policies seek to protect, support, and encourage tourism business,	Support for rural tourism and heritage based tourism, i.e. Twycross Zoo, Mallory Park, Bosworth Battlefield, Ashby Canal, National Forest. However, there should be a sensitive balance to preserve rural characteristics, avoid

Question	Main Issues Raised
visitor accommodation and attractions?	over-development and a need to overcome infrastructure needs such as parking and road/congestion issues. Individual representations included: • Tourism represents an important opportunity to conserve and enhance cultural heritage. • Suggests to create a higher footfall, thereby increasing viability, bringing success to the area. Local Hotels should be encouraged to support and promote attractions such as villages and sites like Mallory Park and Bosworth Battlefield. • Support the growth of a woodland economy within the Forest particularly developments such as timber mills, wood stacking yards etc. and support for farm diversification. • Tourism Policy should make reference to National Forests Tourism Growth Plan.
Question 16: Do you agree that we should continue to work with all partners to ensure the infrastructure implications of new development are adequately understood? What particular pressures on existing infrastructure to you consider that Borough is experiencing? What particular pressures on existing infrastructure to you consider that Borough is experiencing?	Comments received supported the council's need to work with relevant partners/stakeholders to deliver infrastructure, as well as keeping the Infrastructure Delivery Plan up to date. Both of these are seen as being important for the success of the community. The A5, as well as congestion on the local roads, is seen as major pressure on the transport infrastructure, and an impediment to development. There was also recognition in the comments that public transport, in particular rail provision in the Borough is weak. Individual representations included: • Agree/ strongly agree. Important for success of community. • Essential to work with relevant stakeholders. • Infrastructure Delivery Plans should be kept up to date.

Question	Main Issues Raised
	• Keen to work collaboratively with the Council. • A5 corridor does not function – demand exceeding capacity. • Congestion on local and strategic roads. • Healthcare facilities at capacity. • Rail provision weak within the Borough. • Potential other road alternatives to consider in ongoing work.
Question 17: Do you agree that we should seek to contribute towards national climate change aims? If not, why not and what are the risks involved?	Comments to Q17 were made both supporting national climate change aims through the local plan review and it being dealt with outside the local plan, for example through national policy or through building regulations. Individual representations included: • Yes, however must be evidence informed. • Should contribute to achieving national climate change aims but should not intervene in sustainable homes agenda. • No, should be dealt with nationally. • Should be dealt with through building regulations (not Local Plan).
Question 18: Should we seek to strengthen the role of Green Wedges? If not why not?	There is qualified support for strengthening the Green Wedges (Q18) policy with comments stating that they as blunt policy instruments to development to others viewing these as places for nature to flourish. Individual representations included: • A Green Wedge Review must be carried out. • They are blunt policy instruments. • Do not need strengthening. Need organic growth. Green Wedges force people to drive out long distances to employment. • Yes agree, should be strengthened.

Question	Main Issues Raised
	Should be places for wildlife and nature to flourish.
Question 19: Do you agree with the suggested approach to addressing environmental issues? If not, what alternatives would you suggest?	Comments supported our approach to addressing environmental issues (Q19), with air quality, action on flooding and a dedicated ecology and biodiversity policy being identified as areas to address in the next iteration of the local plan. Individual representations included: - Yes, generally supportive. - Should incorporate a dedicated ecology and biodiversity policy. - Improvement of air quality is key public health objective. - More action required re. Flooding.
Question 20: Do you agree that we should develop design policies for all new development proposals (including policies to enhance public realm and gateway improvements)? If not why not?	Comments received (Q20) were supportive of our proposal but stressed the need to ensure future policies were sufficiently flexible to respond to development need, add (value) to the national framework, and be realistic without imposing prescriptive design standards. Individual representations included: - Supportive, but care must be taken to ensure they are sufficiently flexible in order for development to respond to site context. - National policy proves the framework. - Danger in imposing prescriptive design standards. - Positive aspiration, but must be realistic.
Question 21: Should we seek to introduce a minimum dwelling size policy and why? If not, why not?	There is no broad support for introducing a minimum dwelling size, and comments expressed concern that this would be an unnecessary intervention in the housing market at the local level, particularly as guidance is already in place nationally. Individual representations included:

Question	Main Issues Raised
	• Must be evidence informed – clearly evidenced need. • Unnecessary interfering in the housing market. Counterproductive. • Council should not dictate minimum dwelling size. • Best dealt with through building regulations. • Government guidance provides standards. No need for locally derived. • Without such guidance there is potential for developers to build unusable/ inadequate properties.
Question 22: Do you agree that we should develop specific Health policies? If so, why? And if not, why not?	Comments to Q22 put forward the need to work with health partners to develop an overarching health and wellbeing policy to ensure there are sufficient health care resources to deliver the supporting health policies. Individual representations included: • Should be an overarching policy. • Be part of the design requirements. • Work with health partners. • Health and well-being policies need to be backed by appropriate resources. • Health policies should acknowledge the role of Ashby Canal. • Need to ensure there are sufficient health care resources.
Question 23: Should we develop a policy to require developers to deliver active design?	Comments on ‘active design’ stated no need for a separate policy as most developments promote walking, cycling and playing, however there is a need to consider Sport England’s Active Design Document, as well as locating development in sustainable locations. Individual representations included:

Question	Main Issues Raised
	• There is no need for a separate policy as most developments promote walking, cycling and playing. • Need to look at Sport England's Active Design Document • Locate development in sustainable locations • The Active Design document highlights it is guidance only and therefore should be treated as a voluntary supporting text to future policies within the Local Plan. • An overarching design policy which incorporated the advice in Section 26 of the Planning Practice Guidance should mean that a separate 'active design' policy is not necessary. • Support a policy that requires compliance. • Yes, within a wider design policy that demonstrates consideration for and support of a clean environment, including air pollution.
Question 24: Should we seek to improve the quality and quantity of existing leisure facilities?	Comments suggested the need to have an objective to improve the leisure facilities as well as access to the countryside. Comments stated that evidence from the Playing Pitch Strategy and other open space studies should be used and kept under constant review. Individual representations included: • An objective should be to improve leisure facilities with evidence from the Playing Pitch Strategy and other open space studies. • Evidence bases need to be kept under constant review. • Improve access to countryside.

Question	Main Issues Raised
Question 25: What new leisure facilities opportunities (indoor and outdoor) particularly where a shortage is identified, should we seek to support?	Athletics, cycling, improvement to rights of way and investment into the canal towpaths were all identified potential opportunities to be supported by the local plan review. Comments were also received on the need to provide leisure facilities in key rural centres and not just be Hinckley focussed. Individual representations included: • Leisure opportunities should be supported as they can bring community and active health benefits. • Limited opportunities for athletics and cycling within the Borough. • More investment into canal towpaths and rights of way improvements. • Key Rural Centres should be provided with more leisure facilities and make use of colleges. • Local recreational facilities are important not just those in Hinckley

New Directions for Growth Paper (2019) Main Issues Raised

3.3. The New Directions for Growth Consultation received 88 responses during the consultation period.

3.4. The table below sets out the main issues raised by question.

Table 2: Main Issues raised by consultation question

Question	Main Issues Raised
Question 1: Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	The general consensus is to prioritise transport and infrastructure improvements to unlock further growth, across urban and rural areas of the Borough. The main traffic and congestion concerns relate to the urban centre of Hinckley and the A5. Some representations suggest the urban area does not suffer from transport and infrastructure challenges, but remain with the view

Question	Main Issues Raised
	point that further improvements should to continue. Individual representations include: • Prioritise transport improvements to facilitate growth. • A5 and Twycross were recommended as most important for infrastructure improvements. • Spread development and infrastructure improvements out across the Borough. • Upgrading the section between the A38 and M1 to expressway standard. • Increase priority for 'Active Design' and 'Active Recreation'. • Concerns with traffic and congestion, specifically Hawley Road/Rugby Road junction. • Proportion say no, but want improvements to continue.
Question 2: Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Q2 representations were split in opinion, although the majority of representations were in favour of exploring multiple options for growth beyond the urban area. The main justifications included growth needed to meet housing and employment need were beyond the capacity of the urban area and ensuring the viability of rural services. Those who opposed suggested that growth should be focussed around key transport and accessibility corridors close to urban areas, reinforcing Leicestershire Strategic Growth Plan and considered Hinckley as the most sustainable location for growth. Individual representations included: • Growth beyond existing urban area necessary to meet housing and employment need and ensure the viability of rural centres.

Question	Main Issues Raised
	• Urban areas becoming overcrowded, lacking in infrastructure and services and cannot accommodate whole need. • Support for a new settlement with appropriate infrastructure and services. • Growth in larger rural villages in the north of the Borough (e.g. Ratby, Markfield, and Desford) is largely supported. • No justification focuses on using existing housing stock, using transport corridors, and adding to urban settlements with infrastructure improvements.
Question 3: If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	The most popular area identified was the North East of the Borough connected to Leicester due to road networks and employment opportunities. The Council also found wide support for the area North West of Hinckley, suggesting it is the most sustainable for development, connected to infrastructure, and complies with the Strategic Growth Plan and the Midlands Engine Strategy. Split views were found on the 'M42 opportunity area' suggested that it is isolated, highly rural and lacks growth options. However, supporters suggest it is close to the major transport routes, M42 and A5, thus providing access to major employment areas such as Tamworth and Birmingham. Individual representations included: • Positive reference to development in Newbold Verdon, Desford, Ratby, Groby, Markfield, Barlestone and Market Bosworth. • Most support for rural centres with a connection to Leicester in NE, with good transport and employment links.

Question	Main Issues Raised
	• Support for development NW of urban area – environmentally sustainable but acknowledge restraints regarding impact on urban area services and infrastructure. • Mixed views on development on land around M42 – capacity, employment links and good transport links but rural and isolated in nature. • The Coalville Growth Corridor has been updated at Junction 22 which allows greater legibility to the North East of the Borough and will help to facilitate further growth. Mentioned support for growth close to Blaby DC, due to links with A46 expressway, and SE of Hinckley due to low environmental value of land.
Question 4: A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	There were repeated concerns regarding the time, resources and public cost of a new settlement and reference to the delivery of current SUEs in Earl Shilton and Barwell. However, supporters did recognise a new settlements role as part of a strategy to deliver longer term housing delivery and part of an overall balanced approach to housing distribution in conjunction with spread out medium term growth. Individual representations included: • Should continue alternative forms development in the medium term, e.g. in key rural centres. • Risks raised include being too resource intensive, deliverability, land assembly, infrastructure, funding and provision. • Some prefer current strategies (SUEs, rural centres), mainly due to existing infrastructure. • Concentrate on rural centres instead and protect smaller rural settlements from sprawl.

Question	Main Issues Raised
	• An 'exciting opportunity' to plan based on need and not developer preference. • All potential options for housing and employment growth should be explored, but the strategy should avoid solely focusing on one area of growth.
Question 5: No land has so far been identified which could have the potential to accommodate a new settlement. If you think a new settlement is a good idea do you have any suggestions for where a new settlement could be located within the Borough?	The following were suggested in representations: • The Land North of Markfield Road. • The area surrounding the A444 between Sibson and Twycross. • Within the triangle defined by Fenny Drayton, Witherley, and Ratcliffe Culey. • Soarbrook New Village. • Land off Jacqueline Drive Markfield. • Field Head on Bradgate Hill. • Land between Markfield and Stanton. • Land on or adjacent to the A5 Corridor, east of Witherley. • Stapleton/ Kirkby Mallory area off the A447. • Within easy reach of the M69/M1/M42 networks or within close proximity to Leicester e.g. North of Thurlaston. • Crown owned land.
Question 6: Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	The following were suggested in representations: • Maximise on the Midlands Engine Strategy. • Consider demand for strategic employment floor space. • Maximising on brownfield land, e.g. the old sewage works, brickworks site, Sedgemere and Market Bosworth South West Railway Sidings.

Question	Main Issues Raised
	• Improve self-sufficiency of rural villages, particular regard to improving rural services. • Take on our proportion of Leicester's unmet need. • Bring forward infrastructure developments, SUEs and windfall development sites to unlock growth. • Provide housing in line with the current settlement hierarchy. • Have a mixed housing, such as 'Rent to Buy' strategy, social housing, starter homes, and retirement bungalows. • Support for a new settlement / garden village with independent and well planned infrastructure. • More sustainable transport and improvements to the current transport links.

Regulation 18 (2021)

- 3.5. The Local Plan Regulation 18 Consultation Document received 173 responses received within the consultation period. Representations received during the formal consultation period equated to 1,410 individual representations on specific elements of the Plan.
- 3.6. All representations received on the Local Plan have been considered and amendments and revisions made where considered appropriate.

Summary of responses

- 3.7. Comments were received based around a series of 33 questions and across a wide range of policy areas. A summary of the main points identified through the consultation responses are provided in the table below and a complete record of representations and the Council's response is available to view in Appendix D.

Table 3: Main Issues Raised by Question (Regulation 18)

Question	Main Issues Raised
Question 1: I wish to make a general comment on the plan or a comment not related to the specific questions set out in the document.	Scale and Character of Growth: Strong concerns about overdevelopment, loss of countryside character, urban sprawl, and perceived poor design/quality of recent housing. Desire for more trees, open spaces, nature, and views; less hard urban fabric. Process & Evidence Base: Disappointment that key matters (site allocations, settlement hierarchy, strategic distribution detail) are undeveloped; hybrid spatial approach not previously consulted on; calls for re-consultation once policies are settled. Neighbourhood Planning: Mixed views on the status and role of NDPs, requests for accurate wording and recognition of NDP contributions (e.g., OSSR), but also acknowledgement of parish boundary limitations that constrain holistic planning (e.g., Barlestone). Leicester's Unmet Need & Duty to Co-operate: Repeated calls for clarity on the Statement of Common Ground and redistribution of unmet housing need; requests for trigger policies to handle strategic uncertainties (e.g., NRFI).
Question 2: Do you have any comments on the Spatial Portrait of the Borough?	Completeness & Accuracy: Support for the portrait's intent but requests for fuller baseline: housing types/tenure, commuting patterns, employment locations, transport usage, health/wellbeing metrics and updated activity/obesity data. Strategic Positioning: Recognition sought of the Borough's role in the national "Golden Triangle" logistics market and the implications for employment land/transport corridors; stronger articulation of Midlands connectivity (A46, M1 J22).

Question	Main Issues Raised
	Rural/Urban Nuance: More nuanced depiction of age profiles and rural service gaps; explicit recognition of settlements well-related to Leicester with distinctive pressures. Natural Environment: Inclusion of biodiversity/landscape constraints, GI/blue infrastructure corridors, and acknowledgement of heritage landscapes and SSSIs.
Question 3: Do you agree with the Plan Vision? If not, what changes do you suggest?	General Support with Enhancements: Broad support for a flourishing, healthy, vibrant Borough, but requests to explicitly: • Meet housing and health infrastructure needs, not just imply them. • Address climate change, biodiversity, and nature recovery within the vision. • Recognize Leicester’s unmet housing need and the need for a 30+ year horizon for strategic growth/new settlements. Balance of Growth: Preference for proportionate growth across rural and urban areas, not solely urban focus. Natural Capital & Beauty: Desire to enhance natural landscapes and ecosystems (not only “respect” them), and link beauty to ecological function and climate resilience.
Question 4: Do you agree with the Spatial objectives? If not, what changes do you suggest?	Overall Support: Objectives broadly supported (e.g., protecting countryside, improving health, delivering infrastructure). Strengthening Requests: Make climate objective more directive (from “promote” to “require”), include BNG and nature recovery, and state clear, measurable outcomes for transport, health, and environment.

Question	Main Issues Raised
Question 5: Do you support the preferred strategy for growth set out above for the local plan? If not, what do you consider would be a reasonable alternative strategy for growth?	Distribution Approach: Mixed views support for hybrid/dispersed growth but concerns about evidence, infrastructure capacity in rural centres, and reliance on historic delivery patterns. New Settlement vs. Edge-of-Settlement: Calls to test a new settlement alongside selective edge-of-settlement growth that can deliver infrastructure early and avoid piecemeal expansion.
Question 6: We consider a new settlement will be required to help meet future growth needs in the Borough. How can this best be reflected in policy?	Long-Term Planning: Support for considering a new settlement as a long-term managed growth option with a minimum 30-year vision, potentially via a standalone DPD. Triggers & Duty to Co-operate: Proposal to commit to a time-bound review if unmet needs are agreed via a SoCG.
Question 7: Do you agree with the approach to mitigating and adapting to climate change?	Integration Across Policies: Climate mitigation/adaptation should be embedded across housing, design, transport, biodiversity, and infrastructure; reference to best-practice guidance. Delivery & Viability: Support for ambitious measures but requests for robust viability testing and carbon-costing of developments. Nature-Based Solutions: Promote GI/blue infrastructure, tree canopy targets, and natural flood management as core delivery mechanisms.
Question 8: Once site allocations are set out in the next draft of the Local Plan, policy CC02 will include a list of those site allocations which will need to address	Localised Concerns: Evidence of inadequate drainage/SuDS performance and watercourse capacity; desire for stricter avoidance of flood-risk areas and retention/enhancement of ditches and watercourses.

Question	Main Issues Raised
recommendations made in the Borough Council's Strategic Flood Risk Assessment Level 2. Do you agree with this approach?	Policy Clarity: Clear buffers from water bodies, maintain/restore natural channels, and integrate catchment-wide resilience.
Question 9: Do you support the overall proposed strategy for high-quality design in the Borough? Are there any other issues the policy should address?	Quality & Readability: Calls for clearer, consistent policy language and improved Good Design Guide alignment with rural contexts (privacy, spaciousness, tree planting). Application to Extensions/Conversions: Desire for guidance on alterations and replacement dwellings to avoid cumulative erosion of rural character.
Question 10a: Should the Active Design and Travel Policy apply only to new residential development or should other development types be included? Question 10b: Is the threshold of 10 or more residential dwellings appropriate?	Scope of Application: Many respondents want all developments (not just residential or major schemes) to demonstrate active design; others caution on proportionality for small sites. Threshold Debate: Opinions vary, retain 10 dwellings, lower to 5 (rural), or raise to 25/50/100 depending on context and viability. Integration: Strong support for segregated cycling, PRow protection/enhancement, canal towpath links, and natural surveillance/safety.
Question 11: Should the housing mix policy apply to all residential developments or only to developments of 10 or more dwellings?	Threshold & Flexibility: Widespread support for applying mix to 10+ dwellings, but many request flexibility by site context, updated evidence, and viability. Local Needs: Emphasis on smaller homes, older persons housing, and allowing NDPs to vary mix where evidenced. Evidence & Market: Avoid overly prescriptive tables; accommodate market demand alongside need.

Question	Main Issues Raised
Question 12: Do you agree that the nationally described space standards should apply to all new dwellings?	Support vs. Evidence: Many support applying NDSS to all new dwellings; others question justification and viability, and seek transition periods. Exceptions: Greater flexibility requested for conversions/heritage assets where standards may be impractical.
Question 13: How can the emerging national design code guidance on density be better incorporated into the policy on housing density?	Design-Led First: Preference for design-led density calibrated to character, green space, and tree planting rather than fixed minima (45 dph urban / 30 dph rural). Alignment: Requests to align with National Model Design Code and use lower minima in outer/suburban/rural contexts. Health & Place: Avoid density targets that undermine open space, play, active travel, or biodiversity.
Question 14: Do you agree with the policy approach to Self and Custom build housing?	Principle Supported: Recognition of self/custom build benefits, but 5% serviced plots on 50+ sites viewed as difficult to deliver and potentially harming viability/site coherence. Evidence & Delivery: Register figures may overstate active demand; preference to allocate smaller sites suited to self/custom build and short reversion periods for unsold plots. Clarity Needed: On design codes, affordable quotas within self/custom schemes, and monitoring metrics.
Question 15a: Do you have any comments on the criteria based approach to Gypsy, Traveller and Travelling Showpeople accommodation set out in the policy?	Policy Vehicle: Mixed preference, include within Local Plan vs. adopt a separate DPD due to sensitivity/complexity. Provision & Integration: Ensure adequate services, utilities, and community cohesion; consider location beyond standard edge-of-settlement assumptions.

Question	Main Issues Raised
Question 15b: If the accommodation assessment identifies an evidenced need to allocate land for Gypsy, Traveller and Travelling Showpeople accommodation should this be through the local plan or a separate Development Plan Document?	
Question 16a: Do you have any comments on the broad approach to securing affordable housing? Question 16b: Where 100% affordable housing schemes are proposed and supported with Affordable Homes Grant from Homes England should they be exempt from providing other planning contributions as explained in the supporting text to the policy?	Targets & Viability: Support for policy intent but requests for robust viability testing of 20% urban / 40% rural targets; some suggest 30% rural more realistic. 100% AH Schemes: Divided views on exemptions from other contributions some support to aid delivery; others insist large AH schemes must still mitigate local impacts. Definitions & Tenure Mix: Clear definitions (First Homes, affordable home ownership proportions), pepper-potting without clustering, and equal access to amenities.
Question 17: How can the Local Plan best deliver the necessary employment land and premises required to meet its identified needs?	Strategic Need & Location: Calls to acknowledge industrial/logistics growth and provide additional allocations, especially near strategic transport junctions (A5/A46/M1 corridors). Balanced Economy: Encourage start-ups/SMEs, brownfield reuse, and site protection while avoiding excessive countryside urbanisation.

Question	Main Issues Raised
	Policy Alignment: Ensure EP02 supports rural employment where appropriate and integrates drainage hierarchy/water efficiency.
Question 18: Should some key employment areas/premises that are of particular significance to Hinckley & Bosworth's portfolio of employment areas be afforded additional protection over and above category A areas? If so, should this include all category A areas, some category A areas, or a mixture of category A & B areas? What extra evidence would be needed to warrant this special policy designation?	Protection Levels: Mixed views, some favour additional protection for key areas (Category A), others consider existing protections adequate. Clarity & Mapping: Requests to identify Category A/B/C areas on a proposals map and verify evidence for individual sites.
Question 19: Do you have any comments on the planning for Strategic Distribution developments in Hinckley and Bosworth, and how local policy could be formulated?	Scale and Balance: Concern about growing number/scale of logistics parks; desire to limit speculative builds and ensure GHG reductions. Rail vs. Road Split: Debate over realistic shares for rail-served facilities; caution against over-reliance on rail alone. Location & Impacts: Preference to focus near the A5/M69/M42 to reduce community impacts, protect tourism assets (e.g., Burbage Common), and include lorry parking infrastructure.
Question 20: Taking into account the recent creation of Class E planning uses and the implications for employment	Flexibility vs. Control: General support for flexibility, with caution about light industrial within residential areas and loss of community/health/sports facilities to residential via PD (Class MA).

Question	Main Issues Raised
uses and sites/premises, what changes if any do you think should be made to the Economic Prosperity section and policies?	Evidence-Led: Suggest treating new Class E-derived supply as windfall until impacts are better evidenced; consider Article 4 only where clearly justified.
Question 21a: Should policy define the expected extent of search for sequentially preferable sites? As a minimum, the nearest Town, District or Local Centre should be assessed. Further options could include always assessing Hinckley Town Centre, assessing all Town, District and Local Centre's in the Borough, using development size thresholds or using catchment area distances, which could also include defined center's of neighbouring local authorities. Question 21b: Should permissions for E use in or edge of centre be conditioned to exclude light industry (the former B1c use)? Question 21c: Where retail use is proposed in-centre, should it be conditioned to prevent Change of Use to other E class uses?	Sequential Approach: Mixed views on defining search extents; some support threshold-based scaling for larger proposals. Conditions & Article 4: Split views on conditioning E-use permissions to exclude light industry or restrict changes; selective Article 4 supported to protect valuable frontages, used sparingly. Frontages: Role for primary/secondary frontages acknowledged, with site-specific review (e.g., Hansom Court) and ongoing flexibility for residential conversion quality.

Question	Main Issues Raised
Question 21d: Where particular non-retail E class uses can pass the sequential test and be permitted because they require large site footprints difficult to accommodate in-centre, should they be subject to conditions restricting change of use to retail?	
Question 22a: What should the role of Policy TDC02 be if the Government introduces a permitted development right to change Class E use to Class C3 (residential)? Question 22b: Should the Borough consider the use of an Article IV Direction to help protect any particularly valuable Town Centre uses? Question 22c: Is there a role for Primary and/or Secondary Shopping Frontages to help with the definition of key locations at ground floor level in Policy TDC02? If so, should primary and secondary frontages be defined for the District Centre's (as recommended in the Town and District Centre's Study 2017) or any other centre?	Protection of Local Offer: Support for retaining key town/local centre uses, potentially focusing restrictions on primary frontages while allowing diversity elsewhere. Masterplanning: Interest in updated town centre masterplans to guide change in the face of retail restructuring.

Question	Main Issues Raised
Question 23: Could the measure of “over-proliferation” of facilities be improved and does the measure need to be individually tailored to suit centres in different levels of the centre hierarchy?	Health & Concentration: General support for managing over-proliferation; proposals to tailor thresholds by centre type (e.g., stricter for local centres). Evidence Base: Recognize mixed/limited evidence on direct health impacts; pragmatic caps (e.g., no more than two adjacent, or 10–15% frontage share) suggested.
Question 24: Are the criteria for safeguarding against the loss of public houses in urban and rural areas reasonable and proportionate and are there any other criteria the Borough Council should include to safeguard against the loss of public houses?	Community Value: Strong support for safeguarding rural pubs; ensure ACV status is considered and marketing tests are robust. Timescales & Practicalities: Extend community purchase windows given funding complexities; clarify “offered to local community” and deal with single-pub settlements where alternative provision is absent. Change of Use: Favor retention or conversion to multi-use community facilities over single residential conversions.
Question 25: Do you have any comments on the approach to Heritage and Conservation?	Policy Streamlining: Combine/simplify HE01/HE02 where possible; avoid replicating NPPF verbatim while upholding statutory duties. Local Heritage Lists: Strong support to adopt a Local List and involve NDPs; address at-risk assets with targets and funding guidance. Natural Heritage: Recognize ancient/veteran trees, ridge and furrow, and wider landscapes; integrate views/vistas clarity and align with updated NPPF wording (e.g., plaques/monuments context).
Question 26: Do you support the approach to green wedges set out in the policy?	General Support with Caveats: Many support wedges to prevent coalescence, act as green lungs,

Question	Main Issues Raised
	and provide recreation; others deem them unnecessary or overly restrictive if countryside policies suffice. Boundary Review: Requests to review wedge boundaries alongside growth needs; retain strategic wedges (e.g., Rothley Brook Meadows) where multifunctional roles are clear.
Question 27: Do you agree with the ‘major developments’ threshold set out in the biodiversity policy or should a different threshold be applied for the additional biodiversity gains measures?	BNG & Metrics: Broad support for measurable biodiversity net gain (commonly 10%+), using DEFRA Metric, with maintenance secured long term. Irreplaceable Habitats: Apply “wholly exceptional” tests for ancient woodland/veteran trees; avoid offsetting for irreplaceable habitats. Trees & Canopy: Support for canopy targets (20–30% discussed), multi-tree replacement ratios, and aligning with National Forest planting guidelines. Green/Blue Integration: Strengthen links between GI and blue infrastructure; retain ditches/watercourses, buffers (e.g., 8m from top of bank), and promote re-naturalization, de-culverting, fish passage.
Question 28: Do you have any comments on the policy for development within the countryside?	Protect & Enable: Support for protecting countryside character while allowing well-designed, sustainable rural development (including business growth per NPPF), with clear tests. Settlement Boundaries: Mixed views on boundaries vs. criteria-based approach; some urge selective boundary reviews to meet housing need and avoid appeal-led growth. Areas of Separation: Desire to strengthen separation policy wording to prevent creeping coalescence.

Question	Main Issues Raised
Question 29: Do you agree with the approach to highways and transportation set out above?	Measurability & Proportionality: Requests for clearer definitions (e.g., “significant impact”) and proportional requirements recognizing rural contexts. Active & Public Transport: Support for segregated cycling networks, PRow links, secure cycle storage; pragmatic approach where public transport is limited. A5 Corridor: Calls for strategic upgrades (including dualling scenarios) and cumulative impact assessment on pinch points.
Question 30: Are there any other locations or criteria you think would be acceptable to support the delivery of HGV parking facilities?	Provision & Impacts: Desire for serviced lorry parking tied to strategic distribution growth, addressing amenity, safety, and congestion impacts.
Question 31: Should the policy set different electric vehicle charging infrastructure requirements for different types of non-residential uses, for example rapid charging points at commercial/retail developments or more charging points at long stay locations such as employment sites?	Policy Scope: General support; suggestions for passive provision in homes/employment sites to manage cost; flexibility for rural employment locations.
Question 32: Do you agree with the approach of seeking to safeguard land along the A5 corridor? Are there any constraints or issues which could preclude the Council, in	Strategic Upgrades: Calls to clarify where and how improvements will be made, including options to dual the A5, coordinate with HE/National projects, and mitigate growth impacts on local roads.

Question	Main Issues Raised
conjunction with the A5 Partnership, from safeguarding this land?	
Question 33: Should the policy be amended to reflect emerging Government proposals for infrastructure funding and planning gain set out in the Planning White Paper?	Viability & Contributions: Requests to transparently evidence viability, balance affordable housing with other S106/CIL requirements, and ensure infrastructure funding keeps pace with growth. Exemptions/Trade-offs: Debate around exempting 100% affordable schemes from other contributions vs. ensuring essential services are funded.
Call for Sites	Range of Submissions: Multiple site promotions across the Borough for housing (including older persons, self-build/custom), employment (B2/B8), and mixed-use. Deliverability & Early Years: Promoters emphasize suitability, availability, viability, infrastructure contributions, and ability to boost five-year supply. Alignment: Some highlight alignment with settlement hierarchy, strategic corridors (A5/A46/M1), and brownfield/edge-of-settlement rounding off. Others caution about greenfield flood risk or separation concerns.

3.8. The consultation responses highlight a broad spectrum of concerns and priorities, reflecting the complexity of planning for sustainable growth. Key themes include the need for clarity and transparency in housing and employment strategies, robust infrastructure planning, and a stronger emphasis on climate change mitigation and biodiversity enhancement. Respondents consistently call for policies that balance development with the protection of countryside character, heritage assets, and community wellbeing. There is widespread support for design quality, active travel, and green infrastructure, alongside requests for flexibility in housing mix, density, and viability considerations. Overall, the feedback underscores the importance of a plan that is positively prepared, evidence-based, and responsive to local needs while aligning with national policy requirements.

Appendix A: Copies of Consultation Material

Scope Issues and Options

Figure 1: Local Plan Scope, Issues and Options Consultation Letter Page 1

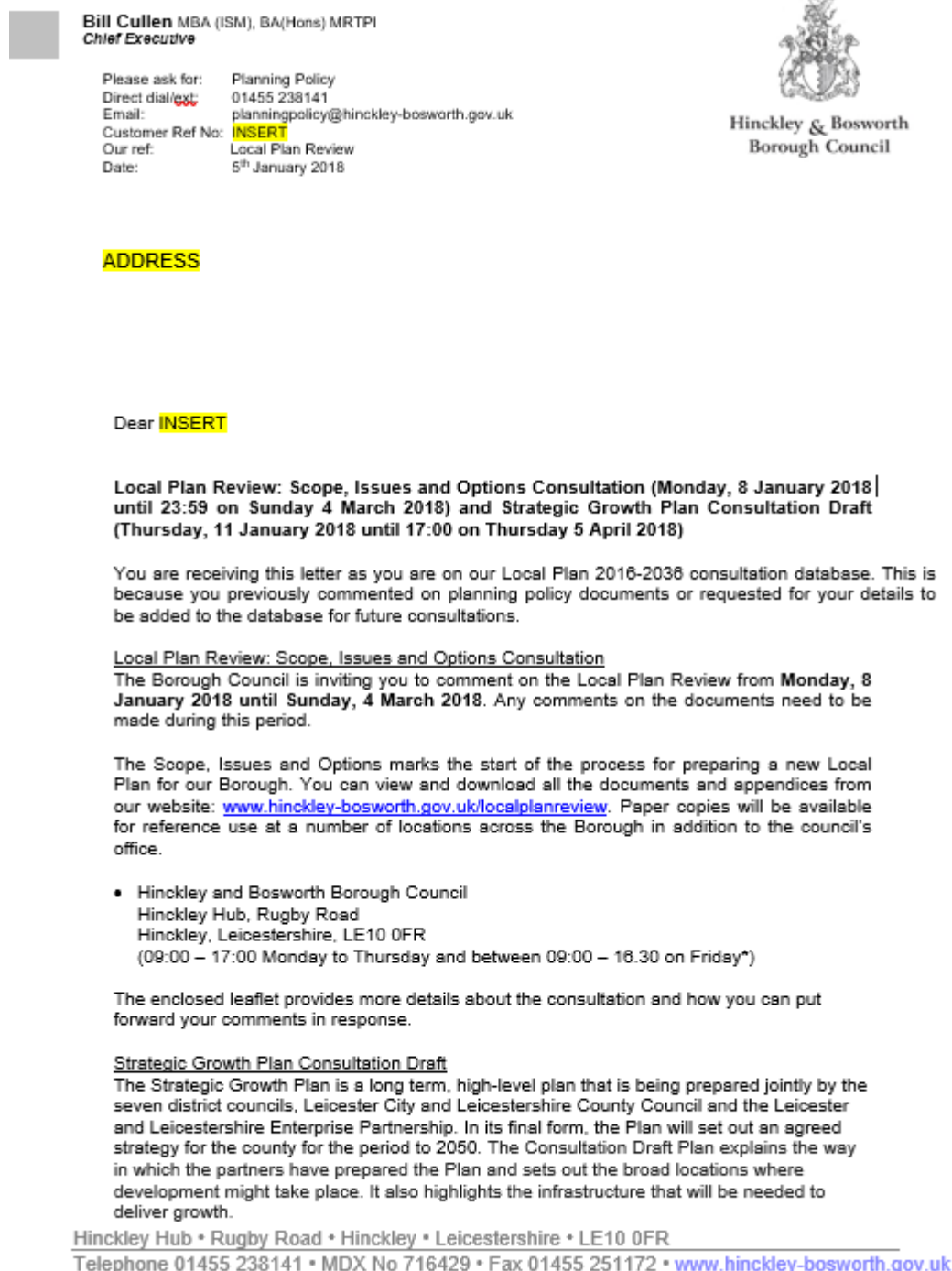


Figure 2: Local Plan Scope, Issues and Options Consultation Letter Page 2

The consultation for the Strategic Growth Plan consultation draft will run until 17:00 on **Thursday 5 April 2018**. Any comments on the documents must be made during this period.

At the end of the consultation on the Strategic Growth Plan, comments received will be reported to the partner organisations and taken into account in the preparation of the final version of the Plan. It is hoped to publish this in summer/autumn 2018.

The Strategic Growth Plan can be viewed and downloaded from the Strategic Growth Plan dedicated external website: www.lstrategicgrowthplan.org.uk, or in paper copy at the following locations:

- Hinckley and Bosworth Borough Council
Hinckley Hub, Rugby Road
Hinckley, Leicestershire, LE10 0FR
(09:00 – 17:00 Monday to Thursday and between 09:00 – 16.30 on Friday*)

The following libraries: Barwell, Burbage, Desford, Earl Shilton, Groby, Hinckley, Market Bosworth, Markfield, Newbold Verdon and Ratby. Library opening hours are available on Leicestershire County Council's website: <https://www.leicestershire.gov.uk/leisure-and-community/libraries/find-a-library>.

If any of your contact details on this letter are inaccurate, if you are receiving this communication by post and have an email address, or if you no longer wish to receive updates relating to the Local Plan 2016 – 2036, or Strategic Growth Plan please let us know using the contact details below or via email to planningpolicy@hinckley-bosworth.gov.uk quoting your customer reference number at the top of this letter.

Yours sincerely (faithfully)

Kirstie Rea
Planning Manager (Policy)

Hinckley Hub • Rugby Road • Hinckley • Leicestershire • LE10 0FR
Telephone 01455 238141 • MDX No 716429 • Fax 01455 251172 • www.hinckley-bosworth.gov.uk

Figure 3: Scope Issues and Options Borough Bulletin Article Autumn 2017 Edition

AUTUMN 2017 3

Work starts on new Local Plan

OVER the next couple of years, through what is called the Local Plan, the Borough Council is planning what development should take place in the Borough and where it should go.

It is important for people to get involved in planning for their local area, and help plan positively to make the Borough even better in 20 years than now.



What else is being consulted on?

As well as the Local Plan, the 10 Leicestershire local authorities are working together to prepare a Strategic Growth Plan in order to shape and plan for a longer-term future to 2050.

Why should people get involved?

Knowing what residents, businesses and other interested parties think should be included in the review is important. It means the plan will be prepared with those options in mind from the very beginning.

How to share views

There are lots of ways in which to be involved in helping to make the plan. A consultation will be forthcoming later in the year, with visits to various places across the Borough being planned. Look out for the details on the website (www.hinckley-bosworth.gov.uk/localplanreview) as and when they do become available.

Alternatively, contact the Planning Policy team as follows:
Email - PlanningPolicy@hinckley-bosworth.gov.uk
Telephone - 01455 238141 and quote 'Local Plan Review'

Write to us at: Local Plan Review, Planning Policy, Development Services, Hinckley & Bosworth Borough Council, Hinckley Hub, Rugby Road, Hinckley, Leics, LE10 0FR

New Directions for Growth Paper

Figure 4: New Directions for Growth Paper Consultation Letter

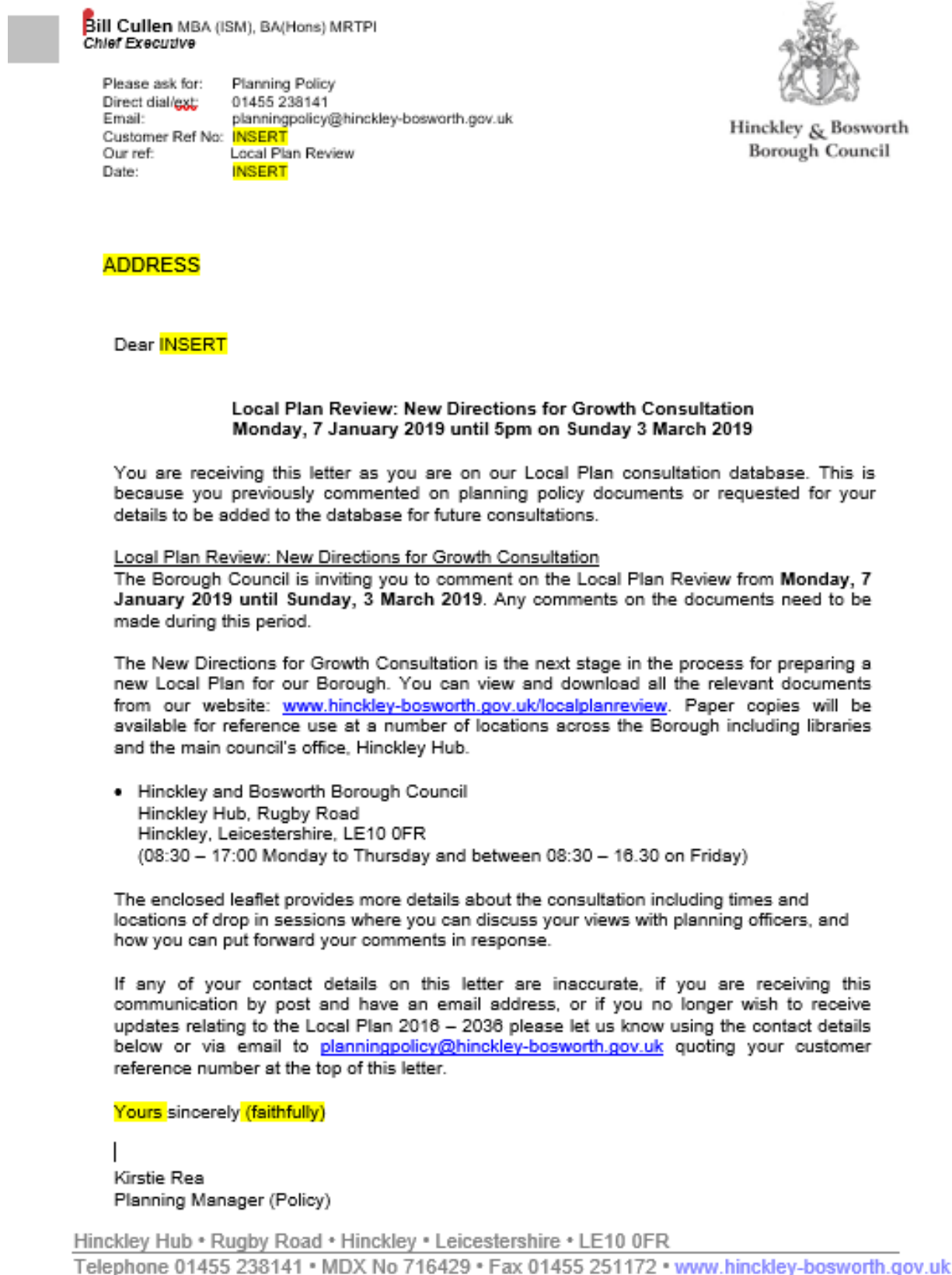


Figure 5: Poster distributed to Parish Councils



Figure 6: Copy of Press Release Issued for the New Directions for Growth Consultation

Press Release for New Directions for Growth Consultation

Residents, local businesses and others with an interest in the area are invited to give their views on the next stage of the review of the Hinckley and Bosworth Local Plan from Monday 7 January.

The Local Plan is the key planning document for the borough and it will identify sites to meet housing and employment needs, and set out policies to guide development and respond to economic, environmental and social issues. The Local Plan also sets the strategic framework for Neighbourhood Development Plans.

The purpose of this consultation on the 'New Directions for Growth' document is to seek views on how the borough should grow in the future, and where new housing and employment development should be located.

A 'call for sites' exercise is being held alongside the consultation and residents and landowners are invited to submit sites which may have the potential for development, for consideration through the local plan review.

As well as being available to view and download on the website, printed copies of the document will be located at libraries within the borough and at the Hinckley Hub.

A series of drop-in events, where planning officers will be present to answer questions, discuss views and provide advice on how to submit comments will be held during the consultation.

Further details on the consultation, call for sites and drop-in events can be found at <https://www.hinckley-bosworth.gov.uk/localplanreview>.

The consultation will run for eight weeks and ends on Sunday 3 March 2019.

Figure 7: Copy of slides 1-6 presented to Hinckley Academy Students



1



4



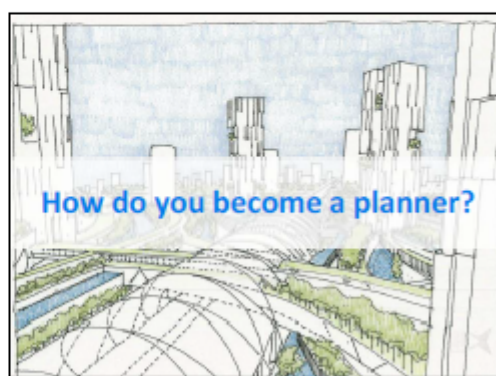
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3



6

Figure 8: Copy of slides 7-12 presented to Hinckley Academy Students

Your next steps as a Future Planner

I'm at High School Good grades in English and Maths Subjects like geography, citizenship, politics, history/humanities, science and ICT may be useful	I'm choosing my A-Levels (or equivalent) The following subjects will be useful: Graphic design Business studies/Economics English Environmental studies Geography (and/or Geology) History/Humanities ICT Psychology/Sociology Politics
I'm thinking about going to university Studying Planning at undergraduate or postgraduate level is the main route to becoming a Planner. Employers value Royal Town Planning Institute recognised courses.	

7

What Differences Can Planning Make?

Local case studies – 10 years of change

10

Global network of Planners

“Registered planners have qualifications, skills and experience in planning.”

8

The Crescent Development - Hinckley

11

Hinckley & Bosworth

9

Hinckley Leisure Centre

12

Figure 9: Copy of slides 13-18 presented to Hinckley Academy Students



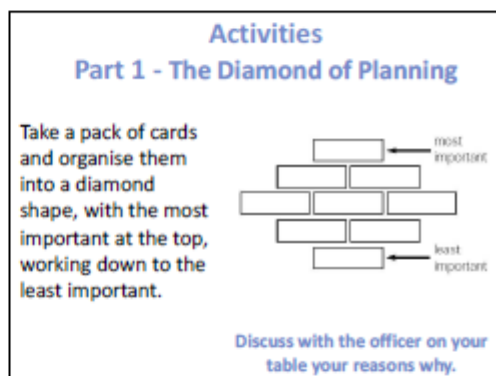
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16



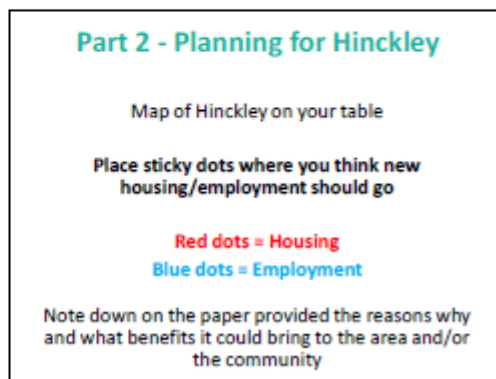
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17



15



18

Figure 10: Copy of slides 19-20 presented to Hinckley Academy Students

Part 3 - Planning for the Borough

Map of the whole Borough on your table

Place sticky dots where you think new housing/employment should go

Red dots = Housing
Blue dots = Employment

Note down on the paper provided the reasons why and what benefits it could bring to the area and/or the community

19

Part 4

What would you like to see in the next 20 years?

Take a slip from the officers

Fill in your information

Note down the top three things you would like to see in Hinckley

Hand back to the officers/Miss Bloodworth

20

Figure 11: Regulation 18 Consultation Letter



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

Please ask for: Planning Policy
Direct dial/ext: 01455 238141
Email: planningpolicy@hinckley-bosworth.gov.uk
Customer Ref No: **INSERT**
Our ref: Draft Local Plan Reg 18
Date: **INSERT**



Hinckley & Bosworth
Borough Council

ADDRESS

Dear **INSERT**

Hinckley & Bosworth Draft Local Plan (Regulation 18) Consultation
Wednesday 30th June 2021 – Friday 27th August 2021

You are receiving this letter as you are on our Local Plan consultation database. This is because you previously commented on planning policy documents or requested for your details to be added to the database for future consultations.

Hinckley & Bosworth Draft Local Plan (Regulation 18) Consultation
The Borough Council is inviting you to comment on the Draft Local Plan from **Wednesday 30 June 2021 to Friday 27 August 2021**. Any comments on the documents need to be made during this period.

The draft local plan is the next stage in the process for preparing a new local plan for our Borough. You can view and download all the relevant documents from our website: <https://www.hinckley-bosworth.gov.uk/localplanreview>. Paper copies will be available for reference use at a number of locations across the Borough including libraries and, by appointment, at the main council's office the Hinckley Hub, Rugby Road, Hinckley, LE10 0FR. The enclosed leaflet provides more details about the consultation and how you can submit your views to us. A number of [drop in](#) events will be held, subject to the latest coronavirus restrictions and guidance, and the details of these will be placed on our website.

If any of your contact details on this letter are inaccurate, if you are receiving this communication by post and have an email address, or if you no longer wish to receive updates relating to the local plan please let us know using the contact details below or via email to planningpolicy@hinckley-bosworth.gov.uk quoting your customer reference number at the top of this letter.

Yours sincerely (faithfully)

|
Kirstie Res
Planning Manager (Policy)



Scan the QR code with a smart-phone or visit
www.hinckley-bosworth.gov.uk/localplanreview

Hinckley Hub • Rugby Road • Hinckley • Leicestershire • LE10 0FR
Telephone 01455 238141 • MDX No 716429 • Fax 01455 251172 • www.hinckley-bosworth.gov.uk

Figure 12: Regulation 18 Social Media Post - Facebook



Figure 13: Regulation 18 Social Media Post - X (formerly Twitter)



Figure 14: Regulation 18 Poster



Figure 15: Regulation 18 Consultation Poster



**Hinckley & Bosworth
Borough Council**

Hinckley & Bosworth Local Plan 2020 to 2039

Hinckley & Bosworth Borough Council's Planning Team invite you to drop by and discuss the **Local Plan 2020 to 2039** at the following consultation events:

Wednesday 28 July, 2pm to 7pm - Burbage Millennium Hall
Britannia Road, Burbage, LE10 2HF

Monday 2 August, 2pm to 7pm - Sheepy Memorial Hall
Main Road, Sheepy Magna, CV9 3QU

Thursday 5 August, 11am to 3pm - Snapdragon Festival
Argents Mead, Hinckley, LE10 1FL

Monday 9 August, 2pm to 7pm - Markfield Community & Sports Centre
Mayflower Close, Markfield, LE67 9ST

Wednesday 11 August, 2pm to 7pm - Newbold Verdon Sports Pavilion
Alans Way, Newbold Verdon, LE9 9LB

Regulation 18 Consultation Draft Plan

For more information contact **Planning Policy** at Hinckley & Bosworth Borough Council
Tel: **01455 238141** or visit: www.hinckley-bosworth.gov.uk/localplanreview

Appendix B: Scope, Issues and Options Paper 2018 Main Issues Raised

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab25b9514a16500104113bb	No comment.	No comment.	Noted.
5ab2594b2cb0620011228c46	No comment.	No comment.	Noted.
5ab255342cb0620011228c32	No comment.	No comment.	Noted.
5ab252082cb0620011228c1b	No comment.	No comment.	Noted.
5ab242bb2cb0620011228bf1	The proposed vision identifies the Borough as a place of opportunity and a thriving key part of the Midlands Engine over the period to 2036. As framed the vision does not provide a sufficiently spatial expression of how the Council expects growth to take place over the plan period. As a result, it is a rather generic vision with very limited local specificity. It would be helpful for the vision to be reviewed to set out the Council's broad spatial aspirations over the plan period.	consider that the vision is too narrow and needs to be reviewed to be broader and more spatial.	The wording has been revised to be clearer on the spatial strategy.
5ab234d2946b0c0010c35c9f	Whilst the Vision refers to allocating small, medium and large sites, the Vision should refer to the potential to provide a mixed use settlement in line with garden village principles as this would then be consistent with the draft Strategic Growth Plan, which identifies potential capacity in Leicester and Leicestershire to deliver development at a new settlement scale (i.e. 1500 dwellings) in one single location (as referenced at paragraph 4.14 of the Local Plan Review document)	amend the vision to include reference to mixed use development in line with garden village principles.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab22c7a8a9834001099e910	The proposed Vision for the Borough is broadly supported. The reference to continuous sustainable growth is recognised as being important. The Plan period, whilst running until 2036, is not an end in itself, and the need for there to be consideration to ongoing development requirements throughout the plan period, and beyond, is usefully encapsulated in this wording of the Vision. This is of particular importance during this Plan review, where there is a higher level strategic context being set by the Leicester & Leicestershire Strategic Growth Plan (LLSGP) which is being developed in parallel with progression of the Local Plan. The second paragraph of the Vision should be amended to include reference to Development being shaped and influenced by our Local Plan and Communities Neighbourhood Development Plans. This is important, as ordinarily NDPs will flow from the strategic policies of the Local Plan, and they should not be seen as being progressed in isolation of that higher tier plan context. Given the support for a Southern Gateway Garden Village emerging through the LLSGP, this is considered of sufficient weight and importance to the overall delivery of the Local Plan Vision, that specific reference should be included within the Vision to the delivery of the Garden Village proposal at Hogue Hall. Reference solely to small, medium and large sites is not considered to provide sufficient clarity as to the role of a Garden Village in achieving the Plan's Vision. As a minor observation, it is suggested that the words high-quality are removed from the third paragraph of the Vision.	Suggest changes to the vision to remove 'high-quality'. Also suggest clear reference to NDPs.	Noted – reference to local plan included and high-quality removed.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
	The terminology is imprecise and open to varying degrees of interpretation.		
5ab22a058a9834001099e8ff	Rosconn Strategic Land (RSL) supports the view that the Borough is a key part of the Midlands Engine and that the proposed Vision must support its ongoing sustainable growth. However, the singular emphasis on development being shaped and influenced by Neighbourhood Development Plans, pre-empt the outcome of the spatial strategy consultation and omits to recognise the potential of other spatial options that are integral to the allocation of sufficient sites to secure and deliver the level of sustainable growth required to meet the housing needs of the Borough and wider Housing Market Area (HMA). In recognising the need to allocate small, medium and large sites and in seeking to ensure choice, emphasis should also be included on the requirement for this to meet local need. The Vision must also reflect on the most robust spatial strategy in order to achieve this objective, which should seek to identify all potential sites suitable for housing development in sustainable locations. As such, the Vision should include reference to development being shaped by the overall spatial strategy, which RSL considers should be Option 6 (in order to provide a broad distribution of development across the Borough), as summarised in response to Chapter 7 below.	suggest minor changes to remove inference for development to be shaped solely by NDPs, rather than the spatial strategy.	Noted. Changes have been made to reflect role of spatial strategy alongside neighbourhood plans.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab18576946b0c0010c35c62	Bloor Homes Ltd (BHL) supports the view that the Borough is a key part of the Midlands Engine and that the proposed Vision must support its ongoing sustainable growth. However, the singular emphasis on development being shaped and influenced by Neighbourhood Development Plans, pre-empts the outcome of the spatial strategy consultation and omits to recognise the potential of other spatial options that are integral to the allocation of sufficient sites to secure and deliver the level of sustainable growth required to meet the housing needs of the Borough and wider Housing Market Area (HMA). In recognising the need to allocate small, medium and large sites and in seeking to ensure choice, emphasis should also be included on the requirement for this to meet local need. The Vision must also reflect on the most robust spatial strategy in order to achieve this objective, which should seek to identify all potential sites suitable for housing development in sustainable locations. As such, the Vision should include reference to development being shaped by the overall spatial strategy, which BHL consider should be Option 6 (in order to provide a broad distribution of development across the Borough), as summarised in response to Chapter 7 below.	Suggest minor changes to remove inference for development to be shaped solely by NDPs, rather than the spatial strategy.	Noted. Changes have been made to reflect role of spatial strategy alongside neighbourhood plans.

5ab183c9946b0c0010c35c52	Gladman support the Vision of the HBLP and in particular the recognition that the Borough is a place of opportunity and will be a thriving part of the Midlands Engine (ME). The Borough needs to realise its growth potential by allocating sufficient sites to meet not just the future needs of the area, but the immediate needs which have not been realised through the previous iteration of the Local Plan. 4.1.2. The Vision needs to recognise the role that Hinckley and Bosworth plays in delivering growth to support the SGP and recognise that it is likely to have to accommodate additional growth that cannot be delivered in other parts of the Housing Market Area (HMA), particularly from Leicester City. 4.1.3. The Government's key agenda is to tackle the affordability crisis in this country, recently announcing that we need at least 300,000 new dwellings per annum in order to go any way towards achieving this objective. This means that all Local Planning Authorities need to play their part in ensuring that their housing needs are met or even surpassed, an issue which has not been fully addressed for a considerable length of time. 4.1.4. Gladman do object to the inclusion of the term Development shaped and influenced by our communities and suggest that the word 'shaped' is removed from this sentence. It is for the Local Plan to set out the strategic direction of growth in the Borough which can be influenced by the communities through consultation and the preparation of Neighbourhood Plans. These should not be used to shape the strategic direction, as this should be based firmly on robust evidence and be led through the Local Plan.	support the vision in its setting of the Borough' geographical position vis a vis growth potential and position in the HMA but object to spatial strategy being set by NDPs.	Noted. Wording amended in terms of neighbourhood plans and communities.
--	--	---	--

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab13b392f46a6001055acc6	Whilst the vision is considered to be appropriate, it is not location specific and could apply to any Borough or District in England. When progressing to the next stage, it is suggested that the vision is updated to reflect the development quantum and strategy appropriate to Hinckley and Bosworth, as well as other noteworthy aspirations specific to the area. The same comment applies to the draft objectives set out).	Need to amend the vision to make it more H&C specific reflecting development quantum and strategy.	Noted. Wording amended to be more specific to HBBC and strategy.
5ab121432f46a6001055aca4	We generally support the proposed vision of the Local Plan Review, which sets out that the Borough will be recognised as follows: a place of opportunity, will be a thriving key part of the Midlands Engine, having continuous sustainable growth. It will be a place of high levels of prosperity for residents and businesses supported by a highly skilled workforce and maximise potential opportunities from new (including nationally significant) infrastructure. The proposed vision aligns with paragraph 154 of the National Planning Policy Framework (NPPF) in that it aims to address the spatial implications of economic, social and environment change in an aspirational but realistic manner. The proposed vision sets a positive social and economic context for the Local Plan Review as a whole. The Borough should ensure that sufficient land of the right type is available in the right places to support the sustainable growth agenda, and to provide the supply of housing and	Supportive of the vision.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
	jobs required to meet the needs of present and future generations.		

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab0fbd71facd200102821f8	Neovia acknowledges that the adopted Core Strategy vision for the Borough looks forward to 2026 but that since this vision was agreed changes to national policy and new local strategies and policies mean that the existing vision needs to be revised to reflect these changes. But perhaps more importantly the vision needs to be changed if the Council's current ambitions and plans for longer term growth are to be delivered. The revised vision as set out in the SIO document sets out ambitions for growth, but also notes the value that communities attach to the Borough's natural and historic assets such as parks and open spaces, listed buildings, conservation areas etc. Neovia generally supports the Corporate Plan vision for the Borough being a place of opportunity and that the emerging local plan will help realise this vision through its policies. It also accepts that as the new local plan will look further into the future than the four year Corporate Plan it needs to encompass an appropriate vision. It does, however, question why the vision needs to make reference to development shaped and influenced by communities' neighbourhood plans. This is because all too often emerging neighbourhood plans, rather than assisting in the delivery of a local plan's development strategy, are designed to have the opposite effect to stymie its delivery. Neovia feels the vision would read better and have more purpose if the relevant section read: development shaped and influenced by our communities will respect the Boroughs important...	Agree with the vision on the whole but suggest that wording relating to NDP is amended.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab0e4521facd200102821ce	The vision suggests unqualified protection for the countryside. This is incompatible with delivering the amount of development necessary to meet the districts housing and employment ambitions. Reference to the countryside should be removed or qualified to make it clear either that the need to retain countryside will be balanced against development requirements or to qualify which aspects of countryside will be afforded specific protection. The term 'open spaces' within the vision is unclear. What is meant by open spaces here?	suggest changes to the vision to either remove or amend wording relating to protection of countryside.	Noted. The protection of our countryside as being a key objective to delivering sustainable and distinct communities.
5ab0e2b61facd200102821b4	Hinckley and Bosworth as the consultation document acknowledges, is a predominantly rural Borough with a large hinterland of small and medium sized villages to the northeast and north west of the Hinckley/ Burbage urban area and the larger villages of Barwell and Earl Shilton. The outer rural centres supporting the wider rural area contain a lesser range of community services yet given the geographical extent of the Borough and potentially significant travel time to larger settlements it is important that existing facilities are supported as far as reasonably possible through proportional growth in the smaller yet key rural centres. The vision as currently drafted references the delivery of new infrastructure to support continuous sustainable growth. Whilst this element of the vision is supported there should be reference within the vision to sustaining existing social infrastructure, particularly within the rural communities of the Borough.	support the vision but suggest minor changes to make reference to supporting existing infrastructure.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5ab0e02896d1a50010cd0709	Hinckley and Bosworth is a predominantly rural Borough with a large hinterland of small and medium sized villages to the north east and north west of the Hinckley/ Burbage urban area and the larger villages of Barwell and Earl Shilton. The rural centres supporting the wider rural area contain a lesser range of community services yet given the geographical extent of the Borough and potentially significant travel time to larger settlements it is important that existing facilities are supported and enhanced where possible through proportional and /or selective growth in key rural centres. The vision as currently drafted references the delivery of new infrastructure to support continuous sustainable growth. Whilst this element of the vision is supported there should be reference within the vision to sustaining existing social infrastructure, particularly within the rural communities of the Borough.	support the vision but suggest minor changes to make reference to supporting existing infrastructure.	Noted.
5aafcb644001d700114e1b71	We agree with references such as continuous sustainable growth which accords with one of the key planks of the NPPF growth. However, the vision should focus on not just be on site allocations based on need, but on demand also for development within the District that is deliverable and realistic not just aspirational (mirroring NPPF para 154).	Agree with vision, but suggest that sites are allocated on development demands rather than just on need.	Noted.
5aaa98d7d3cd5e0010ce2441	No comment.	Noted.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aaa90dad3cd5e0010ce2416	The proposed vision identifies the Borough as a place of opportunity and a thriving key part of the Midlands Engine over the period to 2036. As framed the vision does not provide a sufficiently spatial expression of how the Council expects growth to take place over the plan period. As a result it is a rather generic vision with very limited local specificity. It would be helpful for the vision to be reviewed to set out the Council's broad spatial aspirations over the plan period.	suggest the vision is amended to reflect the broad spatial aspirations for future development.	Noted.
5aaa712a09f9a3001028e175	We support the Council's proposal to update the proposed vision for the Borough. In particular, we strongly support the vision to deliver high-quality designed housing which will deliver healthy and vibrant communities, in a well-planned manner seeking to ensure choice, affordability and safety. In addition, we strongly support the commitment to allocate a range of small, medium and large sites as only through the allocation of the most wide-ranging size and location of housing sites in the new Local Plan will the Council's key Corporate Plan vision for the Borough being a place of opportunity be achieved.	Support the vision as set out in the SIO document.	Noted.
5aaa6af7cb31a100103a078f	We support the proposed vision. We support the aim to deliver sustainable growth, which effectively means meeting identified development needs, directing development to locations which are or can be made accessible by sustainable modes of transport, and ensuring the delivery of sufficient transport and community infrastructure in conjunction with development. We acknowledge the aim to deliver economic prosperity. In these representations we are promoting the redevelopment of an existing employment site for residential development;	Agree with the vision on the whole, but suggest that wording relating to NDP is amended.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
	at land off Dawson's Lane in Barwell. The economic prosperity of Barwell and Earl Shelton would be achieved in part by the proposed employment allocations within the two sustainable urban extensions for these areas, which requires local employment opportunities and starter and grow-on units to be provided. In these circumstances it is not necessary to retain existing employment sites which are no longer fit for purpose, particularly when new units will be provided within the local area to meet a range of employment needs. We agree that small, medium and large housing sites should be allocated to meet housing needs; the land off Dawson's Lane in Barwell represents a previously developed land opportunity that is suitable for residential development. We request that a cautious approach is taken towards the influence of neighbourhood development plans for the development strategy, because it is unlikely that sufficient land will be allocated through the neighbourhood plan process to meet identified development needs. We are not aware of any current intentions by Barwell Parish Council to prepare a neighbourhood development plan. In any event, we understand that Barwell Parish Council and local residents supports the redevelopment of the existing employment land off Dawson's Lane for residential development.		
5aaa5c9acb31a100103a0778	site allocations should be based on demand as well as need	Site allocations should be based on demand as well as need.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aa8011c589afb0010f47671	The vision should focus on the Borough's residents, supporting their aspirations to a strong, vibrant and healthy community. Economic growth within the Borough should support and deliver these aspirations; it should not be the primary driver for the plan. The plan should aim that developments improve the conditions in which people live, work, travel and take Leisure. As a good employment area, it is important that income earned locally should be spent locally, where possible, thereby providing comprehensive community assets must be part of the ultimate aim. The vision should be modified in emphasis to reflect these facts. A suggested modified vision statement is given below:- By 2036, the Borough, will be a thriving healthy and vibrant community where people aspire to live, work and play. Supporting this aspiration, the Borough will strive to be a place of opportunity, key part of the Midlands Engine, providing growth where this is sustainable. It will be a place of increasing levels of prosperity for residents and businesses supported by a highly skilled workforce and maximise benefits to the community which can result from new (including nationally significant) infrastructure. Development shaped and influenced by our Communities Neighbourhood Development Plans will respect the Borough's important townscapes, natural landscapes and afford protection to open spaces and the countryside. Development will be sustainable seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life improving the conditions in which people live, work, travel and take leisure. The Borough is a place where our historic and	Suggest wording for changes to the vision.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
	cultural assets will be maximised to attract new investment and tourism to support our thriving economy. The high-quality designed housing will deliver, in a well-planned manner seeking to ensure choice, affordability and safety. Small, medium and large sites will be allocated to meet need and be supported with the required infrastructure to create new places, taking account local circumstances, so that they meet the different local opportunities for achieving sustainable development in different areas.		
5aa7f44574134e00101e25af	Agree to have a place of opportunity which should be manifested in all aspects. The vision should focus on the Borough's residents, supporting their aspirations to a strong, vibrant and healthy community. Economic growth within the Borough should support and deliver these aspirations, it should not be the primary driver for the plan. The plan should aim that developments improve the conditions in which people live, work, travel and take Leisure. As a good employment area, it is important that income earned locally should be spent locally, where possible, thereby providing comprehensive community assets must be part of the ultimate aim. The vision should be modified in emphasis to reflect these facts. A suggested modified vision statement is given below:- ~By 2036, the Borough, will be a thriving healthy and vibrant community where people aspire to live, work and play. Supporting this aspiration, the Borough will strive to be a place of opportunity, key part of the Midlands Engine, providing growth where this is sustainable. It will be a place of increasing levels of prosperity for residents and businesses supported by a highly skilled workforce and	Suggest wording for changes to the vision.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
	maximise benefits to the community which can result from new (including nationally significant) infrastructure. Development shaped and influenced by our Communities Neighbourhood Development Plans will respect the Borough's important townscapes, natural landscapes and afford protection to open spaces and the countryside. Development will be sustainable seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life improving the conditions in which people live, work, travel and take leisure. The Borough is a place where our historic and cultural assets will be maximised to attract new investment and tourism to support our thriving economy. The high-quality designed housing will deliver, in a well-planned manner seeking to ensure choice, affordability and safety. Small, medium and large sites will be allocated to meet need and be supported with the required infrastructure to create new places, taking account local circumstances, so that they meet the different local opportunities for achieving sustainable development in different areas.		
5aa7eb34589afb0010f47641	No comments	Noted.	Noted.
5aa7e28a589afb0010f47605	N/A - comments are only submitted where specifically relevant to Earl Shilton SUE.	Noted.	Noted

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aa7cd56589afb0010f475c8	The recent Destination Management Plan together with other significant strategic documents has identified tourism as the key generator of wealth particularly in rural areas. The vision focusses heavily on developing sustainable development in terms of the area as being central to the national distribution network linked to the growing warehousing and logistics hubs across the region. Sustainable economic growth and development needs to identify tourism and sustainable rural diversification as a focus for investment as a strategic priority to attract financial support for this important sector.	Suggest some re-working of the vision to clearly identify tourism and rural diversification.	Noted.
5aa7bb02589afb0010f47590	No	Noted.	Noted

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aa7b2d374134e00101e2536	Continuous growth cannot be sustainable. Historic and cultural assets cannot be maximised. Well-planned is tautologous in this context. Suggest by 2036 the Borough will be a key component of the Midlands Engine, having high levels of prosperity for residents and businesses supported by a highly skilled workforce, new nationally significant transport links, and an attractive living environment. Development shaped by our Communities Neighbourhood Development Plans will respect the Borough's history and heritage, and will provide attractive public open spaces and access to recreational facilities. The countryside will support thriving and diverse farming enterprises, will be accessible for informal recreation, and will be protected from inappropriate development. High-quality housing will deliver healthy and vibrant communities, and will ensure choice, affordability, safety and access to local services. Small, medium and large sites will be allocated to meet need, and will be supported with the necessary infrastructure to create attractive places where people aspire to live, work and play.	Suggest changes to the vision as consider 'continuous growth as being unsustainable.	Noted.
5aa16f533d94ed00107985ac	No suggested changes.	Noted.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aa16c953d94ed001079859b	The Midlands Engine, and Midlands Connect, exemplify the risks to tourism arising from the requirement for an A5 Expressway. Option 2 of Midlands Connect, in terms of the A5, if implemented, would destroy large swathes of countryside in the south of the Division, blight the environment for those already living there, and be a serious turn off for visitors. The Borough has failed under the existing LDF to protect the countryside by allowing the removal of ancient hedgerows to facilitate prairie fields suitable to arable farming that reduces the appeal of the countryside to the visitor. Less visitors, less tourism.	Highlight the risks to the countryside from development.	Noted.
5aa169d8d17af00010376a5c	It was pleasing to note that the vision includes reference to development shaped and influenced by our Communities Neighbourhood Development Plans. I would be even happier if the sentence started with the word 'Sensitive', to ensure that any development is 'sensitive' to the areas that are proposed for development, and the people who live next to these proposed areas.	Suggest changes to wording to include 'sensitive'.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aa167ddd17af00010376a4b	The vision should include a statement demonstrating that the Borough Council understands the importance of an integrated approach by all relevant agencies; other councils, local authorities, health and social care, education, business and industry. It should make clear that efforts will be made to include all such agencies at an early stage in order that they are involved in the development of the plans being put forward. The point here is that it should be clear that the Borough understands the issues at stake go far beyond the size, number and type of housing available in the relevant area. That the issues to be addressed by the plan are highly integrated and therefore, cannot be examined in neat, exclusive packages such as housing or roads.	Amend vision to take account of 'integrated approach by all relevant agencies' and cross boundary developments.	Noted. We will make any changes necessary to the vision as part of the next draft of the local plan.
5aa1659ed17af00010376a3d	Understand why it is needed, but needs to be done properly. Traffic, roads and the general infrastructure are key, particularly in my own village of Desford (and other more rural areas) where we are struggling to cope with volumes as it is. I also note that the Lubbesthorpe development appears to have slowed down is there an issue with demand?	Express understanding of why it is needed, and set out what are perceived as key issues to address in settlement.	Noted.
5aa162b83d94ed0010798584	The Vision should include easy, quick and safe transport links of all kinds	Suggest inclusion of wording on 'quick and safe transport lines of all kinds'.	Noted.
5aa156283d94ed001079854e	No comment	Noted.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5aa15194d17af000103769fa	The 2011 Localism Act has given communities the right to draw up a Neighbourhood Plan. This right of giving local communities genuine opportunities to influence the future of the places where they live is extremely important when drawing up a Local Plan. This is reflected in the Proposed/revised vision. Development shaped and influenced by our Communities Neighbourhood Development Plans will respect the Borough's important townscapes, natural landscapes and afford protection to open spaces and the countryside.....'(LPR Vision)	Right of local communities to influence the LPR through NDPs.	Noted.
5aa14eccd17af000103769eb	The Vision as it is written appears appropriate for the Borough and most others	Agree with the vision on the whole, but suggest that wording relating to NDP is amended.	Noted.
5aa1348cd24bc90010fe7a1f	site allocations should be based on demand as well as need	Noted.	Noted.
5aa00300fc839500114ae2ea	No comment.	Noted.	Noted.
5a9bfa12794b46001000ebe6	The vision should focus on the Borough's residents, supporting their aspirations to a strong, vibrant and healthy community. Economic growth within the Borough should support and deliver these aspirations, it should not be the primary driver for the plan. The plan should aim that developments improve the conditions in which people live, work, travel and take Leisure. As a good employment area, it is important that income earned locally should be spent locally, where possible, thereby providing comprehensive community assets must be part of the ultimate aim. The vision should be modified in emphasis to reflect these	Suggest wording for changes to the vision.	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
	facts. A suggested modified vision statement is given below:- "By 2036, the Borough, will be a thriving healthy and vibrant community where people aspire to live, work and play. Supporting this aspiration, the Borough will strive to be a place of opportunity, key part of the Midlands Engine, providing growth where this is sustainable. It will be a place of increasing levels of prosperity for residents and businesses supported by a highly skilled workforce and maximise benefits to the community which can result from new (including nationally significant) infrastructure. Development shaped and influenced by our Communities Neighbourhood Development Plans will respect the Borough's important townscapes, natural landscapes and afford protection to open spaces and the countryside. Development will be sustainable seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life improving the conditions in which people live, work, travel and take leisure. The Borough is a place where our historic and cultural assets will be maximised to attract new investment and tourism to support our thriving economy. The high quality designed housing will deliver, in a well-planned manner seeking to ensure choice, affordability and safety. Small, medium and large sites will be allocated to meet need and be supported with the required infrastructure to create new places, taking account local circumstances, so that they meet the different local opportunities for achieving sustainable development in different areas."		

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
5a9b0050794b46001000ebca	I am glad you acknowledge the value we residents place on nature, history and a healthy environment. Ensure the prosperity doesn't affect this.	Agree with the reference to nature, history and healthy environment in the vision.	Noted.
5a9ab7c91598560011ff3583	It is pleasing to see that natural landscapes and open spaces and the countryside are to be protected. Locally to where I live there has been significant building in the countryside and it is sad to see these green spaces being overwhelmed by building which doesn't seem to be well thought through. I think we should be protecting existing villages as the risk is that they become conurbations for the surrounding towns and lose their unique identity. I think we have to be careful of allowing landowners to sell off their land to building companies simply to profit from the sale and not for the good of the community. I think there needs to be a reasoned and carefully planned approach when planning the type and location of new builds in the Borough.	agree with inclusion of natural /open spaces in the vision.	Noted.
5a9a78dc1598560011ff356c	I do not think there should be such a strong emphasis on developing nationally significant infrastructure and of land surrounding such infrastructure. As a resident in Witherley I am very concerned about the level of noise and pollution that development of the A5 would generate and also that this could cut us off from our local services, schools, doctors etc. in Atherstone.	Does not support the emphasis on NSIP in particular of the upgrading of the A5.	Noted. We consider the vision as currently worded as being future-proof.
5a97d53dcfc409001162b290	We need to preserve the rural character of the Borough to continue to attract high quality, rewarding employment!	We need to preserve the rural character of the Borough to	Noted.

Comment ID	Q1. Do you have any comments on the proposed vision? Would you suggest any changes to it?	Key issue summary (a few words)	HBBC response:
		continue to attract high quality, rewarding employment.	
5a90286fb1e1aa0010cdc1c2	This is a necessary stepped process to provide the Borough with a cohesive future.	This is a necessary stepped process to provide the Borough with a cohesive future.	Noted.
5a89e5a7b1e39400107ce66d	Generally this seems reasonable. I am pleased to see an emphasis on infrastructure and on protecting open spaces and countryside. It seems that a lot of the development over the last 5-10 years has been in the wrong place with developers exploiting the system to build where they can maximise profits. Much of this development has been unsustainable particularly in transport terms. A more strategic approach to development is required rather than the current piecemeal approach.	agree with vision, but suggest a more strategic approach to development rather than the current one.	Noted.
5a733745deb1b600105730f5	It could say something about developing arts and creative working, education and providing high quality jobs to retain graduates. To attract these kinds of industries needs an environment that will be attractive to their employees or they will not come here.	amend to include reference to arts, creative and high quality jobs to retain graduates.	Noted.

Appendix C: New Directions For Growth Paper (2019) Table of Representations

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
1	Yes (in light of increased development, transport infrastructure needs upgrading too.) Increased development will require further investment in infrastructure. This is in particular the case in the North of the Borough as roads here are narrow and accessibility is limited. The A5 should be a prime focus for infrastructure development, as well as the Twycross area as the strain would be significant on existing roads following development in HBBC.	Agrees. Suggests A5 and Twycross are most important infrastructure improvements.	There may be a need for further investment in transport infrastructure as development progresses, particularly in areas where road capacity and accessibility are more limited. The A5 Corridor and parts of the northern Borough could require attention to manage potential future pressures, but this would need to be considered alongside wider transport strategies and evidence.
2	No comment	N/a	N/a
3	No specific comments to make, but development should not be centralised in one particular area with better transport links- This should instead be evenly spread. Against focussing development in the Urban Centres within the Borough, such as Hinckley, Barwell or Burbage - this could be 'overloading'	Suggests to spread development and infrastructure improvements out across the Borough.	The comment is noted. The distribution of development across the Borough will be considered through the Local Plan process, taking account of evidence on infrastructure capacity, sustainability, and strategic priorities. No specific position is taken at this stage.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	these areas. Infrastructure development should follow a more 'dispersed' fashion.		
4	No comment	N/a	N/a
5	No comment	N/a	N/a
6	Yes. Infrastructure development of the A5 Corridor will enable opportunities for growth but only if this is improved to reduce congestion.	Agree. Suggests A5 requires improvements.	The observation is noted. The Local Plan will take account of the role of the A5 Corridor and its capacity when considering growth options. Any future improvements will be informed by transport evidence and partnership working with relevant agencies.
7	No comment	N/a	N/a
8	The urban area of Hinckley is 'exceptionally well placed' to take advantage of sustainable infrastructure. But the A5 Corridor requires improvement. The A5 Corridor is under strain during peak travel times and would benefit from the road being widened. This is in accordance with the Leicester and Leicestershire Strategic Growth Plan and could also include upgrading the section between the A38 and M1 to expressway standard. Traffic management	Agree. Suggests A5 requires improvements and widening. Also suggests upgrading the section between the A38 and M1 to expressway standard.	The comment is acknowledged. The Local Plan will consider the capacity of the A5 Corridor and wider transport network, alongside opportunities for sustainable travel and active modes. Any potential improvements, including those referenced in the Strategic Growth Plan, will be assessed through evidence and partnership working.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	solutions also need improvements, as well as junctions within Hinckley and walking and cycling provision.		
9	Yes. Urban areas will require substantial transport and infrastructure upgrades which will undoubtedly delay the delivery of the required housing numbers beyond the Local Plan period.	Agree. Suggests transport improvements in urban areas to facilitate growth.	The concern is noted. The Local Plan will consider infrastructure capacity and delivery timescales as part of the evidence base and viability assessment. At this stage, no conclusion is drawn on the potential impact of transport upgrades on housing delivery.
10	1A not specifically discussed. The need to provide 'Active Design' should be a priority in planning for Sports Pitches and HBBC should be pursuing 'Active Recreation' as part of its growth strategy.	Yes, suggests providing 'Active Design' and 'Active Recreation' as a priority.	The suggestion is noted. The Local Plan will consider opportunities to incorporate principles of Active Design and Active Recreation where appropriate, informed by national guidance and local evidence. No specific approach is confirmed at this stage.
11	Yes- In transport terms only. Urban areas such as Hinckley, Burbage, Earl Shilton and Barwell are limited by the road networks of the A46 and A5. The M69 also acts as a bottleneck for traffic. Without infrastructure improvements in transport, then economic growth is likely to	Agree. Prioritise transport improvements.	The comment is acknowledged. The Local Plan will review transport capacity and strategic connections, including the A46, A5, and M69 corridors, as part of the evidence base. Any future improvements will be

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	bypass HBBC area. There has notably been little improvement since the 2009 Core Strategy.		considered in collaboration with relevant transport authorities. No specific commitments are made at this stage.
12	Yes. The respondent acknowledges that residents have concerns relating to the adequacy of transport infrastructure. More provision is needed to mitigate the strain placed on these current services.	Agree. Prioritise transport improvements.	The comment is noted. The Local Plan will consider infrastructure capacity and service provision as part of the evidence base. No specific position is confirmed at this stage.
13	No	No.	Noted. No further comment.
14	No comment	N/a	N/a
15	No comment	N/a	N/a
16	Yes. Improvements need to be made to accompany further development within the HBBC area. Severn Trent are currently conducting an assessment of 2018 SHLAA sites, envisaging greater capacity requirements and planning timescales.	Agree. Prioritise transport improvements to facilitate growth.	The observation is acknowledged. Infrastructure requirements, including utilities, will be considered through the Local Plan process and supporting evidence. No specific commitments are made at this stage.
17	Yes. Transport Issues. The Borough has undergone large-scale housing and industrial/retail development over the past 15 years and for residents this has resulted in a clear increase in road traffic volumes,	Agree. Prioritise transport improvements and capacity of services.	The concerns regarding transport and wider infrastructure are noted. The Local Plan will review capacity and delivery mechanisms for roads, education, and health services as part

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	especially in the Burbage and Hinckley town areas. Infrastructure Issues. The large-scale housing development has continued to pile pressure on both education and health resources. There seems to be a mismatch between permitted housing development and school and GP resources, which only seem to be enlarged on a reactive (and hence untimely) and not proactive basis.		of its evidence base. No specific approach is confirmed at this stage.
18	Yes. Greenfield Land is required for further housing (Leicestershire has a shortfall) and this needs to be accompanied by significant investment in infrastructure.	Agree. Prioritise transport improvements to facilitate growth.	The comment is acknowledged. The Local Plan will consider infrastructure investment alongside housing growth requirements.
19	No- little evidence in NDG or SIO consultations to support this claim.	No.	Noted. No further comment.
20	Yes. The A5 Corridor is under strain and needs upgrading (in terms of capacity), especially given the growth objectives of the Core Strategy.	Agree. Prioritise transport improvements to facilitate growth. Specific regard to A5.	The observation is noted. The capacity of the A5 Corridor will be considered as part of transport evidence and strategic planning. No

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
			specific commitments are made at this stage.
21	Yes. The A5 Corridor is under strain and needs upgrading (in terms of capacity), especially given the growth objectives of the Core Strategy.	Agree. Prioritise transport improvements to facilitate growth. Specific regard to A5.	The observation is noted. The capacity of the A5 Corridor will be considered as part of transport evidence and strategic planning. No specific commitments are made at this stage.
22	Yes. The A5 Corridor is under strain and needs upgrading (in terms of capacity), especially given the growth objectives of the Core Strategy.	Agree. Prioritise transport improvements to facilitate growth. Specific regard to A5.	The observation is noted. The capacity of the A5 Corridor will be considered as part of transport evidence and strategic planning. No specific commitments are made at this stage.
23	Yes. The urban area is constrained by the administrative boundary of the Borough and limited functional road routes. The A5 trunk road is under strain and is operating above capacity thanks to increased car usage. Highways England have acknowledged concerns with this road, and further development will bypass the area if this is not addressed. This is made worse by the reliance	Agree. Prioritise transport improvements to facilitate growth. Specific regard to A5.	The observation is noted. The capacity of the A5 Corridor will be considered as part of transport evidence and strategic planning. No specific commitments are made at this stage.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	of Nuneaton and Atherstone on this section of the road.		
24	No- Good links to M69 and M42 Motorways.	No.	Noted. No further comment.
25	No- S106 contributions and the Hinckley area Project are an adequate mitigation to new development and LCC identify areas for investment.	No.	Noted. No further comment.
26	Yes. The A5 and A47 both need to be upgraded to be dual carriageways but not turned into racetracks like Clickers Way. They should both be punctuated with regular traffic islands that slow the traffic down and allow regular access to the surrounding urban areas. They should resemble tree lined boulevards, rather than ubiquitous motorways.	Agree. Prioritise transport improvements to facilitate growth. Specific regard to A5 and A47.	The suggestion is noted. The Local Plan will consider transport improvements in line with evidence and strategic priorities. No specific design approach is confirmed at this stage.
27	No comment	N/a	N/a
28	No	No.	Noted. No further comment.
29	No	No.	Noted. No further comment.
30	No	No.	Noted. No further comment.
31	No comment	N/a	N/a

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
32	Yes. These challenges are 'significant' and had been upheld in the Leicester and Leicestershire Strategic Growth Plan, as well as the Hinckley and Bosworth Directions for Growth Local Plan Review. These constraints will limit the Boroughs capacity to introduce and maintain adequate housing supplies.	Agree. Agree. Prioritise transport improvements to facilitate growth.	The comment is acknowledged. Infrastructure capacity and delivery will be considered as part of the Local Plan evidence base. No specific approach is confirmed at this stage.
33	No comment	N/a	N/a
34	No	No.	Noted. No further comment.
35	Yes. The present A5 is inadequate to cope with the volume of traffic, which has knock on effects on the feeder roads into Hinckley and the surrounding area	Agree. Prioritise transport improvements to facilitate growth. Specific regard to A5.	The observation is noted. The Local Plan will review the capacity of the A5 and associated routes as part of transport evidence. No specific commitments are made at this stage.
36	Yes. The infrastructure currently in place, particularly in Burbage, is already creaking under the strain of heavy development. With further development, this will leave the area's existing resources 'overstretched' and 'overburdened'. If local plan is followed and housing is built, then current infrastructure will be impaired further.	Agree. Prioritise transport improvements to facilitate growth. Specific regard to Burbage.	The comment is noted. Infrastructure capacity, including in Burbage, will be reviewed as part of the Local Plan evidence base. No specific approach is confirmed at this stage.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
37	Yes. Bus services are slow, expensive and unreliable in terms of timing. Trans to Leicester / Birmingham and not frequent enough. Roads are far too easily blocked by on street parking. Village/town centres are very busy at peak times - people will drive where public transport / cycling facilities are poor.	Agree. Prioritise transport improvements to facilitate growth. Specific regard to public transport and street parking.	The observation is acknowledged. Public transport provision and highway capacity will be considered through transport evidence and strategic planning. No specific commitments are made at this stage.
38	Yes. Congested streets leading to traffic jams - bad traffic route planning.	Agree. Prioritise transport improvements and congestion easing.	The comment is noted. Congestion and route planning will be reviewed as part of transport assessments informing the Local Plan.
39	Yes. The constraints of the A5 in its current form, in particular the A47 approach to Dodwell roundabout, as well as the Rugby Road approach to Hinckley Island Roundabout present challenges if these are not improved. Also, the junction of the Rugby Road, with Hawley Road and Westfield Road, as well as between Sapcote Road, Burbage Road and Park Roads are all congested and require attention. Train services from Birmingham to Leicester are also overcrowded and need a higher frequency of operation.	Agree. Prioritise transport improvements. Specific regard to A5 and A47. Specified the junction of the Rugby Road, with Hawley Road and Westfield Road, as well as between Sapcote Road, Burbage Road and Park Roads.	The concerns are acknowledged. Junction capacity, rail services, and strategic routes will be considered through evidence and partnership working. No specific commitments are made at this stage.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
40	Yes. There is a lack of suitable infrastructure and services, particularly in the North West of the Borough. Further large-scale development will damage the environment here.	Agree. Transport improvements in North-West of Borough.	The comment is noted. Infrastructure capacity and environmental considerations will be addressed through the Local Plan evidence base. No specific approach is confirmed at this stage.
41	Yes. Bus operators find it difficult to make the services pay and impossible to provide a service to suit all. There is a reluctance by Highways to change road junctions to traffic light control, or to change and reduce speed limits. Speed limits throughout the Borough should be reduced by further to those at present. Not enough vehicular access points onto already existing A and B road infrastructures, from new housing and industrial developments merely grid lock peak traffic movements.	Agree. Specific regard to buses and speed limits.	The observation is acknowledged. Issues relating to bus services, junction design, and speed limits will be considered through transport evidence and liaison with relevant authorities. No specific commitments are made at this stage.
42	Yes. Traffic congestion. This is because new homes continue to be built with little regard to the facilities needed by people who live there - employment, shops and schools. Coupled with this there are limited and poor quality public	Agree. Transport improvements to facilitate growth.	The comment is noted. The Local Plan will review transport and service provision alongside housing growth. No specific approach is confirmed at this stage.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	transport options. The net result is that people need to drive everywhere		
43	Yes. It seems to me that traffic increases over time and being held up in traffic is normal in the Borough.	Agree. Traffic a particular concern.	The observation is acknowledged. Traffic trends will be considered through transport evidence informing the Local Plan. No specific commitments are made at this stage.
44	Yes. Serious problems with transport and infrastructure in Hinckley and Burbage. Roads are gridlocked, and proposed improvements are insufficient and not cost effective.	Agree. Traffic a particular concern.	The comment is noted. Transport capacity and proposed improvements will be reviewed as part of the Local Plan evidence base. No specific approach is confirmed at this stage.
45	Yes. Traffic from the east and north wanting to go west or south go through Hinckley which is a bottleneck. The bottleneck is created by the railway which is a barrier. We only have a limited crossing points and these are narrow and 2 have limited headroom. There needs to be better access to M69. Too much development near the A5 and/ relying on the A5 both as a trunk road and a commuter route is not sustainable. The A 5 is being squeezed	Agree. Traffic a particular concern, from the east and north wanting to go west or south go through Hinckley. Against development near A5.	The concerns are acknowledged. Strategic connectivity, including access to the M69 and the role of the A5, will be considered through evidence and partnership working. No specific commitments are made at this stage.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	by overdevelopment both from Hinckley and Bosworth and Nuneaton.		
46	Yes. I rarely travel these areas, but when I do Hawley Road/Rugby Road junction is a challenge.	Agree. Traffic a key concern, with specific regard to Hawley Road/Rugby Road junction.	The comment is noted. Junction capacity will be reviewed as part of transport assessments informing the Local Plan.
47	Yes. Infrastructure in Earl Shilton and Barwell areas have been under strain for a long period, SUE's have not materialised here for over a decade.	Agree. Specific regard to Earl Shilton and Barwell.	The observation is acknowledged. Infrastructure capacity in Earl Shilton and Barwell will be considered through the Local Plan evidence base. No specific approach is confirmed at this stage.
48	Yes. Unsustainable traffic increases have come in tandem with housing and employment sites. Transport infrastructure hasn't matched the scale of development, and as a result there are a number of 'bottleneck areas', which include Rugby Road, Sapcote Road and the A5 from the M69 Roundabout. Significant strain on education and health resources, especially GP resources.	Agree. Transport improvements required to facilitate growth, specific regard to which include Rugby Road, Sapcote Road and the A5 from the M69 Roundabout.	The concerns are noted. Transport bottlenecks and service capacity will be reviewed as part of the Local Plan evidence base. No specific commitments are made at this stage.
49	Yes. The A5 is a bottleneck. The one way system in Hinckley is a nightmare.	Agree. Transport improvements required to facilitate growth. Specific regard to the A5.	The comment is acknowledged. The A5 and local road network will be considered through transport evidence informing the Local Plan.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
50	No	No.	Noted. No further comment.
51	No	No.	Noted. No further comment.
52	Yes. Frequency of services.	Agree, frequency of services.	The observation is noted. Service frequency will be considered as part of transport evidence and strategic planning.
53	No comment	N/a	N/a
54	No comment	N/a	N/a
55	No- Transport issues around the Borough are no different to those nationwide and the A47 road has been improved to ease congestion. Rail services could be improved for the area which could work to reduce car dependency for commuters to Leicester, particularly in the North of the Borough. This would help to reduce traffic on the A511 and A50 roads.	No. Rail services could be improved for the area.	The comment is acknowledged. Rail connectivity and its role in reducing car dependency will be considered through transport evidence and strategic planning.
56	Yes. Transport corridors such as the Highways network need reviewing as well as public transport infrastructure too.	Agree. Transport improvements required. Specific regard to highways and public transport.	The comment is acknowledged. The Local Plan will review transport

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
			corridors and public transport provision as part of the evidence base.
57	No comment	N/a	N/a
58	Some, but overall transport infrastructure is very good. It is acknowledged that Hinckley has its 'fair share of transport issues and congestion' but this is relative to other urban areas nationwide and lengthy consideration has been given to this in the County Councils 'Transport Trends in Leicestershire' reports. The Midlands Connect Strategy is also addressing this issue.	Partially agree. Supports current schemes.	The observation is noted. Existing strategies and reports will be considered alongside Local Plan evidence.
59	No specific comments. Given the early stage of the consultation document, we had no specific comments in relation to this strategy although highlighted that it would likely have an impact on the SRN which would need to be appropriately assessed as part of the development management process. This is particularly the case given the existing pressures on the network in this area, including along the A5.	No specific comments, other than improvements to the A5.	The comment is acknowledged. Strategic Road Network impacts will be assessed through the development management process and Local Plan evidence.
60	No comment	N/a	N/a

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
61	No comment. The development in proximity to Magna Park, Lutterworth and Junction 20 at the M1 need to be considered as part of the local plan composition.	The development in proximity to Magna Park, Lutterworth and Junction 20 at the M1 need to be considered as part of the local plan composition.	The observation is noted. Development near Magna Park and Junction 20 will be considered as part of strategic planning.
62	No comment	N/a	N/a
63	No specific comments	N/a	N/a
64	Yes. General congestion is inevitable since it is an urban centre for employment and housing growth. This can be mitigated by road and rail improvements to relieve pressure, notably the A5 Expressway.	Agree. Suggest road and rail improvements to relieve pressure, notably the A5 Expressway.	The comment is acknowledged. Road and rail improvements, including the A5 Expressway, will be considered through evidence and strategic priorities.
65	Yes. Transport infrastructure is needed in this area to improve the connectivity and prevent the Borough's residents from being too over-reliant on car travel. In this way, congestion is bad for businesses, as the A46 is a crucial logistical trade route. In addition to this, freight capacity needs to be bolstered on the railway, which will feed into the new Midlands Connect scheme. The main challenge for this is funding.	Agree. Public transport improvements to relieve over-reliance on cars. Improve freight capacity.	The observation is noted. Connectivity, public transport, and freight capacity will be reviewed as part of the Local Plan evidence base.
66	No	No.	Noted, no further comment

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
67	Yes. The recently published Strategic Growth Plan (SGP) for Leicester and Leicestershire indicates that the intensification of urban areas has led to increased congestion and unsustainable pressure on infrastructure.	Agree. Transport improvements to ease congestion.	The comment is acknowledged. The Local Plan will consider Strategic Growth Plan evidence on congestion and infrastructure pressure.
68	No comment	N/a	N/a
69	No	No.	Noted. No further comment.
70	No comment	N/a	N/a
71	No comment	N/a	N/a
72	Yes. Congestion on all roads from the northern side of Hinckley through the town centre and/or Burbage to the M69 and A5. Congestion at the Dodwell's Road/A5 junction and westwards from this point along the A5. Difficulty of maintaining public transport links between the rural settlements and the urban area.	Agree. Specific regard to northern side of Hinckley through the town centre and/or Burbage to the M69 and A5.	The concerns are noted. Congestion and public transport connectivity will be reviewed as part of transport evidence informing the Local Plan.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
73	No. Not aware of any significant transport or infrastructure capacity challenges in the main urban areas of the Borough which would prevent further housing growth from being directed to and accommodated within the area during the plan period. Indeed, development of sufficient scale (i.e. of at least 200 dwellings) could support improvements to the capacity of infrastructure, services and facilities in the urban areas where necessary.	No. Supports strategic housing growth to continue to improve infrastructure.	The observation is acknowledged. The Local Plan will consider infrastructure capacity and the potential for development to support improvements.
74	Yes. Transport infrastructure has not been considered alongside housing developments in the Borough leading to issues.	Agree. Transport improvements required to facilitate growth.	The comment is noted. The Local Plan will review transport infrastructure alongside housing growth.
75	No comment	N/a	N/a
76	No comment	N/a	N/a
77	No comment	N/a	N/a
78	Yes. The Current main road system is strangling development and fluidity throughout the town; most notably the A5 junction with the A47, as car users from Nuneaton and Atherstone are dependent on it too.	Agree. Transport improvements required, notably A5, A47 and M69.	The concerns are acknowledged. Strategic connectivity, including the A5, A47, and M69, will be considered through evidence and partnership working.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	Poor accessibility is a major issue from the M69 and main urban areas such as Hinckley, Barwell, Burbage and Earl Shilton are in need of better routes in and out to stop them from missing out on growth.		
79	No comment	N/a	N/a
80	No comment	N/a	N/a
81	No comment	N/a	N/a
82	No comment	N/a	N/a
83	No	No.	Noted. No further comment.
84	No comment	N/a	N/a
85	No comment	N/a	N/a
86	No	No.	Noted. No further comment.
87	No	No.	Noted. No further comment.
88	Yes. The road system, in particularly the boundary between the A5 and A46 are choking the free flow of traffic. Introducing new housing will create an exacerbated need for improvements, and Highway England have underlined this in their studies too. HBBC need	Agree. Transport improvements required, notably A5, A46.	The comment is acknowledged. Strategic road capacity, including the A5 and A46, will be considered through evidence and liaison with relevant authorities.

Ref ID	Q1 - Do you consider the urban area of Hinckley, Burbage, Earl Shilton and Barwell suffers from transport and infrastructure challenges? Please explain what you consider the infrastructure challenges to be.	Key issue summary (a few words)	HBBC response:
	to work with authorities in West Warwickshire to oversee improvements to motorways such as the A5.		

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
1	No specific comments but refer to potential impacts on NWBC should development be located close to boundary. And that development in the north west of the Borough would need to provide additional infrastructure and services etc. to mitigate any impact on NWBC. Yes, subject to HBBC's judgement. A new settlement could address unmet need from Leicester City.	No comments, suggest any growth needs infrastructure improvements. Support a new settlement.	Noted. Cross-boundary impacts and infrastructure requirements will be considered as part of the plan-making process.
2	No comment	N/a	N/a
3	Yes. New areas beyond existing settlements should be prioritised, supporting a dispersed spatial strategy. Concentrating development in key settlements would be a 'mistake' and smaller scale developments have worked well with localised infrastructure in other regions Nationwide.	Yes. Support a new settlement.	Noted. All spatial options will be assessed against sustainability and infrastructure considerations.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
4	Yes. This is necessary to meet the Borough's housing targets, as well as needs of the wider area (Including unmet need from adjoining authorities). This is the same in the case of employment provision. Existing urban areas are insufficient, therefore justifying opening up a whole new settlement with accompanying transport infrastructure. Moreover, the urban sites of Barwell, Burbage, Earl Shilton and Hinckley have been assessed as holding capacity only up until 2027 which is the Mid-Point of the Local Plan Review. Paragraph 81b of the NPPF states that LA's should identify strategic sites for investment for the entirety of the plan period, therefore suggesting that a new settlement is the only way forward.	Yes. Prioritise meeting housing and employment targets. Supportive of a new settlement.	Noted. Strategic growth options, including new settlements, will be evaluated in line with national policy.
5	No. Growth should be focussed around key transport and accessibility corridors close to urban areas, reinforcing Leicestershire Strategic Growth Plan.	No. Support growth around key transport corridors.	Noted. Transport accessibility will be a key factor in assessing growth locations.
6	No particular view- Warwickshire County Council will support HBBC though with delivery of growth.	N/a.	N/a. HBBC thank Warwickshire County Council for their support.
7	Yes. Scoping issues and options demonstrates concerns regarding continued focus on developing already established urban areas. Extending development beyond these boundaries will enable rural settlements to be more	Yes. Growth in rural settlements will ensure their viability and provide infrastructure.	Noted. Rural growth options will be considered alongside infrastructure capacity.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	effectively supported. Developing rural settlements will provide infrastructure improvements and vitality.		
8	No. HBBC should follow its 2009 Core Strategy which considered Hinckley as the most sustainable location for growth. The town was also identified as a 'Sub-regional centre' within the East Midlands Regional Plan and provides the widest range of services and transport connections, especially rail links. Additional growth will enhance and maintain these existing facilities.	No. Supportive of growth in Hinckley.	Noted. The sustainability of Hinckley and other locations will be assessed through the plan process.
9	Yes. Housing delivery needs to be spread throughout the Borough to ensure requirements are met.	Yes. Supportive of development outside of the urban area.	Noted. Distribution of growth will be considered as part of spatial strategy development.
10	No comment	N/a	N/a
11	Yes. The urban area alone is not capable of delivering the volume of development required. This was confirmed in the Core Strategy, with no indication that matters have changed. Building outside of the urban area will also enable rural communities to become more vibrant and resilient to losing their services. These outside areas will also help to provide a satisfactory mix of housing delivery, which feeds into a key objective of the NPPF.	Yes. Urban area cannot accommodate the entire need and rural areas need growth to ensure viability.	Noted. Options for growth beyond the urban area will be assessed.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
12	Yes. Concern over continued focus on the existing urban area to deliver majority of housing. Key rural areas such as Ratby could make a significant contribution to meeting the Borough's housing needs and the unmet need arising from Leicester.	Yes. Specific regard to Ratby as an option.	Noted. All settlements, including Ratby, will be considered in the options appraisal.
13	Yes. Other settlements/areas need some level of growth to help maintain/develop services and infrastructure	Yes. Supportive of rural area growth to ensure viability.	Noted. The role of rural settlements in supporting services will be reviewed.
14	No comment	N/a	N/a
15	No comment	N/a	N/a
16	Yes- with caution. No objection to considering other growth strategies aside from the immediate urban area. However, they warn that remote locations will require significant and timely new infrastructure to be introduced.	Partial yes, if infrastructure can be delivered in rural areas.	Noted. Infrastructure delivery will be a key consideration for any growth strategy.
17	Yes. Support the concept of developing the Borough away from the current urban centres. The Borough area is relatively large, and the majority of the land is of an agricultural nature. However, assuming that most of this land is similar to that surrounding Burbage, it is not of the highest classifications of agricultural land, so using some of this land for development is perhaps less of an issue.	Yes. Use low grade agricultural land to accommodate growth.	Noted. Land quality and sustainability will inform site selection.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
18	Yes. There is limited capacity within the existing urban areas and therefore Greenfield sites beyond these areas need to be explored. This includes rural areas in the interests of supporting their vitality, as supported in the NPPF (Paragraph 77). Key rural centres identified in the Core Strategy should be prioritised as part of the Local Plan Review.	Yes. Supports growth of rural areas to ensure their viability.	Noted. Rural growth options will be considered in line with national policy.
19	Yes. As long as these locations beyond the urban area are not remote with poor transport and infrastructure connections. If there are larger villages and towns which do have existing infrastructure, then these should definitely be explored.	Yes. Supportive of growth in the larger rural villages with more infrastructure.	Noted. Infrastructure availability will guide site assessments.
20	Yes. Greenfield sites need to be identified beyond the urban mainland, particularly in the north of the Borough. These can be sustainable in rural centres, and enable a mix of sites to be supported.	Yes. Supportive of growth in the North of the Borough.	Noted. Growth distribution, including northern areas, will be assessed.
21	Yes. Greenfield sites need to be identified beyond the urban mainland, particularly in the north of the Borough. These can be sustainable in rural centres, and enable a mix of sites to be supported.	Yes. Supportive of growth in the North of the Borough.	Noted. Growth distribution, including northern areas, will be assessed.
22	Yes. Greenfield sites need to be identified beyond the urban mainland, particularly in the north of the Borough. These can be sustainable in rural centres, and enable a mix of sites to be supported.	Yes. Supportive of growth in the North of the Borough.	Noted. Growth distribution, including northern areas, will be assessed.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
23	Yes. The HBBC Core strategy has deemed the urban area incapable of building out the required housing volume, and no evidence since 2009 has suggested that this has changed. Increased housing in rural areas can improve their sustainability and resilience (For example shop closures exc).	Yes. Supports growth of rural areas to ensure their viability.	Noted. Rural growth options will be considered as part of the spatial strategy.
24	No - They are concerned with the consultation and would like HBBC to reconsider Option 4 of scoping the issues, instead favouring Option 3.	No. Re-consider option 4 (garden village).	Noted. All options will be reviewed as part of the consultation feedback.
25	Yes. Growth can be in any area, where there is demand for housing as long as there are correct permissions and this is sustainable.	Yes. As long as it is sustainable.	Noted. Sustainability will be a key test for all growth locations.
26	No.	No.	Noted.
27	No comment.	N/a	N/a
28	No	No.	Noted.
29	No	No.	Noted.
30	Yes. I support this due to the expansion of families and the need to stay in certain areas for personal reasons, family's needs for housing changes all the time and Schemes that come in to help first time buyers. Also schemes for those that are renting but want to own their own properties should also be considered.	Yes. Supports the growth of villages to accommodate changing family needs.	Noted. Housing needs and delivery mechanisms will be considered in the plan.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
31	No comment	N/a	N/a
32	Yes- Strongly so. Planning for housing beyond the immediate urban area will allow for balanced growth, not just for the plan period up to 2036, but beyond. Smaller settlements can also be supported in this way as services can be enhanced and additional dwellings can align themselves with key infrastructure projects.	Strong yes. Supports growth of rural areas to ensure their viability.	Noted. Options for growth beyond the urban area will be considered as part of the spatial strategy.
33	No comment	N/a	N/a
34	No	No.	Noted.
35	Yes because we need to provide more opportunities for people to either work closer to home, to enable them to walk or cycle, or provide better infrastructure, which includes public transport.	Yes. Supports a spread of growth and sustainable transport.	Noted. Transport and employment considerations will inform the strategy.
36	Respondent appears to say yes but with caution. This risks urban sprawl and if necessary, should be considered further in the direction of the M42 Opportunity area to avoid congestion with current infrastructure capacity. Constructing development on already well-built up settlements risks overcrowding and strain on existing populations. This risks urban sprawl and if necessary, should be considered further in the	Partial yes. Preferred towards M42 area. Against urban sprawl.	Noted. Infrastructure capacity and strategic locations will be assessed.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	direction of the M42 Opportunity area to avoid congestion with current infrastructure capacity.		
37	No. It makes sense to expand on already existing urban developments, however, to avoid increased traffic congestion these new developments need to be built for 'active transport'. As a minimum design standard walking/cycling facilities should be suitable for a 12 year old walking or cycling alone.	No. Supports expanding existing urban settlements and improved sustainable transport with this.	Noted. Design standards and sustainable transport will be considered.
38	No. Burbage and surroundings has enough development.	No. Specific regard to Burbage.	Noted. Growth distribution will be reviewed.
39	Yes. The existing urban area is not large enough to provide the volume of suitable sites to meet the housing targets needed by HBBC, especially in light of the infrastructure constraints which challenge the Borough currently. Instead, Key rural centres could work well as sustainable sites able to absorb some of the growth and retain rural vibrancy in tandem. It could also help excess growth on the A5 Corridor to be avoided.	Yes. Supports growth of rural areas to ensure their viability. Against growth on the A5.	Noted. Rural growth and infrastructure constraints will be considered.
40	No- There is no opportunity for growth.	No. There is no opportunity for growth.	Noted.
41	Yes. The policy of infill is now creating poor living environments with insufficient green open areas. New housing developments must begin to contain more Council Housing but also more first time buyer homes and retirement opportunities so	Yes. Supports a mix of housing across the whole Borough.	Noted. Housing mix and quality will be addressed in policy development.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	that a mix of housing can be passed on at an affordable level.		
42	No	No.	Noted.
43	No	No.	Noted.
44	Yes. Some rural sites could contribute towards housing need in the Borough on a short to medium term basis.	Yes. Supports some growth of rural areas in the medium term to ensure their viability.	Noted. Rural sites will be considered as part of the options appraisal.
45	Yes. The quality of life in the Urban area is deteriorating. Spreading the load is the only answer.	Yes. Spread the load.	Noted. Distribution of growth will be assessed.
46	Yes. The existing conurbations are not supported by the present road systems, which were laid-out before the present number of vehicles.	Yes. Against further urban growth.	Noted. Transport capacity will be a key consideration.
47	Yes. The urban areas currently suffering from overcrowding is due to overdevelopment and need some relief from this, hence the justification for more peripheral areas.	Yes. Urban areas becoming overcrowded.	Noted. Growth options beyond urban areas will be reviewed.
48	Yes. This is a good idea since it will provide relief from the A5 Corridor, as well as the area surrounding Burbage and Hinckley. As the SHEELA map points out, there is overdevelopment focussed on Hinckley and Burbage, and as long as they are	Yes. Against growth on the A5. Supports rural growth with appropriate infrastructure.	Noted. Infrastructure and growth distribution will inform decisions.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	supported by appropriate services, new areas could be encouraged.		
49	Not necessarily- HBBC should prioritise existing housing stock before building new houses.	Partial no. Prioritise existing housing stock.	Noted. Housing delivery options will be considered.
50	No	No.	Noted.
51	No	No.	Noted.
52	No	No.	Noted.
53	Yes	Yes.	Noted.
54	Yes. The Draft Strategic Growth Plan for Leicester and Leicestershire 2050 supports exploring growth beyond urban settlements: “Under intense pressure for development” and has “made substantial provision within and on the edges of the existing towns. Much of this has still to be built and is dependent upon new local infrastructure. Further development should be consistent with the need to support local growth”. Taking this into account, other areas further afield need to be explored to facilitate this chasm between need and current supply, as well as the limitations of existing urban towns to absorb these.	Yes. Explore other areas due to limitations of urban areas.	Noted. Strategic context will inform the Local Plan review.
55	Yes. Spreading development across more peripheral areas will enable an appropriate development balance and allow houses to be built out quicker (As larger scale developments take	Yes. Supports a balanced development and deliverable approach.	Noted. Delivery considerations will be factored into strategy.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	longer to deliver). This also allows more certainty of development.		
56	Yes. Leicester City Council address the shortfall in housing provision and state that this needs to be made up by distributing replacement housing across the Borough.	Yes. Need to meet the unmet need of Leicester City.	Noted. Unmet need will be addressed in line with duty to cooperate.
57	Yes. Given the slow progress of the two urban extensions and reliance of housebuilding at the top end of the Settlement Hierarchy, HBBC should be open to exploring multiple options, including that of building beyond the existing urban area.	Yes. Explore multiple options beyond urban area.	Noted. All reasonable alternatives will be assessed.
58	No specific comments	N/a	N/a
59	No specific comments	N/a	N/a
60	No specific comments	N/a	N/a
61	Not specifically discussed in response	N/a	N/a
62	Yes. Suitable land can act as an extension to the existing site allocations made in semi-urban areas and can be a useful place to construct new housing and employment if land availability is achievable	Yes. Supports growth in semi-urban areas.	Noted. Semi-urban growth options will be considered.
63	Yes. Refer to representations submitted by email.	Yes.	Noted.
64	Yes. Constructing outside the urban area is considered to be a 'more flexible' spatial strategy to deliver out the housing numbers needed. This also	Yes. More deliverable and ensure viability of rural settlements.	Noted. Rural growth options will be assessed against sustainability principles.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	supports key rural centres and upholds Paragraph 78 of HBBC's Local Plan Review which talks of 'enhancing or maintaining the vitality of rural communities'. Concentrating development on one area can provide pitfalls and limit growth. In the context of Hinckley specifically, such rural centres have access to facilities such as schools, medical services and well served bus routes.		
65	Yes.	Yes.	Noted.
66	No.	No.	Noted.
67	Yes. Spreading development into less densely populated areas is a 'logical solution', especially given that development has been over-concentrated on urban areas for some time. The Leicestershire SEP is correct and that congestion is harming business. Further building in these urban areas affected will only exacerbate the problem, so therefore redistributing growth around the Borough is essential. The HEDNA also states that introducing employment opportunities around the area will help promote sustained economic growth, with 51 hectares of employment land needed up to 2036, and 472 hectares across Leicester and Leicestershire.	Yes. Over concentrated development in urban areas.	Noted. Strategic employment and housing locations will be reviewed.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	A particular area to consider is the land west of Markfield at Cliffe Hill Farm (Junction 22 of the M1) which has been submitted as part of the Call for Sites process.		
68	Yes.	Yes.	Noted.
69	Yes. It is important that some growth is planned in smaller rural communities to ensure the sustainability of those centres. The over emphasis on the major existing urban areas exacerbates the decline of rural villages and the disappearance of village shops, pubs and other facilities.	Yes. Supports growth of rural centres to ensure their viability.	Noted. Rural sustainability will be considered in the spatial strategy.
70	No specific comments given	N/a	N/a
71	Yes. Need to maintain a flexible outlook, not only in accommodating own housing need but those from Leicester's shortfall. The Lord Taylor Review of Rural Economy and Affordable Housing (2008) states that restricting growth in rural areas adversely affects their sustainability and doesn't promote social mixing or environmental quality. Therefore, HBBC should consider constructing homes beyond the urban area.	Yes. Need a flexible approach to reach housing need.	Noted. Flexibility and unmet need will be addressed in the plan.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
72	Yes but to a limited extent. As recognised in the Core Strategy, existing services and infrastructure are all concentrated in and around Hinckley, Barwell and Earl Shilton, and in the eastern and northern parts of the Borough which look towards Leicester. The western parts of the Borough are rural and characterised by open countryside and small nucleated settlements with limited transport links and services. The introduction of significant new residential development into the western part of the Borough would create more commuter traffic over a wider area and make service delivery more difficult.	Partial yes. Better services and infrastructure in urban areas.	Noted. Infrastructure capacity will inform growth distribution.
73	Yes. Whilst the respondent is of the view that the urban area is the most sustainable, there are a wide choice of suitable settlements beyond that of the main areas which could accommodate sensible and beneficial growth. Existing villages such as Markfield, Desford and Stoke Golding all have existing infrastructure in place which could serve new populations well and dispersing development among them will help to support the longevity of rural services there. The council state that one approach alone is insufficient in addressing need and a range of approaches are needed to take on the objective.	Yes. Supports a flexible approach and growth in larger rural settlements. Notably Markfield, Desford and Stoke Golding.	Noted. A range of locations will be considered to support services and housing delivery.
74	No comment.	N/a	N/a

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
75	Yes- But the urban area should be prioritised first and foremost. If the strategy was to concentrate purely on the urban areas, this would limit the opportunity to fully embrace sustainable growth and would not take advantage of the many options set out in the SHELAA. This will also help to reduce traffic congestion. However, too much development in remote locations will just encourage car dependency and is unsustainable.	Yes, mostly urban though.	Noted. Growth strategy will balance sustainability and accessibility.
76	Yes. Development should be mainly concentrated in Urban areas, but growth shouldn't be fully restricted in rural villages - to save them from 'stagnation'. Younger populations in rural areas also need a range of choice of appropriate and affordable housing, and this cannot happen if they are not revitalised with new development. Ageing populations also need new services which form part of the overhaul of infrastructure.	Yes. Mostly urban though.	Noted. Housing mix and distribution will be considered.
77	No specific comment	N/a	N/a
78	Yes. This is justified since HBBC cannot possibly accommodate growth within the main urban centres, and cannot evidence to the contrary. There are both Towns and Villages within HBBC's boundary which would greatly benefit from the added resilience of new infrastructure, population and services. Enhancing	Yes. Cannot accommodate growth solely in urban areas.	Noted. Options beyond urban areas will be assessed.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	and renewing rural areas is cited in the NPPF (Paragraph 83).		
79	No comment	N/a	N/a
80	Yes. Whilst there should be proportionately more development given to the urban areas, this should have proportionate coverage over the whole Borough and prioritise areas with appropriate transport links. Without approaching this pragmatically with a mix of different sites, HBBC risks falling short of reaching it's 5 Year Supply targets.	Yes. Mostly urban though.	Noted. Growth distribution will be considered to maintain supply.
81	Yes. One singular approach is not valid- HBBC must turn to key rural Centres, (such as Desford) to accommodate the scale of housing and support the life of existing services too. Other locations are also needed to provide a mix of housing and avoid 'market saturation' which erodes successful sustainability.	Yes. Supports a flexible approach.	Noted. A mix of locations will be assessed to support housing and services.
82	Yes. The NPPF refers to the boost that further development can give to ageing rural communities, arguing that infrastructure and services can be replenished for the good of these areas.	Yes. Supports growth in rural centres, along with infrastructure improvements.	Noted. Rural vitality and infrastructure will inform site selection.
83	No- The urban areas of Hinckley and Earl Shilton have received significant investment and should therefore be better linked to sustainable transport systems.	No. Only other option is growth near A47.	Noted. Transport connectivity and strategic locations will be reviewed.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	Aside from this, the A47 area in the North West could be the only plausible solution.		
84	No- Development should be focussed on 'built up' areas with existing services and accessible transport corridors.	No. Focus growth in 'built up' areas.	Noted. Accessibility and existing services will be key considerations in the spatial strategy.
85	So long as the biodiversity is not adversely affected then the respondent have no specific comments to make.	No comment.	N/a
86	No.	No.	Noted.
87	No. I believe that the council has failed to incorporate effective environmental planning with regards to growth. I believe that growth should not be explored until this has been resolved. The council is destroying natural areas and I believe economic growth is top of their agenda without regarding social and environmental impacts first. I thought sustainable development was important but this appears to have been disregarded.	No. Against growth in rural areas due to environmental concerns.	Noted. Environmental sustainability will be a fundamental consideration in plan-making.
88	Yes. Building beyond the existing urban area is an important option as the urban area cannot accommodate all the growth required. This solution is also in line with the Core Strategy. Redirecting growth towards areas which can sustainably	Yes. Urban areas cannot accommodate the whole need.	Noted. Options beyond the urban area will be assessed to meet housing needs.

Ref ID	Q2 - Should the authority explore other options for growth beyond the existing urban area? Do you support this and if so why?	Key issue summary (a few words)	HBBC response:
	contribute towards the Housing supply will help to support an appropriate mix of housing.		

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
1	Blank comment.	N/a	N/a
2	No comment	No comment.	N/a
3	Key locations to the North and West of the Borough, including Newbold Verdon, Desford, Ratby, Groby, Markfield, Barlestone and Market Bosworth. All higher order settlements, these 'Key rural centres' have key arterial road connections and facilities. Increasing development here would make 'good planning sense'. Specifically, the respondent identifies 'The Firs' at Newbold Verdon which has featured in the SHELAA 2017/2018 as developable within 6-10 years.	North West - including Newbold Verdon, Desford, Ratby, Groby, Markfield, Barlestone and Market Bosworth. Due to infrastructure capacity.	Noted. All potential growth locations will be assessed for sustainability and infrastructure capacity.
4	Focus on areas which have a North-East connection to Leicester. Good road network and strategic freight connections nearby. Land North of Markfield Road (A50) could be suitable for new employment land, as it links up with the Leicester-Coventry Hub. The A50 runs south-east from Warrington in the North West via the A50 corridor as part of 'UK Connected' long term strategy.	North East – Connections to Leicester. Specifically Markfield Road.	Noted. Strategic transport links and employment opportunities will inform site selection.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
5	Do not understand why the land around the M42 is described as an 'opportunity area', without explanation or justification, when the area is predominantly a rural, farming area and is an unsuitable location for large scale development	Against development on land around M42.	Noted. All broad locations will be reviewed against sustainability and deliverability criteria.
6	No specific comments but wish to be informed and consulted on any proposals, so WCC highway modelling data can be provided.	N/a	N/a
7	Rural areas should be the primary focus- This should be done strategically and complement existing development in these communities.	Rural areas using strategic development.	Noted. Rural growth options will be considered alongside infrastructure and service provision.
8	The Catesby Estates proposal is North of the A47 and is sustainable in its own right- relating well to the existing Hinckley settlement and close to a primary school, community centre, and public open space and bus services. It has been assessed in the 2018 SHELAA as being capable of delivering 965 dwellings and developable between 2023 and 2027.	The Catesby Estates proposal (North of the A47).	Noted. All submitted sites will be assessed through the plan-making process.
9	Newbold Verdon is able to accommodate additional numbers of dwellings as it is a highly sustainable location.	Newbold Verdon.	Noted. Settlement sustainability will inform site selection.
10	No comment	No comment.	N/a
11	M42 opportunity area is isolated, highly rural and lacks growth options. North West of the urban area is supported because of the proximity to services and facilities. North East connections to Leicester is well connected to strategic transport corridor - A50, A511 and M1 and existing infrastructure and commuting patterns.	Against development on land around M42. Supports development to the North.	Noted. All broad locations will be assessed for connectivity and infrastructure capacity.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
12	The 'North East Connections to Leicester' broad area should be a key area of development. This is considered more sustainable as opposed to the North-West, which would put the settlements of Hinckley, Earl Shilton, Barwell and Burbage under too much strain. This area could also accommodate some of the excess shortfall from Leicester City too. Specifically, the land off Markfield Road and Goby Road has been earmarked as an 'excellent location', with many existing facilities and would not require excessive infrastructure investment, aiding viability. There are also frequent bus services into urban centres and it is in accordance with the NPPF's sustainable transport guidelines.	North East – Connections to Leicester. Supports meeting LCC unmet need here. Against development to the North West.	Noted. Strategic transport and service provision will guide growth options.
13	M42 opportunity area - links to Tamworth, Atherstone, Polesworth and Measham and also rural centres	M42 area.	Noted. Connectivity and strategic relationships will be considered.
14	No comment	No comment.	No comment.
15	No comment	No comment.	No comment.
16	Any of the 3 areas shown on the Map may be suitable but would need new sewage infrastructure if implemented.	Any, but need new sewage infrastructure.	Noted.
17	Development consideration should not be given to the NW Urban Area. This is already under development (the Bloor proposals) and going beyond this in the direction of Stoke Golding and Dadlington will only add to the transport and infrastructure problems that Hinckley and the adjacent urban areas already experience.	Against North West due to impacts on Hinckley. Supports M42 area and NE.	Noted. All broad locations will be reviewed against sustainability and infrastructure considerations.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
	However development is supported in the other two broad areas proposed. The advantage of the M42 Opportunity area is that it is an area that is relatively close to the major routes M42 and A5, thus providing relatively quick access to major employment areas. The NE Connections to Leicester area is possibly a slightly less attractive rural area, although still of significant interest to Developers. However, its connections to the M1 at Junction 22 and its proximity to the large employment area that is Leicester City makes it a very strong candidate for development. This is especially so given the as-yet undetermined impact of the potential need to accommodate some of the unmet housing requirement in Leicester this would seem to be a logical place to locate this		
18	The North East Connections to Leicester is supported. Rosconn Strategic Land control land at Barns Way, Desford. This links well to current services in Desford, and has no environmental constraints which would act as a barrier. The area has also been included in the Neighbourhood Plan and a planning application has been submitted to HBBC too. 80 Dwellings are proposed, and affordable housing quotas can also be supported.	Supports development in the NE. Specific reference to Desford.	Noted. Submitted sites and planning applications will be considered in the review.
19	No specific comments	N/a	N/a

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
20	The North West and North East of the Borough should be avoided as they are less sustainable and HBBC would lose the chance to support existing rural settlements at need. Instead, Newbold Verdon could provide 130 dwellings on 3.75 hectares of land owned by RichBorough Estates. A heritage assessment has already been conducted by Pegasus Heritage.	Against NE and NW – Supports development in Newbold Verdon.	Noted. Site-specific proposals will be assessed alongside strategic options.
21	The North West and North East of the Borough should be avoided as they are less sustainable and HBBC would lose the chance to support existing rural settlements at need. Instead, Newbold Verdon could provide 130 dwellings on 3.75 hectares of land owned by RichBorough Estates. A heritage assessment has already been conducted by Pegasus Heritage.	Against NE and NW – Supports development in Newbold Verdon.	Noted. Site-specific proposals will be assessed alongside strategic options.
22	The North West and North East of the Borough should be avoided as they are less sustainable and HBBC would lose the chance to support existing rural settlements at need. Instead, Newbold Verdon could provide 130 dwellings on 3.75 hectares of land owned by RichBorough Estates. A heritage assessment has already been conducted by Pegasus Heritage.	Against NE and NW – Supports development in Newbold Verdon.	Noted. Site-specific proposals will be assessed alongside strategic options.
23	The North East Connections to Leicester is suggested as it has links to the A50, A511 and M1 transport routes. Existing services are capable of supporting further growth and it would link well with other settlements. Furthermore, the Coalville Growth	Supports development in the NE, with links to the A50, A511 and M1 transport routes.	Noted. Strategic connectivity and funding opportunities will inform growth strategy.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
	Corridor has recently had LLEP funding towards altering Junction 22 and this ties into paragraph 80 of the NPPF which encourages areas like this to build on their strengths. Desford, Ratby and Markfield could also feature sustainable extensions.		
24	No specific comments	N/a	N/a
25	No specific comments	N/a	N/a
26	No specific comments	N/a	N/a
27	No specific comments	N/a	N/a
28	No specific comments	N/a	N/a
29	No specific comments	N/a	N/a
30	Markfield, Stanton Groby and surroundings areas are good place to explore. These are sought after areas and with new housing this would be good areas to explore	Markfield, Stanton and Groby.	Noted. Settlement sustainability and capacity will be considered.
31	No comment	N/a	N/a
32	The Witherley Village could be a suitable location since it is well linked to the A5 Improvement Corridor and has already been pinpointed in the Strategic Growth Plan. It is also in close proximity to the MIRA Enterprise Zone and Technology Campus. In this way, the M42 Opportunity area to the north of the Borough is an advantageous area as a whole and links well to not only the Strategic Growth Plan but also the Midlands Engine Strategy.	The Witherley Village due to links with the A5 and MIRA Enterprise Zone and Technology Campus. Supports M42 area.	Noted. Strategic employment and transport relationships will be reviewed.
33	No comment	N/a	N/a
34	No comment	N/a	N/a

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
35	The area around the M42 provides the best opportunity for new employment & residential development which would have easy access to the motorway system. Other areas are already reaching saturation point.	Supports M42 area.	Noted. Strategic transport accessibility will inform site selection.
36	The most suitable sites would be the North east area with connections to Leicester, or the M42 opportunity area or the area south of it. These are able to absorb the most capacity for new housing and meet the unmet need from Leicester City, and are away from the 'opportunistic' development of greenfield sites in the South East of the Borough which should be avoided.	Supports NE and M42 area.	Noted. All broad locations will be assessed for sustainability and deliverability.
37	No comment	N/a	N/a
38	No comment	N/a	N/a
39	The North-East connections to Leicester area should be a priority for growth, but second to this should be the M42 Opportunity area which has less quality existing infrastructure. The North West area should be avoided in the interests of avoiding pressure on the A5 corridor.	Supports NE and M42 area. Against NW area due to pressure on A5.	Noted. All broad locations will be assessed for sustainability and infrastructure capacity.
40	Future growth in our Borough should be concentrated around key transport and accessibility corridors. The north west of the Borough lacks infrastructure and services, and major development here will be expensive and environmentally damaging. Major development must take place in proximity to the existing urban area around Hinckley where there is suitable infrastructure, public services and job	Supports growth on transport corridors. Against NW development.	Noted. Accessibility and infrastructure will be key considerations in the spatial strategy.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
	opportunities. Anywhere else would be illogical, unjustifiable and unreasonable		
41	The links between existing developments should be expanded and thoughts given not to strangle the new properties by over cramming just to suit developers.	Improve links between existing developments.	Noted. Design quality and integration will be considered in site planning.
42	No comment	N/a	N/a
43	No comment	N/a	N/a
44	No specific comments	N/a	N/a
45	The north of the Borough seems the best bet making more use of the M42.	Supports growth in the north, notably the M42 area.	Noted. Strategic connectivity will inform growth options.
46	N.E. and N.W. of the urban area.	NE and NW of the urban area supported.	Noted. All broad locations will be reviewed.
47	The Market Bosworth key centre should be a designated priority, particularly the area south of Station Road from the canal.	Supports development in Market Bosworth.	Noted. Settlement-specific proposals will be considered.
48	Suggest the area close to Leicester in the North East of the Borough, as well as the area in the north west close to the M42. These locations have good employment and transport links.	Supports development in the NE close to Leicester and the M42 area. Good employment and transport.	Noted. Strategic transport and employment relationships will guide site selection.
49	No specific comments	N/a	N/a
50	No specific comments	N/a	N/a
51	No specific comments	N/a	N/a
52	No specific comments	N/a	N/a
53	Land to the East of Brook Vale Cottages at Ratby Road in Groby. The site is well linked to the services available at Groby.	Land to the East of Brook Vale Cottages at Ratby Road in Groby	Noted. Site-specific proposals will be assessed through the plan process.
54	The North East connections to Leicester would be a good suggestion, especially as it is in line with the	Supports development to the NE.	Noted. Strategic context and unmet need will inform growth strategy.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
	Strategic Growth Plan. This location, can help to absorb unmet need from Leicester City Council as it links well to the City region.		
55	Orton on the Hill could work well since the existing services are in place and would be well supported by further housing here. Little Development has occurred in the west of the Borough and this could be a potential opportunity area- Housing at Shaw Farm is a good example of this.	Orton on the Hill, reference to Shaw Farm.	Noted. Settlement sustainability and service provision will be considered.
56	The North West of the Urban area is considered the most sustainable growth option, linking existing with future transport facilities. It is also justified by the Strategic Growth Plan.	Supports growth in the NW, due to transport links.	Noted. Strategic context will inform location assessments.
57	No specific comments	N/a	Noted.
58	Of the three options put forward, developing on the edge of Hinckley, to the north west of the town, alongside the A47 represents the most sustainable solution. The M42 opportunity area is rural in character and remote from other settlements or public transport corridors. Growth in the 'M42 opportunity area' and the 'North East connections to Leicester' would not align with the aspirations for growth set out in the Strategic Growth Plan	Supports growth close to the A47 area close to Hinckley. Against M42 and NE area.	Noted. All broad locations will be assessed against strategic objectives.
59	No specific comments	N/a	N/a
60	No specific comments	N/a	N/a
61	No specific comments	N/a	N/a

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
62	The Cadeby sand and gravel quarry and land adjacent to Cliffe Hill is considered as suitable as it is included in the HBBC Site Allocations Document. Clients Tarmac have further land ownership within the area and once mineral operations have stopped, then this land will be deliverable. There could well be an opportunity for new employment land here, different to that of mineral operations.	The Cadeby sand and gravel quarry and land adjacent to Cliffe Hill.	Noted. Future land availability and suitability will be assessed through the plan process.
63	Rural Area and specifically the four settlements close to Leicester	Supports growth in the NE.	Noted. Settlement hierarchy and proximity to Leicester will inform growth options.
64	The M42 Opportunity area is a valuable site as it comprises a selection of smaller villages and hamlets which are currently not particularly well served by the surrounding population. Adding housing here will contribute to their vibrancy and deliver 'meaningful levels' of growth which are proportionate and sustainable. Settlements such as Barlestone have good links to both Hinckley and Leicester and are commutable from both.	Supports sustainable growth around M42 area.	Noted. All broad locations will be reviewed for sustainability and service provision.
65	The area of the Borough close to Blaby is considered a suitable location to build new housing outside the urban area, and would have good links to the newly proposed A46 Expressway (Midlands Connect). This would enhance the place-making capacity as well as the employment links in Hinckley and enable existing residents to be less isolated from connecting communities.	Supports growth close to Blaby DC, due to links with A46 expressway.	Noted. Strategic transport proposals will be considered in assessing growth locations.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
66	No comment	N/a	Noted.
67	The main area supported is the North East Connections to Leicester because of the A50, A511 and M1 connections.	Supports growth in the NE, due to A50, A511 and M1 connections.	Noted. Strategic connectivity will inform site selection.
68	81 Hectares of land are proposed as a suitable site in Desford. This is to the South West of the current village and west of employment sites serving Neovia and Caterpillar. This has good drainage and access from Desford Lane and Kirby Road. It has no major ecological or heritage constraints and would work well as Employment Land as part of a mixed-use development. This would link well and support the existing village of Desford and introduce new services to the area.	Desford.	Noted. Site-specific proposals will be assessed alongside strategic options.
69	North west Hinckley	NW of Hinckley.	Noted. All broad locations will be reviewed.
70	Charnwood Council support HBBC in any option that is considered sustainable, but this must be in accordance with the Leicester and Leicestershire Strategic Growth Plan.	Support LSG plan.	Noted.
71	The land at Hill Lane in Markfield has been earmarked as a suitable site. This is 3.07 hectares in size and has been processed as part of the Strategic Housing and Economic Land Availability Assessment in 2017/2018. This could accommodate 58 homes up to 2027 and will be available immediately. It also has good transport routes to key services which residents would use. The North East Connections to Leicester is the most suitable area of focus	Markfield. Good transport and NE connections to Leicester seen as sustainable.	Noted. Site-specific proposals and strategic context will be considered.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
	to facilitate development as it is close to the western fringes of Leicester making it a 'suitable and attractive' location. It would also be a logical location for unmet need arising in Leicester City.		
72	North East connections to Leicester. Because the urban area will have received significant new development in the period 2016-2026; it is by no means clear what route the proposed A5 Expressway will eventually take; the M42 is peripheral to the Borough, and those parts of the Borough near to it are part of an area of attractive countryside which is important for recreation and which separates Tamworth from Burton on Trent.	Supports development to the NE close to Leicester.	Noted. All broad locations will be assessed against sustainability and infrastructure constraints.
73	Both the North East connections to Leicester and North West of the Urban Area are considered sustainable sites with development potential. The North East site has most connections to Higher Order services in the City of Leicester. Markfield and Desford have been pinpointed specifically as 'Key Rural Centres linked to Leicester' in HBBC's Core Strategy. They are not only well served by transport to Leicester, but contain many vital services. The North West site includes Stoke Golding which is also mentioned in the Core Strategy as a Key Rural Centre and has good connections to Hinckley.	Support for NE and are NW of the urban area. Notably Markfield and Desford in NE and Stoke Golding in NW of urban area.	Noted. Settlement hierarchy and strategic connectivity will inform site selection.
74	No comment	N/a	N/a

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
75	Those areas of land of limited environmental value on the edges of the existing urban areas that are well connected to the urban area as well as easily accessible by a range of modes of transport should be the focus for new growth where there is insufficient land available within the existing built up limits of these urban settlements. The area in the Southeast of Hinckley in proximity to the existing area is most suitable. This land has limited environmental value and is sufficiently connected to transport routes to reduce commuting. Crucially, it also has only minor constraints and has room enough to place both employment and housing on site.	Supports growth to NW of urban area, due to transport and limited environmental use. Recommends land close to Burbage.	Noted. Environmental constraints and connectivity will guide site assessments.
76	No comment	N/a	N/a
77	No specific comments	N/a	N/a
78	The North East Connections to Leicester area. This is partly due to excellent connections to the A50, A511 and M1. Additional infrastructure from developing in this location will add additional connections and linking up otherwise isolated communities in these rural villages. Moreover, the Coalville Growth Corridor has been updated at Junction 22 which allows greater legibility to the North East of the Borough and will help to facilitate further growth.	Supports growth to the NE of Borough, due to connections to the A50, A511 and M1.	Noted. Strategic connectivity and infrastructure investment will inform growth options.
79	No comment	N/a	N/a

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
80	All 3 sites on the map should be given consideration. This is due to the fact that there is a shortfall of need from Leicester and every site has potential. In particular. The North East Connections to Leicester area should be prioritised.	Supports all 3. Prioritise meeting need, anywhere.	Noted. All broad locations will be assessed, including NE Leicester.
81	Davidsons Developments believe that HBBC should be receptive to all ideas, including all three areas outlined in Map 3 of the list. Out of these options, the North East Connections to Leicester is considered the most sustainable as it is closest geographically to the boundary of Leicester. Since so much of the necessity for constructing housing arises from Leicester's shortfall, it would make sense to accommodate urban extensions in a location which is easily commutable or accessible to Leicester.	Support any growth, including all 3 named sites. NE considered favourable.	Noted. Strategic context and sustainability will guide growth strategy.
82	Land West of Hinckley West. This is considered to be able to deliver 175 homes incorporating this land with the 'North West of the Urban area'. The North East Connections to Leicester area, including Desford, Groby, Ratby and Markfield, as well as Newbold Verdon. For Newbold Verdon and Groby, the Land South of Bosworth Lane and Land East of Groby Cemetery are proposed.	Land West of Hinckley and NE of the Borough.	Noted. Site-specific proposals will be reviewed alongside strategic options.
83	The area to the North West of Hinckley alongside the A47 is the only suitable location for development. This land is in line with the Strategic Growth Plan. In contrast, the M42 Opportunity area is too rural in character and lacks basic infrastructure such as	Supports development to the NW of Hinckley.	Noted. All broad locations will be assessed against infrastructure and sustainability criteria.

Ref ID	Q3 - If you consider that the authority should explore options for growth beyond the existing urban area, within which broad areas identified on map 3 should we focus on, and why?	Key issue summary (a few words)	HBBC response
	schools and National Gas energy supplies. It is also too remote for mobile phone coverage and is therefore only proposed due to its political weight rather than planning feasibility.		
84	No specific comment	N/a	N/a
85	No specific comment	N/a	N/a
86	No specific comment	N/a	N/a
87	No specific comment	N/a	N/a
88	It is noted that the growth areas identified on Map 3 are proposed without any explanation or background. Such an approach to spatial planning and plan making is flawed when there has been no identification and analysis of constraints and opportunities in these areas. This approach suggests the plan is not being positively prepared, which is a requirement of paragraph 16b) of the NPPF.	Want more detail of sites.	Noted. The plan will be prepared in accordance with national policy requirements.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
1	No comment	No comment.	N/a
2	No comment	No comment.	N/a
3	No- This would be an 'unnecessary distraction' for HBBC in terms of the amount of time, resources and public cost needed to plan and implement such an	No. Against a new settlement, due to resources, time and cost. Suggests it is not sustainable.	Noted, a new settlement would likely offer a longer term option to address growth.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
	ambitious scheme. A new settlement is not necessarily the most sustainable option		
4	Yes	Yes.	Noted.
5	No	No.	Noted.
6	WCC wish to be informed and consulted on any proposal for a new settlement to ensure highway modelling data from Warwickshire is taken into account	WCC wish to be consulted on any new settlement plans.	Noted and agreed.
7	No comment	No comment.	N/a
8	A new settlement is likely to be at the end of the Local Plan Period and would therefore not meet HBBC's immediate targets. This should therefore only be considered in conjunction with urban extensions.	Partial agree in conjunction with medium term development.	Noted, a new settlement would likely offer a longer term option to address growth.
9	No	No.	Noted.
10	No comment	No comment.	N/a
11	No- should not solely focus on a new settlement, rather extend those settlements with some existing infrastructure.	No. Prefers the option of SUEs.	Noted. A new settlement would likely be part of an overall strategy should it be considered an appropriate option
12	No-Concentrate on rural centres instead and protect smaller rural settlements from sprawl.	No. Prefer to locate development in rural centres.	Noted.
13	Yes	Yes.	Noted.
14	No comment	No comment.	N/a
15	No comment	No comment.	N/a
16	No specific answer- Other than that a new settlement will require significant investigation and investment in infrastructure and utilities.	Neither yes nor no – suggest a new settlement will require significant investigation and investment in infrastructure and utilities.	Noted.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
17	Yes	Yes.	Noted.
18	No comment	No comment.	N/a
19	Yes- support the potential for a new settlement	Yes.	Noted.
20	The NPPF identifies new settlements as a one option for accommodating growth but for HBBC there are more suitable and sustainable options based on the main urban area and key rural centres	Partial no. Prefer other strategies in the urban area and rural centres.	Noted. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
21	The NPPF identifies new settlements as a one option for accommodating growth but for HBBC there are more suitable and sustainable options based on the main urban area and key rural centres	Partial no. Prefer other strategies in the urban area and rural centres.	Noted. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
22	The NPPF identifies new settlements as a one option for accommodating growth but for HBBC there are more suitable and sustainable options based on the main urban area and key rural centres	Partial no. Prefer other strategies in the urban area and rural centres.	Noted. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
23	No- growth should be shared throughout the Borough.	No. Prefer a spread of growth across the Borough.	Noted.
24	No- Focus instead on areas with already established concentrations of existing infrastructure, employment and housing.	No. Prefer development in areas with existing infrastructure, employment and housing.	Noted.
25	No- This would be ineffective as there are no obvious locations for it and housing would likely to come after the 5 year supply period.	No. Can't see a location and would take too long.	Noted, a new settlement would likely offer a longer term option to address growth.
26	No	No.	Noted.
27	No comment	No comment.	N/a
28	No	No.	Noted.
29	Yes	Yes.	Noted.
30	Yes	Yes.	Noted.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
31	No comment	No comment.	N/A
32	Yes as part of a strategy to deliver longer term housing delivery as part of an overall balanced approach to housing distribution	Yes. Supports a new settlement for long term growth and proportionate development in the medium term.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
33	No comment	No comment.	N/a
34	Yes	Yes.	Noted.
35	Yes	Yes.	Noted.
36	Yes- This would offer an 'exciting opportunity' to plan based on need and not developer preference. However acknowledged issues re implementation and delivery of large developments of this kind	Strong yes. Would help to meet need.	Noted, a new settlement would likely offer a longer term option to address growth.
37	Yes	Yes.	Noted.
38	Yes	Yes.	Noted.
39	No	No.	Noted.
40	No- Rural locations in the Borough such as Norton lack basic services such as schools, medical provision and shops, in addition to public transport routes.	No. Prefer development across rural villages to improve infrastructure.	Noted.
41	Yes	Yes.	Noted.
42	Yes	Yes.	Noted.
43	No	No.	Noted.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
44	Yes, opportunity to implement new technology from the outset - an all-electric sustainable energy solution	Yes. Supports a sustainable and renewable focus to a new settlement.	Noted.
45	Yes	Yes.	Noted.
46	Yes	Yes.	Noted.
47	Yes - will be required to deal with population growth and issues of density in existing urban areas	Yes. Supports a new settlement to deal with population and density problems.	Noted.
48	Yes definitely a new settlement should be considered. Larger and larger existing towns are not always the best solution. I would support the development of new villages and towns	Yes. Supports a new settlement and against SUEs.	Noted.
49	No- expansion should take place in existing towns, prioritising affordable housing for young families.	No. Prefers development in existing towns.	Noted.
50	Yes	Yes.	Noted.
51	No	No.	Noted.
52	Yes	Yes.	Noted.
53	No specific comments	No comment.	N/a
54	No comment	No comment.	N/a
55	Yes	Yes.	Noted.
56	Not specified.	No comment.	N/a
57	Yes- but only 'as part of a wider package of development distribution options to ensure both the short and longer term delivery of growth'.	Yes. Supports a new settlement for long term growth and proportionate development in the medium term.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
58	No this would create challenges relating to land assembly viability and developer agreement. Also, a new settlement would lack the infrastructure that SUE's are able to link to.	No. Suggests a new settlement would have problems e.g. land assembly, viability, infrastructure and developer agreement.	Noted, a new settlement would likely offer a longer term option to address growth. Infrastructure would be central to any new settlement proposals.
59	No specific comments	No comments.	N/a
60	No specific comments	No comments.	N/a
61	No specific comments	No comments.	N/a
62	No specific comments	No comments.	N/a
63	No	No.	Noted.
64	No objections to the concept in principle but must avoid a development strategy which is too heavily reliant on just one type of site of location, as if these fail to come forward it could put the delivery of the plan as a whole at risk.	Partial yes, but suggests as a mix of development.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
65	No specific comments	No comments.	N/a
66	No	No.	Noted.
67	No specific comments	No comments.	N/a
68	No specific comments	No comments.	N/a
69	No	No.	Noted
70	No comment	No comments.	N/a
71	No comment	No comments.	N/a
72	Yes. Careful consideration will need to be given to the impact of a new settlement on those existing services which have wider catchment areas, such as primary and secondary schools and surgeries.	Yes. Consider services with wider catchment areas, such as schools and GPs.	Noted.

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
73	No- would be 'unwise' given the timescales and complex difficulties in managing and successfully completing the new settlement.	No. Against a new settlement due to timescales and difficulties in managing.	Noted, a new settlement would likely offer a longer term option to address growth.
74	No comment	No comment.	N/a
75	No- Only as a last resort when the options of extending current settlements become obsolete.	No. Prefer the strategy of SUEs.	Noted, a new settlement would likely offer a longer term option to address growth.
76	Yes - so long as this does not prevent growth of smaller settlements who need vitality such as Ratby. Growth should therefore be proportionate.	Yes. Prefer as a mix with development in small settlements to ensure viability.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
77	No specific comments	No comment.	N/a
78	No- Development should be spread throughout the Borough	No. Prefer development to be spread across the Borough.	Noted.
79	No specific comments	No comment.	N/a
80	New settlements can be an option for growth but they take significant time to come forward due to the preparatory work and infrastructure necessary. Also only deliver later in plan period so smaller sites would also be need to ensure continuing supply of housing	No. Suggests a new settlement would take too long and would need smaller sites in the medium term.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
81	Complex, subject to delays and relatively risky and unproductive to pursue this solution.	Does not specifically state yes or no. Raises risks associated with delays.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an

Ref ID	Q4 – A new settlement could address some of the housing and employment growth needs in the Borough. Should the authority explore options for a new settlement?	Key issue summary (a few words)	HBBC response: Begin with:
			overall strategy should it be considered an appropriate option
82	The potential role of new settlements in realising strategic growth is recognised in the NPPF. However, they are by their very nature extremely complicated proposals to deliver and the difficulties in terms of land assembly, infrastructure funding and provision etc., should not be under estimated.	Does not specifically state yes or no. Raises risks associated with deliverability, land assembly, infrastructure, funding and provision.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.
83	No- focus on locations which are in accordance with the Strategic Growth Plan and which are well connected to existing employment opportunities.	No. Prefer development connected to existing infrastructure.	Noted.
84	No- Further settlements will not be connected adequately to the A5 and would result in more commuting.	No. A new settlement would result in more commuting.	Noted.
85	No specific comments	No comment.	N/a
86	Yes	Yes.	Noted.
87	No	No.	Noted.
88	All potential options for housing and employment growth should be explored, but the strategy should avoid solely focusing on one area of growth such as a new settlement.	Partial yes, in conjunction with medium term development.	Noted, a new settlement would likely offer a longer term option to address growth. A new settlement would likely be part of an overall strategy should it be considered an appropriate option.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
1	No comment	No comment.	N/a
2	No comment	No comment.	N/a
3	No comment	No comment.	N/a
4	Yes. HBBC should maximise the Midlands Engine Strategy from the Wider midlands area as part of its Local Plan Review. HBBC should also take note of the qualitative demand for strategic employment floor space which has been excluded from the Strategic Growth Plan.	Yes. Maximise on the Midlands Engine Strategy and demand for strategic employment floor space.	Noted. Strategic employment needs and regional strategies will inform the Local Plan review.
5	No comment	No comment.	N/a
6	No comment	No comment.	N/a
7	The largest part of the Borough is rural with major urban settlements located in the south west corner. However, outside of this there are a range of smaller settlements which are currently under-served by the facilities of urban areas. HBBC's local plan could recognise the consequences of linking these settlements up and the cross-support of services this may compliment. Re-using and converting dilapidated rural buildings, as well as maximisation of brownfield land could be an important tool in facilitating this. HBBC's Settlement Hierarchy approach should be amended so that there is greater self-sufficiency in the rural	Consider linking rural settlements up to the urban area and re-developing brownfield sites and dilapidated buildings.	Noted. Settlement hierarchy and reuse of land will be considered in the plan-making process.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	areas and away from the traditional urban development focus.		
8	Leicester has a 15,000 housing shortfall according to the HEDNA In 2017. HBBC (along with the other 6 other Leicestershire authorities) should absorb some of this shortfall, but take into account authorities such as Oadby and Wigston, who are unlikely to be able to contribute their share. Hinckley is one of the most sustainable locations of which to accommodate this need.	Hinckley is one of the most sustainable locations to absorb some of Leicester's unmet need.	Noted. Unmet need and sustainable locations will be addressed in line with duty to cooperate.
9	No	No.	Noted.
10	No comment	No comment.	N/a
11	The proposed infrastructure developments as part of the Leicestershire Growth to 2050 need to be brought forward earlier than scheduled to unlock growth.	Bring forward infrastructure improvements to unlock growth.	
12	No comment	No comment.	N/a
13	Yes. Provide housing in line with the current settlement hierarchy. However more attention must be given to the consequences of major developments along the A511/A50. The level of growth in the greater Coalville area has and will continue to put huge strains on these roads. Funding for infrastructural improvements seems non-existent. The environmental importance of the Charnwood Forest needs to be considered.	Yes. Provide housing in line with the current settlement hierarchy. Be conscious of development alongside the A511/A50.	Noted. Transport capacity and environmental constraints will inform growth strategy.
14	Yes. Affordable rents given to key-workers or particular bands on the housing register. Have a mixed housing offer for new developments.	Have a mixed housing offer for new developments and include affordable rents.	Noted. Housing mix and affordability will be addressed in policy development.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	Implement a 'Rent to Buy' strategy to reach sustainable conclusions.		
15	Yes. HBBC's new local plan should recognise that existing urban sites are important.	Recognise that existing urban sites are important.	Noted. Urban capacity will be considered in the Local Plan review.
16	Yes. Severn Trent are keen to discuss HBBC's plans and work hand in hand to formulate infrastructure capacity improvements to work with the Housing growth proposed.	Severn Trent offer to work hand in hand.	Noted. HBBC welcomes engagement with infrastructure providers.
17	Yes. The most obvious way to provide new housing growth is to bring forward the Barwell and Earl Shilton SUEs. HBBC should seek to incorporate into a new plan substantial and appropriately strategic plans to build more pockets of social housing where need is greatest, or indeed where it could be incorporated into a new settlement. Brownfield sites should be considered whenever possible in the urban areas to minimise any sprawl into the remaining open countryside surrounding Hinckley and its immediate satellites. Consideration must also be given to social housing in rural locations. It is well-known that the desire of many people to purchase property in attractive village locations has caused housing shortages and hence price rises that have driven young people out of the locality.	• Bring forward the Barwell and Earl Shilton SUEs. • More social housing. • Prioritise brownfield sites.	Noted. Strategic sites, housing mix, and brownfield opportunities will be reviewed.
18	Yes. Key rural locations should play a central role in the local plan review.	Key rural locations should play a central role in the local plan.	Noted. Rural growth options will be assessed alongside sustainability considerations.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
19	Yes. The Borough Council should avoid relying solely on neighbourhood development plans in delivering housing and other needs. Where there are sustainable and developable sites not identified through the Local Plan Review or within a neighbourhood development plan, these should nonetheless be considered as additional 'windfall' sites within the Local Plan in order to deliver housing in the most sustainable locations. Sites identified within neighbourhood development plans may not necessarily be the most sustainable, deliver a sufficient quantum of housing or actually be deliverable.	Avoid relying solely on neighbourhood development plans and welcome windfall sites.	Noted. All reasonable alternatives will be considered to ensure housing delivery.
20	No comment	No comment.	N/a
21	No comment	No comment.	N/a
22	No comment	No comment.	N/a
23	The plan should be made proportionately and balance a mix of housing over many areas. HBBC needs to address the transport capacity problems with other local authorities to solve the A5 bottleneck problem.	The plan should be made proportionately and balance a mix of housing. Address transport problems.	Noted. Transport capacity and housing mix will inform the spatial strategy.
24	Consider the Land West of Hinckley site, which is already a priority for employment development, designated Enterprise Zone and MIRA Technology Park. Pursuing Option 3 instead of Option 4 is consistent with the Strategic Growth Plan and will better link growth to key transport corridors, creating	Consider the Land West of Hinckley site.	Noted. Strategic employment and transport relationships will guide growth options.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	sustainable clusters which are well linked to employment facilities.		
25	HBBC should work with the Leicester and Leicestershire Strategic Growth Plan to meet the shortfall from Leicester City area.	Work with the SGP to meet Leicester's unmet need.	Noted. Duty to cooperate will inform the Local Plan review.
26	Yes. Spreading new housing development around the Borough by attaching it to existing villages will just further undermine their character and overload their public services and infrastructure, which are already struggling to cope. On the other hand, Hinckley identifies itself as a town and should function more like a town. It is large enough to accommodate the lion's share of all the new residential and employment development that the Borough is required to accommodate. If the A5 and A47 were to be upgraded, then new employment development should be allocated to all the existing green field sites between Hinckley and the M1, and Hinckley and the A5. Significant new residential growth could take place on the north western edge of Hinckley.	Accommodate the majority of development in Hinckley, updates to transport will also unlock A5 and A47 area.	Noted. Growth distribution and infrastructure improvements will be considered.
27	No comment	No comment.	N/a
28	Yes. What are the housing needs? Is there evidence to support this?	Yes. What are the housing needs? Is there evidence to support this?	Noted. Housing need evidence will underpin the Local Plan review.
29	Yes. I think a new town would be the best way of meeting housing demands because it could be planned at a high level to include all the infrastructure needs. Building on available brownfield sites could be another way of fulfilling	Supports a new settlement with independent infrastructure.	Noted. Strategic options, including new settlements and brownfield sites, will be assessed.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	some of the housing needs in the Borough. I don't believe building large housing developments in rural areas is the answer as in general, villages don't have suitable infrastructure including public transport, cycleways, safe pavements, school and doctor places. I would not like to see our rural villages losing their identity and becoming small towns.		
30	Yes. As long as there is enough facilities to cope with new housing like the doctors and the school then I can't see why these areas shouldn't be considered they are nice areas and there is lots of space suitable for new house developments. Think these should be seriously considered.	Supports 3 identified sites.	Noted. Infrastructure capacity will inform site selection.
31	No comment	No comment.	N/a
32	Yes. In Witherley, there is already good public transport links and facilities such as a church, school, pub and football club. It is also located close to the Carylton Road Industrial Estate and Birch Coppice Business Park. This is therefore another reason to consider the site for development.	Supports growth in Witherley.	Noted. Settlement sustainability and proximity to employment will be considered.
33	No comment	No comment.	N/a
34	Yes. An entirely new settlement can help hit targeted housing in one big bang including the necessary facilities and infrastructure without the need to destroy the rural villages which make the county so beautiful and a joy to live in, and there would also be less resistance. Families have moved to these villages entirely due to their rural atmosphere,	Supports a new settlement to protect rural villages.	Noted. Strategic options, including new settlements, will be assessed for sustainability and impact on rural character.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	countryside vistas and quiet - this would be ruined if development / traffic was increased. Leicestershire is a beautiful county and these aspects should be preserved both now and for future generations. But as a priority smaller villages and communities should not be destroyed.		
35	Yes. In addition to a possible new settlement, all existing settlements should be prepared to accept a small amount of development, so that no one parish gets more than its infrastructure (transport, doctors and education) can cope with.	In addition to a possible new settlement, all existing settlements should be prepared to accept a small amount of development.	Noted. Growth distribution and infrastructure capacity will inform the spatial strategy.
36	Yes. A new Garden settlement would have to be eco-friendly, have an attractive design and be well-linked to transport networks, as well as providing visible policing. Also S106 contributions need to be re-packaged as they tend to bypass the intended benefits to their recipients.	A new Garden settlement would have to be eco-friendly, have an attractive design and be well-linked to transport networks, as well as providing visible policing.	Noted. Design quality, sustainability, and infrastructure funding will be considered.
37	Yes. Affordable housing is essential. The rural areas are already premium price. The main urban areas need to be affordable. Build upwards not outwards - 3 story homes save physical space. All new homes need parking for 2 cars to keep private vehicles off public highways when they are not being driven.	- Affordable housing is essential. - The main urban areas need to be affordable. - Build upwards not outwards - All new homes need parking for 2 cars	Noted. Housing mix, design, and parking standards will be addressed in policy development.
38	No	No.	Noted.
39	Yes. The A5 corridor is a contentious point and excess development needs to be discouraged to avoid overburdened pressure on sites there. Growth	Avoid A5 development.	Noted. Growth distribution and infrastructure constraints will inform site selection.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	should be proportionately distributed across the Borough, with a clear focus on key rural sites.		
40	Yes. Any development must take place in the existing urban areas around Hinckley where there is suitable infrastructure in place.	Any development must take place in the existing urban areas around Hinckley.	Noted. Urban capacity will be considered in the Local Plan review.
41	Yes. I don't feel there are sufficient School facilities going forward in some areas and busing to and from present sites causes problems at peak times. There seems little insight into the supply needs on local estates with everyone having to make journeys to shops far away when if development contained flats with small business facilities at ground level covering basic needs of foodstuffs, journals, PO facilities, off license pharmacy, etc.it should stop some of this unwelcome travel.	Expand local services along with growth.	Noted. Infrastructure and mixed-use opportunities will be considered.
42	Yes. Rural areas are even less able to cope than urban areas. They simply do not have the services needed and it is extremely unlikely that new development will bring these services with them. Our experience in Stoke Golding which has recently expanded by 20 percent is that no new services have been delivered. In fact we have lost our post office. Services such as doctors and schools are struggling to cope. Public transport is very poor and roads are congested both due to rat running and local people whose only viable option is the car. Aside from these practical considerations the village character is being eroded. It is now a small town, but with small village amenities. It is in danger of becoming a	Supports a new town properly planned with local services and sustainable transport options.	Noted. Strategic options will be assessed for service provision and sustainability.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	dormitory. The only way I can see development working in rural areas is by a new town properly planned with local services and sustainable transport options.		
43	Yes. Use any brown field sites available.	Yes. Use any brown field sites available.	Noted. Brownfield opportunities will be considered as part of the spatial strategy.
44	Yes. Use neighbourhood plans as a priority to distribute housing where residents want to see new growth. Modern eco-friendly technologies should be used to construct a new settlement. Solar generators and ground source heat pumps would be a valuable suggestion to lead the way with sustainable housing development.	• Neighbourhood plans as a priority to distribute housing where residents want to see growth. • Modern eco-friendly technologies. • Use solar generators and ground source heat pumps	Noted. Community-led planning and sustainable design will inform policy development.
45	Yes. Why is the plan to focus on more housing/employment. Should you be looking at ways to limit population growth. In any event you seem to lack the will to build any social housing or starter homes. Employment prospects could be improved by reinstating passenger traffic on the railway line from Coalville and beyond to Leicester and more stations on Nuneaton - Leicester line with direct link to Coventry. The thought of a continuous urban area spanning from Leicester to Coventry is a disturbing prospect but seems the likely outcome.	Supports social housing and starter homes. Improve employment prospects.	Noted. Transport and housing mix will be addressed in the Local Plan review.
46	Yes. Retirement bungalows should be encouraged and allowed around villages and hamlets on "exception sites" similar to low cost housing to free-up larger homes for families.	Supports more retirement bungalows.	Noted. Housing mix and exception site policy will be considered.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
47	Yes. 1. Reduce the amount of 'red tape' to give housebuilding more efficiency. 2. The consultation should also change to give a central voice from developers and landowners leading proposals. 3. Make brownfield land a priority such as the old sewage works, brickworks site, Sedgemere and Market Bosworth South West Railway Sidings.	Make brownfield land a priority such as the old sewage works, brickworks site, Sedgemere and Market Bosworth South West Railway Sidings.	Noted. Delivery mechanisms and site prioritisation will be reviewed.
48	Yes. 1. HBBC could initiate the SUE's at Barwell and Earl Shilton and design them to improved infrastructure to get them up and running. 2. HBBC should lend support to local and neighbourhood plans from a grassroots perspective. 3. Stop 'piecemeal development' by developers attempting to 'exploit' the 5 year supply requirement and adopt a strategic and carefully planned approach to housebuilding.	Bring forward SUEs, support neighbourhood development plans, and adopt a strategic plan to house building.	Noted. Strategic sites and coordinated delivery will inform the growth strategy.
49	Yes. HBBC should introduce policy framework supporting social and affordable housing specifically to enable younger, local people to access the housing ladder. Villages are 'in danger of fossilising' due to mostly older people affording to live there only.	Supports social and affordable housing.	Noted. Affordable housing policy will be addressed in the Local Plan review.
50	Yes. Develop brown field sites and allow planning in greenfield sites that are within villages boundaries if there are houses to in fill to.	Supports the development of brownfield sites.	Noted. Brownfield and infill opportunities will be considered.
51	Yes. Expanding the small villages/hamlets is not viable as they have very poor transport links and few facilities. Expansion to a size that makes providing such links viable would completely change	Against growth in rural villages and against a new settlement. Wants growth in urban areas.	Noted. Economic strategy and growth distribution will inform the Local Plan review.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
	the nature of the communities. Building a garden village will destroy valuable agricultural land and be unlikely to have the necessary facilities/infrastructure as the developers would try to get out of providing them. My view is that the existing urban development should be expanded giving the opportunity to improve the facilities in Hinckley Centre. Town centres are dying because people choose to shop online unless there are extensive facilities available in the shopping centres and they have a USP. We are located in a logistics golden triangle. Warehouses will abound but many of this will be 'manned ' by robots and generate few interesting jobs. Developing knowledge based jobs and tourism is probably the best way of achieving true employment growth.		
52	Yes. Think more imaginatively about development and plan long term. Stop using ineffective quick fixes. Prioritising development of brownfield sites before giving planning permission for greenfield site use. Actively reduce car use. Other countries manage to do this. Providing good public transport to rural settlements at a regular frequency and times to encourage their use for commuting, shopping and social events. If there is a service it is generally to infrequent and finishes too early to be practical.	Prioritise long term growth. Providing good public transport to rural settlements. Prioritise infrastructure before development.	Noted. Sustainable transport and infrastructure provision will be key considerations.

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	Ensure infrastructure is in place to support new development. Promote sustainable transport including good pavements and a safe network for cycling. Ideally cycle lanes separate to traffic. Cycle lanes are currently too narrow, disappear after short sections and cars park on them. Good provision of electric car charging points.		
53	Yes. The council should reconsider Green Wedge boundary guidelines as these are not always logical and are working to restrict development.	Review green wedges.	Noted. Green Wedge policy will be reviewed as part of the Local Plan process.
54	Yes. HBBC will need to work with the other Leicester and Leicestershire authorities to account for unmet need from Leicester - in the form of an agreed Statement of Common Ground. A review mechanism may be needed if full agreement has not been reached in advance of the plan	Absorb Leicester's unmet need.	Noted. Duty to cooperate and review mechanisms will be incorporated.
55	Yes. Re-opening the rail line between Leicester to Burton would also help to provide useful connections for overseeing growth.	Re-opening the rail line between Leicester to Burton.	Noted. Strategic transport improvements will be considered.
56	Yes. The M42 Opportunity Area and North East connection to Leicester are less acceptable and incompatible with the Strategic Growth Plan	Against growth in the M42 or NE of the Borough.	Noted. All broad locations will be assessed against strategic objectives and policy alignment.
57	Yes. A new settlement is likely to come to fruition towards the end of the plan period, and should therefore only be considered as part of a variety of strategies.	Supports a new settlement with lower scale growth in the medium term.	Noted. Delivery timescales and strategic options will be considered.
58	The key requirement for the new Local Plan is to ensure that growth is located to support and complement the aspirations set out in the SGP. If	Growth should complement the SGP. Against a new settlement outside of the A46	Noted. Strategic alignment and infrastructure funding will inform growth strategy.

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	HBBC departs from this, for instance by proposing a new settlement outside of the A46 Priority Growth Corridor or the A5 Improvement Corridor, this will mean that sufficient growth will not be delivered in the priority areas to unlock funding for infrastructure.	Priority Growth Corridor or the A5 Improvement Corridor.	
59	Yes. There could be more housing than previously envisaged due to overspill from Leicester and the need to meet this. The strategic Road network is likely to be affected by further housing, in particular development outside of the urban areas and this needs to be assessed through Transport Assessments.	Increase housing numbers and transport Improvements.	Noted. Housing need and transport assessments will underpin the Local Plan review.
60	Yes. A sustainability Appraisal needs to be included as part of the consultation process for site allocations.	Request for a sustainability Appraisal.	Noted. Sustainability appraisal will form part of the plan-making process.
61	The development in proximity to Magna Park, Lutterworth and Junction 20 at the M1 need to be considered as part of the local plan review	The development in proximity to Magna Park, Lutterworth and Junction 20 at the M1 needs to be considered.	Noted. Strategic employment and transport locations will be reviewed.
62	No comment	No comment.	N/a
63	Yes. Proportionate Growth of key Rural Centres should provide the basis for the spatial distribution strategy of the Local Plan. Special consideration should be given to the four settlements located close to Leicester which make up 18% of HBBC's total population but were only allocated 5% of the Borough's total housing requirement in the Core Strategy. These settlements are highly sustainable settlements with access to good employment opportunities and higher order services in Leicester	Supports proportionate Growth of key Rural Centres, especially in the NE close to Leicester.	Noted. Settlement hierarchy and strategic connectivity will inform growth distribution.

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	and along the M1/A50 corridors. It is also highly likely that in addition to meeting their local housing needs that these settlements will need to take a share of Leicester's unmet housing needs.		
64	Yes. A combination of growth options gives HBBC the best possible chance of reaching their housing targets as part of what they name a 'combination of growth option'. A statement of common ground should be agreed with other authorities to meet the shortfall from Leicester and should form part of the Local Plan. A new settlement should be something HBBC should be cautious about due to the timescales affecting deliverability	Supports a mix of growth options, cautious of a new settlement.	Noted. Growth strategy and duty to cooperate will guide the Local Plan review.
65	Yes. By introducing two south-facing slips at Junction 2 of the A46, this could help to relieve traffic pressure through Burbage and re-route traffic to the west to prevent congestion at Hinckley.	Suggests two south-facing slips at Junction 2 of the A46.	Noted. Strategic transport improvements will be considered.
66	No specific comment	No comment.	N/a
67	No specific comment	No comment.	N/a
68	No specific comment	No comment.	N/a
69	No specific comment	No comment.	N/a
70	Yes. A strategic approach should be undertaken to avoid sporadic development. HBBC should work with other relevant local authorities to address the shortfall from Leicester.	Supports a strategic and collaborative approach.	Noted. Duty to cooperate and strategic planning will inform the Local Plan.

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
71	Yes. The housing need should be updated to reflect the full Council meeting in November 2018 as part of the Leicestershire Strategic Growth Plan. This is higher than previously envisaged and should be updated as part of the consultation.	The housing need should be updated to reflect the full Council meeting in November 2018 as part of the Leicestershire Strategic Growth Plan.	Noted. Housing need evidence will be updated as part of the review.
72	Yes. Carlton Parish Council (the PC) notes that Rural Hamlets are making a proportionate and significant contribution to meeting housing growth needs. The number of dwellings in the Parish of Carlton has increased from 113 in 1997 to 156 in 2017 (43 dwellings; 38%) through the development and redevelopment of sites within the settlement boundary, and the construction of 11 affordable homes on a rural exception site. The PC would welcome new development in the form of open market starter homes and retirement bungalows. The PC would welcome revised design guidance to try to ensure that the large number of new dwellings being built are and will remain attractive places to live in the interests of true sustainability.	Support development of open market starter homes and retirement bungalows. Request design guidance to ensure housing suits the area.	Noted. Housing mix and design standards will be addressed in policy development.
73	Yes. Areas with a higher market value are more likely to be deliverable and secure funding for infrastructure and affordable housing which allows them to be policy compliant.	Areas with a higher market value are more likely to be deliverable and secure funding for infrastructure and affordable housing.	Noted. Viability and deliverability will inform site selection.
74	No specific comment	No comment.	N/a
75	Yes. There is land available between A5 and M69 which falls within the Rugby Borough boundary but has extant planning permission for employment and	Land between A5 and M69 with little environmental constraints.	Noted. Site-specific proposals will be assessed alongside strategic options.

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	leisure uses. This land is significant because it 'addresses the needs of Hinckley rather than settlements within Rugby Borough'. In addition to this, there is land within HBBC's remit which is available adjacent to this site which does not have significant environmental constraints but does have adequate transport connections to the main centres of the Borough. This site could be considered as part of the Local Plan Review.		
76	Yes. Growth needs to adhere to the settlement hierarchy and suitable extensions should be made to spread development proportionately across all sustainable sites.	Growth should adhere to the settlement hierarchy and extensions should spread development proportionately across all sustainable sites.	Noted. Settlement hierarchy will guide growth distribution.
77	Yes. There should be a central focus on the CBD of Hinckley- The shopping centre should definitely retain mixed commercial usages, (Including leisure or cultural) and draw business, as well as footfall, to the High Street.	A central focus on the CBD of Hinckley.	Noted. Town centre vitality and mixed-use development will be considered.
78	Yes. There should be a strategic focus on connectivity between settlements and this should be both proportionate and sustainable.	A focus on connectivity between settlements.	Noted. Connectivity and sustainability will inform spatial strategy.
79	No specific comment	No comment.	N/a
80	Yes. The Borough Council should avoid relying solely on neighbourhood development plans in delivering housing and other needs in rural areas. Where there are sustainable and developable sites not identified through the Local Plan Review or within	Avoid relying solely on neighbourhood development plans, and consider windfall sites.	Noted. All reasonable alternatives will be assessed to ensure housing delivery.

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	a neighbourhood development plan, these should nonetheless be considered as additional 'windfall' sites within the Local Plan in order to deliver housing in the most sustainable locations.		
81	Yes. HBBC should not disregard Windfall sites as these may prove useful. Equally, there shouldn't be a focus on Neighbourhood Plans as sites identified here are not always the most suitable.	Consider windfall sites.	Noted. Site suitability and flexibility will inform the Local Plan.
82	Yes. HBBC should identify the Land South of Bosworth Lane in Newbold Verdon and Land East of Groby Cemetery to the Local Plan Review as these are two key deliverable sites which would materialise within the plan period.	Allocate the Land South of Bosworth Lane in Newbold Verdon and Land East of Groby Cemetery.	Noted. Site-specific proposals will be reviewed.
83	Yes. HBBC need to ensure that they adhere to the Strategic Growth Plan.	Adhere to SGP.	Noted. Strategic alignment will guide the Local Plan review.
84	No specific comment	No comment.	N/a
85	Yes. HBBC can work to mitigate the impact on biodiversity by compensating for expanding the built environment. HBBC should work to avoid land deemed as Best and Most Versatile too (BMV) and also consult the 'A green Future' Government document and enable the environment to gain from developer contributions, rather than lose out.	Mitigate the impact of development on biodiversity.	Noted. Environmental considerations will inform site selection and policy.
86	No.	No.	Noted
87	No specific comment	No comment.	N/a

Ref ID	Q6 - Do you have any other comments/suggestions for how the Borough can meet its housing and employment growth needs up to 2036?	Key issue summary (a few words)	HBBC response: Begin with: Noted Agree Disagree
88	Yes. The approach to meeting the Borough's housing and employment growth needs should be to start with the existing Core Strategy hierarchy, assess the services and facilities and connectivity available, consider the scale of growth delivered in the current plan period and then allocate a proportionate growth quantum in the villages. The next step would be to identify a measured, balanced, and sustainable pattern of growth.	Identify a measured, balanced, and sustainable pattern of growth.	Noted. Settlement hierarchy and sustainability will guide growth distribution.

Appendix D: Regulation 18 Consultation (2021): Table of Representation

Please see separate document.