



Hinckley & Bosworth
Borough Council

A Borough to be proud of

Local Development Framework

Core Strategy

ADOPTED DECEMBER 2009



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Foreword

As the Executive Member with responsibilities for Regeneration and Planning for Hinckley & Bosworth Borough Council I am proud to announce the adoption of the council's Core Strategy Development Plan Document. The adoption of this Document is the result of more than 5 years of work, which began with a series of workshops around the borough to help the council to understand what local communities value about their local environment and what issues communities face over the next 20 years.

The Document is the first of its kind to be produced by a single council in the whole of the East Midlands. It provides this council with an up to date planning policy framework upon which to assess the merits of future planning application submissions. Further, it provides more certainty in helping the council to meet its future development requirements up to 2026. The Core Strategy is the key strategic document in the suite of documents to be produced as part of the Local Development Framework for the borough. It provides a steer on the level and direction of future housing and employment growth, it also sets out policies aimed to improve the environment and the range of facilities in the urban areas as well as the rural settlements of the borough. Importantly the Document seeks to ensure the necessary physical, social and green infrastructure is put in place to allow the strategy to be successfully delivered.



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1.0 Introduction

What is a Local Development Framework?

- 1.1** Under the Government's new planning system, instead of producing a single document called a Local Plan, the council is required to prepare a Local Development Framework (LDF), a 'folder' of documents that set out different land use policies for meeting the community's economic, environmental and social needs for the future.
- 1.2** For Hinckley & Bosworth, the Local Development Framework will consist of a number of Development Plan Documents including:
- Core Strategy
 - Site Allocations and Generic Development Control Policies
 - Hinckley Town Centre Area Action Plan
 - Earl Shilton and Barwell Sustainable Urban Extensions Area Action Plan
- 1.3** The Core Strategy provides the over-arching strategy and long term vision for Hinckley & Bosworth, whilst other Development Plan Documents implement the strategy and vision contained within the Core Strategy.
- 1.4** In addition to Development Plan Documents, a number of Supplementary Planning Documents are also being prepared. These will provide additional details to policies contained in the Development Plan Documents.
- 1.5** The Local Development Framework also includes the council's adopted Statement of Community Involvement which outlines how the council will consult on the Local Development Framework and Development Control decisions and the Local Development Scheme which sets out the timetable for producing the Local Development Framework. In addition, the Annual Monitoring Report (produced 31st December each year) provides an assessment of the progress made against targets and the performance of policies in the Local Development Framework. The components of the Local Development Framework are illustrated in Figure 1.
- 1.6** The Local Development Framework for Hinckley & Bosworth Borough Council will, once adopted, replace the existing Local Plan which was adopted in 2001.

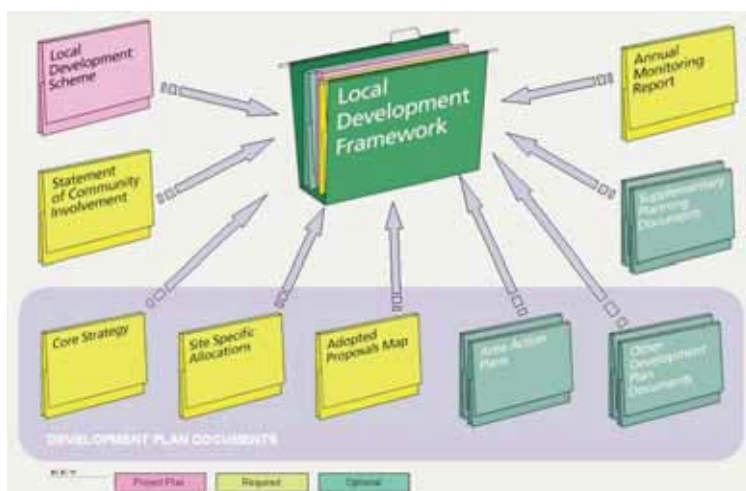


Figure 1:
The Local Development Framework

Source: *Creating Local Development Frameworks: A Companion Guide to Planning Policy Statement 12* (ODPM, 2004)

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What is a Core Strategy?

- 1.7** The Core Strategy sets out the overarching strategy and core policies to guide the future development of the borough up to 2026. It must be in general conformity with the East Midlands Regional Plan and National Planning Guidance and be a key implementation mechanism for the Leicestershire Sustainable Communities Strategy and the Hinckley & Bosworth Community Plan. It is not appropriate for the Core Strategy to identify individual sites, unless they are strategic in nature; this will be done in the Site Allocations and Generic Development Control Policies Development Plan Document (the programme for which is set out in the Local Development Scheme). It has been developed having regard to conformity with national and regional planning policy, deliverability, local accessibility, previous consultations and evidence based research.
- 1.8** The Core Strategy is accompanied by a Sustainability Appraisal Report which assesses the proposals in the Core Strategy to ensure they contribute to sustainable development. The Sustainability Appraisal identified the following potential benefits of the Hinckley & Bosworth Core Strategy: provision of housing to meet the needs of the local community, including significant levels of affordable housing; provision of employment development with associated job creation and economic growth; maintenance of existing services and provision of new services to support the existing population and accommodate growth; enhancement of public transport, cycling and walking routes; encouragement of sustainable design and construction of new developments; encouragement of the use of renewable energy; preservation and enhancement of green infrastructure.
- 1.9** The potential adverse effects of the Hinckley & Bosworth Core Strategy include: effects on landscape and biodiversity; loss of greenfield land to development; generation of construction and demolition waste; risk of pollution during construction of developments and once operational; air pollution and greenhouse gas emissions from increases in traffic; increased energy and water consumption. The full Sustainability Appraisal is available in hard copy upon request.
- 1.10** All future Development Plan Documents and Supplementary Planning Documents will have to be in conformity with the Core Strategy.
- 1.11** Every effort has been made to make the document as clear as possible with little reference to planning guidance and policy statements. However, it does contain some technical language, so there is a glossary of terms at the end of this document to help readers with the range of new terms that have been introduced.

2.0 Policy Context for the Core Strategy

- 2.1** The Core Strategy is not beginning with a blank sheet of paper, it needs to reflect and build on policy and guidance at a national, regional and sub regional level.

National Policy - Focus on Sustainable Development

- 2.2** National planning policy is set out in Planning Policy Statements, Planning Policy Guidance Notes and Circulars. A key requirement of national policy is the focus on delivering sustainable development. Planning Policy Statement 1 provides a framework of the elements that need to be taken into consideration in delivering sustainable communities – these have been reflected in the preparation of the spatial objectives for this Core Strategy.

- 2.3** The Local Development Framework will not repeat advice set out in Planning Policy Statements/Planning Policy Guidance or Circulars as these must already be taken into account when determining planning applications.

The East Midlands Regional Plan

- 2.4** The East Midlands Regional Plan contains the Regional Transport Strategy and was published in March 2009 and revises the Regional Plan adopted in March 2005. The Regional Plan provides a framework for development and Investment up to 2026 and is part of the statutory development plan for the East Midlands region. It sets out a Spatial Strategy to promote sustainable development within the region in both urban and rural areas. It defines the designation of Principal Urban Areas and Sub-Regional Centres, and outlines priorities for their development. The Strategy also contains policies in respect of the Region's 5 Sub-areas; Hinckley & Bosworth falls within the 3 cities sub-area and Hinckley is identified as a Sub-Regional Centre. It includes housing provision figures for Hinckley & Bosworth and targets for affordable housing and development on brownfield land, and for the provision of accommodation for gypsies and travellers. The Regional Plan emphasises urban concentration with a focus on the regeneration of existing urban areas whilst also recognising that the development needs of rural areas needs to be met to provide an appropriate range of housing; diversify incomes; enhance natural and cultural resources; and broaden the economy. The Core Strategy must be in conformity with the East Midlands Regional Plan.

The Hinckley & Bosworth Borough Local Plan

- 2.5** The Local Plan is gradually being replaced by Development Plan Documents which form part of the Local Development Framework. The Hinckley & Bosworth Borough Local Plan had an original end date of 2006; however, under the provisions of the 2004 Act, the majority of Local Plan policies have been saved until they are replaced by policies in Development Plan Documents (Appendix 3).



The Leicestershire Sustainable Community Strategy and Hinckley & Bosworth Community Plan

- 2.6** The Local Development Framework will be a key mechanism for delivering the spatial aspirations of the Leicestershire Sustainable Community Strategy and the Hinckley & Bosworth Community Plan.
- 2.7** All areas of the country must produce a Community Strategy/Plan and the Government expects them to tackle the most important social, economic and environmental issues facing the area. By including all these issues in a single plan involving a wide range of organisations and people with different expertise, the aim is to tackle the issues in a more 'joined up' way. In Hinckley & Bosworth, we have two Community Strategies, one at the more strategic level, the Leicestershire Community Strategy, and one at the more local level, the Hinckley & Bosworth Community Plan.
- 2.8** The Leicestershire Community Strategy sets out the priority outcomes for Leicestershire for the next 5 years, from 2008- 2013. It has been developed by Leicestershire Together, which is the Local Strategic Partnership for Leicestershire and includes all of the organisations and partnerships that deliver public services in the County. The aim of Leicestershire Together is to improve the quality of life for the people of Leicestershire and make Leicestershire the best possible place to live and work for everyone.
- 2.9** The Hinckley & Bosworth Community Plan provides the local interpretation of the Leicestershire Community Strategy and is a result of a partnership between the borough and County Council, working with the health services, the police, parish councils, the business and voluntary sector. These groups have come together in the Hinckley & Bosworth Local Strategic Partnership to produce the Community Plan. The Local Strategic Partnership will continue to develop a joint approach to the important issues, whenever possible, and will oversee the delivery of the Community Plan. In areas of major change, the council will work directly with the partnership in delivering that change.
- 2.10** The Local Development Framework will be the principal mechanism of delivering those elements of both the Leicestershire and Hinckley & Bosworth Community Plans that involve the development, or use of land and buildings

Other Strategies

- 2.11** A series of other regional and local strategies were considered to ensure that the Core Strategy takes into account the spatial implications of relevant documents. These are summarised in **Appendix 1**.

3.0 Issues, Vision and Objectives

Portrait of Hinckley & Bosworth

- 3.1** Hinckley & Bosworth is a largely rural borough of 297 square kilometres in south-west Leicestershire. The majority of the 103,800 population live in the main urban areas of Hinckley, Burbage, Barwell and Earl Shilton in the south-west of the borough. There are sizeable settlements near the Leicester fringe to the east and in the central and northern parts of the borough too. Hinckley has been designated a sub regional centre in the East Midlands Regional Plan, recognising the important role the town centre plays in providing services, employment, leisure and a range of travel modes to its surrounding population. Burbage, Barwell and Earl Shilton, are an important part of this sub-regional centre, closely connected to and supporting Hinckley's town centre, employment and leisure range whilst providing local services for their immediate populations.
- 3.2** Historically, the economy of the area has included a strong element of manufacturing, including family-owned hosiery, textiles and boot and shoe firms. These industries have been in decline, leaving behind a rich urban industrial heritage which complements historic rural settlements such as Market Bosworth. Until the 1980s, coal mining also made a major economic contribution - with pits at Bagworth, Desford, Merrylees and Nailstone employing nearly 3500 in the immediate post-war years. Several of the former pit sites have now been redeveloped with housing and business uses. The economy today retains higher-than-average levels of manufacturing despite the decline of traditional industries. In recent years its central location and good links to the motorway and trunk road network have also encouraged a growth of warehousing and distribution – particularly around the A5 corridor.
- 3.3** Surveys indicate high overall levels of satisfaction with the area as a place to live, and the borough as a whole has relatively low levels of deprivation: unemployment is 1.2%, average life expectancy is 79.0 years for men and 81.4 years for women (compared to averages of 77.3 and 81.6 across England) and the Government's Index of Multiple Deprivation ranks the area as only the 286th most deprived district out of 354. Behind these figures however, lie pockets of much higher deprivation. Lack of skills, low incomes, crime and a poor environment variously affect parts of the urban areas and the former coalfield. In contrast, isolation from local services is an issue in the rural areas - especially parts of the more sparsely populated area to the west of the borough.
- 3.4** Farming continues to account for the vast majority of land use (88%) and remains one of the main factors shaping the character of the landscape and rural communities – in contrast to its declining role as an employer (1.2% of jobs). Alongside this, high levels of commuting of rural residents to jobs in Warwickshire, Leicester and other surrounding areas is a present day factor shaping the nature of many rural communities. This, and the physical isolation of some rural parts of the borough, helps to explain its relatively high levels of car ownership and low levels of bus usage compared to other parts of the East Midlands.
- 3.5** Public services are provided by local Government at the county and borough levels along with 24 Parish and Town Councils serving mainly the rural areas. These local authorities work increasingly closely together and with other service providers including the Primary Care Trust and Police. Co-operation has also developed with the borough's strong voluntary sector, which involves numerous volunteers as well as providing salaried employment. The sector provides services to vulnerable people as well as contributing to environmental improvement and the

cultural life of the area. Voluntary organisations and community groups operate a number of sporting and leisure facilities such as Concordia Theatre, as well as some key visitor attractions such as the Battlefield Line.

3.6 In numerical terms, Hinckley & Bosworth's population is less diverse than some neighbouring areas and the small resident Black and Minority Ethnic population (3.5%) is fairly dispersed. However a wide range of ethnic backgrounds is represented amongst the borough's residents and workforce, including a significant number of travellers who live in the borough for all or part of the year. The largest travellers' settlement – a site known locally as 'Costalot' - is based near Bagworth.

3.7 In common with many other areas, older people are making up an increasing proportion of the population. In contrast, numbers of children and young people are predicted to decline. Statistics show a tendency for these different age groups to be concentrated in different geographical areas (see Figure 2 and 3) - creating implications for both the provision of local services and retaining a sense of 'cohesion' within communities.

3.8 As with most rural areas, there is a lack of affordable housing (both market and social) in the rural villages and hamlets in Hinckley & Bosworth, particularly in the west of the borough. This, combined with an ageing population and high levels of out-commuting, provides a challenge to ensure that rural communities in the future provide a range of local services, housing and employment for people who work and live in rural areas.

3.9 Day visits currently make up the backbone of the tourism industry. The borough has a range of very attractive and distinctive landscapes with several significant visitor attractions and areas of historic importance, including Mallory Park, Twycross Zoo and Bosworth Battlefield. The inclusion of part of the National Forest in the north and east of the borough has recently expanded recreational and tourism possibilities as well as opportunities for wildlife habitat creation – particularly woodland cover, which is planned to reach 30% across the Forest as a whole. In addition, part of the Charnwood Forest extends into the borough, an important green infrastructure resource. Surveys have confirmed that the countryside is one of the local assets which is most highly valued by the local community and that it is well used for recreation by local people.

3.10 Like other local authorities in Leicestershire, the borough relies on local people to volunteer their time and expertise in recording and interpreting the local historic and natural environment, and relies on a range of partnerships to help to maintain and develop them.

Figure 2: Population aged under 16 years

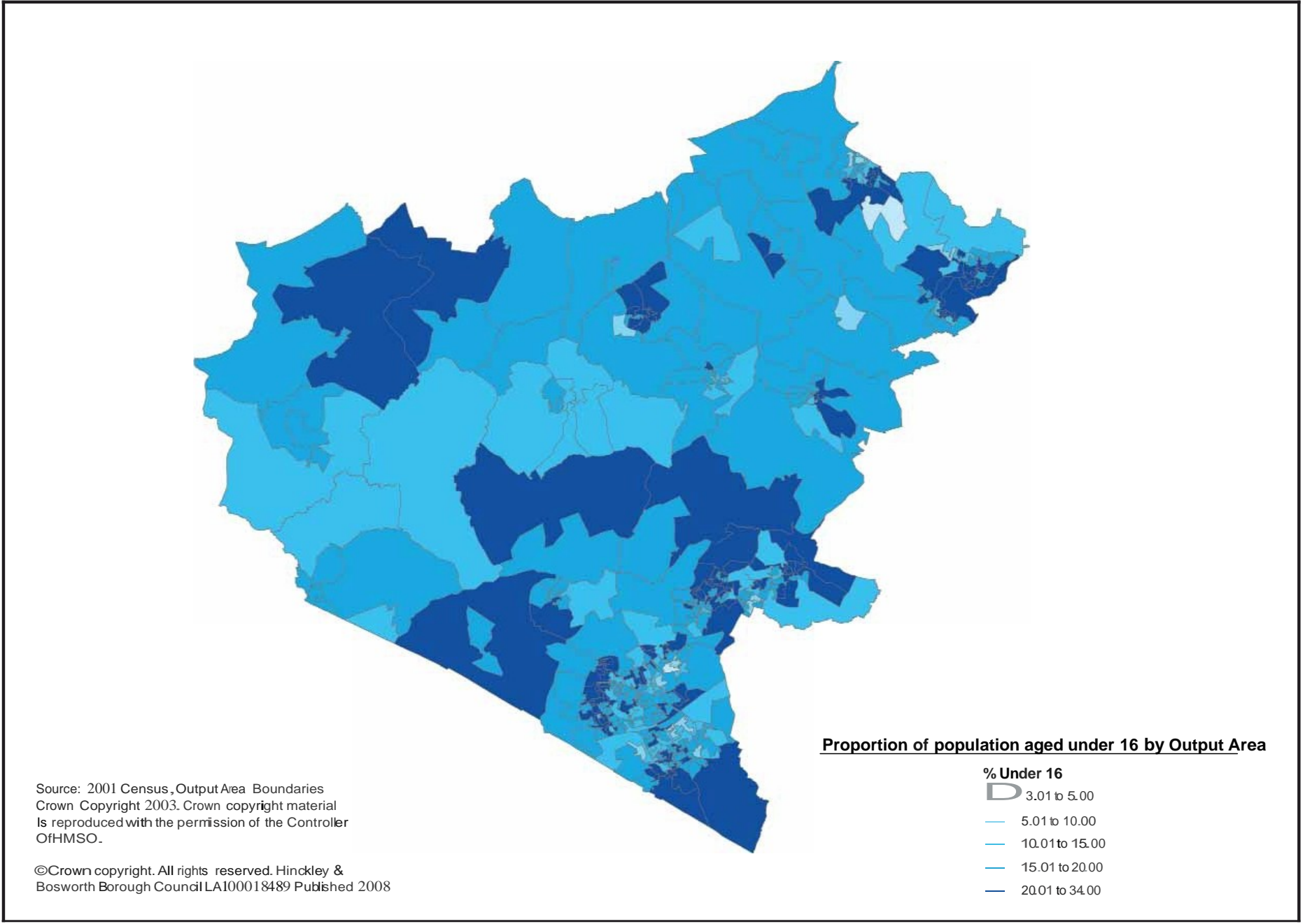
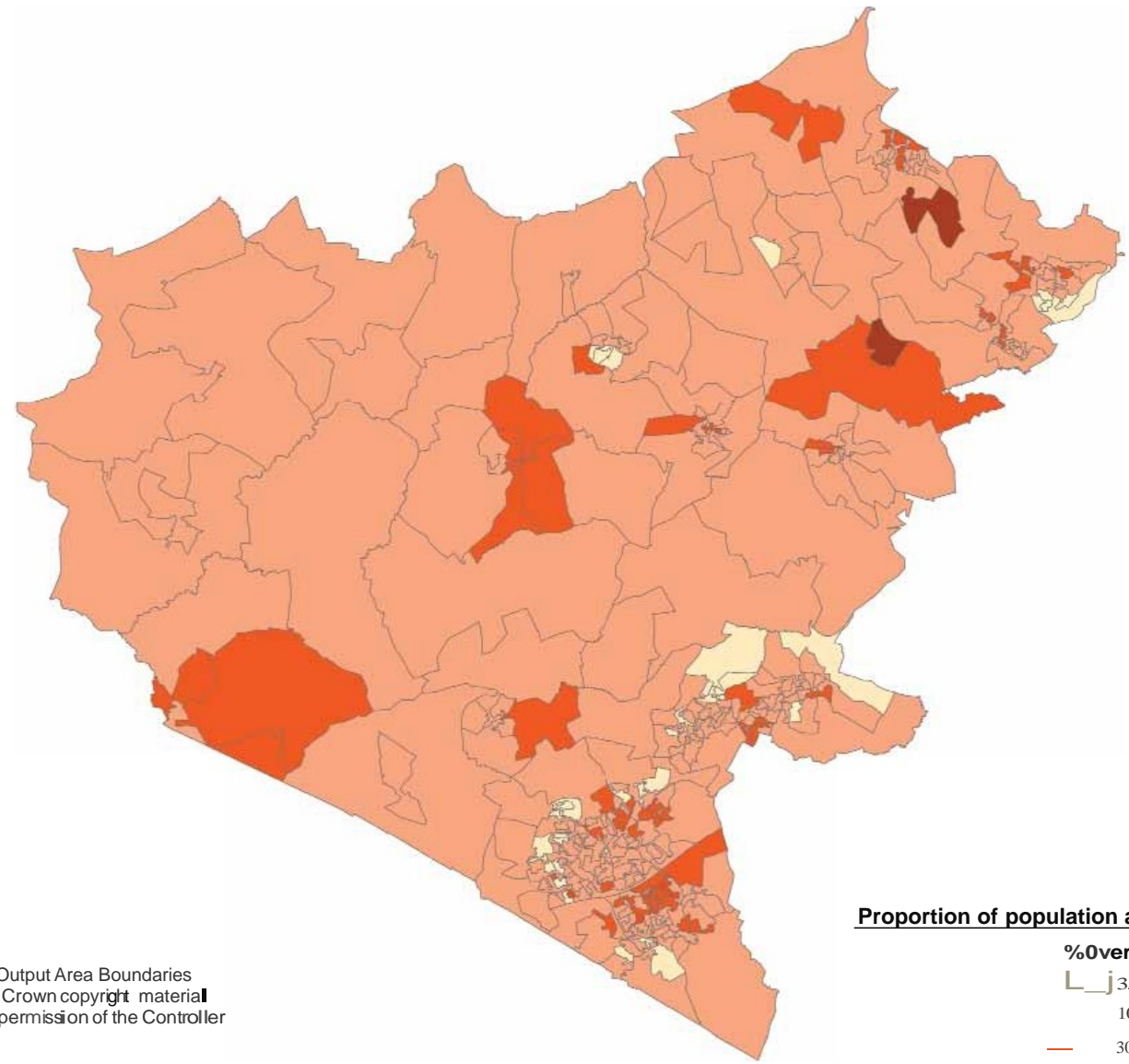


Figure 3: Population aged over 60 years



Proportion of population aged over 60 by Output Area

%Over60

Light yellow	3.00 to 10.00
Yellow	10.01 to 30.00
Orange	30.01 to 50.00
Dark orange	50.01 to 70.00
Dark red	70.01 to 87.00

Source: 2001 Census, Output Area Boundaries
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Issues Facing the Borough

3.11 The issues facing Hinckley & Bosworth can be broken down into two overall challenges. First, there is the challenge to extend the relatively good quality of life experienced by the majority of the population to the whole of the community. Those sections of the community experiencing deprivation in its different forms have largely been identified. What is needed now is the careful targeting of improved services – and better access to those services, to ensure that everyone can share in the quality of life the borough offers.

3.12 The second challenge relates to the changing world in which Hinckley & Bosworth must operate and the pressures these changes bring. Whether it is economic competition, climate change, an ageing population or a host of other issues, Hinckley & Bosworth local authority, Parish and Town Councils, businesses, voluntary organisations and residents must anticipate changes and respond.

3.13 These issues are detailed in the Hinckley & Bosworth Community Plan. Below is a summary of those issues which the Core Strategy will seek to address.

THE ECONOMY

3.14 Economically, Hinckley & Bosworth appears at first glance to be in good shape. Unemployment is low, average household incomes compare favourably with other parts of the East Midlands and the A5 corridor in particular continues to attract interest from companies wanting to locate in the area. Despite this, there remain some serious problems and challenges to address.

3.15 **1. Structural weaknesses in the economy** - The economy is over-reliant on manufacturing and losing jobs from the contracting hosiery, textiles and boot and shoe industries, particularly in the urban areas of Hinckley, Barwell and Earl Shilton. In addition to job losses this is resulting in redundant buildings in these urban areas. Sectors that have been expanding in other areas of the East Midlands such as 'creative industries' (for example, media production, graphic design, web design etc) are only just starting to become established locally. Good average household incomes are partly the result of daily commuting by many to higher paid jobs outside the borough - masking the fact that local jobs are on average comparatively low paid with wide disparities in average household incomes ranging from £30,764 in Earl Shilton Ward, to £41,424 in Ambien Ward. 72% of people currently travel to work by car and there is a net outflow of employees to Leicester, Blaby, Nuneaton and Bedworth. The high proportion of outward commuting from some settlements also presents challenges in maintaining shops and other rural services, as well as a sense of community.

3.16 A growth in the transportation storage and distribution sector along the A5 and Northern Perimeter Road is resulting in congestion problems and high land take-up in these areas. Tourism spend is currently dominated by day trips generating low visitor spend and is largely focused in the rural areas of the borough. Indigenous business creation within the borough is slightly higher than the County figure, with a need therefore to ensure appropriate premises are available for local businesses to grow and expand in the borough. Developing the role of selected 'growth sector's (high value manufacturing, service industries, especially, 'creative industries' and tourism) is a key objective of the Hinckley & Bosworth Community Plan.



3.17 2. Hinckley town centre's role as a sub-regional centre - Hinckley is currently underperforming as a sub regional town centre due to a number of factors including lack of investment, poor quality public realm, a low retail and cultural offer, vacant property, and limited night-time economy. Due to these factors, the town centre is currently losing business to nearby surrounding centres, primarily Fosse Park, Leicester city centre and Nuneaton town centre. Key areas for improvement include; improving the fashion retail offer and convenience goods offer, expanding the range of the town's food and drink offer to include more family friendly eateries and higher-quality restaurants, providing units of a sufficient size to satisfy the requirements of operators who have an interest in Hinckley, improving the quality of the public realm in Lancaster Road and Stockwell Head, provision of more varied leisure opportunities, for example the introduction of a cinema, and the regeneration of the bus station site (Hinckley & Bosworth Retail Capacity Study, 2007). Such improvements would help retain spending in the Hinckley town centre, rather than people travelling to other centres for their shopping and leisure trips. Revitalising town and village centres is a key objective of the Hinckley & Bosworth Community Plan.

3.18 3. Rural Diversification - The agricultural sector is undergoing tremendous change due partly to the Common Agricultural Policy. This is moving the sector towards becoming 'market led' by diversifying and adding value or by growing cheaper. The north east of the borough has undergone mining decline however much of it is now part of a regeneration area for the creation of the National Forest. Although agriculture now accounts for only 1.2% of employment, farmland accounts for 88% of the borough's diverse landscape areas. Hence it remains as a key 'custodian of the land' in shaping the image of the borough, the quality of the landscape, wildlife habitats and the natural environment of the borough. There is a need to help farmers maintain successful businesses whilst protecting and enhancing the borough's diverse landscape areas.

THE COMMUNITY

3.19 In a similar way to its economic challenges, many of the social issues facing Hinckley & Bosworth are not apparent at first glance. However, good average levels of health, wealth and overall satisfaction are masking some significant pockets of deprivation.

3.20 4. Access to services & facilities in rural areas - Access to services and facilities, particularly health facilities, affordable housing and transport are a key issue in rural areas and with declining rural populations and centralisation of services, existing services are under threat, as evidenced by the closure of local post offices in Bagworth and Higham on the Hill. The most deprived areas in relation to access in the borough are parts of Twycross and Witherley Ward and part of Ambien Ward which are ranked within the 10% most deprived in England. There are also a further three areas around Newbold Verdon, Cadeby and Carlton that are ranked within the 20% most deprived in England (see Figure 4). Urban Centres such as Burbage, Barwell and Earl Shilton play an important role in providing local services to their populations as do the Key Rural Centres of Desford, Groby, Ratby, Markfield, Thornton, Barlestone, Market Bosworth, Newbold Verdon and Stoke Golding. To ensure local services are retained, and where possible enhanced, there is a need to provide a mix of house types and prices, along with local employment opportunities to enable rural communities to retain and diversify their population base.

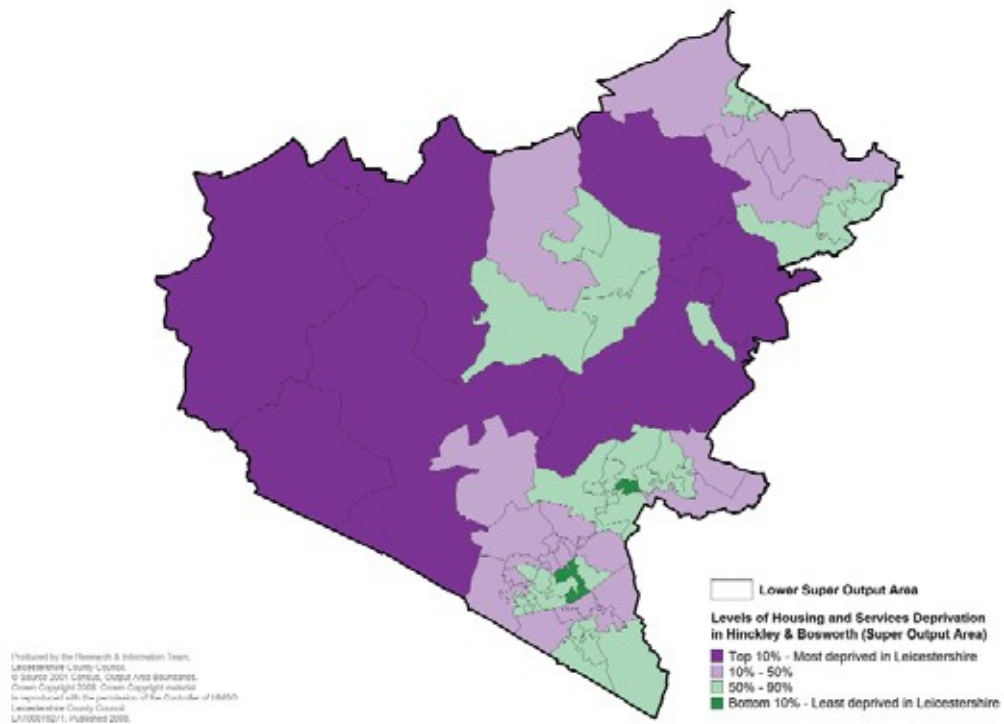


Figure 4: Housing and Services Deprivation

3.21

5. Pockets of high deprivation - There are pockets of multiple deprivation concentrated in the south east of the borough around Earl Shilton, Hinckley, Barwell and Burbage (measured by the Index of Multiple Deprivation 2007, see Figure 5). The most deprived areas in Hinckley, Earl Shilton, Barwell and Burbage are within the top 10 most deprived areas in Leicestershire in relation to the Index of Multiple Deprivation.

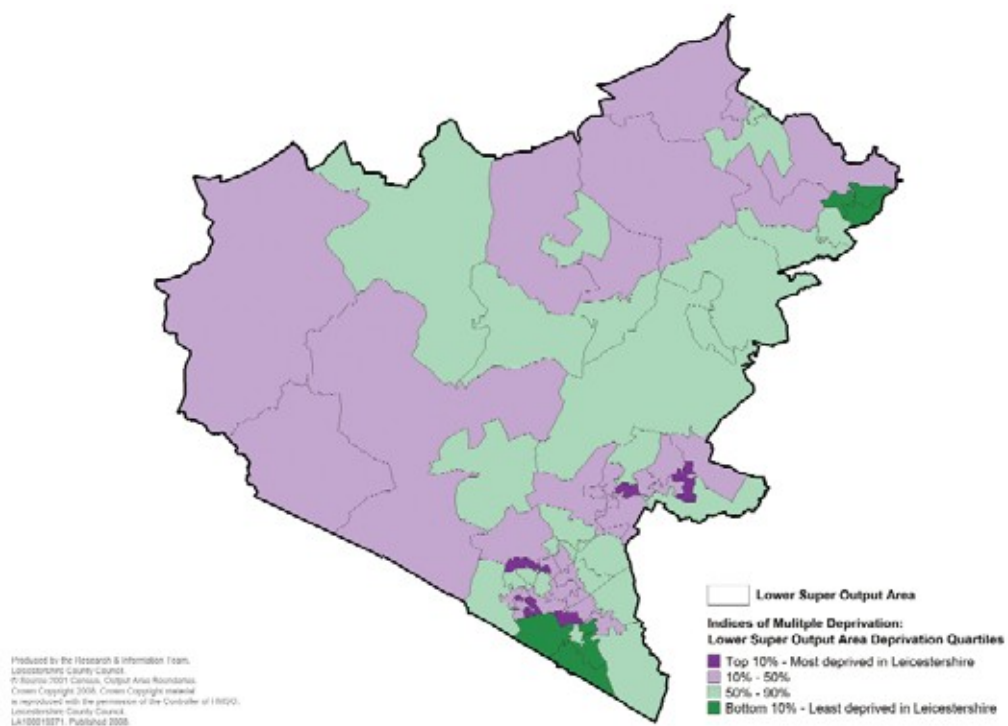


Figure 5: Multiple Deprivation in Hinckley & Bosworth



3.22 Deprivation is most prevalent in relation to education, skills, training, income, environment, health, crime and employment. Bagworth and Thornton also suffer from income deprivation affecting children (children aged under 16 years who live in income deprived households, that is, living below 60% of median income), and is ranked within the 10% most income deprived areas in England. In terms of health, the issues facing the borough are fairly typical of England as a whole. Diseases of the circulatory system and cancers are responsible for the majority of deaths. Burbage St Catherine’s ward has the highest rates of limiting long term illness and also has the highest rates of people with ‘not good’ health, although this can, to a large extent, be explained by the ageing population in this area.

3.23 At ward level, in wards with a higher proportion of lower socio-economic groups these groups experience higher levels of Limiting Long Term Illness. This illustrates the correlation between geography, health inequality and income in the borough (see Figure 6).

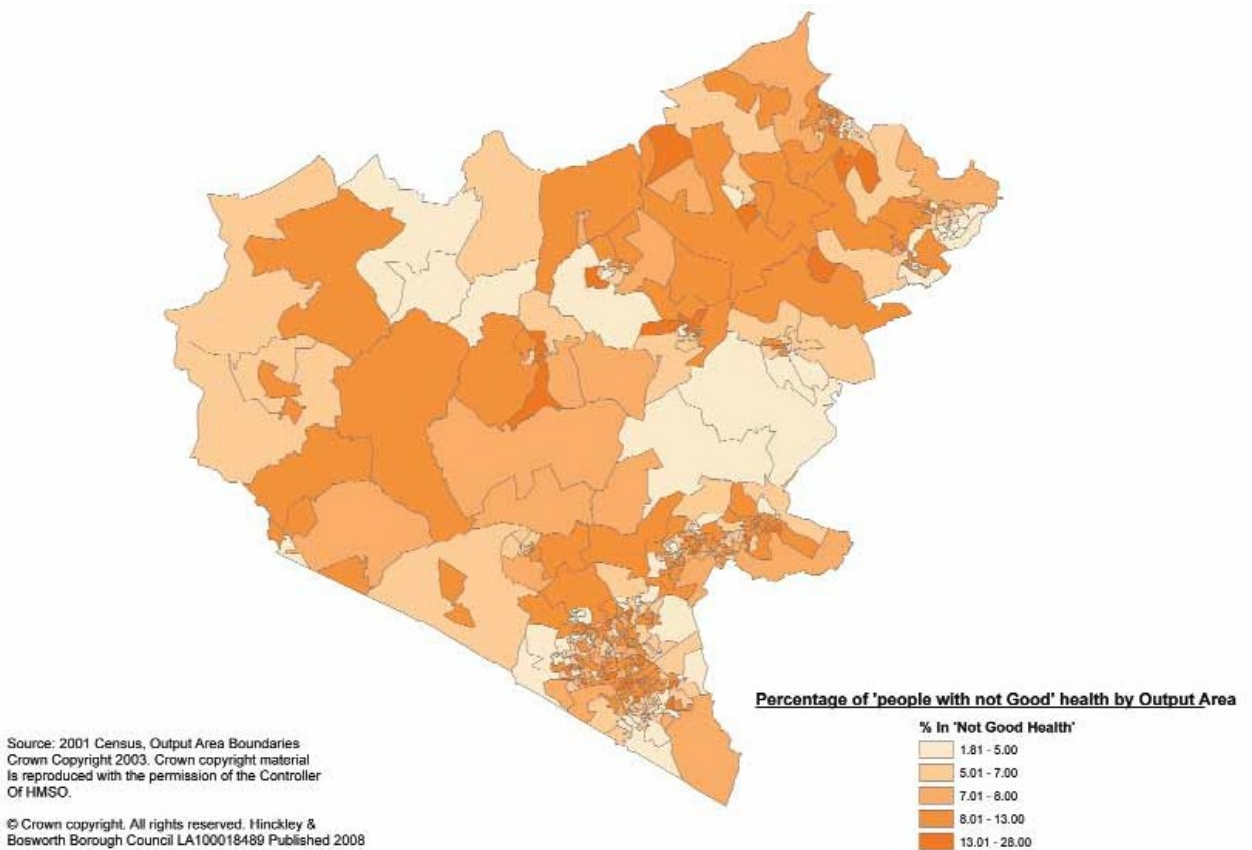


Figure 6: Percentage of 'people with not good' health

3.24 **6. Housing to meet everyone's needs** - A key challenge is to find the most sustainable locations to provide for the level of housing identified in the East Midlands Regional Plan, while keeping impacts on the natural and existing built environment to a minimum. Demographic changes are resulting in increasing numbers of elderly and single people in need of different types of accommodation. There is a shortage of affordable and special needs housing particularly for an ageing population. There is also a need to provide additional accommodation for travellers and gypsies as currently enforcement action is often needed to deal with unauthorised encampments.

3.25 The Leicester and Leicestershire Strategic Housing Market Assessment shows that house prices in Hinckley, Barwell and Earl Shilton are generally lower than in the rural areas of the borough. This is supported by Ptolemy modelling which suggests, based on existing patterns, that increasing proportions of single, lower income people will move into the Hinckley urban area with families and more affluent residents moving to the suburbs and rural areas. The centre of Hinckley in particular has a high concentration of single person households. This is consistent with the 'escalator' model of migrations, with more young people moving to the urban centres, while more mature families move to the suburban and rural areas. However, one of the key policy objectives of renewal and urban regeneration is to try to reverse this trend. Ensuring an appropriate mix of housing types and tenures is a key challenge for the borough.

3.26 **7. Crime reduction and building stronger communities** - Overall vehicle crime, burglary and theft have been falling, however, assault and criminal damage have been rising and there are a number of crime hot spots around the M1 junction 22, around the Hinckley town centre and the Dodwells Bridge/Harrowbrook industrial estates. Above all, it is perhaps the fear of crime- aggravated by nuisance or anti-social behaviour-which puts crime at the top of people's concerns. The planning process can assist in this by ensuring new development is located on well considered sites, using a layout of development that encourages positive interaction, encouraging the joint engagement of these groups in consultations and the design and delivery of percent for art. In addition, by encouraging local residents to know about and care for their local built, historic and natural environment and to take an active role in maintaining and developing it the sense of belonging and community can be enhanced, strengthening social cohesion.

THE ENVIRONMENT

3.27 The borough's attractive environment is one of its key strengths in many people's minds and safeguards to protect the best of its landscapes, wildlife and heritage- whilst encouraging responsible enjoyment of it- must therefore be at the centre of spatial policies.

3.28 **8. Enhance identity and distinctiveness of the built and natural environment** - A key challenge is to ensure new developments are locally distinctive and contribute to the identity of an area. Concern has been raised in the past about the lack of local distinctiveness in new housing developments. Related to this is the need to avoid coalescence of settlements so that separate identities remain and the need to safeguard valuable assets such as conservation areas, listed buildings, sites of archaeological and cultural heritage interest, geology and landscape character. Ten Landscape Character Areas have been identified in Hinckley & Bosworth, each with their own key characteristics which contribute to local distinctiveness and sense of place and it is important that development reflects and embraces these differences. In addition the council has embarked on a programme of conservation area appraisals which it aims to complete across the borough by 2013. The conservation area appraisals will highlight where listed buildings are considered to be at risk.



3.29 9. Preserve and enhance natural habitats and biodiversity - Despite popular natural attractions such as Burbage Common, Charnwood Forest, Ashby Canal and part of the National Forest, biodiversity is not particularly high overall. In fact, the East Midlands has one of the lowest percentages of woodland cover compared to the UK as a whole. There are 7 Sites of Special Scientific Interest in the borough, of these 60% are in an unfavourable condition and are continuing to decline. There are also numerous local wildlife sites/Sites of Importance for Nature Conservation. There is a strong need to provide protection and enhancement to these sites and the nature conservation sites, habitats and species listed in the Leicester, Leicestershire and Rutland Biodiversity Action Plan (BAP). The development occurring in Hinckley & Bosworth up until 2026 is likely to increase the pressure on the borough's landscapes and green spaces as well as presenting opportunities for enhancing and extending green infrastructure assets, linking and improving biodiversity within the borough.

3.30 10. Improve resource management - Pollution of air or water is not a major issue for Hinckley & Bosworth compared to some other areas, but diminishing space for landfill of waste is a big concern. To address this issue, it is important to manage waste more sustainably by reducing its creation, recycling as much as possible for example by promoting designs and layouts in new development that integrate waste management facilities to encourage recycling, and reducing the amount of waste going to landfill by recovering value from waste, for example, by energy generation. There is also currently a lack of sustainable construction in the design and build of new developments in the borough – both commercial and residential. Improving resource management, through improved energy efficiency and reduced carbon emissions will help reduce the impacts of climate change. A Strategic Flood Risk for the borough has been undertaken which suggests flooding is not a major issue for this borough. Nevertheless, flood mitigation measures, such as sustainable urban drainage, will need to be incorporated into new developments to ensure this issue is suitably addressed.

3.31 11. Transport - There is a high reliance on car travel within the borough as 72% of employed people currently travel to work by car. Congestion and the impact of heavy vehicle movement is a problem, particularly in areas along the A5 corridor and Earl Shilton. The Leicestershire Local Transport Plan highlights the need for improvements to the A5 corridor and for a bypass at Earl Shilton (which was completed in 2009). There are road safety issues related to speeding traffic and congestion related to 'school run' trips. Although Hinckley is served by train services from Birmingham, Nuneaton, and Leicester, the services are limited. Currently the main form of public transport in the district is the bus. However, the frequency of public transport services is a problem, especially in rural villages and on weekends and at night in urban areas. Therefore, real travel choice by public transport, cycling and walking is limited.



Our Vision - The Kind of Borough We're Working Towards

3.32 Our vision for Hinckley & Bosworth is not one of wholesale change. Rather, it is one of keeping and improving what's good about the area and embracing the positive things that development can bring, helping the entire borough's communities share in the good quality of life it offers. The overall vision for the borough is set out in the Community Plan, what follows below is a distillation of that vision, specifically relating to the areas in which planning can make a difference.

VISION

3.33 In 2026 Hinckley & Bosworth will be a thriving, successful borough exemplifying green sustainable development across the East Midlands. More residents will be choosing to work locally as higher paid jobs are provided through the successful diversification of the economy. There will be a lively and diverse rural economy, underpinning thriving village communities and village based services. In particular, the key rural centres of Barlestone, Desford, Groby, Market Bosworth, Markfield, Newbold Verdon, Ratby, Stoke Golding, Bagworth and Thornton will provide the necessary day-to-day services to ensure rural communities have the choice to shop, work and play close to where they live.

3.34 Hinckley town centre will be a vibrant and successful sub regional centre with a high quality mix of retail, culture, housing, employment and leisure, with the local urban centres of Earl Shilton, Barwell and Burbage providing local services for their populations. An enhanced public realm for all of these centres will mean people want to spend time in them. Excellent public transport connections and well designed walking and cycling routes between Hinckley, Barwell, Earl Shilton and Burbage will mean that residents can travel to Hinckley for shopping, jobs, higher education, leisure and the night time economy by means other than the car.

3.35 A comprehensive and high quality network of green infrastructure, facilities for sports and arts activities, meetings and events will be easily accessible to all and the boroughs unique built, historic and natural environment will have been improved, not just protected.

3.36 The disparities in the quality of life apparent in 2007 will be addressed and the fear of crime and tensions between different groups will have reduced. We will see communities where there is greater neighbourliness and where people feel more involved with the decision-making processes that affect their lives, with local people involved directly in the local environment, its study, appreciation, maintenance and enhancement.

3.37 Sufficient housing to meet increases in population and changing needs will be provided to ensure everyone has the opportunity to live in a decent home, which they can afford, in a community where they want to live. The majority of this housing will be provided in and around the Hinckley sub regional centre, with more limited development in the rural areas, focused on the Key Rural Centres, to support sustainable rural communities and provide local choice. The new development required to meet increased and changing needs will reflect the unique identity of each individual settlement whilst having a character and identity of its own which complements, supports and integrates into existing communities. High quality services and facilities along with quality jobs will have been provided to ensure these developments are true sustainable communities. Improved, more frequent public transport will be provided with improved facilities along with well connected walking and cycling networks to enable residents to travel by alternatives to the private car.



Spatial Objectives

3.38 To ensure this vision is achieved, the following 13 Spatial Objectives have been identified. They have been grouped under the same headings identified in the 'Issues Facing the borough' to illustrate how the objectives will address these identified issues and ensure the above vision is delivered.

3.39 To enable the council to monitor how effectively the objectives, and therefore the vision, is being achieved, specific targets have been set for each objective. This is detailed in Chapter 6: Monitoring Framework.

THE ECONOMY

Spatial Objective 1: Strong and Diverse Economy

To strengthen and diversify the economy by providing sufficient, sustainably located, good quality land and premises and other support programmes, including skills training, to encourage appropriate sectors with growth potential including high value manufacturing businesses, business services, tourism, rural diversification initiatives and the cultural and creative industries. The focus for new employment will be Hinckley, reflecting its status as a sub regional centre and in Earl Shilton and Barwell to support the regeneration of these areas, with smaller scale employment in the key rural centres to support the rural areas of the borough.

Spatial Objective 2: Regeneration of Urban Centres

To deliver the regeneration of Hinckley town centre, as a vibrant, thriving sub regional centre, which provides opportunities for retail, leisure and commercial activities, whilst supporting the vibrancy and vitality of Earl Shilton, Barwell and Burbage as important urban local centres.

THE COMMUNITY

Spatial Objective 3: Strong and Vibrant Rural Communities

To ensure rural communities have access to a range of shops, education, community, leisure facilities and employment opportunities in the Key Rural Centres to support, enhance and improve the sustainability, vibrancy and vitality of our rural areas.

Spatial Objective 4: Social Inclusion

To address the deprivation affecting the borough, identified through the Index of Multiple Deprivation, with a focus on targeting those areas with the highest deprivation levels in Hinckley, Barwell and Earl Shilton.

Spatial Objective 5: Housing for Everyone

To ensure sufficient housing is provided to meet the requirements of the East Midlands Regional Plan to enable all residents of the borough to have access to a suitable home which they can afford in a range of sustainable locations, tenures and house types. The focus of development will be in and around the Hinckley urban area, with more limited development in the rural areas to meet local needs. All housing will be high quality, locally distinctive, sustainable developments.

Spatial Objective 6: Infrastructure Provision

To ensure that development contributes to the necessary infrastructure required by new development, through provision of new, or where appropriate, enhancement of existing infrastructure (for example through appropriate developer contributions).



Spatial Objective 7: Healthier Active Communities

To develop healthier and stronger communities by improving access to, and the provision of, community, sports and cultural facilities, green infrastructure and walking and cycling routes integrated with local public transport. Whilst there are localised areas where additional community, sports and cultural facilities are required, overall, provision is generally sufficient across the borough, but the quality of these facilities needs to be improved.

Spatial Objective 8: Stronger Safer Communities

To develop strong and safe communities by designing out crime, sensitively locating development and encouraging community involvement and positive interaction, particularly in the areas experiencing multiple deprivation.

THE ENVIRONMENT**Spatial Objective 9: Identity, Distinctiveness and Quality of Design**

To ensure development contributes to the local distinctiveness of the borough, and enhances both settlement identity and the environment through the quality of sustainable design. Design and other measures will be used to develop strong community identities and neighbourhood pride.

Spatial Objective 10: Natural Environment and Cultural Assets

To deliver a linked network of green infrastructure, enhancing and protecting the borough's distinctive landscapes, woodlands, geology, archaeological heritage and biodiversity and encourage its understanding, appreciation, maintenance and development.

Spatial Objective 11: Built Environment and Townscape Character

To safeguard, enhance and where necessary regenerate the borough's distinctive built environment including its wider setting particularly that associated with Conservation Areas, Listed Buildings and historic industries.

Spatial Objective 12: Climate Change and Resource Efficiency

To minimise the impacts of climate change by promoting the prudent use of resources through sustainable patterns of development, investment in green infrastructure, minimising the use of resources and energy, increasing reuse and recycling of natural resources, increasing the use of renewable energy technologies and minimising pollution, including greenhouse gas emissions.

Spatial Objective 13: Transportation and Need to Travel

To reduce the high reliance on car travel in the borough and to increase the opportunities for other forms of transport by focusing the majority of development in the Hinckley urban area where there is a range of transport options available and through securing improvement to public transport infrastructure and facilities that promote walking and cycling and through the use of travel plans.



4.0 The Spatial Strategy

Introduction

4.1 The Core Strategy provides a spatial interpretation of the key drivers for change in order to deliver sustainable development. As indicated above the Spatial Objectives set out the broad strategic direction for development in the borough. The Spatial Strategy provides an interpretation of the specific issues that need to be addressed to tackle the key challenges being faced in the borough. The Spatial Strategy is not produced in isolation, but must take account of national, regional and local planning guidance.

4.2 In particular, the East Midlands Regional Plan requires 9,000 homes to be built in Hinckley & Bosworth between 2006 - 2026. In determining the distribution and development, the East Midlands Regional Plan seeks to concentrate development in urban areas whilst also providing for the development needs of rural areas. Policy 3 of the East Midlands Regional Plan identifies a target of 60% of additional dwellings to be developed on previously developed land or through conversions. However, the council's analysis of development sites in the borough indicates that the East Midlands Regional Plan target would not be achievable because of the level of development proposed in the Sustainable Urban Extensions and on sites currently outside settlement boundaries, and a target of 40% of dwellings on previously developed land is therefore proposed. This target will enable the efficient use of land within the borough to be monitored as a core indicator through the Annual Monitoring Report.

4.3 Table 1 shows how many houses have already been developed since the start of the plan period (2006); how many have been granted planning permission but not yet built (commitments) and sites within settlement boundaries which are developable. A full housing trajectory, including indicative phasing is available in **Appendix 2**.

Table 1 - Current Housing Supply

Number of Houses to be provided 2006 - 2026	9000
Existing Supply	
Completions (2006- 2009)	1310
Large site commitments	1480
Small site commitments	400
Urban Housing Sites: Developable sites within settlement boundaries*	764
Total Supply	3954
Number of houses we still have to find land for	5046

** please note, these figures are based on density minima (30 dph in rural areas and 40 dph in urban areas). In many cases, higher densities will be able to be achieved, therefore increasing the supply of housing from this source.*

4.4 It is evident from Table 1, that taking into account existing and expected housing provision there is still a shortfall of 5046 dwellings on the East Midlands Regional Plan requirement of 9,000 dwellings.

- 4.5** In conformity with the East Midlands Regional Plan, the majority of this development will be accommodated in and around the Hinckley sub regional centre within the key urban area of the borough through sustainable amendments to the settlement boundary and two Sustainable Urban Extensions. A proportion will also be distributed to the rural areas of the borough to accommodate their particular development needs. To accommodate the housing requirements set out within the urban and rural areas in policies 1, 2, 3, 4, 8, 10, 11 and 12 it may be necessary to review settlement boundaries to identify land to meet the housing provision. The Site Allocations and Generic Development Control Policies Development Plan Document will identify sufficient land to meet the Core Strategy requirements. This will be achieved firstly by looking at brownfield/greenfield sites within settlement boundaries followed by land adjacent to settlement boundaries. Once allocated for housing, these sites will fall within the revised settlement boundary which will be amended as necessary. When the settlement boundaries have been amended these housing allocations will be included within the 5 year supply of housing land as they will be deemed deliverable and developable.
- 4.6** To support this increase in housing, there is also a need to provide additional employment of the right type and in the right location to meet the aspirations set out in '*A Flourishing Region: Regional Economic Strategy for the East Midlands 2006-2020*' and the '*Leicestershire Economic Strategy Vision 2020*'.
- 4.7** To do this, there is a need to allocate 6 hectares (34,000 sq/m) for office use, 4 hectares for industrial use and 10 hectares for warehousing, focused primarily at/adjacent to Hinckley to support its role as a sub regional centre, with smaller allocations in the Key Rural Centres to support local employment opportunities. In addition, to ensure the Sustainable Urban Extensions at Earl Shilton and Barwell are indeed sustainable, there is a need to allocate a further 20-25 ha of employment land to support the population in these new communities (Leicester and Leicestershire HMA Employment Land Study, 2008). The council is working with a number of partners on programmes to improve skill levels within the borough. Programmes include Train to Gain, Pre-Employment training, and the National Voluntary Training Pathfinder, and are run by partners including the North Warwickshire and Hinckley College, and the Leicestershire and Leicester City Learning Partnership.
- 4.8** The following Spatial Strategy and associated policies set out how the borough will develop up to 2026 to ensure the overall vision and objectives set out above will be achieved. To ensure that the strategy is flexible enough to accommodate likely increases in housing numbers in the next review of the East Midlands Regional Plan, an overprovision of 642 dwellings has been built into the plan. In addition, minima density requirements have been used in calculating the capacity of urban housing sites. In many cases higher densities will be able to be achieved, therefore increasing the supply of housing from this source. Further details will be provided for specific sites in the Site Allocations and Generic Development Control Policies Development Plan Document.
- 4.9** Please note information provided below in relation to primary care provision has been based on council priorities and ongoing dialogue with the Primary Care Trust. The Primary Care Trust's Primary Care Strategy and Community Health Review are due to be completed in 2009 and will provide investment priorities for primary care premises development.
- 4.10** Planning Policy Statement 12 paragraph 4.46 requires councils to set out a contingency strategy to handle changing circumstances which can occur over the lifetime of the Core Strategy for providing future housing growth.

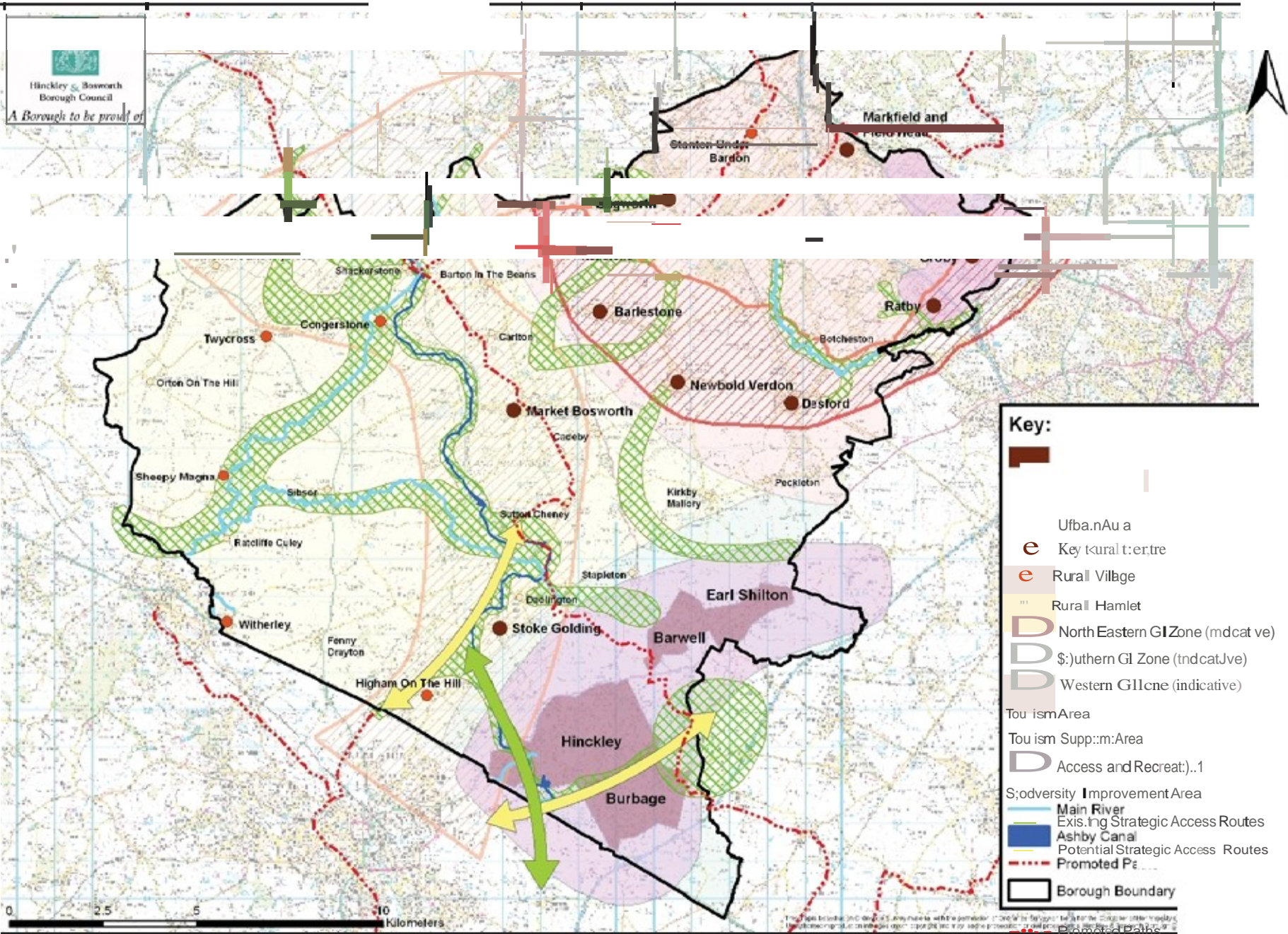


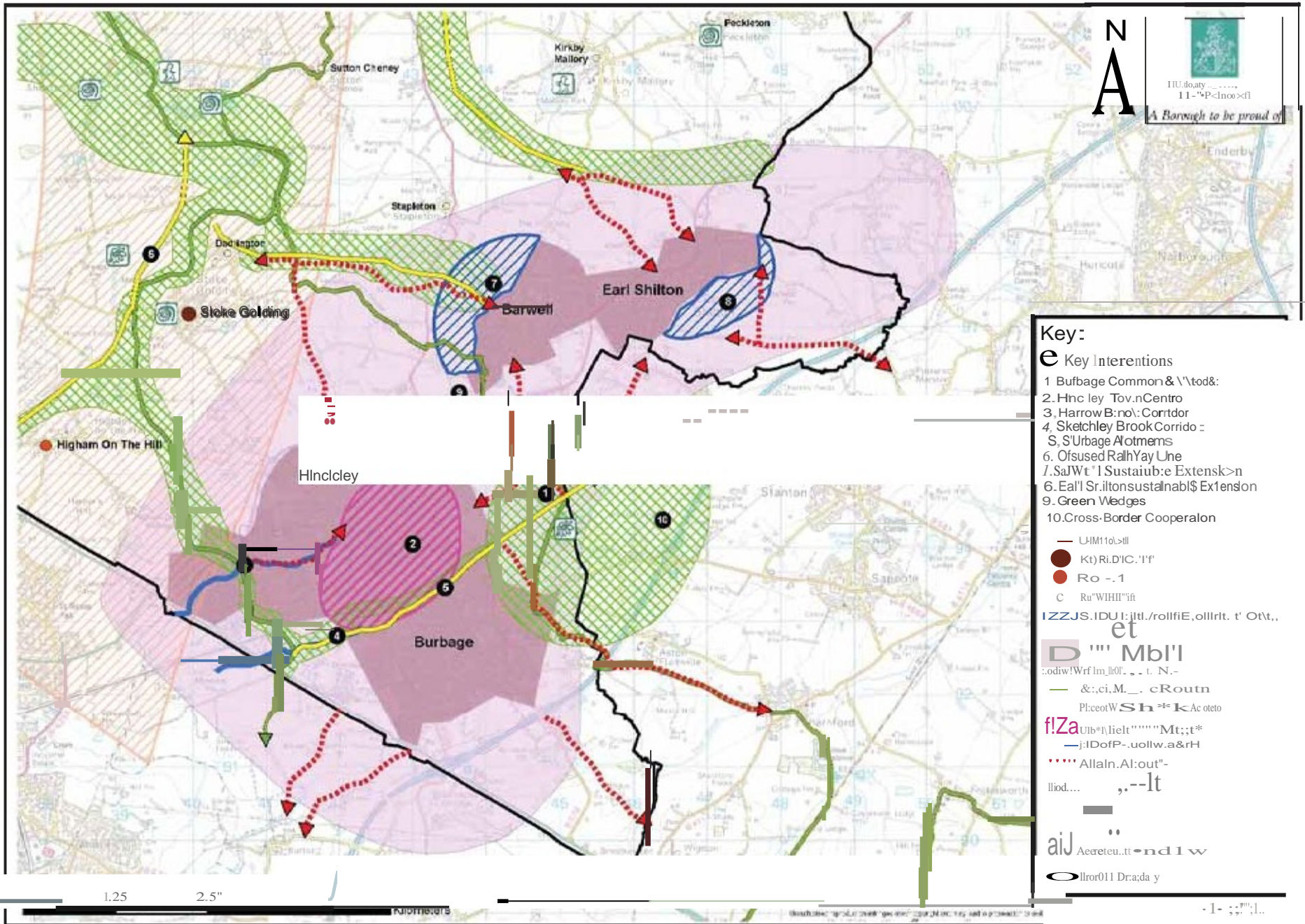
4.11 In building its evidence base to support the future context of development within the borough the council prepared a Directions of Growth Report (September 2007). This report assessed a series of growth options surrounding the Hinckley Sub Regional Centre (including Barwell, Burbage and Earl Shilton). The report concluded that the most appropriate location for mixed use urban extensions were located on land to the south of Earl Shilton and West of Barwell.

4.12 Should these options fail to deliver the housing requirements outlined in the Core Strategy the council will utilise the findings of the Direction for Growth Report in taking forward an alternative strategy in order to meet the housing requirements of the EMRP. The council shall review the Directions for Growth Report in order to identify a preferred option. A consultation exercise will then be undertaken on this alternative option if the urban extensions at Barwell and/or Earl Shilton fail to deliver the necessary housing requirements. In addition, any small-scale shortfalls in the housing provision identified through the Annual Monitoring Report will be addressed by a review of sustainable sites identified in the SHLAA which are not prioritised through the Site Allocations and Generic Development Control Policies Development Plan Document.

4.13 An Area Action Plan will include triggers for co-ordinating the future growth of the Sustainable Urban Extensions and provide a mechanism for assessing the delivery of housing growth, which will be monitored through the council's Annual Monitoring Report. The Annual Monitoring Report will include an up to date assessment on progress of housing delivery through the Housing Trajectory and the 5 year housing land supply. In addition the provision of infrastructure relating to the release of future growth will be monitored through an annual review of the Infrastructure Plan provided in Section 5 of this Core Strategy.





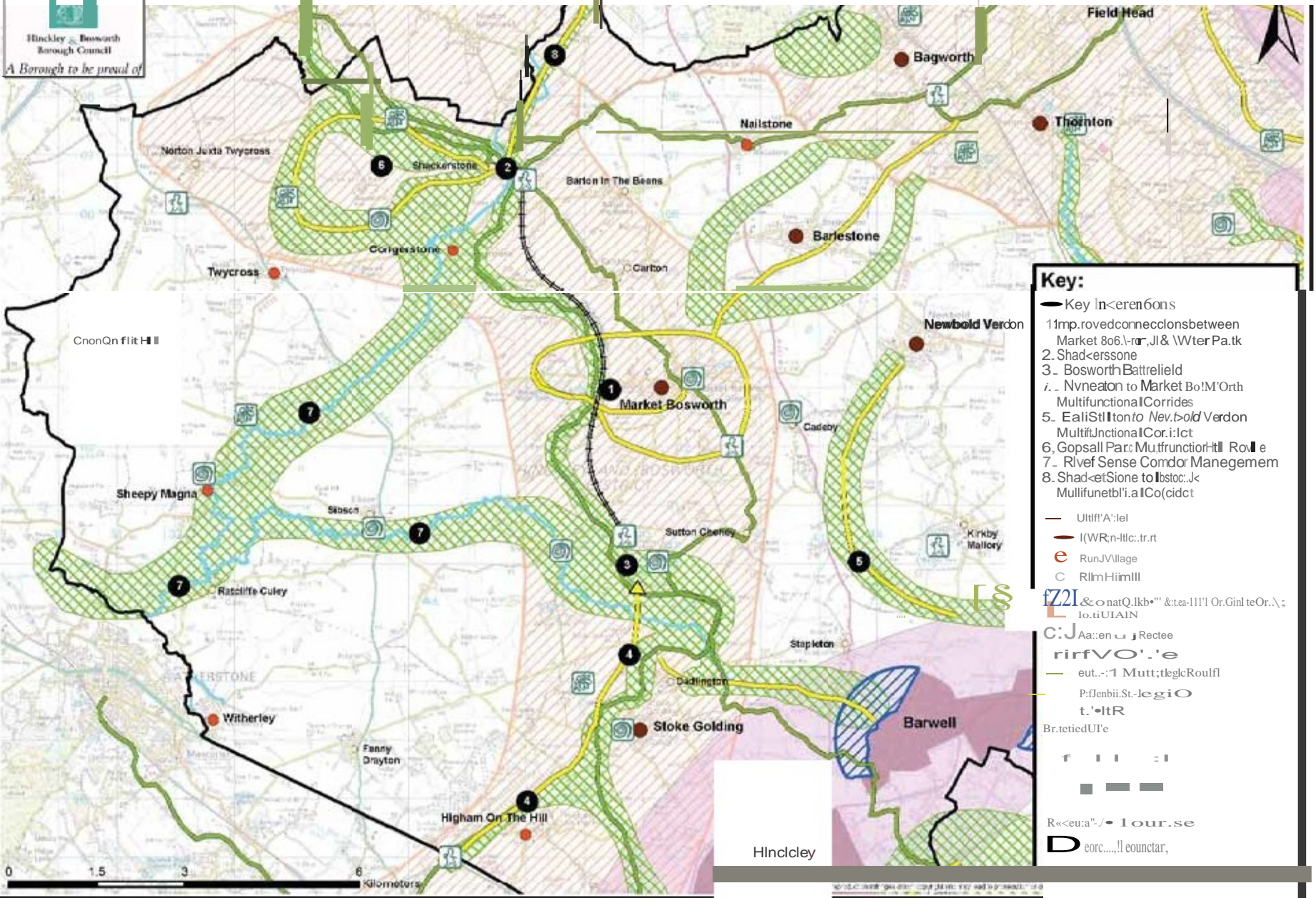


Key:

e Key Interventions

1. Burbage Common & ...
2. Hinckley Town Centre
3. Harrow Brook Corridor
4. Sketchley Brook Corridor
5. ...
6. ...
7. ...
8. Earl Shilton Sustainable Extension
9. Green Wedges
10. Cross-Border Cooperation

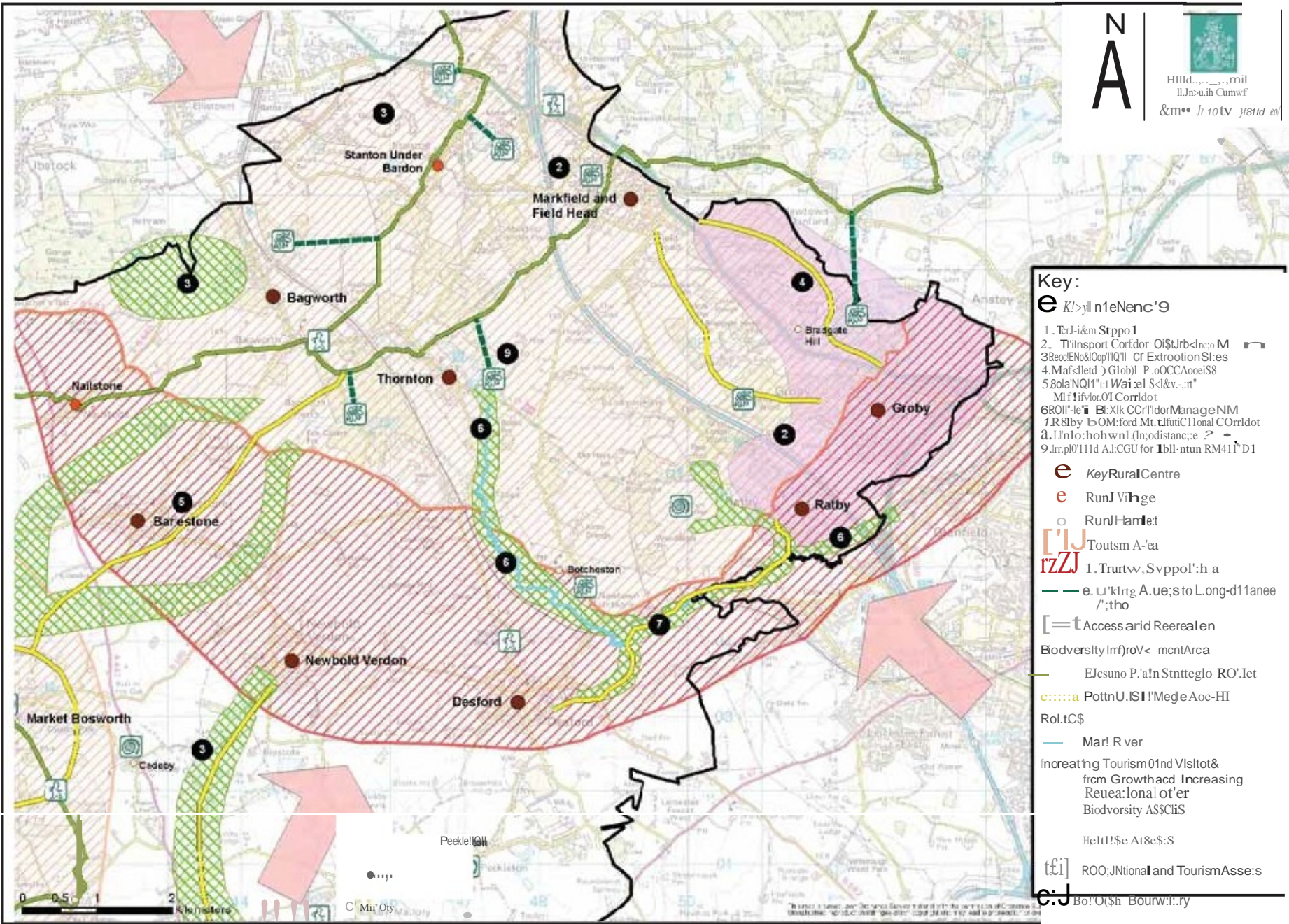
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Key:

- Key Infrastructure
- Improved connections between Market Bosworth & Water Park
- Shadwell
- Bosworth Battlefield
- Newbold Verdon to Market Bosworth Multifunctional Corridor
- Ealingston to Newbold Verdon Multifunctional Corridor
- Gopsall Park Multifunctional Road
- River Sense Comdor Management
- Shadwell to Boston Multifunctional Corridor

- Utility Area
 - (WR) National Waterworks
 - Runway
 - Rail
 - Canal
 - Watercourse
 - Road
 - Boundary
 - Field
 - Woodland
 - Water
 - Other



- Key:**
- 1. Trunk Street
 - 2. Transport Corridor of Urban Growth
 - 3. Recreation and Open Space
 - 4. Major Local Global Priority Area
 - 5. Local Quality Water Services
 - 6. Rural Corridor
 - 7. Rural Growth Management
 - 8. Rural Growth Management
 - 9. Rural Growth Management
- Key Rural Centre
 - Run Junction
 - Run Junction
 - Tourism Area
 - Local Services Provision
 - Local Services Provision
 - Access and Reconnection
 - Biodiversity Improvement
 - Local Services Provision
 - Potential for Major Access
 - Local Services Provision
 - Major River
 - Increasing Tourism and Visitation from Growth and Increasing Reconnection of Biodiversity
 - Local Services Provision
 - Local Services Provision
 - Local Services Provision

Spatial Strategy and Policies: Urban Areas

4.14 The main urban area of the borough is made up of 4 settlements, Hinckley, Burbage, Barwell and Earl Shilton. Whilst Hinckley provides key transport links to nearby centres and a mix of retail, employment and leisure facilities to the rest of the borough, Burbage, Barwell and Earl Shilton provide more local services to their population and support Hinckley's town centre.

4.15 The East Midlands Regional Plan designates Hinckley as a sub regional centre, where the majority of development should be focused. This strategy recognises and supports this, whilst also recognising that the four settlements act together as an 'urban area' with clear linkages between them, with all four settlements playing a critical role in supporting Hinckley town centre and its role as a sub regional centre.

Hinckley

4.16 To support Hinckley's role as a sub regional centre, from 2001- 2026, 3421 homes will be provided in Hinckley (1390 have already been built, 914 have planning permission and 1117 are still to be provided). The railway station will be transformed as a key gateway to the town centre, with a transport interchange, and excellent, well sign posted walking and cycling linkages into the town centre and a new and improved bus station to make public transport a more attractive option. New retail developments will revitalise the shopping offer, a new cinema and associated leisure uses will add a much needed leisure dimension to the town centre. New employment opportunities, focusing on creative industries and innovation will be supported by close links with higher education providers. To support this and to ensure Hinckley is a truly mixed use centre with activity throughout the day and night, a café and restaurant culture will be encouraged along with high quality residential development in the town centre. The Hinckley Town Centre Area Action Plan will provide the detailed policies and implementation mechanisms to ensure this is delivered.

4.17 The type of housing provided in Hinckley will reflect the mix of people within the town, with more accommodation being provided for families, couples and older people wishing to downsize to complement the housing which has already been provided in the town centre, largely in the form of flats. Existing deficiencies in the provision of green spaces, particularly to the south west of Hinckley and the south west of Burbage will be addressed and a high quality green infrastructure network providing quality green routes through the town into the countryside will have been implemented.

Policy 1: Development in Hinckley

To support Hinckley's role as a sub-regional centre the council will:

- Allocate land for the development of a minimum of 1120 new residential dwellings. In particular, the council will seek to diversify the existing housing stock in the town centre to cater for a range of house types and sizes as supported by Policy 15 and Policy 16
- Ensure there is a range of employment opportunities within Hinckley
- Allocate land for the development of 6 ha for new office development (to provide 34,000 sqm of office space) within or adjoining the Hinckley Town Centre Area Action Plan boundary
- Support the expansion of the creative industries job market, in particular through the redevelopment of the Atkins factory into a Creative Enterprise Centre. Further details are provided in the Hinckley Town Centre Area Action Plan

- Support the development of approximately 21,100 sqm (net) of new comparison sector sales floorspace (13,100 sqm to 2021 and 8,000 sqm from 2021- 2026), primarily located in a redeveloped Britannia Centre and on the bus station redevelopment site and the development of an additional 5,300 sqm (net) up to 2021 of convenience floorspace, primarily located on the bus station redevelopment site. Further details are provided in the Hinckley Town Centre Area Action Plan
- Require the redevelopment of the railway station site to deliver a transport interchange and improved facilities at the Hinckley Railway Station. This will be delivered by the private sector as part of the redevelopment of the railway station site in partnership with Network Rail/train operating company. Further details are provided in the Hinckley Town Centre Area Action Plan
- Support the provision of a new bus station plus efficient provision and management of town centre car parking and transport to reflect Hinckley's role as a sub regional centre. This will be delivered by the private sector as part of the redevelopment of the town centre. Further details are provided in the Hinckley Town Centre Area Action Plan
- Require transport improvements in line with Policy 5
- Support the development of the tourism industry in line with Policy 23
- Support the development of new leisure facilities and sporting hub on land off the A47 in the vicinity of Hinckley United Football Stadium supported by sustainable public transport links including enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage

To ensure development contributes to Hinckley's character and sense of place and that the town's infrastructure can accommodate the new development, the council will:

- Support the extension of the existing Hinckley & Bosworth Community Hospital into a 'one stop health hub' to provide core community hospital services (inpatient beds, theatres, outpatient and diagnostic services) from one location linked by excellent public transport, walking and cycling routes from the Hinckley town centre, Barwell and Earl Shilton. This will be delivered by the Primary Care Trust
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Hinckley as detailed in the council's most up to date strategy and the Play Strategy, particularly in the south west and north east of Hinckley. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving Burbage Common and Woods, Hinckley Town Centre, Harrow Brook Corridor, Disused Railway Line (Nuneaton – Shenton Station), and Hinckley/Barwell/Earl Shilton/Burbage Green Wedge will be implemented
- Deliver safe, high quality cycling routes as detailed in Policy 5 with particular focus on the routes to Hinckley town centre and schools, existing and proposed residential and employment areas, community and leisure facilities, the Hinckley railway station and bus station and into the countryside to provide an alternative to car travel and encourage physical exercise
- Expect development to respect Hinckley's industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable

- Require new development to respect the character and appearance of the Hinckley Conservation Areas by incorporating locally distinctive features of the conservation area into the development
- Require new development to enhance the poor public realm within the town centre
- Require development to be of the highest environmental standards in line with Policy 24

Barwell and Earl Shilton

4.18 Supporting Hinckley as the sub regional centre are Barwell and Earl Shilton. These urban areas provide local facilities to their populations and provide an important critical mass to support Hinckley town centre. However, Earl Shilton and Barwell contain pockets of significant deprivation, particularly relating to income, education skills and training, employment and health and their local centres are in need of regeneration. The areas experiencing multiple deprivation are designated Local Strategic Partnership 'priority neighbourhoods' with targeted actions to improve the areas. To support this regeneration and to reinvigorate these important urban areas, two mixed use Sustainable Urban Extensions will be developed, one of 2500 homes to the west of Barwell and one of 2000 homes to the south of Earl Shilton.

4.19 These Sustainable Urban Extensions will be exemplars of sustainable design, well linked to the existing communities through efficient vehicular access, excellent walking and cycling routes and by regular public transport. They will include the necessary community infrastructure to support the new residents, including neighbourhood shops, primary schools, GP's and green space provision as well as high quality employment provision to allow residents to work close to home should they choose to. A particular focus will be ensuring green infrastructure is provided as part of the development that links with existing networks in urban areas and connects residents to their rural hinterland.

4.20 These Sustainable Urban Extensions will act as a catalyst for the regeneration of Barwell and Earl Shilton, and as such, developers of these Sustainable Urban Extensions will be expected to contribute to existing facilities and the local centres of Barwell and Earl Shilton where appropriate. The phasing of delivery for these Sustainable Urban Extensions will be linked to ensure the timely delivery of infrastructure required to support the total overall increase in population, indicative phasing is provided in Appendix 2. Details of infrastructure requirements, along with detailed phasing and comprehensively designed masterplans of the Sustainable Urban Extensions will be provided through an Earl Shilton and Barwell Area Action Plan. This will ensure the Sustainable Urban Extensions are well integrated into the existing community, and that development does in fact act as a catalyst for regeneration.

Policy 2: Development in Earl Shilton

To support the regeneration of Earl Shilton, the council will:

- Allocate land for the development of a mixed use Sustainable Urban Extension to the south of Earl Shilton including 2000 environmentally sustainable homes, 10 ha of employment, neighbourhood shops, a new primary school and children's centre, GP's, Neighbourhood Policing and green space provision. The employment allocations are to provide for industrial and warehousing developments. They should primarily support local employment opportunities, including starter and grow-on units, and should aim to



achieve zero-carbon development. The community services will be provided in a 'community hub' with the primary school and children's centre at its heart. The feasibility of providing some or all of the energy needs of the Sustainable Urban Extension by sustainable on site power generation will be investigated and if viable, implemented as part of the development. The required facilities, land and buildings will be provided by the developer, in partnership with the relevant service providers through appropriate developer contributions and supported by relevant funding streams such as the New Growth Point Initiative. Detailed requirements for this Sustainable Urban Extension including boundaries, facilities to be provided, layout and design, will be set out in an Area Action Plan. All development must be in conformity with this Area Action Plan. No piecemeal developments will be permitted

- Support development within Earl Shilton settlement boundary to deliver a minimum of 10 new residential dwellings. Seek to diversify existing housing stock to ensure an appropriate mix and type of housing is available to meet future needs as supported by Policy 15 and 16. A key aim in Earl Shilton is to encourage more young professionals and prospering households to move into and stay in the area
- Ensure there is a range of employment opportunities within Earl Shilton
- Support the regeneration of the Earl Shilton local centre including public realm improvements, the development of a focal civic space and the provision of additional retail floor space within the defined Earl Shilton local centre that does not compete with the Hinckley Town Centre as the sub regional centre
- Support the development of new leisure facilities and sporting hub on land off the A47 in the vicinity of Hinckley United Football Stadium supported by sustainable public transport links including enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage
- Require transport improvements in line with Policy 5
- Support the development of the tourism industry in line with Policy 23

To ensure development respects the character of Earl Shilton, builds on its sense of place and helps deliver the regeneration of the town the council will:

- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Earl Shilton as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Deliver improvements in the quality of the William Bradford/Heathfield/Newlands indoor facilities and Weavers/Townlands outdoor facilities as detailed in the Hinckley & Bosworth Cultural Facilities Audit
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Earl Shilton Urban Extension and the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge will be implemented
- Deliver safe, high quality cycling routes as detailed in Policy 5 with particular focus on routes to Earl Shilton local centre and schools, existing and proposed residential and employment areas, community and leisure facilities, the Hinckley town centre and railway station and into the countryside to provide an alternative to car travel and encourage physical exercise



- Require new development to respect the character and appearance of the Earl Shilton Conservation Area by incorporating locally distinctive features of the conservation area
- Expect development to respect Earl Shilton's industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable
- Require development to be of the highest environmental standards in line with Policy 24

Policy 3: Development in Barwell

To support the regeneration of Barwell the council will:

- Support development within Barwell settlement boundary to deliver a minimum of 45 new residential dwellings within the settlement boundary of Barwell. The council will seek to diversify the existing housing stock to cater for a range of house types and sizes as supported by Policy 15 and 16. A key aim in Barwell is to encourage prospering households to move into and stay in the area
- Allocate land for the development of a mixed use Sustainable Urban Extension to the west of Barwell including 2500 environmentally sustainable homes, 15 ha of employment, neighbourhood shops, a new primary school and children's centre, GP's, Neighbourhood Policing and green space provision. The employment allocations are to provide for industrial and warehousing developments. They should primarily support local employment opportunities, including starter and grow-on units, and should aim to achieve zero-carbon development. The community services will be provided, in a 'community hub', with the primary school and children's centre at its heart. The feasibility of providing some or all of the energy needs of the Sustainable Urban Extension by sustainable on site power generation will be investigated and if viable, implemented as part of the development. The required facilities, land and buildings will be provided by the developer through appropriate developer contributions and supported by relevant funding streams such as the New Growth Point Initiative. Detailed requirements for this Sustainable Urban Extension including boundaries, facilities to be provided, layout and design, will be set out in an Area Action Plan. All development must be in conformity with this Area Action Plan. No piecemeal developments will be permitted
- Ensure there is a range of employment opportunities within Barwell
- Support the regeneration of the Barwell local centre including public realm improvements, traffic calming measures and the provision of additional retail floorspace within the defined Barwell local centre that does not compete with the Hinckley Town Centre as the sub regional centre
- Support the development of new leisure facilities and sporting hub on land off the A47 in the vicinity of Hinckley United Football Stadium supported by sustainable public transport links including enhanced walking and cycling connections from Barwell, Earl Shilton, Hinckley and Burbage
- Require transport improvements in line with Policy 5
- Support the development of the tourism industry in line with Policy 23



To ensure development respects the character of Barwell, builds on its sense of place and helps deliver the regeneration of the town the council will:

- Address the existing deficiencies in the quality of green space and play provision in Barwell as detailed in the council's most up to date relevant strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Redesign and rebuild Hinckley Rugby Football Club and Hinckley Town Cricket Club and Squash Club pavilion (indoor facilities) rebuild Hinckley Tennis Club Pavilion and improve all pitches on the Leicester Road Site. Improve Boston Way, Dovecote, Kirkby Road (outdoor facilities) as detailed in the Hinckley & Bosworth Cultural Facilities Audit
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Barwell Sustainable Urban Extension and the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge will be implemented
- Deliver safe, high quality cycling routes as detailed in Policy 5 with a particular focus on routes to Barwell local centre and schools, existing and proposed residential and employment areas, community and leisure facilities, the Hinckley town centre and railway station and into the countryside to provide an alternative to car travel and encourage physical exercise
- Require new development to respect the character and appearance of the Barwell Conservation Area by incorporating locally distinctive features of the conservation area into the development
- Expect development to respect Barwell's industrial heritage through sympathetic reuse of existing buildings unless it can be demonstrated that this is not achievable
- Require development to be of the highest environmental standards in line with Policy 24

Burbage

4.21 Burbage, lying immediately south of Hinckley, also plays an important supporting role for the Hinckley sub regional centre, providing local facilities for its immediate population, whilst also providing an important critical mass to support Hinckley town centre.

4.22 Burbage in general is a relatively wealthy area of the borough, with high house prices and high average income levels. However, there are areas of deprivation in Burbage St Catherine's and Lash Hill Ward particularly in relation to health deprivation and disability and education, skills and training. This area also has a higher than average proportion of older people and a lower proportion of people who are economically active compared to the rest of the borough. This area is one of the Local Strategic Partnership's 'priority neighbourhoods' with targeted actions to improve the area.

4.23 Existing areas of undeveloped land along the railway line and down to Ashby Canal provide an opportunity to connect the urban areas of Burbage and south Hinckley to Burbage Common and the surrounding countryside, providing both recreational and environmental benefits.

4.24 In functional terms, Burbage acts largely as an extension to the Hinckley urban area, with the northern part of the village being within close proximity to Hinckley railway station and the town centre. Development in this area therefore provides an important opportunity to support Hinckley's role as a sub regional centre, whilst recognising that Burbage is a settlement in its own right with individual characteristics and needs.



Policy 4: Development in Burbage

To address the small pockets of deprivation in Burbage, support the Burbage local centre and support Hinckley's role as a sub regional centre, the council will:

- Allocate land for the development of a minimum of 295 new residential dwellings, focused primarily to the north of Burbage, adjacent to the Hinckley settlement boundary to support the Hinckley sub regional centre. In particular, the council will seek to diversify the existing housing stock to cater for a range of house types as supported by Policy 15 and Policy 16
- Allocate land for the development of 10 ha of B8 employment land and 4 ha of B2 employment land adjacent to the railway line as an extension to Logix Park. A proportion of the B2 employment should be for start up businesses as supported by the Burbage Parish Plan
- Ensure there is a range of employment opportunities within Burbage and in close proximity to Hinckley
- Support the provision of additional retail floorspace within the defined Burbage local centre, and additional car parking to enable residents to shop close to home providing that the retail development does not compete with the Hinckley Town Centre as the sub regional centre
- Require transport improvements in line with Policy 5
- Support the development of the tourism industry in line with Policy 23

To ensure development contributes to Burbage's character and sense of place and that the village's infrastructure can accommodate the new development, the council will:

- Safeguard land to develop extended GP surgery premises for the existing primary care providers in Burbage to be delivered by the PCT and through developer contributions
- Protect and preserve the open landscape to the east which provides an important setting for the village and seek to enhance the landscape structure which separates the village from the M69 corridor as supported by the Hinckley & Bosworth Landscape Character Assessment
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Hinckley as detailed in the council's most up to date strategy and the Play Strategy, particularly in relation to new equipped play provision. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Sketchley Brook Corridor and Burbage Allotments will be implemented
- Deliver safe, high quality cycling routes as detailed in Policy 5, with particular focus on routes to Burbage local centre and schools, existing and proposed residential and employment areas, community and leisure facilities, the Hinckley town centre, railway station and bus station and into the countryside to provide an alternative to car travel and encourage physical exercise
- Require new development to respect the character and appearance of the Burbage Conservation Area by incorporating locally distinctive features of the conservation area into the development
- Require development to be of the highest environmental standards in line with Policy 24



Transport Infrastructure

4.25 Whilst the local centres of Burbage, Barwell and Earl Shilton will provide for the day to day needs of the new residents, Hinckley Town Centre will remain the sub regional centre, and as such, the focal point for comparison shopping, leisure provision and higher education. To encourage people to work and shop in the town centre, walking and cycling routes and public transport provision between Burbage, Barwell and Earl Shilton and Hinckley will be improved to ensure that there are real alternatives to car use so that the Hinckley urban area is as self contained as possible.

4.26 In addition to improvements to walking and cycling routes and public transport provision, improvements to the road network will also be required to support the additional development proposed and to ensure that the borough remains accessible both locally and at a more regional level.

4.27 A Transport Assessment (2007) was undertaken by White Young Green on the transport implications of the urban extensions to Barwell and Earl Shilton including potential mitigation measures. This has been further tested using Ptolemy, a transport and land use activity model. In addition, detailed work has been undertaken on the transport improvements needed to support the regeneration of Hinckley Town Centre, further detail is provided in the Hinckley Town Centre Area Action Plan.

Policy 5: Transport Infrastructure in the Sub-regional Centre

The following transport interventions (as detailed in the Hinckley Core Strategy Transport Review 2007) are proposed to support the additional development in and around the Hinckley sub-regional centre, particularly the urban extensions at Barwell and Earl Shilton, to promote sustainable development within the area:

- Improvements to the A47/A5 'The Long Shoot' junction to provide for additional public transport priority measures
- Links to existing urban area for buses (particularly the railway station), walking, cycling, and local traffic. Cycle routes to be implemented are identified in the Hinckley & Bosworth Borough Council's Hinckley Cycle Network Plan. Priority will be given to those strategic routes which connect the Hinckley, Burbage, Barwell and Earl Shilton urban areas
- Improvements to the A47 (Hinckley Northern Perimeter Road and Earl Shilton by-pass) and A447 to facilitate improved public transport movement along those corridors
- New public transport linkages from proposed developments to Barwell and Earl Shilton, and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and Hinckley Northern Perimeter Road employment areas
- New pedestrian and cycle linkages from proposed developments into Barwell and Earl Shilton
- Traffic calming measures in Barwell and Earl Shilton, e.g. along the Common and routes through Earl Shilton/Barwell
- Improvements to the provision and management of car parking and public transport to support the increased use of Hinckley town centre

Details of proposed schemes will be brought forward in the Barwell/Earl Shilton Area Action Plan and the Hinckley Town Centre Area Action Plan.

Developers will be required to contribute towards the implementation of these initiatives through developer contributions where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted.

In addition, to the measures identified above, the council will:

- Support the use of the canal system for cyclists, walkers and other leisure uses. Where appropriate, developers will be expected to provide developer contributions to improve path surfacing
- Support canal freight loading and unloading points along the Ashby Canal to encourage the use of canal based transport for business
- Support the reopening of the Elmesthorpe passenger railway station to serve Earl Shilton and Barwell



Hinckley/Barwell/Earl Shilton/Burbage Green Wedge

4.28

The green wedge between Hinckley, Barwell and Earl Shilton protects the separation of the three settlements, helping to protect their individual identities and provides easy access from the urban areas into green spaces, contributing towards the quality of life for residents in these urban areas. Maintaining the Green Wedge is an important part of protecting the green infrastructure of the borough. There are opportunities within the green wedge for enhancement to further increase its amenity as well as ecological value. A green wedge management plan will be produced to ensure appropriate future management of this important area. A review of the boundary of the green wedge will take place through the Site Allocations and Generic Development Control Policies Development Plan Document.

Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge

Within the Hinckley/Barwell/Earl Shilton/Burbage Green Wedge uses will be encouraged that provide appropriate recreational facilities within easy reach of urban residents and promote the positive management of land to ensure that the Green Wedge remains or is enhanced as an attractive contribution to the quality of life of nearby urban residents.

The following land uses will be acceptable in the Green Wedge, provided the operational development associated with such uses does not damage the function of the Green Wedge:

- (a) Agriculture, including allotments and horticulture not accompanied by retail development
- (b) Recreation
- (c) Forestry
- (d) Footpaths, bridleways and cycleways
- (e) Burial grounds
- (f) Use for nature conservation

Any land use or associated development in the Green Wedge should:

- (a) Retain the function of the Green Wedge
- (b) Retain and create green networks between the countryside and open spaces within the urban areas
- (c) Retain and enhance public access to the Green Wedge, especially for recreation and
- (d) Should retain the visual appearance of the area

Spatial Strategy and Policies: Rural Areas

4.29 The focus of most new development will be in and around the Hinckley sub regional centre as this is where there is a concentration of services, where accessibility can be maximised and modal choice made available. However, the needs of rural settlements must also be taken into account to ensure they remain vibrant, mixed communities.

4.30 In Hinckley & Bosworth, 3 main types of settlements have been identified; key rural centres, rural villages and rural hamlets.

Key Rural Centres

4.31 Key Rural Centres are those villages that have populations over 1500 people, have a primary school, local shop, post office, GP, community/leisure facilities, employment and a 6 day a week bus service (hourly). Key Rural Centres that provide localised provision of facilities permit access by foot, cycle and local bus and can minimise car journeys not only for those people who are living in the Key Rural Centres, but also the rural villages and hamlets surrounding these centres. The following villages have been designated as Key Rural Centres:

- Markfield
- Groby
- Ratby
- Barlestone
- Desford
- Newbold Verdon
- Bagworth and Thornton
- Market Bosworth
- Stoke Golding

4.32 There are three anomalies in the Key Rural Centre classification. One is Bagworth and Thornton. Whilst these villages have the population to support the above services, very few services have materialised, despite significant housing growth in Bagworth. As a cluster however, they are very well located in terms of employment provision with Merrylees industrial estate and Interlink Industrial Park in close proximity and there is a shop and primary school located in Thornton. The purpose of designating these villages as Key Rural Centres is to assist in securing services to ensure this cluster fulfils its potential. The second anomaly is Barlestone, which does not have any employment provision, despite having the population and services one would expect from a Key Rural Centre. Encouraging employment in Barlestone is therefore a key objective of this strategy. The third anomaly is Stoke Golding, which does not have a bus service on Saturday's. Improving access to Hinckley by non car modes is therefore a key objective of this strategy.

4.33 To support these Key Rural Centres, they will be the council's focus for improvements to employment, services, facilities and public transport provision. The vision for these centres is that they will become, where they are not already, the focal points for their surrounding rural communities, places where residents can fulfil their daily needs without having to travel long distances into urban areas. In particular, the linkages between these Key Rural Centres and their Rural Villages and Hamlets will be improved through investment in the green infrastructure and cycle network to enable people to walk and cycle easily to their nearest Key Rural Centre.



Policy 7: Key Rural Centres

To support the Key Rural Centres and ensure they can provide key services to their rural hinterland, the council will:

- Support housing development within settlement boundaries that provides a mix of housing types and tenures as detailed in Policy 15 and Policy 16.
- Support development under Policy 17: Local Needs.
- Ensure there is a range of employment opportunities within the Key Rural Centres. To support this, the enhancement of allocated employment sites in the Key Rural Centres will be supported, as will the development of employment uses including home working within the settlement boundary.
- Support new retail development to meet local need within defined local centre boundaries in the Key Rural Centres providing it will have no detrimental impact on the Hinckley town centre.
- Resist the loss of local shops and facilities in Key Rural Centres unless it is demonstrated that the business or facilities can no longer operate in a viable manner. Initiatives to establish local stores and facilities will be supported.
- Require transport improvements in line with Policy 14.
- Support the development of the tourism industry in line with Policy 23.
- Require development to be of the highest environmental standards in line with Policy 24.

4.34 Within the category of Key Rural Centres, groupings of settlements relate to different areas of the borough and therefore have different roles to play.

4.35 There are three main types of groupings; Key Rural Centres relating to Leicester, Key Rural Centres within the National Forest and stand alone Key Rural Centres.

Key Rural Centres Relating to Leicester

4.36 The Key Rural Centres Relating to Leicester are those settlements located on the edge of the Leicester Principal Urban Area, which due to their proximity, relate primarily to Leicester. The villages included in this classification are:

- Desford
- Groby
- Ratby
- Markfield and Field Head

4.37 The focus for these villages will be on maintaining existing services, maintaining the separate village identities of these settlements and improving the linkages between these villages and Leicester. In line with the proposed changes to the East Midlands Regional Plan, the scale and type of development in these villages is based on supporting local needs, rather than encouraging larger scale development, which, due to the close relationship with Leicester, could encourage increased levels of commuting. Their role as 'gateway' villages to the National Forest will also be promoted.



Policy 8: Key Rural Centres Relating to Leicester

Desford

To support the local services in Desford and ensure local people have access to a range of housing the council will:

- Allocate land for the development of a minimum of 110 new homes. Developers will be expected to demonstrate that the number, type and mix of housing proposed will meet the needs of Desford taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Desford as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Deliver improvements in the quality of Sport in Desford, including the purchase of extra land to develop the facilities and outdoor pitches across Desford Parish as detailed in the Hinckley & Bosworth Cultural Facilities Audit.
- Deliver safe cycle routes, as detailed in Policy 14 with particular focus on the routes from Desford to Sport in Desford and Bosworth College and to local employment at Caterpillar, Peckleton Common and Timkens.
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving Tourism Support and the Ratby to Desford Multifunctional Corridor will be implemented.
- Support traffic management measures and additional car parking to encourage people to shop locally, improve Desford village centre and create a true centre for the village as supported by the Desford Parish Plan.
- Safeguard land for the development of a new passenger railway station and associated car parking on the site of the former station yard at Desford in case the National Forest line is re-opened to passenger facilities.
- Require new development to respect the character and appearance of the Desford Conservation Area by incorporating locally distinctive features of the conservation area into the development.

Groby

To support the local services in Groby and ensure local people have access to a range of housing the council will:

- Allocate land for the development of a minimum of 110 new homes. Developers will be expected to demonstrate that the number, type and mix of housing proposed will meet the needs of Groby, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Support the improvement of the GP facilities in Groby to provide for the increase in population, to be delivered by the PCT and developer contributions.



- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Groby as detailed in the council's most up to date strategy and the Play Strategy, particularly in relation to equipped play space. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Deliver improvements to the quality of the following facilities; Groby Village Hall, Groby Community College, Groby County Council all weather pitches and Marine Drive as supported by Hinckley & Bosworth Cultural Facilities Audit.
- Deliver safe cycle routes as detailed in Policy 14, in particular to Groby Community College, from residential areas to the industrial estate and the local centre, connecting Lena Drive area with the main village and connecting Groby to Ratby, Markfield and Glenfield.
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Groby will be required: Tourism Support (promotion of Groby as a 'gateway village' to the National Forest); Transport Corridor Mitigation Measures; and Markfield to Groby Public Access.
- Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21.
- Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22.
- Support measures to reduce the noise and air pollution currently experienced by the village due to its proximity to the M1, A50 and A46.
- Work with existing businesses to seek a reduction in on-street employee parking in the centre of the village.
- Require new development to respect the character and appearance of the Groby Conservation Area by incorporating locally distinctive features of the conservation area into the development.

Ratby

To support the local services in Ratby and ensure local people have access to a range of housing the council will:

- Allocate land for the development of a minimum of 75 new homes. Developers will be expected to demonstrate that the number, type and mix of housing proposed will meet the needs of Ratby, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Support the improvement of the GP facilities in Ratby to provide for the increase in population, to be delivered by the PCT and developer contributions. Work with the PCT to expand the range of services available in the village including a dentist and optician as supported by the Ratby Parish Plan.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Ratby as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.

- Deliver improvements to the quality of Ferndale Park Outdoor Facilities as supported by Hinckley & Bosworth Cultural facilities audit.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Ratby to Groby Community College, into Glenfield and Kirby Muxloe and to Timkens employment site.
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Ratby will be required: Ratby to Desford Multifunctional Corridor; Tourism Support (promotion of Ratby as a 'gateway village' to the National Forest); Transport Corridor Disturbance Mitigation; and the Rothley Brook Corridor Management.
- Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21.
- Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22.
- Support improvements to the existing community centres (Ratby Village Hall, Ratby Parish Church and Ratby Methodist Church) or development of a new designated community centre incorporating additional car parking within the village.
- Support measures to reduce the noise and air pollution currently experienced by the village due to its proximity to the M1.
- Support measures to direct through traffic away from Ratby Village by for example, improved signage, as supported by the Ratby Parish Plan.
- Require new development to respect the character and appearance of the Ratby Conservation Area by incorporating locally distinctive features of the conservation area into the development.

Markfield

To support the local services in Markfield and ensure local people have access to a range of housing the council will:

- Allocate land for the development of a minimum of 80 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Markfield, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Markfield as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Markfield will be required: Tourism Support, Transport Corridor Disturbance Mitigation and Markfield to Groby Public Access.
- Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Markfield to South Charnwood High School and between Markfield and Bardon Industrial Estate.



- Protect open space linkages to the west which are of importance to the context of the village as supported by the Hinckley & Bosworth Landscape Character Assessment.
- Support the expansion of the local supermarket to provide more choice for local people, including an increase in car parking.
- Support the attraction of knowledge based services to support the Markfield Institute of Higher Education which is linked to Loughborough University.
- Support improvement in the quality of the following facilities: Markfield Community and Sports Centre and Mayflower Close and Alter Stones outdoor facilities as supported by the Hinckley & Bosworth Cultural Facilities Audit.
- Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22.
- Support measures to reduce the noise and air pollution currently experienced by the village due to its proximity to the M1.
- Require new development to respect the character and appearance of the Markfield Conservation Area by incorporating locally distinctive features of the conservation area into the development.
- Require new development to respect the character and appearance of the Markfield Conservation Area by incorporating locally distinctive features of the conservation area into the development.

Rothley Brook Meadow Green Wedge

4.38 The Rothley Brook Meadow Green Wedge protects the green infrastructure of the borough, and considerable work has already been carried out along the Rothley Brook corridor to improve its recreational and biodiversity function. There are however still opportunities within the green wedge for enhancement to further increase its amenity as well as ecological value and its value as a functional floodplain. A review of the boundary of the green wedge will take place through the Site Allocations and Generic Development Control Policies Development Plan Document.

Policy 9: Rothley Brook Meadow Green Wedge

Within the Rothley Brook Meadow Green Wedge uses will be encouraged that provide appropriate recreational facilities within easy reach of urban residents and promote the positive management of land to ensure that the Green Wedge remains or is enhanced as an attractive contribution to the quality of life of nearby urban residents.

The following land uses will be acceptable in the Green Wedge, provided the operational development associated with such uses does not damage the function of the Green Wedge:

- (a) Agriculture, including allotments and horticulture not accompanied by retail development;
- (b) Recreation
- (c) Forestry
- (d) Footpaths, bridleways and cycleways
- (e) Burial grounds and
- (f) Use for nature conservation

Any land use or associated development in the Green Wedge should:

- (a) Retain the function of the Green Wedge
- (b) Retain and create green networks between the countryside and open spaces within the urban areas
- (c) Retain and enhance public access to the Green Wedge, especially for recreation
- (d) Retain and enhance function as a floodplain and infiltration basin
- (e) Retain the visual appearance of the area

Key Rural Centres within the National Forest

4.39 Key Rural Centres within the National Forest are former mining settlements within the National Forest which, as part of the National Forest Initiative, are being transformed into 'Forest Settlements'. The villages included in this classification are:

- Bagworth
- Thornton

4.40 The focus for these villages will be creating a new 'sense of place', transforming these former mining villages into 'Forest Settlements' within woodland settings, providing the local services to their populations and those of the surrounding rural hamlets/hinterland. The provision of services in Bagworth will be the priority as the current provision is limited. In addition, excellent walking and cycling linkages will be developed/maintained between Bagworth and Thornton and the main employers in Merrylees industrial estate and Bardon Industrial Park, to ensure that residents have an alternative to car travel. Land for the provision of a railway station at Bagworth will be safeguarded should the national forest line be reopened for passenger service in the future.

Policy 10: Key Rural Centres within the National Forest

Bagworth and Thornton

To create a new sense of place and improve the provision of local services the council will:

- Seek the provision of local services in Bagworth including a local shop and possibly a post office and primary care provision.
- Allocate land for the development of a minimum of 60 new homes at Bagworth. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Bagworth, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16. The release of this land for development will be dependent on local services having been established in Bagworth (or the development providing local services).
- Support additional employment provision to meet local needs in line with Policy 7. As part of this, seek the provision of small industrial work units (including social enterprises and craft workshops) in Bagworth for rent or to buy as supported by the Bagworth Parish Plan.

- Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21, including tree planting, National Forest signage and branding to establish a sense of place for Bagworth and Thornton as forest settlements.
- Support the development of an improved community centre for Bagworth to create a community hub for the village.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Bagworth and Thornton as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Support improvement in the quality of the following facilities: Bagworth Village Hall, Sports Pavilion and Sports Ground and Thornton Community Centre (build all weather pitch and play area behind Community Centre) as supported by the Hinckley & Bosworth Cultural Facilities Audit.
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Bagworth will be required: Tourism support, Bagworth to Market Bosworth Multifunctional Corridor and Improved Access around Thornton Reservoir.
- Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22.
- Deliver safe cycle routes as detailed in Policy 15, in particular from Thornton to South Charnwood High School, between Bagworth and Thornton and to Ellistown and Bardon Industrial Estate.
- Safeguard land at Bagworth for the development of a new passenger railway station and associated car parking in case the National Forest line is re-opened to passenger facilities.
- Seek improvements in car parking provision at Thornton Reservoir in keeping with its important recreational and tourist role.

Key Rural Centres Stand Alone

4.41 Key Rural Centres Stand Alone are those settlements outside the National Forest and away from the edge of Leicester that provide services to their rural hinterlands. The villages included in this classification are:

- Barlestone
- Market Bosworth
- Newbold Verdon
- Stoke Golding

4.42 The focus for these villages will be on consolidating and improving the existing services within the village and maintaining the strong sense of individual settlement identity. Improving transport links to settlements to the west of the borough will be a priority to reduce the service deprivation currently experienced by a number of these western wards as will strengthening and improving existing tourist attractions (including, but not limited to, Bosworth Water Trust, Mallory Park, Market Bosworth Country Park, Bosworth Battlefield and Battlefield Line, Market Bosworth Village Centre and Ashby Canal Corridor) to encourage more weekend visits. Employment provision in Barlestone will be a priority for this village.



Policy 11: Key Rural Centres Stand Alone

Barlestone

To support the local services in Barlestone and maintain rural population levels the council will:

- Allocate land for the development of a minimum of 40 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Barlestone, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Support the improvement of the GP facilities in Barlestone to support the increase in population, to be delivered by the PCT and developer contributions.
- Address the existing deficiencies in the quality and accessibility of green space and play provision in Barlestone as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Bagworth will be required: Tourism Support and the Bagworth to Market Bosworth Multifunctional Corridor.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Barlestone to Thornton to connect up with the network through to Bardon Industrial Estate and Ellistown and to the old Nailstone Colliery site.
- Allocate land for a new cemetery to ensure future provision.
- Support improvements in the quality of the following facilities; community centre/Barlestone St Giles and Parish Pitches Bosworth Road as supported by the Hinckley & Bosworth Cultural Facilities Audit.

Market Bosworth

To support the local services in Market Bosworth and maintain rural population levels the council will:

- Allocate land for the development of a minimum of 100 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Market Bosworth, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Support the role of Market Bosworth as a tourist destination in its own right and linked to the Bosworth Battlefield and Ashby Canal Corridor in line with Policy 23.
- Support the improvement of the GP facilities in Market Bosworth to support the increase in population, to be delivered by the PCT and developer contributions.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Market Bosworth as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.



- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Market Bosworth will be required: improved connections between Market Bosworth and Bosworth Water Trust; Bosworth Battlefield; Disused Railway Line- Nuneaton to Market Bosworth Multifunctional Corridor; and the Bagworth to Market Bosworth Multifunctional Corridor.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Market Bosworth to Carlton.
- Protect the fingers of green open land which penetrate towards the market place as these are important to the rural setting of the town as supported by the Hinckley & Bosworth Landscape Character Assessment.
- Seek improvements to the high school indoor sports facilities and outdoor pool and the playing fields near Bosworth Water Trust as supported by the Hinckley & Bosworth Cultural facilities audit including improved community access and availability.
- Support the provision of a new car park at Dixie Grammar School which can be utilised by the general public outside term time.
- Require new development to respect the character and appearance of the Market Bosworth Conservation Area by incorporating locally distinctive features of the conservation area into the development.

Newbold Verdon

To support the local services in Newbold Verdon and maintain rural population levels the council will:

- Allocate land for the development of a minimum of 110 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Newbold Verdon, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7.
- Support the improvement of the GP facilities in Newbold Verdon to support the increase in population, to be delivered by the PCT and developer contributions.
- Address the existing deficiencies in the quality and accessibility of green space and play provision in Newbold Verdon as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Newbold Verdon will be required: Earl Shilton to Newbold Verdon Multifunctional Corridor, Redevelopment of Extraction Sites and Tourism Support.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Newbold Verdon to Bosworth Community College.
- Seek improvements in the quality of the community centre as supported by the Hinckley & Bosworth Cultural Facilities Audit.
- Support the provision of a car park for the church and cemetery to address the current parking problems that occur when the church is in use.

- Require new development to respect the character and appearance of the Newbold Verdon Conservation Area by incorporating locally distinctive features of the conservation area into the development.

Stoke Golding

To support the local services in Stoke Golding and maintain rural population levels the council will

- Allocate land for the development of a minimum of 60 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Stoke Golding, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support additional employment provision to meet local needs in line with Policy 7. As part of this, look to provide small, flexible industrial/business/start up units to encourage self employment in niche markets as supported by the Stoke Golding Parish Plan.
- Support the improvement of the GP facilities in Stoke Golding to support the increase in population, to be delivered by the PCT and developer contributions.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Stoke Golding as detailed in the council's most up to date strategy and the Play Strategy. In particular the parish plan has identified a need to improve the quantity of amenity green space in the village and provide more youth facilities such as BMX track, more skate parks, basketball court etc and provide additional allotments. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Stoke Golding will be required:
Disused Railway Line (Nuneaton – Shenton Station)
- Deliver safe cycle routes as detailed in Policy 14, in particular a walking/cycling route from Stoke Golding to Hinckley and seek to improve public transport provision between Hinckley and Stoke Golding, particularly on weekends
- Encourage tourism by enabling development of tourist accommodation and improving links between the Ashby Canal and the village
- Seek improvements in the quality of the village hall and playing fields and pavilion as supported by the Hinckley & Bosworth Borough Council facilities audit
- Improve connections with the neighbouring villages of Dadlington and Higham on the Hill to increase the catchment area for local shops
- Require new development to respect the character and appearance of the Stoke Golding Conservation Area by incorporating locally distinctive features of the conservation area into the development



Rural Villages

4.43 Rural Villages are villages with more limited services than Key Rural Centres. A primary school, community and/or leisure facilities and bus services are considered essential. A public house or hot food take-away is desirable, but not essential. These services are considered key to the functioning of a village as they provide a community 'heart', allow children to attend a local school and allow access by public transport, although the frequency of this is limited. The following villages are classified as Rural Villages:

- Higham-on-the-Hill
- Stanton Under Bardon
- Sheepy Magna
- Nailstone
- Twycross
- Witherley
- Congerstone

4.44 These Rural Villages will be the focus of limited development with the aim of ensuring existing services, particularly primary schools, are supported. Because these villages have limited services, they are less sustainable than the Key Rural Centres as car travel will be required in most cases to access employment and services. However, some level of development is considered necessary to ensure existing services and community cohesion is maintained.

Policy 12: Rural Villages

To support the existing services in these villages the council will:

- Support housing development within settlement boundaries that provides a mix of housing types and tenures as detailed in Policy 15 and Policy 16
- Support development that complies with the Policy 17: Local Needs
- Support development enabling home working and other small scale employment uses within Rural Villages
- Resist the loss of local shops and facilities in rural villages unless it is demonstrated that the business or facilities can no longer operate in a viable manner. Initiatives to establish local stores and facilities will be supported
- Require transport improvements in line with Policy 14
- Support the development of the tourism industry in line with Policy 23
- Require development to be of the highest environmental standards in line with Policy 24

In addition, in the following villages the council will:

Higham on the Hill

- Allocate land for the development of a minimum of 40 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Higham on the Hill, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Address the existing deficiencies in the quality and accessibility of green space and play provision in Higham on the Hill as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Require new development to respect the character and appearance of the Higham on the Hill Conservation Area by incorporating locally distinctive features of the conservation area into the development.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Higham on the Hill into Hinckley and Nuneaton and to MIRA.

Stanton Under Bardon

- Allocate land for the development of a minimum of 30 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Stanton Under Bardon, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support the relocation of the community centre to a more central location within Stanton Under Bardon.
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Stanton Under Bardon as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19.
- Implement the strategic green infrastructure network detailed in Policy 20. To achieve this, the following strategic interventions relating to Stanton Under Bardon will be required: Tourism Support and Redevelopment of Extraction Sites.
- Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21.
- Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22.
- Deliver safe cycle routes as detailed in Policy 14, in particular from Stanton Under Bardon to South Charnwood High School, Markfield and Bardon Industrial Estate.

Sheepy Magna

- Allocate land for the development of a minimum of 20 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Sheepy Magna, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16.
- Support proposals to provide a local village shop.



- Address the existing deficiencies in the quality and accessibility of green space and play provision in Sheepy Magna as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver safe cycle routes as detailed in Policy 14, in particular to improve access to Atherstone

Nailstone

- Allocate land for the development of a minimum of 20 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Nailstone, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16
- Address the existing deficiencies in the quality and accessibility of green space and play provision in Nailstone as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver safe cycle routes as detailed in Policy 14, in particular to improve access to Barlestone and Thornton and to ensure there is walking/cycling access to Nailstone Colliery

Twycross

- Allocate land for the development of a minimum of 20 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Twycross, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Twycross as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Gopsall Park Multifunctional Route will be implemented, including connections from Twycross into the route
- Require new development to respect the character and appearance of the Twycross Conservation Area by incorporating locally distinctive features of the conservation area into the development
- Deliver safe cycle routes as detailed in Policy 14, in particular seek to negotiate public access through the Gopsall Park Estate
- Support the role of Twycross Zoo as a tourist destination in line with Policy 23 and encourage the development of the role of Twycross as a gateway to this important tourist destination

Witherley

- Work with the Highways Agency to address identified problems with the A5/Kennel Lane junction. If these problems can be overcome, the council will allocate land for limited housing development

- Address the existing deficiencies in the quality and accessibility of green space and play provision in Witherley as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Require new development to respect the character and appearance of the Witherley Conservation Area by incorporating locally distinctive features of the conservation area into the development
- Deliver safe cycle routes as detailed in Policy 14, in particular an all season route to school and work in Atherstone

Congerstone

- Allocate land for the development of a minimum of 10 new homes. Developers will be required to demonstrate that the number, type and mix of housing proposed will meet the needs of Congerstone, taking into account the latest Housing Market Assessment and local housing needs surveys where they exist in line with Policy 15 and Policy 16
- Address the existing deficiencies in the quality, quantity and accessibility of green space and play provision in Congerstone as detailed in the council's most up to date strategy and the Play Strategy. New green space and play provision will be provided where necessary to meet the standards set out in Policy 19
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving the Gopsall Park Multifunctional Route will be implemented, including connections from Congerstone into the route. Further details are provided in Policy 14
- Require new development to respect the character and appearance of the Congerstone Conservation Area by incorporating locally distinctive features of the conservation area into the development

Rural Hamlets

4.45 Rural Hamlets have limited, if any services and generally rely on Key Rural Centres or surrounding urban areas for schooling, employment and the provision of goods and services. The following settlements are classified as Rural Hamlets:

- Barton in the Beans
- Botcheston
- Bradgate Hill
- Cadeby
- Carlton
- Dadlington
- Fenny Drayton
- Kirkby Mallory
- Norton Juxta Twycross
- Orton on the Hill
- Peckleton
- Ratcliffe Culey
- Shackerstone
- Sibson
- Stapleton
- Sutton Cheney

4.46 Because of the limited services in these hamlets, development will be confined to infill housing development, local choice schemes and conversion of agricultural buildings to employment uses.



Policy 13: Rural Hamlets

In the Rural Hamlets, the council will:

- Support housing development within settlement boundaries that provides for a mix of housing types and tenures as detailed in Policy 15 and Policy 16
- Support development that complies with the Policy 17: Local Needs
- Support development enabling home working and other small scale employment uses within settlement boundaries
- Resist the loss of local shops and facilities in rural hamlets unless it is demonstrated that the business or facilities can no longer operate in a viable manner. Initiatives to establish local stores and facilities will be supported
- Deliver the strategic green infrastructure network detailed in Policy 20. To achieve this, strategic interventions involving Shackerstone, Gopsall Park Multifunctional Route, River Sence Corridor Management and the Shackerstone to Ibstock Multifunctional Corridor will be implemented
- Support proposals that contribute to the delivery of the National Forest Strategy in line with Policy 21
- Support proposals that contribute to the delivery of the Charnwood Forest Regional Park in line with Policy 22
- Require transport improvements in line with Policy 14
- Support the development of the tourism industry in line with Policy 23
- Require new development to respect the character and appearance of the relevant Conservation Area by incorporating locally distinctive features of the conservation area into the development
- Require development to be of the highest environmental standards in line with Policy 24

Transport Infrastructure

4.47 The rural strategy is based on a three tiered rural settlement hierarchy with the Key Rural Centres as the focus for most new development and improvements to service and employment provision, public transport and green infrastructure. These Centres will be the focal points for the rural areas and will enable rural residents to access basic services without having to travel long distances to urban areas. The Rural Villages provide important but limited services to their populations and to ensure these services are not lost, limited development will be allowed. The focus for these villages is to maintain what limited services they currently have, in particular their primary schools. They will need to link into the Key Rural Centres and nearby urban areas to access a more comprehensive range of services and facilities. The Rural Hamlets have very limited, if any services and are therefore not considered sustainable locations for anything but local needs development. Development will therefore be limited to local choice schemes and infill development.

4.48 A key element of this strategy is a well functioning transport network, particularly walking and cycling routes to encourage more people out of their cars for more local routes.

Policy 14: Rural Areas: Transport

To support accessibility within the rural areas, the council will:

- Support the safeguarding of the route of the National Forest line and stations at Desford and Bagworth, in case, in the longer term a cost effective passenger service reinstatement on that line may be achievable
- Support the delivery of a viable, high quality public transport network between the Key Rural Centres and their nearest urban centre and between the Rural Villages and their nearest Key Rural Centre or urban centre
- Support the provision of accessible transport services for mobility impaired and rurally isolated residents
- Support further development of quality and reach of accessible transport services, including expansion of Shop Mobility
- Support the continuation of the Leicestershire hourly services network (this network provides access within 800 metres to a service of at least hourly daytime frequency for 95% of Leicestershire people) and improving access at other times of the day
- Support the continuation of demand responsive transport networks (for example, shared taxi services, community minibuses and rural dial a ride) to the following villages and hamlets that are not covered by the hourly services network: Kirkby Mallory, Peckleton, Shackerstone, Congerstone, parts of Carlton, Sutton Cheney, Shenton, Kirkby Grange and Botcheston
- Deliver safe cycle paths as detailed in the Hinckley & Bosworth Council's Rural Parishes Cycling Network Plan. This will deliver safe routes to school, to residential and employment areas, Key Rural Centres/urban areas, community and leisure facilities and into the countryside

Developers will be required to contribute towards these initiatives through developer contributions and/or land where they meet the tests set out in national guidance. New development that would prejudice their implementation will not be permitted.



Overarching Policies

4.49 The urban and rural strategies and implementation policies outlined above relate to specific places within the borough. The following strategic policies apply across the borough. For clarity, 'urban areas' are defined as the settlements of Burbage, Hinckley, Barwell and Earl Shilton. All other settlements are defined as 'rural areas'.

Housing

4.50 Providing enough housing of the right type and of a high quality design is a key aim of both national and regional policy. A Leicester and Leicestershire Housing Market Assessment has been undertaken which provides information on how the housing market in Leicestershire, and equally importantly, sub markets within it, operate. The findings of this study have been used to inform the policies outlined below.

Policy 15: Affordable Housing

To support the provision of mixed, sustainable communities, a minimum of 2090 affordable homes will be provided in the borough from 2006 to 2026. At least 480 dwellings will contribute to this target in rural areas, including rural exception sites brought forward via Policy 17 Rural Needs. To achieve this target, the council will expect a proportion of affordable housing to be provided on eligible sites.

The starting point for the level and target for affordable housing in the Borough is as follows:

Location	Size	Affordable Housing on Site Target
Urban (Hinckley, Barwell, Earl Shilton and Burbage but not Sustainable Urban Extensions)	15 dwellings or more, or 0.5 ha or more	20%*
Sustainable Urban Extensions – Barwell and Earl Shilton	15 dwellings or more, or 0.5 ha or more	20%*
Rural areas (all sites not in the above categories)	4 dwellings or more, or 0.13 ha or more	40%*

* These targets are based on the assumption of nil grant; in cases where grant is available additionality will be sought in line with Homes and Communities Agency guidance.

For all sites, the tenure split will be 75% social rented and 25% intermediate housing. The target will be monitored regularly and may be revised to reflect changes in the housing market and local circumstances. To ensure these figures remain current they will be updated through an Affordable Housing Supplementary Planning Document.

These figures may be negotiated on a site by site basis taking into account: identified local need (based on Hinckley & Bosworth Borough Council's housing register and any recent housing needs surveys if applicable), existing provision, characteristics of the site and viability. In areas where there is already a high proportion of affordable housing, the Council may agree to accept commuted sums in lieu of on-site affordable housing.

4.51 The mix of dwellings on sites will be based on the following borough wide guidelines which will be subject to review over the plan period (figures may not total due to rounding):

Type	1 Bed General Needs	2 Bed General Needs	3 Bed General Needs	4+ Bed General Needs	1 Bed Older People	2 Bed Older People	Sheltered/ Supported
Rented	4%	25%	39%	1%	0%	25%	5%
Intermediate	6%	36%	56%	3%	0%	0%	0%

4.52 To ensure the right type of housing is built, an understanding of the types of households likely to be needed in the future is needed. Using CLG trend based population projections the Leicester and Leicestershire Strategic Housing Market Assessment has estimated the household types likely to be living in the borough in 2016. These projections suggest that at 2016, the following proportions of households will exist:

Table 2: Projected household type 2016

Married couple	Cohabiting Couple	Lone Parent	Multi-person Households	One Person Households
47%	13%	5%	4%	30%

(Source: Strategic Housing Market Assessment Page 6-188, Figure 6-21)

4.53 By making assumptions about the type of housing acceptable to these different household types, this can then be translated into estimates of the types and sizes of stock required and compared against the existing stock profile in the borough. Based on this information, an estimate of the type of provision that may be needed up to 2016 can be made.

Table 3: Profile of new housing needed to meet household type projections

Medium and Larger Family Units*	Multi-person Provision, Student Housing, Flats etc	Smaller and Medium Sized Units**
32%	4%	64%

(Source: Strategic Housing Market Assessment Page 6-194, Figure 6-30)

* two and three bed houses and larger = medium to larger family units

** one and 2 bed flats, 2 bed houses and 2 bed bungalows = smaller and medium

4.54 The implication is that more smaller and medium sized housing could meet more demand and help to create more balanced markets in the future, but only if it also meets the aspirations and expectations in terms of value for money of households who are already in family houses. The SHMA provides evidence that it would be incorrect to assume that most single person households will live in smaller flats or apartments. If households with equity and economic bargaining power choose not to move into types and sizes of housing that might ostensibly appear more suitable for them because the whole 'housing offer' is not attractive to them, then more larger and family housing will be required to offset their increased consumption of housing.

4.55 Smaller units often appear more viable for site development, and the expectation of greater densities of smaller units has had the effect of pushing up land prices. This is likely to store up problems for the future, by limiting the space available for family households to grow. This will then increase demand for larger family houses.



- 4.56** Therefore, the overall policy aim is to achieve a mix of house types and tenures within each submarket to reflect current and future requirements, modified, where appropriate, for local circumstances.

Policy 16: Housing Density, Mix and Design

The council requires a mix of housing types and tenures to be provided on all sites of 10 or more dwellings, taking into account the type of provision that is likely to be required, by utilising Table 3 (Profile of new housing needed to meet household type projections) as a starting point for housing mix, and the specific needs of each submarket informed by the most up to date Housing Market Assessment, Study Into Older Peoples Housing Needs and Aspirations and other local evidence, such as a housing needs survey or parish plan.

All developments of 10 or more dwellings are required to meet a 'very good' rating (16 or more positive answers out of 20) against the Building for Life criteria, unless it can be demonstrated that this is not viable on the particular site.

Proposals for new residential development will be required to meet a minimum net density of:

- At least 40 dwellings per hectare within and adjoining Hinckley, Burbage, Barwell and Earl Shilton
- At least 30 dwellings per hectare within and adjoining the Key Rural Centres, Rural Villages and Rural Hamlets

In exceptional circumstances, where individual site characteristics dictate and are justified, a lower density may be acceptable.

- 4.57** National and regional policy has meant that the focus of most development is in the urban areas, where access to jobs, services and public transport is greatest. However, rural areas must not be forgotten and some development to support existing services and communities is necessary, as recognised by the rural strategy in this Core Strategy.

- 4.58** In addition to the specific development supported by the rural areas strategy and policies, local needs, specific to individual rural settlements may arise during the period of this plan. The local needs and rural exceptions policy detailed below allows local communities the flexibility to provide for these local needs. Further details will be provided in a Supplementary Planning Document.

Policy 17: Rural Needs

In Key Rural Centres, Rural Villages and Rural Hamlets, small scale developments that meet a 'local need' either through Local Choice or a Rural Exceptions Site for housing, employment or community facilities adjacent to the settlement boundary will be permitted provided that:

- The 'local need' has been clearly identified in an up to date Needs Survey or Parish Plan, the format of which has been agreed by the borough council
- The need cannot be met within the settlement boundary of the village

- The development is of a scale and design which fully respects the character of the settlement concerned and the level of need identified
- For a Rural Exceptions Site, the development will be small scale (usually 10 dwellings or less), and the development will be exclusively for the provision of affordable housing, either social rented or intermediate housing
- A legal agreement is entered into to ensure that all housing provided will be for the exclusive occupation, in perpetuity, of people with a local connection and that any affordable housing provided as part of this policy is provided in perpetuity. No more than 80% share of any affordable housing will be permitted to be sold

A local need for housing is defined as people:

- (i) Who are resident at the date of allocation in the village, parish or local area which the development is intended to serve; and
- (ii) Who have an existing family or employment connection in the village, parish, or local area which the development is intended to serve.



Providing for Gypsies, Travellers and Travelling Showpeople

4.59

It is important to provide for the housing needs of a range of specific groups, including gypsies, travellers and travelling show people. Government policy emphasises the importance of assessing the accommodation needs of these specific groups and taking a strategic approach to meeting identified need. A Gypsy and Traveller Accommodation Needs Assessment for Leicestershire, Leicester and Rutland has been undertaken and examines the necessity for further site allocations in the region. For Hinckley & Bosworth this assessment has indicated there is a need for an additional 42 residential pitches (26 up to 2011, 16 from 2011- 2016), capacity for up to 10 transit caravans that equates to 5 transit pitches (to 2011), and up to 3 show people family pitches (2 up to 2011, 1 from 2011- 2016). It also suggested that 25% of new pitch provision should be socially rented. The adopted East Midlands Regional Plan (March 2009) incorporated the pitch requirements within the plan, although it had amended the dates by which these should be provided (2007 - 2012 and 2012 - 2017). The Borough Council has updated the dates for the provision of these sites accordingly.

Policy 18: Provision of Sites for Gypsies, Travellers and Travelling Showpeople

The council will allocate land for 42 residential pitches (26 up to 2012, 16 from 2012 - 2017), capacity for up to 10 transit caravans that equates to 5 transit pitches (to 2012), and up to 3 showpeople family pitches (2 up to 2012, 1 from 2012 - 2017). Beyond 2017 to the end of the plan period there is an assumed on-going increase of 3% compound growth per annum for household formation for gypsies and travellers. For travelling showpeople a growth rate of 1.5% is assumed for the period 2017 - 2026. A Gypsy & Traveller Accommodation Needs Assessment will be undertaken to confirm the need beyond 2017. Of these new pitches 6 should be socially rented, to be provided on one site and managed by an RSL.

Planning permission for new gypsy and traveller sites will be granted providing the site is:

- Within or adjacent to the settlement boundary of Hinckley, Burbage, Barwell and Earl Shilton or
- Within or adjacent to the settlement boundary of any of the Key Rural Centres/Rural Villages or
- Is located within a reasonable distance of local services and facilities including shops, GP's and schools, even if the site is not directly adjacent to the settlement boundary, and
- Has safe highway access, provision for parking and servicing
- Can be capable of sympathetic assimilation into the surroundings and
- Is appropriate to the scale of the nearest settlement, its local services and infrastructure
- Will not cause unacceptable nuisance to existing neighbours by virtue of noise and other disturbance caused by movement of vehicles to and from the site
- Appropriate to provide a safe and healthy environment for residents

Applications for new sites and refurbishment of existing sites must meet the design guidelines detailed in National Guidance (Designing Gypsy & Traveller Sites, Good Practice Guide).

Green Infrastructure

4.60 Green infrastructure is a network of multi-functional green spaces. This network of both public and privately owned land and water supports native species, maintains natural and ecological processes, protects and enhances the historic environment and landscape character, sustains air and water resources, and contributes to the health and quality of life of people and communities.

4.61 The growth proposed in Hinckley & Bosworth provides an opportunity to plan for a green infrastructure network, serving the needs of both rural and urban communities and strengthening the links between them. It must link in with the wider green infrastructure framework for the Leicestershire region and will provide important green corridors to enable wildlife migration and protection and enhancement of biodiversity.

4.62 An important component of green infrastructure is the green spaces and play areas that are integral to both urban and rural communities. The provision of high quality green spaces and play areas in the right areas can have significant benefits in relation to health, community cohesion and general well being.

Policy 19: Green Space and Play Provision

The following standards will be used in relation to green space and play provision in the borough to ensure all residents have access to sufficient, high quality, accessible green spaces and play areas:

Quantity

Equipped Children's Play Space - A minimum of 0.15 ha/1000 population (excluding buffer zones)

Casual/Informal Play Space - A minimum of 0.7 ha/1000 population

Outdoor Sports Provision - A minimum of 1.6 ha/1000 population

Accessible Natural Green Space - A minimum of 2 ha/1000 population

In areas with populations under 1000 people, a pro-rata approach will be used.

Accessibility

District Parks and Green Spaces - All households should be within 5 kilometres of an open space of at least 10 hectares which provides general facilities for recreational activity within a landscaped setting

Neighbourhood Parks and Green Spaces - All households should be within 600 metres of an open space of between 1 and 10 hectares which provide general facilities for recreational activity within a landscaped setting

Local Parks and Green Space - All households should be within 400 metres of an open space of between 0.2 - 1.0 hectare which provide facilities for recreation within a localised area, catering for the specific informal needs of the local community

Incidental/Amenity Green Space - All household should be within 300 metres of a small formal or informal area of open space

The above standards will be used to determine:

- a) Where improvements are needed to existing green spaces and play areas
- b) Where new provision of green spaces and play areas are required to support existing and new residents and workers in the borough

Standards need to be assessed according to their geographical context and in rural areas and smaller settlements with lower populations these standards may be difficult to achieve. In such cases access to provision in larger neighbouring settlements should be identified and accessibility improved where practical.

4.63

Whilst green spaces and play areas are an important component of green infrastructure, they are only one component of a comprehensive green infrastructure network. In 2008, a green infrastructure strategy for Hinckley & Bosworth was undertaken. This strategy looked at existing green infrastructure resources and assets and key issues which could affect the provision, protection or delivery of green infrastructure in the borough. A public benefit assessment was then undertaken to identify where green infrastructure could deliver the greatest public benefit. From this, a borough wide strategic green infrastructure plan was developed to provide the overall spatial framework for green infrastructure in the Hinckley & Bosworth, along with the definition of green infrastructure zones which address the particular needs, characteristics and functions of three distinct areas of the borough in detail. This strategic green infrastructure plan is illustrated on the Key Diagram.

Policy 20: Green Infrastructure

The implementation of the Green Infrastructure Network as outlined on the Key Diagram is a key priority of the council.

To assist delivery of this plan, the following strategic interventions will be supported:

Southern Zone

- **Burbage Common and Woods** - Increase the size of the site to increase both the community value and biodiversity holding capacity and improve access to the site, particularly for pedestrians and cyclists
- **Hinckley Town Centre** - Mitigate against the urban 'heat island' effect by increasing the number of street trees to provide shade, cooling and air quality improvements, incorporate flood prevention measures such as flood storage ponds, green roofs and swales where appropriate and utilise existing assets, such as the Big Pit at the junction of Ashby Road and Barwell Lane, to provide wider recreational functions
- **Harrow Brook Corridor** - Improve access at the western end of this route to allow access to the Ashby Canal. Retention and enhancement of flood storage ponds along the Battling Brook to reduce the rate of water entering the brook and increase the number of habitats along the corridor. Include the Harrow Brook Corridor as part of a circular route connecting Burbage Common, the canal and Hinckley centre
- **Sketchley Brook Corridor** - Increase the biodiversity interest of the west of Burbage by bringing parcels of land along the brook's route that are currently in poor or unmanaged condition under suitable management. Develop the Sketchley Brook Corridor as an integral part of a wider access and green space project delivering recreational and biodiversity improvements along the east-west axis separating Hinckley and Burbage as part of a set of circular recreational routes
- **Burbage Allotments** - Enhance the semi abandoned allotment site that separates Burbage and Hinckley as part of the east-west recreational corridor linking the Ashby Canal, Sketchley Brook, Burbage Allotments and Burbage Common
- **Disused Railway Line (Nuneaton – Shenton Station)** - Develop this route as a pedestrian and cycle route from Nuneaton to some of the borough's biggest tourist assets such as the Battlefield Line, Water Park and Battlefield site, as well as a connection to the borough's other strategic asset, the Ashby Canal. This intervention could take part in two sections. One section would be the link between where the Weddington Country Walk passes under the A5 and the Marina at Stoke Golding. The other section would run between the Marina and Shenton Station

- **Barwell Sustainable Urban Extension (SUE)** - Retain strategic footpath routes that pass through the site to ensure access from Barwell to the open countryside, retain the River Tweed corridor as an open watercourse and as a strategic route for recreation, maintaining access between Barwell and the open countryside and investigate the possibility of creating a larger green space within the green wedge that separates Barwell and Hinckley to improve the recreational offer for the residents of the Sustainable Urban Extension and the residents of North Hinckley
- **Earl Shilton Sustainable Urban Extension (SUE)** - Protect existing access to Burbage Common and provide a recreational corridor to Burbage Common and beyond, ensure suitable crossing points over the Earl Shilton Bypass are retained to maintain the visual and physical links between Earl Shilton and the surrounding countryside and address the deficit of open space provision in Earl Shilton
- **Hinckley/Barwell/Earl Shilton/Burbage Green Wedge** - Maintain the green wedge between Hinckley and Barwell as it plays an important environmental and landscape protection role. Look to develop it into a large scale recreational asset to service the Sustainable Urban Extensions and residents living in North Hinckley

Western Zone

- **Improved connections between Market Bosworth and Bosworth Water Trust** - Provide safe pedestrian (and possibly cyclepaths) to connect Market Bosworth and the Bosworth Water Trust and improve access between the canal, the Water Park and Market Bosworth
- **Shackerstone** - Protect and enhance the village's tourism assets and create a multifunctional corridor incorporating the Gopsall Temple and Woods and the Sense Valley Forest Park near Ibstock to enhance the tourism pull and provide for local community use
- **Bosworth Battlefield** - Provide a recreational route through to the Weddington Country Walk and Nuneaton to connect the Battlefield site, railway terminus and Ambion Wood, creating a 'tourism hub' for the borough
- **Disused Railway Line - Nuneaton to Market Bosworth Multifunctional Corridor** - Develop this route into a multifunctional corridor, linking into the southern zone (see above)
- **Earl Shilton to Newbold Verdon Multifunctional Corridor** - Create a multifunctional route along the stream corridor that passes close to the two towns and encompasses patches of semi-natural ancient woodland, a scarce habitat in the borough and a Leicester, Leicestershire & Rutland Biodiversity Action Plan priority habitat. This would deliver a recreational resource to residents, increase biodiversity resilience whilst helping to reduce the impacts of climate change through flood mitigation and wildlife connectivity. This route can also offer a recreational alternative to Burbage Common.
- **Gopsall Park Multifunctional Route** - Create a multifunctional route starting and ending at Shackerstone and encompassing several important biodiversity assets and the Gopsall Temple. This multifunctional circular trail could add to Shackerstone's visitor interest and provide a recreational resource for the villages of Bilstone, Congerstone, Twycross, Little Twycross and Shackerstone.
- **River Sence Corridor Management** - Work with landowners to protect the River Sence and its tributaries as the key connecting feature at the landscape scale in the west of the borough. This will enable the continued movement of species and help reduce flood risk.



- **Shackerstone to Ibstock Multifunctional Corridor** - Create a multifunctional corridor following the River Sence Corridor and connecting to the River Sence Forest Park and the Ashby Canal. Promote the extensive existing cycle network to increase the tourism potential in this part of the borough.

North Eastern Zone

- **Tourism Support** - Continue to develop relationships with the National Forest, Stepping Stones Project and the Charnwood Forest to enable the continued implementation of these initiatives. Protect existing access routes and create physical connections between settlements and the National Forest and Charnwood Forest areas to increase the potential for tourism income and protect existing assets from possible overuse as a result of growth within and outside the borough. Promote the settlements within the National Forest (Markfield, Thornton, Stanton Under Bardon and Bagworth) and on the fringe (Groby, Ratby, Newbold Verdon, Desford, Barlestone and Nailstone) as 'gateway' villages to the National Forest
- **Transport Corridor Disturbance Mitigation** - Plant trees alongside the A50 and A46 to the north and east of Groby and to the north and west of Markfield to reduce the visual and physical effects of the roads. Prioritise the area to the south of the school and college in Groby where increased planting and screening would deliver tangible benefits to pupils and staff. Encourage habitat creation and tree planning along transport corridors that traverse the National Forest to reinforce the National Forest's identity in the area
- **Redevelopment of Extraction Sites** - Work with existing site owners of the three main working extraction sites (Ibstock site between Bagworth Heath and Grange Wood, the quarry site to the north west of Stanton Under Bardon and the site to the south west of Newbold Verdon) to restore the sites to provide multiple green infrastructure assets and benefits and ensure that further extraction activities similarly contribute in the longer term
- **Markfield to Groby: Public Access** - Provide multi-user and traffic free access between Markfield and Groby. Options include routing around Groby Pool or to the south of the A50 via Little John and Martinshaw Wood
- **Bagworth to Market Bosworth Multifunctional Corridor** - Create a multifunctional corridor following two stream corridors to connect the National Forest with the borough's other main tourist and biodiversity asset around Market Bosworth. Particular biodiversity improvement measures could include the widening of the stream corridor by negotiating a buffer along the stream corridor with land owners. The link would also complement the Leicestershire Round and Ivanhoe Way, whilst Barlestone could become a stopping point en route, increasing the potential for capturing tourist revenue
- **Rothley Brook Corridor Management** - Continue the work of the Stepping Stones Project to deliver an unbroken natural buffered corridor that continues to the upper reaches and to the main source at Thornton Reservoir, under a comprehensive river management programme
- **Ratby to Desford Multifunctional Corridor** - Create a recreational corridor along Rothley Brook between Ratby and Desford where the stream corridor provides a landscape-scale connecting feature between the two settlements. This link could then be extended to the neighbouring settlements of Kirby Muxloe and Leicester Forest

- **Linking Assets to Long Distance Trails** - Link assets to the Ivanhoe Way and Leicestershire Round by additional access 'spurs' from the main route to add to the recreational and tourism interest of these promoted paths
- **Improved Access around Thornton Reservoir** - Develop Thornton Reservoir as a major recreational feature in the north east of the borough. Provide additional multi-user access routes in conjunction with any recreational/tourism development

Detailed descriptions of the strategic interventions outlined above are contained in the Hinckley & Bosworth Green Infrastructure Strategy. Developers will be required to contribute to the delivery of these interventions through developer contributions and/or provision of land where appropriate.

Development that would compromise the delivery of the Green Infrastructure Network will not be permitted.



National Forest

4.64 An important component of green infrastructure within Hinckley & Bosworth and within Leicestershire is the National Forest. Embracing 200 square miles of the Midlands, the National Forest is taking root in the heart of England across parts of Derbyshire, Leicestershire and Staffordshire. It is transforming the landscape with the aim of linking the two ancient Forests of Charnwood on its eastern fringe with Needwood Forest to its west. The aim of the National Forest is to increase woodland cover to about a third of all land within its boundary for the pleasure and benefit of the community, landscape and environment.

4.65 The National Forest is transforming the landscape to create a mosaic of land uses and enhance biodiversity; making a small but significant contribution to the UK's efforts to reduce atmospheric carbon dioxide; creating a major resource for tourism, recreation and education; providing a productive alternative use for farmland and enabling farm diversification; contributing to the UK's timber needs; and stimulating the economy and creating jobs.

4.66 In Hinckley & Bosworth, the National Forest covers a small proportion of the north eastern corner of the borough and encompasses the Key Rural Centres of Markfield, Bagworth, Thornton and parts of Groby and Ratby.

Policy 21: National Forest

To support the implementation of the National Forest to the north east of the borough, proposals that contribute to the delivery of the National Forest Strategy (increasing woodland cover; enhancing biodiversity; developing a new woodland economy for timber products and wood fuel energy; outdoor recreational and sports provision; and tourism developments, especially overnight quality accommodation linked to tourism in the Forest) will be supported provided that:

- The siting and scale of the proposed development is appropriately related to its setting within the Forest
- The development respects the character and appearance of the wider countryside and
- The development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside

Within the National Forest new developments will be required to reflect the Forest context in their accompanying landscape proposals. Developments shall provide on-site or nearby landscaping that meets the National Forest development planting guidelines. Landscaping will generally involve woodland planting, but can also include creation and management of other appropriate habitats, open space provision and the provision of new recreational facilities. The appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents.

In exceptional circumstances, where planting and landscaping cannot be accommodated on or nearby the development site due to lack of land, a commuted sum will be negotiated. This will be towards the cost of purchasing land for planting, creating a new woodland, providing public access to it and maintaining the site for at least 5 years. Commuted sums will normally be paid to the local authority, who in partnership with the National Forest Company will decide how they should be utilised.



Best practice guidance on the creation and future management of Forest-related planting and landscaping schemes should be followed, as set out in the National Forest Company Guide for Developers and Planners.

Charnwood Forest

- 4.67** Another important component of Green Infrastructure is Charnwood Forest, an area to the north of Martinshaw Wood and Groby as shown on the key diagram. In recognition of the important role of Charnwood Forest, the East Midlands Regional Plan includes provision for the creation of a Charnwood Forest Regional Park to serve the people living within the Three Cities Sub-Region.
- 4.68** Charnwood Forest is a distinctive area with special qualities in terms of its landscape character, bio/geodiversity, historical importance and recreational role. The western part of Charnwood Forest also constitutes part of the National Forest. The significance of its bio/geodiversity is recognised by the presence within the area of the Regional Park of many sites with national level designations.
- 4.69** Charnwood Forest is a major recreational asset for Leicestershire. The area is surrounded by growing urban areas such as Leicester, Loughborough and Coalville, as well as numerous other smaller settlements. It is thus exposed to the pressures which this growth brings. At the same time it is recognised that growth may provide opportunities to enhance parts of the area and develop stronger green infrastructure (GI) links to the surrounding towns, villages and landscapes, and linkages beyond this to other sub-regional GI assets such as the National Forest and Soar Valley.
- 4.70** The overall aim for Charnwood Forest is the retention, enhancement and, where necessary, protection, of the resource and its important landscape, ecological, geological and historical features, to maintain the integrity of the Charnwood Forest. In parallel with this approach, and complementary to it, the creation and enhancement of local GI in the surrounding areas will bring environmental, social and potential economic benefits to these areas, whilst helping to limit some of the growth pressures on the core areas of Charnwood Forest.
- 4.71** Charnwood Forest Regional Park will seek to maintain the traditional working landscape of Charnwood Forest, whilst supporting rural diversification that encourages sustainable tourism. In some areas mineral working is a part of this landscape and can provide bio/geodiversity and access opportunities. Within the rural parts of the Charnwood Forest Regional Park development that helps to retain local character will be appropriate. Within and around settlements in the Regional Park the provision and enhancement of open spaces, including the treatment of built edges and assimilation of growth development, will complement the local landscape character and provide linkages to and from rural areas. Sustainable transport links within and beyond the Regional Park will be supported.
- 4.72** The remit of the Charnwood Forest Regional Park will be set out within the Site Allocations & Generic Development Control Policies Development Plan Document. A more detailed document regarding the Regional Park is being prepared jointly by Hinckley & Bosworth Borough Council, North West Leicestershire District Council, Charnwood Borough Council and Leicestershire County Council.

Policy 22: Charnwood Forest

Within Charnwood Forest, proposals will be supported that:

- Maintain the traditional working landscape of the forest, particularly those which involve rural diversification and sustainable tourism, including green tourism initiatives
- Provide new recreation facilities around the fringes of the area
- Provide access to and from the rural areas into and within the regional park by non vehicular means, provided that they:
- Retain local character and complement the local landscape
- Enhance open spaces, including the treatment of built edges
- Enhance woodland and habitat provision and connectivity
- Manage and enhance the cultural heritage of the area

Tourism

4.73 Hinckley & Bosworth contains attractive and distinctive landscapes with several significant visitor attractions and areas of historic importance, including Mallory Park, Twycross Zoo and Bosworth Battlefield. To encourage people to visit the borough and to contribute to a dynamic and vibrant visitor economy, there is a need to develop a 'sense of place', a distinctive and focused tourism story for the Hinckley & Bosworth area, to motivate people to visit and stay in the area. The lead attraction in the borough is the Bosworth Battlefield. Bosworth Battlefield is renowned the world over for its importance and role during the War of the Roses.

4.74 In addition, Hinckley & Bosworth offers other attractions that enhance the main distinctive tourism offer. These supporting attractions demonstrate the variety and range of the visitor experience available within the area, whilst still enabling the main distinctiveness 'hook' to be prioritised, marketed and promoted accordingly.

4.75 In recognition of this, Hinckley & Bosworth's distinctiveness will be built on consistent associations with Bosworth Battlefield, with this strong theme interpreted to work across the diversity of the overall tourism offer in Hinckley & Bosworth.

4.76 These themes act in a complementary manner and enable the length and the nature of the visitor experience locally to be extended thereby 'dispersing' the visitor throughout the area to stay longer and hopefully spend more. Hinckley & Bosworth Borough Council will shortly be signing up to the Place Making Charter which is an action plan for developing a thriving and sustainable visitor economy to assist in the realisation of this goal.

Policy 23: Tourism Development

Tourism development for new and extended visitor attractions including major facilities (e.g. Twycross Zoo, Bosworth Battlefield, Mallory Park) and holiday accommodation including bed and breakfast accommodation, holiday lodges, and tenting fields will be encouraged in suitable locations where:

- The development can help to support existing local community services and facilities and
- Is of a design and at a scale which is appropriate to minimise impact and assimilate well with the character of the surrounding area with acceptable landscaping and
- The development adds to Hinckley & Bosworth's local distinctiveness and
- Complements the tourism themes of the borough and
- The development adds to the economic wellbeing of the area

Climate Change and Sustainable Design

4.77 There is a compelling scientific consensus that human activity is changing the world's climate. The evidence that climate change is happening, and that man-made emissions are its main cause is strong and indisputable. The main human influence on global climate is emissions of the key greenhouse gases- carbon dioxide, methane and nitrous oxide.

4.78 Energy use in buildings accounts for 40% of the UK's total green house gas emissions (DUKES 2003) and local planning policies offer the opportunity to reduce these emissions and to ensure opportunities for sustainable energy are maximised.

4.79 The 2006 report, East Midlands Carbon Footprint, commissioned by the East Midlands Regional Assembly, shows that Hinckley & Bosworth currently consumes high levels of energy, both residentially, commercially and industrially. Formation and implementation of robust policy is a necessary step in altering this trend.

4.80 In 2008, a Planning for Climate Change study was undertaken to look at renewable energy opportunities in the borough and to make energy efficiency recommendations for new developments. The evidence from this study has been used to inform the policy below.

Policy 24: Sustainable Design and Technology

The council will require all development (as detailed below) in Hinckley, Burbage, Barwell and Earl Shilton to meet the following requirements, unless it would make the development unviable:

Residential developments to meet the Code for Sustainable Homes at the following levels:

- Minimum of Code Level 3 to 2013
- Minimum of Code Level 4 from 2013 - 2016
- Code level 6 from 2016 onwards

Residential developments in Key Rural Centres and Rural Villages will be expected to meet the sustainability targets set out in Building a Greener Future.

Schools, hospitals and offices developments to meet, at a minimum, BREEAM (or equivalent) assessment rating of 'very good'. From 2016 they will be required to meet, at a minimum, BREEAM (or equivalent) assessment rating of 'excellent'.

The Code/BREEAM level to be met will be set at the time of determination of detailed planning permission or reserved matters unless other legislation/guidance requires a higher level at the time of construction.



5.0 Infrastructure Plan

5.1 The Spatial Strategy & policies outlined above set out how the borough will develop up to 2026 to ensure the overall vision and objectives of the Core Strategy are achieved. A key component of achieving this vision and objectives is to ensure the necessary physical, social and green infrastructure is provided to support both new and existing communities. This will be achieved through a variety of measures including developer contributions (the council will include a Policy on Developer Contributions in the Site Allocations and Generic Development Control Policies Development Plan Document), Hinckley & Bosworth Borough Council funding, New Growth Point Initiative Funding and other general funding streams. The council is also considering introducing a Community Infrastructure Levy. To underpin this, a Leicester & Leicestershire Growth Infrastructure Plan is currently being finalised.

5.2 Outlined below, and within the following schedule, is a summary of the essential elements of infrastructure required to deliver the Core Strategy, including approximate cost, phasing and possible funding sources. A separate Supplementary Planning Document will be prepared by the council which will deal with the Core Strategy Infrastructure and implementation.

5.3 The Borough Council has worked with the County Highways Authority and the Highways Authority to develop the most appropriate package of transport measures to support housing growth and ensure sustainability and climate change benefits are delivered in practice. A series of transport improvements to support the Sustainable Urban Extensions are detailed in the following schedule. In summary the improvements include:

- Works to the A5/A47 The Long Shoot junction
- Links to existing urban areas for buses, pedestrians, cyclists and for local traffic.
- Junction improvements, bus priority measures and possible widening of the A47 Earl Shilton Bypass and the Hinckley Northern Perimeter Road (HNPR)
- Improved linkages into the Town Centre involving alterations to signal operations at selected junctions
- New public transport linkages
- New pedestrian and cycle linkages
- A combination of traffic calming and traffic management measures on key routes
- The introduction of bus priority measures on the A447 Ashby Road which will require road improvements

For the above improvements to be implemented, the following possible funding sources have been identified:

- Developer contributions
- New Growth Point Initiative Funding
- LTP Funding
- Regional Funding Allocations/DaSTS
- Community Infrastructure Fund
- HA Local Network Management Funding

In the event that funding for The Long Shoot junction improvements are delayed or funding cannot be secured then 'Smarter Choice' measures will be utilised to reduce demand. The 'Smarter Choice' measures are being explored through use of the Paramics model which is currently being developed. In addition to 'Smarter Choice' measures, the Highways Authority can manage the flow of traffic onto the A5 by using traffic signals to hold traffic within developments, thereby preserving the operation of the A5.

5.4 A package of health care facilities has been prepared in conjunction with the PCT to support the planned growth in the main urban area. For example, within Hinckley the two community hospitals will be consolidated onto one site, including a GP practice and the existing GP practice currently located in Hinckley Health Centre will be relocated. Within the Barwell Sustainable Urban Extension a new GP practice will be developed to meet existing need and to accommodate the future population growth. The existing surgery in Burbage has PCT approval to extend as it is in greatest need. Funding sources for these proposed improvements will be from the PCT as part of their strategic plans, from which £1,500,000 has already been committed for the new Barwell surgery. However, other alternative funding sources will include developer contributions and New Growth Points Initiative funding.

5.5 As part of the planned Sustainable Urban Extensions new education facilities will be required to meet the growth within both locations. A new primary school within the heart of the community at Earl Shilton and Barwell is envisaged. The LEA expects to see developer contributions covering the full cost of providing the required education facilities in each Sustainable Urban Extension, in line with their Statement of Requirement for Developer Contributions in Leicestershire.

The Borough Council have identified the following alternative funding sources in addition to developer contributions:-

- New Growth Point Initiative Funding
- Infrastructure Provider Funding
- Hinckley & Bosworth Borough Council Capital Programme

The planned provision of the education facilities will be determined via the Area Action Plan phasing programme.

5.6 Within Policy 20, Green Infrastructure, a number of strategic interventions were identified throughout the borough via the "Green Infrastructure Strategy for Hinckley & Bosworth" (October 2008). The strategy highlights potential funding sources for the Strategic Interventions, these being; New Growth Point Initiative, Landfill tax credit and aggregate levy, lottery funding (e.g. Heritage Lottery Fund, BIG Lottery Fund and Natural England Lottery Fund), Woodland Grant Scheme and developer contributions via planning conditions, obligations and tariffs.

5.7 In rural areas it is essential that rural transport and cycling provision is supported and improved where possible in order to meet the council's vision for these locations. Policy 14 highlights the schemes which will be supported by the council to achieve this vision. It is envisaged that these improvements will be delivered over the plan period. The funding options include:

- Developer Contributions
- LTP Funding
- New Growth Point Initiative Funding
- Leicestershire County Council

The council will also seek to work with external parties and access funding schemes to aid its role as an enabler in supporting scheme delivery.

Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
HINCKLEY				
New medical centre for Hinckley Health Centre practice ^^^	£1,750,000	2011 - 2012	Primary Care Trust (PCT)	PCT, Developer contributions, New Growth Points Initiative funding.
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008 - 2016	Hinckley & Bosworth Borough Council/ Landowners/Tourism Partnership/ Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
EARL SHILTON				
Infrastructure required to support the Earl Shilton Sustainable Urban Extension**	TBC (New primary school approx £9,000,000)	2011 - 2026	Developers, infrastructure providers, Hinckley & Bosworth Borough Council, Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, infrastructure provider funding, Hinckley & Bosworth Borough Council Capital Programme
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/Parish Council/Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
Transport improvements to support Sustainable Urban Extension	£29m - £39m (£9.8m - £16.8m local schemes only) See Transportation Table below for breakdown of improvements.	2011 - 2026	Highways Agency/Highways Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund

Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
BARWELL				
Infrastructure required to support the Barwell Sustainable Urban Extension**	TBC (New primary school approx £9,000,000)	2011 - 2012	Developers, infrastructure providers, Hinckley & Bosworth Borough Council	Developer Contributions, New Growth Point Initiative Funding, infrastructure provider funding, Hinckley & Bosworth Borough Council Capital Programme
New Barwell Surgery to address existing capacity issues and meet need of new residents in the Sustainable Urban Extension ^^^	£2,000,000 £1,500,000 committed	2008 - 2016	PCT	PCT (£1,500,000 committed), Developer Contributions, New Growth Points Initiative funding
Strategic Green Infrastructure Interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/ Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
Transport improvements to support Sustainable Urban Extension	£29m - £39m (£9.8m - £16.8m local schemes only) See above in relation to Earl Shilton	2011 - 2026	Highways Agency/ Highways Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund
BURBAGE				
Provision of extended GP surgery premises for existing primary care providers in Burbage ^^^	£750,000	2009/ 2010	PCT	PCT, Developer Contributions, New Growth Points Initiative funding
Strategic Green Infrastructure Interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/Parish Council/Landowners/ Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme

Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
DESFORD				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/Parish Council/Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
GROBY				
Improvement of GP facilities ^^^	£1,000,000	2010 - 2011	PCT	PCT, Developer Contributions, New Growth Points Initiative funding
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/ Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
RATBY				
Improvements to GP facilities in Ratby and expand range of services available in the village ^^^	£1,000,000	2010/ 2011	PCT	PCT, Developer Contributions, New Growth Points Initiative funding
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme

Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
MARKFIELD				
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008-2015	Hinckley & Bosworth Borough Council/ Parish Council/ Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
BAGWORTH & THORNTON				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008-2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
BARLESTONE				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008-2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
MARKET BOSWORTH				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008-2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
NEWBOLD VERDON				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008-2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme

Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
STOKE GOLDING				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/Parish Council/Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
STANTON UNDER BARDON				
Green Infrastructure Strategic Interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/Parish Council/Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
TWYCROSS				
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/ Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
CONGERSTONE				
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008 - 2015	Hinckley & Bosworth Borough Council/ Parish Council /Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme

Rural General				
Green Infrastructure strategic interventions (as per Policy 20)	TBC	2008-2015	Hinckley & Bosworth Borough Council/ Parish Council/ Landowners/Tourism Partnership/Leicestershire County Council	Developer Contributions, New Growth Point Initiative Funding, Land Fill Tax Credit and Aggregates Levy, Lottery Funding, Woodland Grant Scheme
Cycling routes	£3,120,000	2009 - 2026	Leicestershire County Council	Developer Contributions, LTP funding, New Growth Point Initiative Funding.
Transport improvements	TBC	2009 onwards	Leicestershire County Council/ Parish Council	Leicestershire County Council, Developer contributions.

Note: All costs are estimates and are subject to change. The Hinckley & Bosworth Borough Council Capital Programme was approved by Council on 26 February 2008. The Capital Programme is reviewed annually.

** To be provided through the Earl Shilton and Barwell Sustainable Urban Extension Area Action Plan

^^^ The inclusion of GP surgery developments in this Infrastructure Plan is not confirmation of PCT support of those specific projects. The PCT is currently working on its Primary Care Strategy, 5 Year Strategic Plan and the Community Health Services Review which, when considered in the context of related strategies and policies will identify the PCT's investment priorities. The costings provided by the PCT for potential surgery premises developments are based on typical costs and sizes of GP premises which may change when details of specific developments are known.

Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
Transport improvements to support Sustainable Urban Extension (As detailed above)	£29m – £39m (£9.8m – £16.8m local schemes only)	2011-2026	Highways Agency/ Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund
1. Improvements to A5/A47 'The Long Shoot' junction, which may include a diversion of a length of the A47 and modifications to the Dodwell's roundabout	£19.3m £22.5m (see note 1)	2011/2012 2016/2017	Highways Agency	New Growth Points Initiative Funding, Regional Funding Allocations/DaSTS, Community Infrastructure Fund, HA Local Network Management funding, LTP funding, Developer Contributions.
2. Links to existing urban area for buses (particularly the railway station), walking, cycling and local traffic	£1.2m	2011 - 2016	Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding
3. Improvements to the A47 Earl Shilton Bypass and Hinckley Northern Perimeter Road (HNPR) - - this will include at least junction improvements, including bus priority measures as required but may also include some widening of the route	£5m - £10m (see note 2)	2017 - 2021 (See note 3)	Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund
4. Improvements on linkages into town centre, including alterations to signal operation at Leicester Road/ New Buildings Junction	£0.2m	2011 - 2016	Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund

<p>5. New public transport linkages from new developments to Barwell and Earl Shilton and improved public transport linkages between Barwell, Earl Shilton, Hinckley town centre and HNPR employment areas (to provide 10 minute local service and real time information at interconnecting bus stop links for Hinckley and Leicester)</p>		<p>2011 - 2016 (See note 3)</p>	<p>Highway Authority</p>	<p>Developer Contributions, New Growth Points Initiative Funding, LTP Funding, Regional Funding Allocations, Community Infrastructure Fund</p>
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Infrastructure Required	Cost	Phasing	Responsibility for delivery	Possible funding sources including existing commitments
6. New pedestrian and cycle linkages from the urban extensions into Barwell and Earl Shilton	£0.1m	2011 - 2016	Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding
7. Traffic calming measures in Barwell and Earl Shilton, traffic calming and traffic management measures along the Common and routes through Earl Shilton/ Barwell	£0.3m	2011 - 2016	Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding
8. Improvements to A447 Ashby Road to facilitate introduction of bus priority measures	£2m to £4m	2017 - 2021 (See note 3)	Highway Authority	Developer Contributions, New Growth Points Initiative Funding, LTP Funding

Explanatory Notes:

- (1) Range estimates for delivery 2011/12: £14.9m to £23.7m. 2016/17: £17.5m to £27.5m. Mid-range estimates are shown.
- (2) Lower figure assumes 5 junctions at £1m each – upper figure includes an allowance for widening.
- (3) Subject to detailed Paramics analysis, elements of this work are likely to be required earlier to enable site access and as required to provide bus priority measures.
- (4) This figure represents the likely maximum gross cost (it makes no allowance for fare box income) of providing the level of bus services required to support the housing growth and to help to deliver the model shift benefits identified in the Ptolemy Series c tests. Detailed understanding of the exact cost will come through the Area Action Plan and masterplanning process, as it becomes clearer as to how the housing will be developed (e.g. built rate, timing of other supporting facilities), as the supporting 'smarter choice' measures are developed in more detail and the pattern of bus services operating in the area at that time. The figure should also be sufficient to provide for evening and Sunday services to ensure that a full range of access to work, education,

6.0 Monitoring Framework

- 6.1** Monitoring and review are key components of the new planning system. Local Development Frameworks need to be continually reviewed and revised, partly to be able to assess the success of the Plan and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, regionally and locally.
- 6.2** Implementation of the policies contained in the Core Strategy will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The role of the Core Strategy is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.
- 6.3** An Annual Monitoring Report will be prepared for the Hinckley & Bosworth Local Development Framework by the 31st December each year. The Annual Monitoring Report will contain an assessment of progress in preparing the Local Development Framework against the milestones set out in the Local Development Scheme. It will also contain an assessment of the extent to which policies set out within the Local Development Framework are being achieved and targets being met. If as a result of monitoring, areas are identified where a policy is not working, key policy targets are not being met, or the context has changed (for example, the performance and nature of the economy), this may give rise to a review of the Core Strategy or other parts of the Local Development Framework.

training, medical, shopping and leisure can be provided.



Objective	Policy	Target	Output Indicator	Source
1. Strong and Diverse Economy	Policy 1, 2, 3, 4, 7, 8, 10, 11, 12, 13, 23	Provision of 33,742 sqm of additional office floorspace by 2026 in Hinckley	Total amount of additional employment floorspace – by type	Annual Monitoring Report: Core Output Indicator BD1
		Development of 4 ha of additional B2 land by 2026 within/adjacent to Hinckley	Total amount of additional B2 land	Completed Land Gains (ha) - East Midlands Regional Monitoring Returns: Economy
		Development of 10 ha of additional B8 land by 2026 within/adjacent to Hinckley	Total amount of additional B8 land	Completed Land Gains (ha) - East Midlands Regional Monitoring Returns: Economy
		Development of 15 ha employment land in the Barwell Sustainable Urban Extension	Total amount of additional employment land	Completed Land Gains (ha) - East Midlands Regional Monitoring Returns: Economy
		Development of 10 ha employment land in the Earl Shilton Sustainable Urban Extension	Total amount of additional employment land	Completed Land Gains (ha) - East Midlands Regional Monitoring Returns: Economy
		To balance any justified loss of designated 'A' employment sites for other uses with additional provision	Total amount of designated 'A' employment sites within the Borough Hinckley & Bosworth	Hinckley & Bosworth Residential Land Availability Monitoring Statement
		To increase the percentage of VAT registered businesses in Hinckley & Bosworth	Percentage of small businesses in an area showing employment growth	Leicestershire LAA (NI 172)
		To increase the percentage of the working age population qualified to at least Level 2 or higher Public Service Agreement 2	Proportion of population aged 19-64 for males and 19-59 for females qualified to at least Level 2 or higher	Leicestershire LAA (NI 163)
		To increase the percentage of the working age population qualified to at least Level 4 or higher Public Service Agreement 2	Proportion of population aged 19-64 for males and 19-59 for females qualified to at least Level 4 or higher	Leicestershire LAA (NI 165)
		To retain an overall employment rate of 81% or better (based on 2008/09 rate)	Overall Employment rate (working-age)	Hinckley & Bosworth Borough Council Corporate Plan Monitoring (NI 151)

Objective	Policy	Target	Output Indicator	Source
2. Regeneration of Urban Centres	Policy 1, 2, 3, 4	Development of approximately 21,100 sqm (net) of new comparison sector sales floorspace, and approximately 5,300 sqm (net) additional convenience retail floorspace in Hinckley town centre	Total amount of comparison sector sales and convenience retail floorspace in Hinckley Town Centre	East Midlands Regional Monitoring Returns: Economy Hinckley & Bosworth Town Centre Monitor
		To increase footfall levels within Hinckley town centre and Earl Shilton and Barwell local centres	Actual Footfall Levels within Hinckley town centre and Earl Shilton and Barwell local centres	Hinckley & Bosworth Town Centre Monitor
		To reduce the percentage of vacant shops within Hinckley, Earl Shilton, Barwell local centres	Actual percentage of vacant shops within Hinckley, Earl Shilton, Barwell local centres	Hinckley & Bosworth Town Centre Monitor

Objective	Policy	Target	Output Indicator	Source
3. Strong and Vibrant Rural Communities	Policy 7, 8, 9, 10, 11, 19, 20	No loss of existing services in the Key Rural Centres and Rural Villages (Policies 7, 8, 10, 11)	Number of identified existing services in the Key Rural	Annual Monitoring Report: Local Indicator
		To provide local services within Bagworth (Policy 10)	Number of identified existing services in the Key Rural Centres and Rural Villages	Annual Monitoring Report: Local Indicator

Objective	Policy	Target	Output Indicator	Source
4. Social Inclusion	Policy 1, 2, 3, 4	To reduce the ranking in the index of multiple deprivation for Hinckley & Bosworth's most deprived wards (Hinckley Trinity West, Earl Shilton East, Hinckley Westfield Junior School, Barwell East, Burbage North West)	The rank in the index of multiple deprivation for Hinckley & Bosworth's most deprived wards (Hinckley Trinity West, Earl Shilton East, Hinckley Westfield Junior School, Barwell East, Burbage North West)	Annual Monitoring Report: Local Indicator (Indices of Deprivation CLG)

Objective	Policy	Target	Output Indicator	Source
5. Housing for Everyone	Policy 1, 2, 3, 4, 7, 8, 10, 11, 12, 13, 15, 16, 17, 18	Achievement of Adopted East Midlands Regional Plan housing requirement of 9,000 dwellings by 2026	<ul style="list-style-type: none"> • H1: Plan period and housing targets • H2b: Net additional dwellings – for the reporting year • H2c: Net additional dwellings – in future years • H2d – Managed delivery target 	Annual Monitoring Report: Core Output Indicator (H1, H2b, H2c, H2d)
		To provide (2090) affordable homes by 2026 in line with housing trajectory targets	Gross affordable housing completions	Annual Monitoring Report: Core Output Indicator (H5)

Objective	Policy	Target	Output Indicator	Source
6. Infrastructure Provision	Policy 1, 2, 3, 4, 5, 7, 8, 10, 11, 12, 13, 14, 19, 20	To deliver the infrastructure outlined in the Core Strategy Infrastructure Plan in line with the indicative phasing	Infrastructure requirements provided	Revised Infrastructure Plan (Annual Basis)

Objective	Policy	Target	Output Indicator	Source
7. Healthier Active Communities	Policy 1, 2, 3, 4, 5, 7, 8, 10, 11, 12, 13, 14, 19, 20, 21, 22	To achieve the following green space and play provision standards per 1000 population: <ul style="list-style-type: none"> • Equipped children’s play space: 0.15 ha • Casual/informal play space: 0.7 ha • Outdoor sports provision: 1.6 ha • Accessible Natural Green Space: 2 ha 	Amount of green space and play provision attained	Annual Monitoring Report: Local Indicator Green Space Strategy
		All existing allocated and new green spaces to achieve a quality score of 65% (as defined by the Hinckley & Bosworth Green Space Strategy) by 2010.	Amount of existing allocated and new green spaces achieving a quality score of 65%	Annual Monitoring Report: Local Indicator Green Space Strategy
		All new households to be within:* <ul style="list-style-type: none"> • 5 km of an open space of at least 10 ha which provides general facilities for recreational activity within a landscaped setting • 600 metres of an open space between 1 and 10 ha which provide general facilities for recreational activity within a landscaped setting • 400 metres of an open space of between 0.2-1 ha which provides facilities within a localised area, catering for the specific informal needs of the local community 	Percentage of new households that meet the open space accessibility standards	Annual Monitoring Report: Local Indicator Green Space Strategy

* Standards need to be assessed according to their geographical context and in rural areas and smaller settlements with lower populations these standards may be difficult to achieve. In such cases access to provision in larger neighbouring settlements should be identified and accessibility improved where practical

Objective	Policy	Target	Output Indicator	Source
8. Stronger, Safer Communities	Policy 1, 2, 3, 4, 7, 8, 10, 11, 12, 13	To achieve a year on year increase of 5% by 2011 of people who believe people from different backgrounds get on well together in their local area	% of people believe people from different backgrounds get on well together in their local area	Leicestershire LAA (NI 1)
		To achieve a year on year increase of 5% by 2011 of people who feel that they belong to their neighbourhood	% of people feel that they belong to their neighbourhood	Leicestershire LAA (NI 2)
		To achieve a year on year increase of 5% by 2011 of people feel they can influence decisions about their locality	% of people feel they can influence decisions about their locality	Leicestershire LAA (NI 4)
		To achieve an annual 3% reduction in assault with injury crime rate Public Service Agreement 25	Assault with injury crime rate	Leicestershire LAA (NI 20)
		To achieve 56% satisfaction by 2012 (from a baseline of 48%) with the way the police and local council dealt with anti-social behaviour Home Office Department Strategic Objectives	Satisfaction with the way the police and local council dealt with anti-social behaviour	Leicestershire LAA (NI 24)

Objective	Policy	Target	Output Indicator	Source
9. Identity, Distinctiveness and Quality of Design	Policy 1, 2, 3, 4, 8, 11, 12, 13, 16	All residential developments of 10 or more dwellings meet a 'very good' rating against the Building for Life criteria	Housing Quality – Building For Life Assessments	Annual Monitoring Report: Core Output Indicator (H6)

Objective	Policy	Target	Output Indicator	Source
10. Natural Environment and Cultural Assets	Policy 19, 20, 21, 22	To deliver the green infrastructure network by 2026	Products delivered under the green infrastructure network	Annual Monitoring Report: Local Indicator Green Infrastructure Study
		To maintain and enhance areas of biodiversity importance	Total area (ha) of BAP habitat, Local Wildlife Site, and SSSI lost or significantly damaged if planning permission was implemented	Annual Monitoring Report: Core Indicator (E2)

Objective	Policy	Target	Output Indicator	Source
11. Built Environment and Townscape Character	Policy 1, 2, 3, 4, 8, 11, 12, 13	All conservation areas to have up to date published conservation appraisals by 2013	Percentage of conservation areas that have an up-to-date published Conservation Area Appraisal	Conservation Areas - East Midlands Regional Monitoring Returns: Environment
		To decrease the number of Grade II listed buildings at risk	Number of Grade II listed buildings on the local 'buildings at risk' register	Grade II listed buildings at risk - East Midlands Regional Monitoring Returns: Environment

Objective	Policy	Target	Output Indicator	Source
12. Climate Change and Resource Efficiency	Policy 24	Residential developments to meet the following Code for Sustainable Homes levels: <ul style="list-style-type: none"> • Minimum of Code Level 3 to 2013 • Minimum of Code Level 4 from 2013 to 2016 • Minimum of Code Level 6 from 2016 onwards 	New homes meeting the identified Code for Sustainable Homes levels	Annual Monitoring Report: Local Indicator
		Residential developments in Key Rural Centres and Rural Villages will be expected to meet the sustainability targets set out in Building a Greener Future.	New homes meeting the targets set out in Building a Greener future.	AMR: Local Indicator
		Public buildings to meet a minimum of BREEAM (or equivalent) assessment rating of 'very good' from 2009-2016	Public buildings meeting the minimum of BREEAM (or equivalent) assessment rating of 'very good' from 2009-2016	Annual Monitoring Report: Local Indicator
		Public buildings to meet a minimum of BREEAM (or equivalent) assessment rating of 'excellent' from 2016 onwards	Public buildings meeting the minimum of BREEAM (or equivalent) assessment rating of 'excellent' from 2016 onwards	Annual Monitoring Report: Local Indicator
		To increase the amount of renewable energy generation by installed capacity and type	Renewable energy regeneration	Annual Monitoring Report: Core Indicator (E3)

Objective	Policy	Target	Output Indicator	Source
12. Climate Change and Resource Efficiency CONTINUED	Policy 24	4% per annum CO2 reduction against baseline from Local Authority operations by 2010/11	CO2 reduction from local authority operations	Leicestershire LAA (NI 185)
		To increase the percentage of household waste sent for reuse, recycling and composting	Percentage of household waste sent for reuse, recycling and composting	Hinckley & Bosworth Borough Council Corporate Plan Monitoring (NI 192)

Objective	Policy	Target	Output Indicator	Source
13. Transportation and need to travel	Policy 1, 2, 3, 4, 5, 7, 8, 10, 11, 12, 13, 14	Delivery of transport interchange at Hinckley rail station by 2016	Delivery of transport interchange at Hinckley rail station	Annual Monitoring Report: Local Indicator
		Implementation of the Hinckley and Rural Parishes cycle network plan by 2026	Implementation of the Hinckley & Rural Parishes cycle network plan	Annual Monitoring Report: Local Indicator
		To reduce the proportion of people travelling to work by car by 2026	Percentage of people travelling to work by car	Annual Monitoring Report: Local Indicator

Appendix 1: Strategies considered in the development of the Core Strategy

EXTERNAL

Strategic

DCLG Sustainable Communities Plan
 Regional Spatial Strategy for the East Midlands
 Draft East Midlands Regional Plan and associated evidence base
 East Midlands Integrated Regional Strategy (2005)
 National Planning Policy Statements - Various
 Leicestershire, Leicester & Rutland Structure Plan 1996-2016
 Leicestershire Minerals & Local Plan
 Leicestershire Minerals & Waste Local Development Framework
 East Midlands Urban Action Plan (2005- 2011)
 Leicestershire Local Strategic Partnership Community Strategy

Housing

East Midlands Regional Housing Strategy

Economy

'A Flourishing Region': Regional Economic Strategy for the East Midlands 2006 - 2020
 Leicester & Leicestershire Economic Regeneration Strategy (LSEP) 2003-2012
 Leicestershire Tourism Strategy (2002- 2007)
 East Midlands Tourism Strategy (2003- 2010)
 Quality of Employment Land Study 2002
 Regional Employment Land Priorities Study (EMDA) 2003
 East Midlands Employment Land Priorities 2006

Rural

Rural Strategy 2004 (DEFRA)
 Matthew Taylor Review on Rural Economy & Affordable Housing
 Commission for Rural Communities- various publications
 East Midlands Rural Action Plan 2007 - 2013
 Parish Plans/Village Appraisals- various
 Leicestershire Rural Partnership – Rural Strategy

Environment

National Forest Development Strategy 2004
 Regional Environment Strategy (EMRA) 2003
 Leicestershire County Council Landscape & Woodland Strategy
 Feb 2001 Rothley Brook Meadow
 Green Wedge Management Plan
 Green Infrastructure for the East Midlands: A Public Benefit Mapping Project (July 2006)
 Spatial Review of Water Supply and Quality in the East Midlands (August 2006)
 Leicester, Leicestershire & Rutland Biodiversity Action Plan
 Creating a Green and Prosperous Future – a Green Infrastructure Delivery Plan
 An Action Plan for the Stepping Stones Project

Transport

Leicester & Leicestershire Local Transport Plan 2006-2011

East Midlands Regional Freight Strategy 2005

Leicestershire Rights of Way Improvement Plan

Social/Cultural

East Midlands Cultural Strategy (Culture East Midlands) 2001

Leicestershire, Leicester and Rutland Sports Strategy

Leicestershire Cultural Strategy

Hinckley & Bosworth Priority Neighbourhood Profile: Burbage St Catherine's (LCC, Feb 2008)

Hinckley & Bosworth Priority Neighbourhood Profile: Bagworth & Thornton (LCC, Jan 2007)

Hinckley & Bosworth Priority Neighbourhood Profile: Hinckley Westfield (LCC, Dec 2007)

Hinckley & Bosworth Priority Neighbourhood Profile: Barwell (LCC, May 2007)

Hinckley & Bosworth Priority Neighbourhood Profile: Earl Shilton (LCC, May 2007)

Deprivation Change in Leicestershire Priority Neighbourhoods (LCC June 2008)

Hinckley & Bosworth Community Profile 2005 (LCC, June 2005)

Census 2001 Parish Profiles

Town Centre

Regional Town Centres Study (March 2003)

INTERNAL

Strategic

Hinckley & Bosworth Local Plan
 Hinckley & Bosworth Borough Council Community Plan
 Hinckley & Bosworth Borough Council Corporate Plan
 Hinckley & Bosworth Borough Council Capital Programme
 Issues Papers Consultation (Nov- Dec 2003)
 'Shape of Things to Come' Consultation (2005)
 Core Strategy Preferred Options Consultation Responses (2006)
 Core Strategy Preferred Options Consultation Responses (2007)
 Burbage Village Design statement
 Report on Consultation with the Black and Minority Ethnic (BME) Communities on the Hinckley & Bosworth Community Plan and Local Development Framework (2006)
 Consultation on the Hinckley & Bosworth Borough Council's Strategic Aims and Regeneration Options: Report on Consultation with Hard to Reach Groups (2008)

Housing

Leicester & Leicestershire Strategic Housing Market Assessment (2008)
 Hinckley & Bosworth Borough Council Housing Strategy (2005- 2008)
 Hinckley & Bosworth Borough Council Strategic Housing Land Availability Assessment (2008)
 Residential & Employment Land Availability 04/05; 05/06; 06/07; 07/08
 Directions for Growth Study (2007)
 Rural Housing Numbers Methodology Statement (2008)
 Hinckley & Bosworth Rural Summit: Conference Summary Notes (2006)
 Housing Trajectory Assumptions

Economy

Leicester & Leicestershire HMA Employment Land Study (2008)
 Hinckley & Bosworth Borough Council Employment Land & Premises Study (2004)
 Hinckley & Bosworth Borough Council Economic Development Strategy

Environment

Hinckley & Bosworth Borough Council Green Infrastructure Strategy (2008)
 Hinckley & Bosworth Borough Council Climate Change Study (2008)
 Hinckley & Bosworth Borough Council Green Space Strategy
 Hinckley & Bosworth Borough Council Play Strategy
 Conservation Area Statements & Management Plans- various
 Hinckley & Bosworth Borough Council Air Quality Assessment
 Hinckley & Bosworth Borough Council Landscape Character Assessment (2006)
 Hinckley & Bosworth Borough Council Open Space Quantity & Quality Audits (2004/2005)
 Hinckley & Bosworth Borough Council Strategic Flood Risk Assessment (2007)

Transport

Hinckley Area Cycling Network Plan
Rural Parishes Cycling Network Plan (June 2004)
Hinckley & Bosworth Borough Council Car Parking Strategy (2005)
Hinckley Core Strategy Transport Review (2007)
Core Strategy Housing Option Testing: Ptolemy Results
Draft Hinckley Town Centre Transport Developer Contributions Supplementary Planning Document
Hinckley Core Strategy Village Transportation Review (2007)

Social/Cultural

Hinckley & Bosworth Borough Council Cultural Strategy
Hinckley & Bosworth Borough Council Facilities Audit
Hinckley & Bosworth Crime, Disorder & Drugs Audit 2004
Crime and Disorder Partnership for Hinckley & Bosworth Strategy (2005 – 2008) Understanding the Rural Areas of Hinckley & Bosworth Borough Council: Summary of existing information and results of meetings with Parish Council Representatives (2008)
Crime and Disorder Partnership for Hinckley & Bosworth Community Safety Plan 2008 – 2011

Town Centre

Hinckley & Bosworth Borough Retail Capacity Study (2007)
Hinckley Town Centre Masterplan 2006
Druid Quarter Masterplan 2002
Town Centre Monitor (2007)
Leicestershire Town and Village Centres Survey (October 2006)
Hinckley Town Partnership Business Survey (November 2006)
Hinckley & Bosworth Borough Council Citizens Panel Survey (October 2006)

Row No.		2006/2007	2007/2008	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	Totals
1	Past completions	438	398	474																		1310
2	Projected net additional dwellings per annum (Large site commitments)				348	380	495	136	85	36												1480
3	Small Site Commitments				80	80	80	80	80													400
4	Developable sites within settlement boundaries without planning permission*						108	43	112	89	90	80	30	40	44	20	48	60				764
5	Settlement amendments (greenfield) and brownfield sites in urban areas**									68	68	68	68	67	67	67	67	67	67	67	67	808
6	Sustainable Urban Extensions (Barwell: 2500; Earl Shilton: 2000)							80	80	160	160	160	400	400	400	400	400	370	370	370	370	4120
7	Rural areas (brownfield sites and sites outside existing settlement boundaries)**									66	66	66	66	66	65	65	65	65	65	65	65	785
	Provision	438	398	474	428	460	683	339	357	419	384	374	564	573	576	552	580	562	502	502	502	9667
	Cumulative provision	438	836	1310	1738	2198	2881	3220	3577	3996	4380	4754	5318	5891	6467	7019	7599	8161	8663	9165	9667	
	East Midlands Regional Plan Requirement	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	
	Cumulative Requirement	450	900	1350	1800	2250	2700	3150	3600	4050	4500	4950	5400	5850	6300	6750	7200	7650	8100	8550	9000	
	Shortfall/Over-provision	-12	-52	24	-22	10	233	-111	-93	-31	-66	-76	114	123	126	102	130	112	52	52	52	
	Cumulative Shortfall/Overprovision	-12	-64	-40	-62	-52	181	70	-23	-54	-120	-196	-82	41	167	269	399	511	563	615	667	

* First five years are deliverable and developable sites, based on density minima of 30 dph in rural areas and 40 dph in urban areas.

** Prior to greenfield sites being developed the council will seek to bring forward brownfield sites currently identified as undevelopable in the SHLAA. This will be undertaken as part of the Site Allocations Development Plan Document.

Note: Once sites are allocated for housing development within the Site Allocations and Generic Development Control Policies Development Plan Document these sites will be identified as 'Developable sites within settlement boundaries without planning permission'. The housing trajectory will be revised accordingly to reflect this.

Appendix 3: Local Plan Policies to be replaced by Core Strategy Policies

This schedule explains which policies in the adopted Hinckley & Bosworth Local Plan (2001) will be replaced by policies in the adopted Core Strategy.

Existing Local Plan Policy	Replacement Policy in the Core Strategy
NE03- Green Wedges*	Policy 6 - Hinckley/Barwell/Earl Shilton/Burbage Green Wedge; Policy 9 - Rothley Brook Meadow Green Wedge
NE19- Charnwood Forest*	Policy 22 - Charnwood Forest
NE21- The Principles of Development within the National Forest*	Policy 21 - National Forest
NE22- Criteria for the Consideration of Development Proposals within the National Forest*	Policy 21 - National Forest
REC21- Tourist Accommodation	Policy 23 - Tourism Development
REC26- New Visitor Attractions	Policy 23 - Tourism Development
RES02- The Provision of Affordable Housing	Policy 15 - Affordable Housing
RES03- Provision of Affordable Housing on Sites not Specifically Allocated for Residential Purposes	Policy 15 - Affordable Housing
RES04- Affordable Housing in Small Villages	Policy 17 - Rural Needs
RES13- Gypsy Caravan Sites	Policy 18 - Provision of sites for Gypsies, Travellers and Travelling Showpeople
T3(in part)- New Development and Public Transport	Policy 5 – Transport Infrastructure Policy 7 – Key Rural Centres Policy 14 - Rural Areas: Transport
T9(in part)- Facilities for Cyclists and Pedestrians	Policy 1 – Development in Hinckley Policy 2 – Development in Earl Shilton Policy 3 – Development in Barwell Policy 4 – Development in Burbage Policy 5 – Transport Infrastructure Policy 8 – Key Rural Centres Relating to Leicester Policy 10 – Key Rural Centres within the National Forest Policy 11 – Key Rural Centres Stand Alone Policy 12 – Rural Villages Policy 14 – Rural Areas: Transport.

* Note: Reference to Policy NE03, NE19, NE21, NE22 in the adopted proposals map will be replaced by reference to the relevant Core Strategy Policy detailed above once the Core Strategy is adopted.

For the avoidance of doubt, adopted saved Local Plan policies not listed above, along with the current Proposals Map, will continue to remain 'saved' as part of the Development Plan until they are replaced by policies in future Development Plan Documents.



Glossary

Affordable Housing

Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision

Annual Monitoring Report (AMR)

Part of the Local Development Framework, the Annual Monitoring Report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.

Community Strategy

Local authorities are required under the Local Government Act 2000 to prepare these, with aim of improving the social, environmental and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

Core Strategy

Sets out the long-term spatial vision for the local planning authority's area, the spatial objectives and strategic policies to deliver that vision. The Core Strategy will have the status of a Development Plan Document.

Development Control Policies

These will be a suite of criteria-based policies which are required to ensure that all development within the areas meets the spatial vision and spatial objectives set out in the Core Strategy. They may be included in any Development Plan Document or may form a stand alone document.

Development Plan

As set out in Section 38(6) of the Act, an authority's Development Plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework.

Development Plan Document (DPD)

Spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the Development Plan for a local authority area. They can include a Core Strategy, Site Specific Allocations of land, and other Development Plan Documents, such as generic development control policies. They will all be shown geographically on an adopted Proposals Map. Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents. Each authority must set out the programme for preparing its Development Plan Documents in the Local Development Scheme.

Examination

The purpose of the Examination is to consider if the development plan is sound. The majority of representations made at Examination will usually be 'written representations'. However, in some instances a Planning Inspector may allow representations to be examined by way of oral hearings, for example round table discussions, informal hearing sessions and formal hearing sessions.

Government Office for the East Midlands (GOEM)

The Government Office for the East Midlands represents central government in the East Midlands Region. The Government Office for the East Midlands works to develop government programmes and initiatives at a regional and local level, by working in partnership with relevant organisations to meet local needs.

Issues and Options

The preparation of issues and options papers is the first step in preparing the Local Development Framework. They suggest different ways to address the issues facing the borough and help guide the preparation of Local Development Documents. All Issues and Options papers are open for public comment before the Preferred Options stage is reached.

Intermediate Affordable Housing

Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (eg Home Buy), other low cost homes for sale and intermediate rent.

Key Rural Centres

Key Rural Centres are those villages that have populations over 1500 people, have a primary school, local shop, post office, GP, community/leisure facilities, employment and a 6 day a week bus service (hourly). Key Rural Centres that provide localised provision of facilities permit access by foot, bike and local bus and can minimise car journeys not only for those people who are living in the Key Rural Centres, but also the rural villages and hamlets surrounding these centres.

Local Development Document (LDD)

The collective term covering Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

Local Development Framework (LDF)

The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area and may also include Local Development Orders and Simplified Planning Zones.

Local Development Scheme (LDS)

Sets out the council's programme for preparing Local Development Documents. All authorities must submit a Scheme to the Secretary of State for approval within six months of commencement of the Planning & Compulsory Purchase Act 2004.



Planning Inspector

A Planning Inspector is a person appointed on behalf the Planning Inspectorate (itself an executive agency of Government) to conduct the Examination, oversee and to carry out site visits, and consider both written and oral evidence in order to reach a reasoned decision on the soundness of proposed Development Plan Documents.

Planning Policy Guidance (PPG)/Planning Policy Statement (PPS)

Statements of National Government Policy on land use within England. Planning Policy Statements are being phased in to supersede Planning Policy Guidance.

Principal Urban Area

Identified in the Draft East Midlands Regional Plan as settlement conurbations that can develop into sustainable urban communities where people will wish to live work and invest. They are areas where significant levels of new development will be located. In Leicestershire the Principal Urban Area is Leicester.

Proposals Map

The adopted Proposals Map illustrates on a base map (reproduced from, or based upon a map base to a registered scale) all the policies contained in Development Plan Documents, together with any saved policies. It must be revised as each new Development Plan Document is adopted, and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted Proposals Map accompany submitted Development Plan Documents in the form of a submission Proposals Map.

Regional Planning Guidance (RPG)

Existing regional guidance that sets out regional planning policies that may be used as a material consideration in the preparation of Development Plan Documents.

Regional Spatial Strategy (RSS)

Sets out the region's policies in relation to the development and use of land and forms part of the Development Plan for local planning authorities. The Core Strategy Development Plan Document must conform to the Regional Spatial Strategy.

Rural Hamlet

Rural Hamlets have limited, if any services, and generally rely on Key Rural Centres or surrounding urban areas for schooling, employment and the provision of goods and services.

Rural Villages

Rural Villages are villages with more limited services than Key Rural Centres, as a minimum they must have: a primary school, community and/or leisure facilities and bus service. A public house, or hot food take-away is desirable, but not essential. These services are considered essential to the functioning of a village as they provide a community 'heart', allow children to attend a local school and allow access by public transport, although the frequency of this is limited.

Site Specific Allocations

Allocations of areas of land for specific purposes (e.g. housing or employment land) or for mixed uses or development to be contained in Development Plan Documents. Policies will identify any specific requirements for individual proposals.

Social Rented Housing

Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. The proposals set out in the Three Year Review of Rent Restructuring (July 2004) were implemented as policy in April 2006. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Housing Corporation as a condition of grant.

Statement of Community Involvement (SCI)

Sets out the standards which authorities will achieve with regard to involving local communities in the preparation of Local Development Documents and development control decisions. The Statement of Community Involvement is not a Development Plan Document but is subject to independent examination.

Sub Regional Centre

Centres identified in the East Midlands Regional Plan for their ability to perform a complementary role to the Principal Urban Areas. They have been selected on the basis of their size, the range of services they provide, and their potential to accommodate further growth. They have the capacity to support sustainable development which should support the individual role and function of the Sub Regional Centre. Development in Sub Regional Centres should not be of a scale and character that prejudices the urban renaissance of the Principal Urban Area (Leicester).

Supplementary Planning Document (SPD)

Provides supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to an independent examination.

Supplementary Planning Guidance (SPG)

Supplementary Planning Guidance did not form part of the development plan, but could be a material consideration in deciding planning applications. To carry weight it had to be the subject of proper consultation and a council resolution. It will be superseded by Supplementary Planning Documents under the new system.

Sustainable Development

Environmentally responsible development commonly defined as "development which meets the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable Urban Extension

A development that involves the planned expansion of a city or town and can contribute to creating more sustainable patterns of development when located in the right place, with well-planned infrastructure including access to a range of facilities, and when developed at appropriate densities. Through well designed, high quality development they will be places where people want to live and work, now and in the future. They will meet the diverse needs of existing and future residents, be sensitive to their environment, and contribute to a high quality of life. They will be safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Strategic Environmental Assessment (SEA)

A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'Strategic Environmental Assessment Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Sustainability Appraisal (SA)

A tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors) and required in the Act to be undertaken for all Local Development Documents. Sustainability Appraisal will be undertaken alongside Strategic Environmental Assessment.

Urban Housing Potential

Sites that have been assessed as having potential for housing provision within the borough up to 2026. Only sites within existing settlement boundaries and in sustainable settlements have been assessed.

Further copies, versions in alternative languages and larger print or audio versions

Further copies, versions in alternative languages and larger print or audio versions are available from the following address:

Strategy and Regeneration Team, Hinckley and Bosworth Borough Council, Argents Mead, Hinckley, Leicestershire, LE10 1BZ. Telephone: 01455 238141. Email: ldf@hinckley-bosworth.gov.uk

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