



CABINET – 18 NOVEMBER 2025

**RESPONSE TO THE HINCKLEY & BOSWORTH BOROUGH
COUNCIL REGULATION 18 LOCAL PLAN CONSULTATION 2025**

**JOINT REPORT OF THE CHIEF EXECUTIVE AND THE DIRECTOR
OF ENVIRONMENT AND TRANSPORT**

PART A

Purpose of the Report

1. The purpose of this report is to advise the Cabinet on the content of Hinckley & Bosworth Borough Council's (Hinckley & Bosworth BC) Regulation 18 Local Plan consultation, and to set out the County Council's proposed response.

Recommendations

2. It is recommended that:
 - a) The County Council's response to Hinckley & Bosworth BC's Regulation 18 Local Plan consultation, set out in paragraphs 37 to 65 inclusive and the appendix to this report, be noted and approved;
 - b) The Chief Executive, following consultation with the Cabinet Lead Member, be authorised to make any minor amendments to the consultation response prior to its submission to Hinckley & Bosworth BC by 28 November 2025.

Reasons for Recommendations

3. The County Council's response will set out key comments for consideration by Hinckley & Bosworth BC in progressing its new Local Plan. It seeks to ensure alignment with the Leicester and Leicestershire Strategic Growth Plan (SGP), and to influence the content of the Local Plan in the interests of local communities, including ensuring that the Local Plan provides the most robust possible policy platform for securing the provision of the infrastructure and services required to support its successful delivery.

Timetable for Decisions (including Scrutiny)

4. The County Council's consultation response is required to be submitted to Hinckley & Bosworth BC by the close of consultation on 28 November 2025.

Policy Framework and Previous Decisions

5. In 2018 the County Council, Leicester City Council, the seven district councils in Leicestershire, and the Leicester and Leicestershire Enterprise Partnership (LLEP),

approved the SGP which provides the long-term vision for planned growth for the area up to 2050. In Hinckley & Bosworth Borough, Hinckley is identified as an Area of Managed Growth, whilst the A5 is identified as an Improvement Corridor.

6. In March 2019, the County Council responded to Hinckley and Bosworth BC's Local Plan Review: New Directions for Growth. A number of concerns were raised, including the lack of consultation with the (as then referenced) County Highway Authority and insufficient reference to the policy framework provided by the agreed SGP.
7. The Leicester and Leicestershire Strategic Transport Priorities (LLSTP) was approved by the Cabinet on 20 November 2020. This document has a plan period to 2050 and was developed by the County and City Councils alongside the SGP to ensure the long-term development needs and associated transportation requirements are co-ordinated.
8. In 2021, the County Council and its partners (Leicester City Council, the seven district councils and the LLEP), commissioned the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA). The HENA, published in June 2022, provides evidence that across Leicester and Leicestershire, the projected housing need from 2020 to 2036 is 91,400 dwellings and the employment land need from 2021 to 2036 is 344 hectares.
9. In September 2021, the County Council responded to Hinckley & Bosworth BC's draft Local Plan (Regulation 18) consultation and expressed the need for closer partnership working with Hinckley & Bosworth BC across key disciplines and at a senior officer level in recognition of:
 - the challenges presented by the Strategic Road Network (SRN) in the Borough and wider area;
 - the lack of capacity on the Local Road Network;
 - the need to take a strategic approach to education and other infrastructure provision; and
 - the need to secure deliverable planned growth supported by infrastructure rather than 'unplanned' speculative development.

The response noted that, at that time, the level of partnership working needed to understand the strategy of the proposed Local Plan, how it would be delivered and how the impacts would be mitigated, had not been achieved. It further set out that the County Council's view was that in order to achieve the required level of partnership working, a revised timetable would be needed (and agreed with relevant stakeholders) to build in time for appropriate dialogue and to share and consider technical evidence.

10. In October 2021 the Cabinet considered a further report regarding Hinckley & Bosworth BC's emerging Local Plan. The Cabinet agreed that the County Council would continue to work with Hinckley & Bosworth BC to develop a Local Plan that was sound and deliverable, but that if Hinckley & Bosworth BC decided to publish a Regulation 19 Local Plan that did not satisfactorily address the County Council's concerns, it would raise a formal objection as part of the consultation process, and at the Examination in Public.
11. In December 2021, the County Council and Hinckley & Bosworth BC became signatories to a Statement of Common Ground (SoCG) relating to South Leicestershire Local Plan Making (November 2021), aligning the gathering of evidence and activity in the development of new local plans for three districts in the south of the County (Blaby, Harborough and Oadby & Wigston).

12. In February 2022 the Cabinet authorised the Chief Executive, following consultation with the Cabinet Lead Member, to submit comments on behalf of the County Council, prior to the end of the Hinckley & Bosworth BC Regulation 19 Local Plan consultation period. The report reiterated that to date, insufficient evidence had been provided to demonstrate that the Local Plan met the tests of soundness as set out in the National Planning Policy Framework (NPPF) and as a result, this was likely to form the basis of the County Council's response.
13. In September 2022 the Cabinet approved the County Council becoming a signatory to a SoCG relating to Housing and Employment Land Needs (June 2022), setting out how the City Council's identified unmet needs would be accommodated in the County. Hinckley & Bosworth BC approved the SoCG at its Council meeting in January 2024.
14. In November 2022 the Cabinet received a paper setting out the financial implications for the County Council of delivering sustainable and inclusive growth and the approach and principles that it proposed the County Council should adopt to address and manage these risks.
15. In September 2024 the Cabinet approved the response to the Hinckley & Bosworth Regulation 18 Draft Local Plan consultation (July 2024). The comments referenced some concerns over the development of transport evidence and wider unknowns and uncertainties including the Government's proposed planning reforms, the decision on the Hinckley National Rail Freight Interchange Development Consent Order and the unclear position regarding future investment in the SRN.
16. Also in September 2024 the Cabinet approved the County Council's response to the Government's proposed reforms to the NPPF and the planning system.
17. In October 2024 the Cabinet received a paper on the strategic planning issues associated with the emerging Charnwood Local Plan. This included principles for future engagement of the LTA in other local plan processes in light of the County Council's experience of the Charnwood Local Plan.
18. In November 2024 the Cabinet received a paper which included a reiteration of the new local plan development principles set out in the October 2024 Cabinet report and highlighted the need for an appropriate delivery mechanism for infrastructure to be set out.
19. In December 2024 the Cabinet received a paper on the Provisional Medium Term Financial Strategy 2025/26 – 2028/29. This outlined that it was critical for local plans to be prepared with sufficient evidence to secure contributions to deliver critical infrastructure and that it was necessary for the district councils to work with the County Council to ensure local plans included policies that balanced the need to support delivery of growth without exposing the County Council to further financial risk.
20. In September 2025 the Cabinet considered a paper and gave approval to start consultation and exploratory work on a potential road link to connect the A5 and the A47 in Hinckley, alleviating pressure, providing travel choice and unlocking development land.
21. In October 2025 the Cabinet received a paper on the next steps for delivering the Local Transport Plan (LTP4) 2025-2040. This included a resolution that the draft key 'policy positions' that are intended to form the basis of the Enabling Travel Choice

Strategy (ETCS) be approved for consultation and that the work undertaken on three pilot draft Multi-Modal Area Investment Plans (MMAIPs) including Hinckley, be noted.

Resource Implications

22. The County Council has committed significant resources to engaging in, and supporting, a collaborative approach to strategic planning in order to facilitate the delivery of growth within the County and to mitigate the negative impacts of development, to the extent that it is reasonably possible to do.
23. Despite increasing challenges, as set out in the report to the Cabinet in September 2024 on the proposed reforms to the NPPF and the planning system, the County Council continues to seek to provide support for local plans that provide as robust as possible policy platforms for securing the provision of infrastructure and services required to support their successful delivery.
24. The approach of both authorities should be to ensure that the required infrastructure is funded as far as possible from the development itself and the next phases of the plan preparation will identify any funding or infrastructure gaps so Hinckley & Bosworth BC, in close liaison with the County Council, can take a view on those at the appropriate time.
25. The Director of Corporate Resources and the Director of Law and Governance have been consulted on this report.

Circulation under the Local Issues Alert Procedure

26. This report will be circulated to members representing the Hinckley & Bosworth area – Mr Stuart Bray CC, Mr Mark Bools CC, Mr Martin England CC, Mr Joshua Melen CC, Mr Michael Mullaney CC, Mr Ozzy O'Shea CC, Ms Ann Pendlebury CC, Mr Barry Walker CC, Mr Charles Whitford CC.

Officers to Contact

Zafar Saleem
Assistant Chief Executive
Tel: 0116 305 4952 Email: zafar.saleem@leics.gov.uk

Ann Carruthers
Director, Environment and Transport
Tel: 0116305 7000 Email: ann.carruthers@leics.gov.uk

Oliver Meek
Interim Head of Planning, Historic and Natural Environment
Tel: 0116 305 7041 Email: oliver.meek@leics.gov.uk

Janna Walker
Assistant Director Development and Growth
Tel: 0116 3050785 Email: janna.walker@leics.gov.uk

PART B

Background

27. The purpose of a local plan is to set out a vision and a framework for the future development of an area and its production involves various stages of statutory consultations. A Regulation 18 consultation forms part of the 'preparation stage', whilst a Regulation 19 consultation relates to the soundness and legal compliance tests of the pre-submission version of the plan. This consultation from Hinckley & Bosworth BC is known as a 'Regulation 18' consultation and builds on five previous rounds of consultation to develop their new Local Plan, these being:
 - Regulation 18 – Scope, Issues and Options (2018);
 - Regulation 18 – New Directions for Growth (2019);
 - Regulation 18 – Local Plan Consultation (2021);
 - Regulation 19 – Pre-submission consultation (2022); and
 - Regulation 18 – Draft Local Plan Consultation (2024)
28. The County Council has responded to Hinckley & Bosworth BC on each prior round of consultation. It is of particular note that in 2022 a pre-submission Regulation 19 consultation was undertaken (the final step ahead of submission of the Local Plan to the Secretary of State); however it was clear that submission of a sound plan was not possible at that time and Hinckley & Bosworth BC instead took a step back and undertook a further Regulation 18 Local Plan consultation between July 2024 and September 2024. The key comments from the County Council included concerns that the transport evidence had not reached a sufficiently advanced stage to inform the Local Plan, wider unknowns and uncertainties including the Government's proposed planning reforms, the decision on the Hinckley National Rail Freight Interchange Development Consent Order and the unclear position regarding future investment in the SRN. Issues were also highlighted around proposed housing allocation sites, namely at Lindley Meadows and the Barwell and Earl Shilton Sustainable Urban Extensions.
29. Since the consultation draft Local Plan was published in 2024, a number of key updates have emerged which Hinckley & Bosworth BC believes need to be considered through a further Regulation 18 consultation. These include changes to the national planning system brought about by a new NPPF and the need to address an increase in the Borough-wide housing target as a consequence to changes in the Standard Method for calculating housing need.
30. The proposed Local Plan covers the period 2024 to 2045 and will replace the current adopted development plan for Hinckley & Bosworth which consists of:
 - the Hinckley & Bosworth Core Strategy (December 2009);
 - Hinckley Town Centre Area Action Plan (March 2011);
 - Earl Shilton and Barwell Area Action Plan (September 2014); and
 - Site Allocations and Development Management Policies (July 2016).
31. This Regulation 18 consultation runs for 6 weeks from 17 October 2025 to 28 November 2025. The conclusion of this consultation will pave the way for the final Regulation 19 submission version of the Local Plan to be consulted on in spring 2026, prior to submission to the Secretary of State for Examination by December 2026.

Overview of content of the Regulation 18 Plan

32. This Regulation 18 consultation is focused specifically on new or updated elements that have been developed since the previous consultation in 2024. Elements of the Local Plan which were consulted on previously are therefore not included, but will be carried forward for consideration in the next version of the draft Local Plan at Regulation 19 pre-submission stage.
33. Hinckley & Bosworth BC considers that the Local Plan needs to allocate land for 15,603 dwellings over the period 2024-2045 (743 dwellings per annum). The draft Local Plan now includes 12 additional proposed development sites to meet increased housing targets which have resulted in an identified shortfall of c.3,700 dwellings. Potential new Strategic Sites and New Settlements include:
- Land South of the A47, Earl Shilton – 513 homes;
 - Land South of Desford - 500 homes; and
 - New Settlement: Land off Atherstone Road (A444) and Ashby Road (B41116), Norton Heath - minimum of 7,500 homes (2,250 within the plan period). Note part of the new settlement extends the Borough boundary into North West Leicestershire).
34. The exact requirement for Hinckley & Bosworth BC's employment land needs is not yet fully known. However, four additional potential future employment sites are being consulted on, should they be required. Final employment site allocations will be set out in the Regulation 19 pre-submission version of the Local Plan in 2026. These sites include:
- Land at Start Farm, Burbage – 7.1 ha;
 - Land East of Hinckley Park, Burbage – 35.82 ha;
 - Land South of Soar Brook, Burbage – 117.38 ha; and
 - New Settlement: Land off Atherstone Road (A444) and Ashby Road (B41116). Norton Heath – 19 ha (7 ha within the plan period) Note part of the new settlement extends the Borough boundary into North West Leicestershire).
35. This consultation also provides an opportunity to address some policy gaps, either as a result of the new December 2024 NPPF or to reflect emerging evidence. The new and/or updated policies within this Regulation 18 consultation are:
- Sustainable Development Policy;
 - Safeguarding Development Potential Policy;
 - Hot Food Takeaway Policy;
 - Open Space Provision Policy; and
 - Sport and Recreation Facilities Policy.
36. Hinckley & Bosworth BC highlight that it is still finalising pieces of evidence which includes highways modelling, infrastructure capacity, whole plan viability, design coding, habitat survey and strategic flood risk assessment. This means that some of the proposed development sites and draft policies may be subject to change/modification in the Regulation 19 pre-submission version of the Local Plan.

Overarching response and key points on the Regulation 18 Plan

37. The County Council welcomes the opportunity to comment on this Regulation 18 consultation. The response focuses on the new or revised policies outlined in this particular consultation and it is noted that there will be a further opportunity to comment when all elements of the Local Plan, including further evidence, are brought together in the Regulation 19 consultation, expected in Spring 2026. The County Council's full response, including in its role as LTA is appended to this report and is summarised in the paragraphs below.

38. The significant challenges Hinckley & Bosworth BC has faced in identifying suitable land to accommodate its housing requirement and other national matters beyond its control (i.e. wider unknowns and uncertainties including the Government's proposed planning reforms, the then unknown decision on the Hinckley National Rail Freight Interchange Development Consent Order and the unclear position regarding future investment in the SRN) is recognised. The County Council is supportive of Hinckley & Bosworth BC's aim to produce a sound Local Plan ahead of the December 2026 submission deadline for local plans to be examined under the existing plan-making legal framework and continues to support in principle, a (local) plan-led approach to the delivery of new development in order to coordinate delivery of growth with the delivery of necessary infrastructure and services.
39. The County Council has significant concerns about the scale of housing and employment growth and associated infrastructure in the A5 corridor. This would require significant investment to mitigate its impact, and the County Council would need to see justification of deliverability for those sites. It will also be vital to engage with National Highways, and possibly other Government Agencies too, such as Homes England, to identify and agree prior to the publication of the Regulation 19 Plan a plausible route to the delivery of the likely scale of investment required in the A5 corridor to enable this scale of growth in this broad location.
40. It is expected that Hinckley & Bosworth BC will continue to engage with the County Council to ensure that: the Local Plan reflects the draft key 'policy positions' of the proposed ETCS and demonstrates how the Local Plan will help to deliver on the Core Themes and Policies of LTP4, that the Local Plan's transport evidence base is sufficiently developed by the time that it is ready to be submitted for Examination in Public, and that the proposed A5 Concept Link is appropriately included in the Local Plan, including safeguarding its future delivery and identifying an approach to its funding.
41. It is essential that Hinckley & Bosworth BC will also need to work with the County Council to ensure that viable education solutions are established for the proposed housing allocations intended to be taken forwards to Regulation 19.

Spatial Strategy

42. The methodology underpinning the settlement hierarchy needs to be robust and logical given that the settlement hierarchy informs the underlying spatial development strategy of the Local Plan. The 'stretching out' of the settlement hierarchy from 6 tiers to 9 is considered to be desirable, enabling a distinction to also be made between the spatial location of settlements in addition to the level of services and facilities they offer. For example, it enables those settlements closer to or within the Principal Urban Area (PUA) around the City to be clearly distinguished from other settlements with a similar level of services and facilities and indicates scope for enhanced growth to be directed towards them to provide for the sustainable expansion of existing communities in close proximity to the City.
43. Regarding the scale and distribution of housing, the Local Plan makes provision over the plan period (2024 to 2045) for 15,603 dwellings (743 dwellings per annum), which includes meeting a proportion of Leicester City's unmet need. This is considered to be an appropriate approach at the current time.

44. Hinckley & Bosworth BC has been working closely with officers at the County Council and elsewhere in the Leicester and Leicestershire Housing Market Area to understand the implications of the December 2024 NPPF and the new Standard Method for calculating housing need. This joint work is anticipated to continue and is highly likely to inform an updated L&L Housing and Employment Needs SoCG.
45. This 2025 Regulation 18 Local Plan needs to be read in conjunction with the Regulation 18 Local Plan consulted upon in September 2024 to gain an overview of all the potential allocations being considered. Collectively, a selection of potential sites for allocation are set out which include a new settlement near Twycross and a new settlement at Lindley Meadows near MIRA Technology Park (previously consulted on in the Local Plan consultation from September 2024).
46. The preference of the County Council is to direct housing and employment growth to the Hinckley area as it provides the greatest opportunity to provide for communities to access services and facilities using sustainable modes of transport, and to direct other growth further down the settlement hierarchy. There is ongoing significant concern regarding the two potential new settlements given the impact on the SRN and other uncertainties.
47. Regarding *Policy NEW03: Housing Development Sites* – The LTA has significant reservations about the scale of housing and employment growth proposed in the A5 corridor (potentially up to 10,500 homes near to Twycross and 160 hectares – equivalent to around 200 football pitches – close to the A5/M69 junction). In particular, in respect of the proposed locations' accessibility by active and sustainable means (modes) of travel and the traffic impacts on the A5 and the likely scale of investment required to deliver the improvements necessary to accommodate those impacts.
48. The proposal to include three separate policies (*Policy NEW02: Provision of Overall Development*, *Policy NEW03: Housing Development Sites*, *Policy NEW04: Employment Development Sites*) in relation to the development strategy is generally supported however the underlying spatial development strategy needs to be clearly articulated, and it is anticipated this will be the case in the Regulation 19 version of this Local Plan. This will enable the proposed housing and employment allocations to be considered more holistically and more clearly than at present in terms of their interrelationship and cumulative impact, recognising the continuing concerns identified with proposed growth in the A5 corridor, and early work exploring an A5 Concept Link.
49. The County Council expect to be further engaged on an ongoing basis with regards to potential site allocations and the development of the Local Plan's transport evidence base to ensure the Regulation 19 version reflects adequate access to services and facilities.

Transport

50. The LTA consider that unless there are significant changes in societal behaviours and expectations there will be limits on the extent to which the travel demand impacts of population and economic growth can be mitigated. In light of this, the LTA is in the process of developing an ETCS as part of LTP4. The LTA would welcome the opportunity to discuss with Hinckley & Bosworth BC how the Regulation 19 Local Plan will consider these policy positions and has made some initial comments to enhance the visions and objective section of the current text. Furthermore, the County Council has previously approved a set of principles for the LTA's engagement in local plan processes and welcomes engagement with Hinckley & Bosworth BC over addressing these.

51. *Policy NEW01: Safeguarding Development Potential*, includes reference to the exploratory work being undertaken by the County Council around the Hinckley western link road (A5 Concept Link). This is a welcome policy to safeguard the development of potential sites and ensure development proposals do not compromise the delivery of essential infrastructure. The County Council will continue to engage with Hinckley & Bosworth BC around the A5 Concept Link and it is expected that they will develop the detail of the policy and supporting text for its forthcoming Regulation 19 consultation.

Education

52. The County Council has sought to assess the implications of potential housing development sites from an education perspective. Hinckley & Bosworth BC have yet to provide an indication of build rates or timings for the developments but irrespective of this, it is considered that some of the sites will be particularly challenging from the perspective of finding suitable education solutions to meet the anticipated demand. These include Land South of Sacheverell Way, Groby (LPR146 A & B), Land South of London Road and West of Ratby Land (Parcel B), Markfield (LPR94 B) and Land off Oakfield Way and Meadow Close Sheepy Magna (AS519).

Health

53. Revisions to the policy on Hot Food Takeaways and Fast-Food Outlets (Policy REV02) are welcome to the extent that it now duly acknowledges the December 2024 update to the NPPF and attempts to add clarity around local circumstances. It is recommended that the policy wording is amended further to allow some flexibility in the areas which planning permission for hot food takeaways and fast food outlets will not be granted. It is also noted that the Policy no longer includes text which refers to proposals for *new betting offices only being supported where they are located within a Town, District or Local Centre and do not result in an over proliferation of this use*. It is considered that this policy wording should be retained and included in Policy REV02, or another relevant policy.
54. *Policy NEW05: Open Space Provision* and *Policy NEW06: Sport and Recreation Facilities: Outdoor and Indoor Provision* are new policies and are informed by recent evidence including a Hinckley & Bosworth Open Space Assessment (2025) and Hinckley & Bosworth Playing Pitch and Outdoor Sport Strategy and Action Plan supported by an accompanying Assessment Report (2025). The introduction of these policies are broadly welcomed to maintain and enhance biodiversity, climate resilience, and the health and wellbeing of the Borough's communities. It is considered however, that further refinement of the methodology around Policy NEW05 is required, in particular around access distances.
55. As part of the pilot Strategic Health Impact Assessment (HIA) for local plans, the County Council's Public Health team is working in close collaboration with planning colleagues at Hinckley & Bosworth BC to inform policy development and work is underway to produce an additional chapter focusing on policies most relevant to health and wellbeing outcomes.

Minerals and Waste

56. A number of the potential new housing and employment development sites are within a Mineral Safeguarding Area for Sand & Gravel and so would need to be accompanied by a suitable Mineral Assessment. A number of the sites are also within relevant proximity to safeguarded waste sites and would need to demonstrate no adverse

effects upon amenity and they would need to avoid prejudicing the operation of the facility.

57. Within *Policy REV01: Sustainable Development* it is also considered that there is the opportunity to link in with minerals and waste, the circular economy and sustainable development by amending the text which reads 'Making effective use of land' with 'Making effective use of land, natural resources and waste'.

Neighbourhood Planning

58. It would be beneficial to see Hinckley & Bosworth BC making the express commitment to inform and work with Neighbourhood Planning groups on any national or local policy changes in the future, to ensure they remain compliant, particularly in light of the Government ceasing its funding for the neighbourhood planning support programme.
59. The Local Plan makes numerous references to Hinckley & Bosworth BC's continued support and commitment for Neighbourhood Planning. It is a concern however, that despite stating that the Local Plan has been informed by 'actively progressing neighbourhood plans', there is no reference to the proposed 500 dwelling strategic site at Land South of Desford within the Desford Neighbourhood Plan Review currently out to consultation.
60. The County Council is largely content with the Settlement Boundary Methodology Review Paper, which sets out the methodology for reviewing and refining settlement boundaries, however it is suggested that the Paper includes a mechanism to resolving any conflict between boundary changes and existing Neighbourhood Plan boundaries.
61. It is suggested that within *Policy REV01: Sustainable Development*, specific reference to "Development that accords with the policies in the Local Plan (and, where relevant, with policies in *neighbourhood plans* or other development plan documents) will be approved without delay, unless material considerations indicate otherwise" (which was in previous versions of the policy), should be reinstated.

Strategic Property Services on behalf of the Council as a Landowner

62. Strategic Property Services on behalf of the County Council as a landowner has also prepared a response, this is included in the appendix and is clearly identified. This aligns with the County Council's overall response.
63. Strategic Property Services are promoting two significant sites through the Local Plan process, the most significant at Middlefield Farm, north of Hinckley which strongly aligns with the spatial focus for future growth, and a further site at Barlestone.

Next Steps

64. Whilst the County Council supports the principle of a plan-led approach to the delivery of new development, it expects Hinckley & Bosworth BC to work with the County Council to develop a set of robust policies and ensure that:
 - i. The Local Plan needs to include an appropriate and robust mechanism for securing and collecting developer contributions and delivering key infrastructure. This reflects the need to meet the concerns raised in previous County Council Cabinet reports (including October and November 2024 Cabinet reports) regarding sufficient funding to deliver infrastructure.

- ii. The Local Plan reflects the draft key 'policy positions' of the proposed ETCS and demonstrates how the Local Plan will help to deliver on the Core Themes and Policies of LTP4.
 - iii. The Local Plan's transport evidence base is sufficiently developed by the time that it is ready to be submitted for Examination in Public.
 - iv. The proposed A5 Concept Link is appropriately included in the Local Plan, including to safeguard its future delivery and to identify an approach to its funding.
 - v. Viable education solutions are established for the proposed housing allocations intended to be taken forwards to Regulation 19.
65. The County Council will continue to work with Hinckley & Bosworth BC and other organisations (such as National Highways) to find ways to address infrastructure challenges. However, this is without prejudice to any future views that it might express at later stages of the Local Plan's development and on any planning application(s) relating to the proposed allocation sites.

Duty to Cooperate and Statements of Common Ground

66. The NPPF 2024 (paragraph 24) states that local planning authorities and county councils (in two-tier areas) are under a 'duty to co-operate' with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.
67. A SoCG relating to Housing and Employment Land Needs (June 2022) for the Leicester and Leicestershire area was guided by the Strategic Planning Group and Members' Advisory Group which consisted of representatives from the County Council, Leicester City Council, and the seven district councils. The SoCG sets out the City Council's identified unmet need of 18,700 homes and 23 hectares of employment land for the period 2020-2036 to be accommodated in the County. Despite some objection to parts of the methodology, Hinckley & Bosworth BC resolved to become a signatory to the SoCG at Council on 30 January 2024.
68. In December 2024 a revised NPPF updated sections of the National Planning Policy Guidance (NPPG) and a revised Standard Method for calculating housing need was published. Subsequent adjustments to the Standard Method calculation has given Hinckley & Bosworth BC an increased figure of 663 dwellings per annum.
69. A further SoCG is now being prepared, underpinned by the Leicester & Leicestershire Housing and Economic Needs Assessment (Distribution Paper) update, to give sufficient certainty on the scale and high-level distribution of housing in response to the revised Standard Method (December 2024) and distribution of Leicester City's unmet need post 2036 (the end date for Leicester City's emerging Local Plan). This can be seen as an addition to the previous SoCG (2022), rather than superseding it, and will support the submission of the Hinckley & Bosworth BC Local Plan.

Equality Implications

70. There are no equality implications arising from the recommendations in this report. Hinckley & Bosworth BC is working with the County Council and with other partners in the Leicester and Leicestershire Housing Market Area to provide for the homes and jobs required in the future.

Human Rights Implications

71. There are no human rights implications arising from the recommendations in this report. Hinckley & Bosworth BC is working with the County Council and with other partners in the Leicester and Leicestershire Housing Market Area to provide for the homes and jobs required in the future.

Environmental Implications

72. The County Council will continue to work closely with Hinckley & Bosworth BC and other partners to minimise the impact of the planned growth on the environmental assets of Leicester and Leicestershire.
73. The impact upon the environment is a key consideration in all planning decisions made within the context of an approved or emerging local plan, and the County Council will seek to ensure that opportunities are taken to enhance the environment through biodiversity net gain and sustainable forms of development.

Partnership Working and Associated Issues

74. The County Council works closely with the Leicester and Leicestershire Strategic Planning Partnership, which includes Hinckley & Bosworth BC, the other six district councils in Leicestershire, Leicester City Council and the Leicester and Leicestershire Business and Skills Partnership. Without a clear aligned approach to delivery, Leicestershire faces high levels of speculative/indiscriminate development with the consequent high risk of inadequate highway and education infrastructure provision. To avoid this, ongoing commitment from all the local authorities to joint working is therefore crucial, as is their support for a collaborative and coordinated approach to the defining and allocating of infrastructure funding requirements of local plans.

Background Papers

Report to the Cabinet on 23 November 2018: Leicester and Leicestershire Strategic Growth Plan – Consideration of Revised Plan for Approval
<http://bit.ly/4pYS95R>

Report to the Cabinet on 29 March 2019: Response to Consultation on Hinckley and Bosworth Borough Council's Local Plan Review: New Directions for Growth
<http://bit.ly/46ll8DJ>

Report to the Cabinet on 20 November 2020: Leicester and Leicestershire Strategic Transport Priorities 2020 to 2050
<http://bit.ly/46SD7G9>

Report to the Cabinet on 20 November 2020: Draft City of Leicester Local Plan 2020 to 2036
<http://bit.ly/46SD7G9>

Report to the Cabinet on 22 June 2021: Urgent action taken by the Chief Executive in relation to the Leicester and Leicestershire Statement of Common Ground relating to housing and employment land needs (March 2021)
<http://bit.ly/476nX0m>

Report to the Cabinet on 17 September 2021: Response to the Hinckley and Bosworth Borough Council's Draft Local Plan (Regulation 18) Consultation
<http://bit.ly/3VVpscs>

Report to the Cabinet on 26 October 2021: Development of Hinckley and Bosworth Borough Council's New Local Plan – Latest Position
<http://bit.ly/4nJPN9E>

Report to the Cabinet on 14 December 2021: South Leicestershire Local Plan Making Statement of Common Ground (November 2021)
<http://bit.ly/3KG2tjm>

Report to the Cabinet on 11 February 2022: Hinckley and Bosworth Borough Council's New Local Plan - Response to Regulation 19 Consultation
<http://bit.ly/3Wq2l4u>

Report to the Cabinet on 29 March 2022: Response to the Hinckley and Bosworth Borough Council Pre Submission Local Plan (2020 – 2039) Regulation 19 Consultation
<https://bit.ly/4qEOB9z>

Report to the Cabinet on 23 September 2022: Leicester and Leicestershire Authorities – Statement of Common Ground relating to Housing and Employment Land Needs
<http://bit.ly/4nEF7Zl>

Report to the Cabinet on 25 November 2022: Managing the Risk Relating to the Delivery of Infrastructure to Support Growth
<https://bit.ly/4ogjjnr>

Report to the Cabinet on 13 September 2024: Response to the Hinckley and Bosworth Regulation 18 Draft Local Plan Consultation (July 2024)
<https://bit.ly/4o2vWCm>

Report to the Cabinet on 22 October 2024: Strategic Transport Planning Issues Associated with the Emerging Charnwood Local Plan
<https://bit.ly/4h6lZR3>

Report to the Cabinet on 22 November 2024: Strategic Transport Planning Issues Associated with the Emerging Charnwood Local Plan
<https://bit.ly/47YMKoq>

Report to the Cabinet on 12 September 2025: A5 Concept Link
<https://bit.ly/4nOSbw0>

Report to the Cabinet on 28 October 2025: Delivering the Local Transport Plan (LTP4) 2025-2040: Next Steps
<http://bit.ly/4gxBXsV>

Appendix

Leicestershire County Council Response to the Hinckley & Bosworth Borough Council Regulation 18 Local Plan Consultation 2025

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