

Meeting	<b>POLICY DEVELOPMENT GROUP</b>
Time/Day/Date	6.30 pm on Wednesday, 28 September 2016
Location	Council Chamber, Council Offices, Coalville
Officer to contact	Democratic Services (01530 454512)

All persons present are reminded that the meeting may be recorded and by attending this meeting you are giving your consent to being filmed and your image being used. You are kindly requested to make it known to the Chairman if you intend to film or record this meeting.

The Monitoring Officer would like to remind members that when they are considering whether the following items are exempt information under the relevant paragraph under part 1 of Schedule 12A of the Local Government Act 1972 they must have regard to the public interest test. This means that members must consider, for each item, whether the public interest in maintaining the exemption from disclosure outweighs the public interest in making the item available to the public.

## AGENDA

Item	Pages
<b>1. APOLOGIES FOR ABSENCE</b>	
<b>2. DECLARATION OF INTERESTS</b>	
Under the Code of Conduct members are reminded that in declaring disclosable interests you should make clear the nature of that interest and whether it is pecuniary or non-pecuniary.	
<b>3. PUBLIC QUESTION AND ANSWER SESSION</b>	
To receive questions from members of the public under rule no.10 of the Council Procedure Rules. The procedure rule provides that members of the public may ask any question on any matter in relation to which the Council has powers or duties which affect the District, provided that three clear days' notice in writing has been given to the Head of Legal and Support Services.	
<b>4. MINUTES</b>	
To approve and sign the minutes of the meeting held on 1 June 2016.	<b>3 - 6</b>



<b>5. PARKING STRATEGY UPDATE</b>	
Report of the Director of Services.	<b>7 - 28</b>
<b>6. IMPLICATIONS FOR HIGH SPEED 2 FOR THE DISTRICT</b>	
Report of the Director of Services.	<b>29 - 50</b>
<b>7. UPDATE ON NEW BUILD COUNCIL HOMES PROGRAMME</b>	
Report of the Director of Housing.	<b>51 - 68</b>
<b>8. ITEMS FOR INCLUSION IN THE FUTURE WORK PROGRAMME</b>	
To consider any items to be included in the work programme. The plan of forthcoming Cabinet decisions and the current work programme are attached for information.	<b>69 - 78</b>

Circulation:

Councillor N Clarke  
Councillor J Cotterill  
Councillor T Eynon  
Councillor J Geary  
Councillor D Harrison  
Councillor G Hout  
Councillor V Richichi  
Councillor A C Saffell  
Councillor N Smith (Deputy Chairman)  
Councillor M Specht (Chairman)

MINUTES of a meeting of the POLICY DEVELOPMENT GROUP held in the Board Room, Council Offices, Coalville on WEDNESDAY, 1 JUNE 2016

Present: Councillor M Specht (Chairman)

Councillors R Adams (Substitute for Councillor T Eynon), R Ashman (Substitute for Councillor D Harrison), N Clarke, J Cotterill, J Geary, G Houlton, V Richichi, A C Saffell and N Smith

In Attendance: Councillors F Fenning and J Legrys

Officers: Mr J Bright, Ms C E Fisher, Mr A Hunkin, Mr J Richardson and Mrs R Wallace

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors T Eynon and D Harrison.

**2. DECLARATION OF INTERESTS**

No interests were declared.

**3. PUBLIC QUESTION AND ANSWER SESSION**

No questions were received.

**4. MINUTES**

Consideration was given to the minutes of the meeting held on 2 March 2016.

It was moved by Councillor J Geary, seconded by Councillor N Smith and

RESOLVED THAT:

The minutes of the meeting held on 2 March 2016 be approved and signed by the Chairman as a correct record.

The Chairman welcomed the Leader of the Council, Councillor R Blunt, to the meeting as an invited guest of the Committee. He also announced a change in item order on the agenda and brought forward item 6.

**5. THE EFFECTIVENESS OF SCRUTINY AT NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**

The Chairman reminded Members of the discussion had at the previous meeting regarding the effectiveness of scrutiny and that the Leader of the Council, Councillor R Blunt was in attendance to discuss the matter with the Committee as requested. The Chairman invited Councillor R Blunt to address the committee.

Councillor R Blunt thanked the Committee for his invitation as he believed scrutiny was a very important issue. He went on to say that the scrutiny needed to be Member lead and it was for the committee to decide what to scrutinise rather than being told by officers, that way Members would get more from it. He explained that after he was made aware of the concerns from the Committee he took a number of steps to address them. He introduced Andrew Hunkin, the interim Director of Resources who would be the single point of contact for the Policy Development Group and had direct responsibility. He also explained that after discussion with the Labour Group Leader, it was decided to appoint

Councillor J Geary as their Scrutiny Lead Member, who would work with the Chairman and the Interim Director of Resources to move things forward.

Councillor J Geary explained that he raised the issue at the previous meeting because he had read an article about the role of scrutiny and it referred to it as being 'a talking shop' and 'toothless'. He felt that it sounded familiar and that the Cabinet did not listen to the views of the Committee. He gave a number of examples of matters that he believed should have been scrutinised but were missed including the closure of Snibston Discovery Park and the Council Offices move that did not occur. He concluded that it was imperative for the Council to have a good scrutiny system and he felt it was currently failing. He was looking forward to seeing the outcomes of the initial changes made by the Leader to improve the process of scrutinising.

Councillor R Blunt stressed that the article Councillor J Geary mentioned did not refer to North West Leicestershire. He valued the time committed by Members to scrutiny and agreed that issues such as Snibston Discovery Park should have been scrutinised. He added that if there was a particular issue that Members would like further information on, for example the proposed office move that did not come into fruition, he was happy for Members to contact him for further discussion and any information he could share, he would. He believed the decisions made by Cabinet should be scrutinised and encouraged Members to do so. He referred to Leicestershire County Council's process as the Cabinet was scrutinised by all parties and he enjoyed it. He referred to the role of Lead Scrutiny Member and assured that with regular briefings with the Interim Director of Resources improvements would be made.

Councillor J Clarke stressed that transparency was vital and he believed that the committee could work together without politics. He added that the Coalville Project was an example of good cross party working and of what was achievable. Councillor R Blunt agreed that transparency was crucial and that good communication was important. As Members, they were there to represent the public and pass information on to them. Working together across political parties was important to him. He thanked Councillor J Clarke for his positivity.

Councillor R Blunt left the meeting at the conclusion of this item.

## **6. WASTE SERVICES RECYCLING PERFORMANCE AND TARGETS UPDATE**

The Head of Community Services presented the report to Members highlighting how recycling performance was measured, comparisons with other local authorities in Leicestershire and issues that affect recycling levels. He explained that North West Leicestershire was not a poor performing authority and that statistics provided evidence of that, but he assured Members that he would still continue to make improvements to the service and referred Members to the next steps as detailed within the report. He added that the Leicestershire Waste Partnership was looking at the recycling of food waste but it was in the very early stages and not near implementation yet.

Councillor A C Saffell felt that there was a problem with the way household recycling was monitored and gave himself as an example. As he lived by himself he did not put his bin out for every collection as it often was not full, therefore it could look like he did not recycle. The Waste Services Development Officer explained that waste was monitored over three collections and an average was taken, this was due to households not always presenting their bins. He added that demographics were also used when making comparisons and then particular areas could be targeted; the current area being looked at was Greenhill.



Councillor N Smith asked what was being done about people who refused to recycle as he was aware that they could not fine individuals. He referred to a resident in his ward that had refused to move away from solid fuel and as it generated a lot of waste, asked if there was any kind of allowance available to encourage people to move away from solid fuel. He also added that he had a food cone in his garden which was excellent which he obtained from Leicestershire County Council. The Head of Community Services confirmed that the Council could not impose fines for not recycling but they did focus on educating people and targeting the lower performing areas. He reported that officers go into schools to educate the children on recycling and this has proven to be a good way of getting the message across. Regarding any kind of allowance to move away from solid fuel, the Head of Community Services was not aware of anything but would look into it.

Councillor N Clarke thanked officers for the amount of time spent on trying to improve recycling performance as he could see that a lot of work was being undertaken but he still had concerns that targets were not being reached. He understood that the District's solid fuel waste was higher than most but when compared with South Derbyshire District Council which was very similar, their performance was better. The Head of Community Services explained that South Derbyshire District Council mixed green waste with food waste which was why they achieved better targets. Unfortunately, North West Leicestershire District Council could not do this as the refuse site was an open facility which would encourage vermin. In response to a further question from Councillor N Clarke, the Head of Community Services explained that food waste was not included within the future steps as it was reliant on the Leicestershire Partnership due to the financial implications.

Councillor N Clarke commented that the report suggested that the reduction in recycling credits would make an impact and asked if it would also affect the targets. The Head of Community Services explained that the District no longer received credits for garden waste as Leicestershire County Council had directed how they wanted the waste removed. Discussions were currently being had regarding dry waste and if the decision was made to direct the District as to the removal of this also, it would result in the loss of further credits as well as the income received from source separating. If this happened the Council would need to look at the benefits that could be gained from co-mingling recyclable materials.

The Waste Services Development Officer agreed to keep Councillor N Clarke informed of any targeting activities happening in Greenhill as it was his ward and he wanted to go along.

Councillor Ashman asked for the decision timescale on the credits for dry waste collections and food waste recycling. The Head of Community Services reported that the credit issue should be decided by September and the food waste collection was an ongoing issue as it was reliant on the Leicestershire Waste Partnership.

Regarding the solid fuel waste, Councillor J Geary felt that the Council should be putting pressure on the service providers to install a gas supply to the rural areas as it did not only produce waste but was expensive and inconvenient. The Head of Community Services suggested that as the issue seemed important to Members then in accordance with the Constitution they could call in agencies to put questions to them, this is something they could do for this issue. Members agreed on the approach.

It was moved by Councillor J Geary, seconded by Councillor N Smith and

RESOLVED THAT:

- a) The report be noted.

b) The next steps as detailed at paragraph 5 of the report be endorsed.

## **7. ITEMS FOR INCLUSION IN THE FUTURE WORK PROGRAMME**

Councillor N Clarke requested that an update report be placed on the work plan for the next meeting regarding the current position of the building of new council homes.

Following on from the discussion earlier in the meeting regarding the plans for installing a gas supply into the rural areas of the district, Councillor J Geary requested that the appropriate representative be invited to the next meeting of the group. This was to allow further discussion on any plans for connection, the costs involved and the process to be aware of.

Councillor A C Saffell referred to an ongoing issue regarding the lack of action of planning enforcement in protected conservation areas as important features were being lost. He explained that he was currently working with officers from the planning department to resolve the matter but he would request an item on the work plan at a future meeting if he was not successful.

RESOVLED THAT:

The following items be placed on the work plan –

- a) Update Report on Position for New Homes Build
- b) Invite representatives from the appropriate agency to discuss the gas supply in the rural areas of the District.

The meeting commenced at 6.30 pm

The Chairman closed the meeting at 7.35 pm

## NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

## POLICY DEVELOPMENT GROUP – 28 SEPTEMBER 2016

Title of report	<b>PARKING STRATEGY UPDATE</b>
Contacts	<p>Councillor Alison Smith MBE 01530 835668 <a href="mailto:alison.smith@nwleicestershire.gov.uk">alison.smith@nwleicestershire.gov.uk</a></p> <p>Director of Services 01530 454555 <a href="mailto:steve.bambrick@nwleicestershire.gov.uk">steve.bambrick@nwleicestershire.gov.uk</a></p> <p>Head of Community Services 01530 454832 <a href="mailto:john.richardson@nwleicestershire.gov.uk">john.richardson@nwleicestershire.gov.uk</a></p> <p>Environmental Protection Team Manager 01530 454564 <a href="mailto:clare.proudfoot@nwleicestershire.gov.uk">clare.proudfoot@nwleicestershire.gov.uk</a></p>
Purpose of report	To update Policy Development Group on the draft report from White Young Green appointed as Parking Strategy consultants
Reason for Decision	To provide Policy Development Group with an opportunity to make comment on the draft report prior to Cabinet's consideration
Council Priorities	Homes and Communities Business and Jobs Value for Money Building Confidence in Coalville
Implications:	
Financial/Staff	Potential changes to income levels
Link to relevant CAT	N/A
Risk Management	N/A
Equalities Impact Screening	An impact screening assessment will be undertaken for any agreed measures
Human Rights	N/A
Transformational Government	N/A
Comments of Head of Paid Service	The report is satisfactory.

Comments of Deputy Section 151 Officer	The report is satisfactory.
Comments of Deputy Monitoring Officer	The report is satisfactory.
Consultees	Corporate Leadership Team
Background papers	None.
Recommendations	<b>THAT POLICY DEVELOPMENT GROUP:</b> <b>1) NOTE THE DRAFT REPORT AND MAKE COMMENT FOR CONSIDERATION BY CABINET</b>

## 1.0 BACKGROUND

- 1.1 The Council tendered for the delivery of a Parking Strategy in January 2016. White, Young Green were the successful bidders at a cost of £39,769. The work was split into two phases with Phase 1 focussing on a high level assessment of potential car park strategies aimed at promoting growth in the two main town centres of Ashby and Coalville. Phase 2 was the development of the Parking Strategy and an Action Plan with short, medium and long term actions.
- 1.2 Phase 1 was completed in March 2016 and Phase 2 is due for completion in September 2016. As part of Phase 2 stakeholder meetings have been undertaken with representatives from various agencies and organisations in Ashby and Coalville (see Appendix 1 for presentation discussed with stakeholders) meetings were also held with Parish Councils. A community questionnaire has been undertaken on the Council's website which has received over 400 responses.
- 1.3 In order to ensure that Policy Development Group (PDG) have an opportunity to make comment the consultants were requested to prepare a draft strategy by early September 2016 (to fit in with PDG meeting dates). It should be noted this will be a draft and not final Strategy which will be considered.
- 1.4 The draft Strategy has not been received at the time of producing this report but it will be circulated at least 7 days in advance of the meeting and presented on the night.

## 2.0 HIGH LEVEL ASSUMPTIONS FROM PHASE 1

2.1 The following table lists the high level assumptions which are being used to shape Phase 2 and the draft Strategy

	Coalville	Ashby
Reduce number of off street parking spaces	Viable option to be assessed in more detail	Not a viable option
Increase number of off street parking spaces	Not a viable option	Viable option to be assessed in more detail
Increase cost of short stay parking	Not a viable option	Viable option to be assessed in more detail
Decrease cost of short stay parking	Viable option to be assessed in more detail	Viable if supported by other measures
Increase cost of long stay parking	Not a viable option	Viable option to be assessed in more detail
Decrease cost of long stay parking	Unlikely to be a viable option	Unlikely to be a viable option
Convert long stay spaces to short stay	Viable option to be assessed in more detail	Viable option to be assessed in more detail
Introduce new technology	Viable option to be assessed in more detail	Viable option to be assessed in more detail
Use Car Park Land for Regeneration	Viable option to be assessed in more detail	Unlikely to be a viable option unless better replacement option can be found
Increased investment in car parks and equipment	Viable if supported by other measures	Viable if supported by other measures
Adjust the level of enforcement	Minor impact	Minor impact
Reduce / increase hours of charging	Viable option to be assessed in more detail	Viable option to be assessed in more detail
Park and Ride	Unlikely to be a viable option	Unlikely to be a viable option
More flexible tariffs	Viable option to be assessed in more detail	Viable option to be assessed in more detail
Private Non-Residential Parking and On-Street Parking	Viable if supported by other measures	Viable if supported by other measures
Balanced Sustainable Transport Strategy	Viable if supported by other measures	Viable if supported by other measures
New Development and Parking Policy / Standards	Viable if supported by other measures	Viable if supported by other measures
Tailored package of strategy tools for Coalville, Ashby and the rest of NWLDC	Recommended approach	Recommended approach

### **3.0 PARKING IN THE PARISHES**

- 3.1 The parking issues in the Parishes vary from parish to parish and include a lack of on-street parking, a lack of perceived enforcement, pavement parking, a lack of village centre traffic regulation orders and poor parking behaviours by residents and visitors.
- 3.2 These issues will all be referenced by parish area and mini action plans developed in conjunction with each parish.

### **4.0 NEXT STEPS**

- 4.1 All comments received from PDG will be included in the 15 November Cabinet report which will consider the draft Parking Strategy and any proposed short term actions.



# North West Leicestershire District Council Parking Strategy

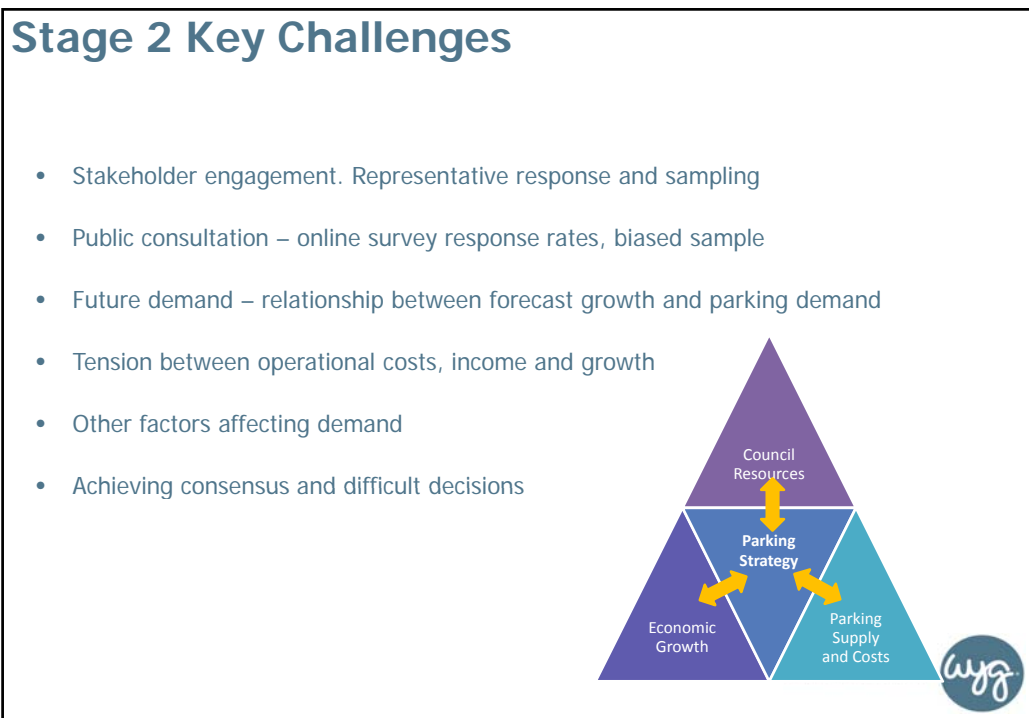
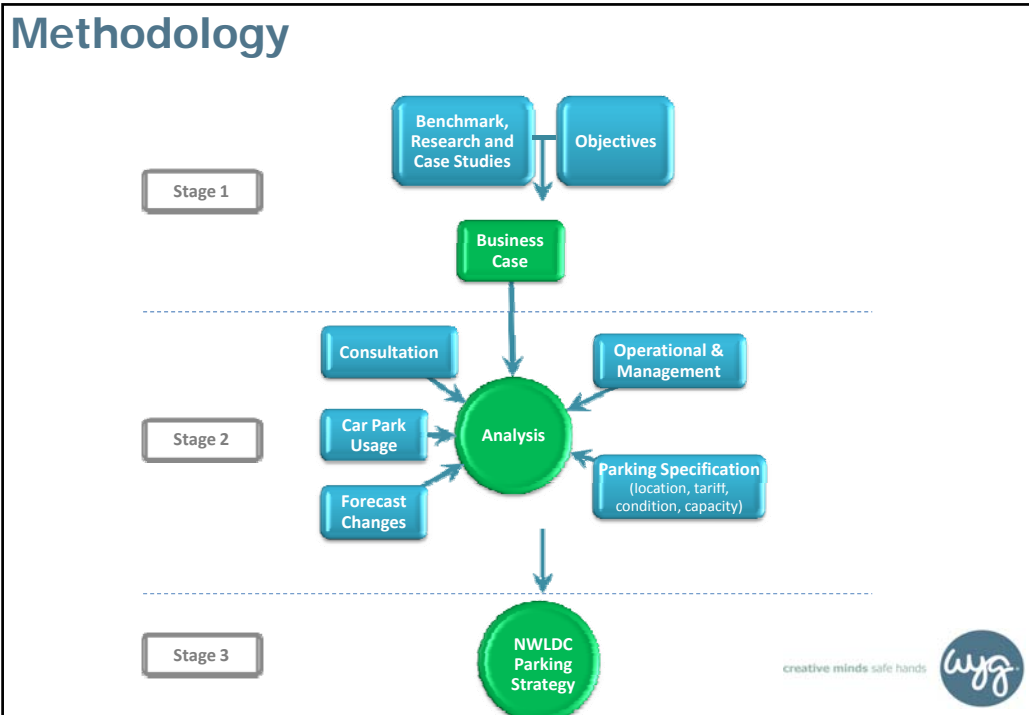
Ashby Stakeholder Consultation July 2016



## Key Project Objectives

1. Maximise positive impact of parking on economic regeneration
2. Minimise costs while maintaining or improving the level of service
3. Improve user satisfaction levels
4. Prepare for future change
5. Create a balanced strategy that addresses conflicting demands







## Stakeholder Workshops

### Purpose:

- Present the existing information to ensure we are using the correct baseline
- Understand how stakeholders expect the town and district to change in the future
- Discuss potential options for inclusion in the Strategy

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## Existing Car Parks

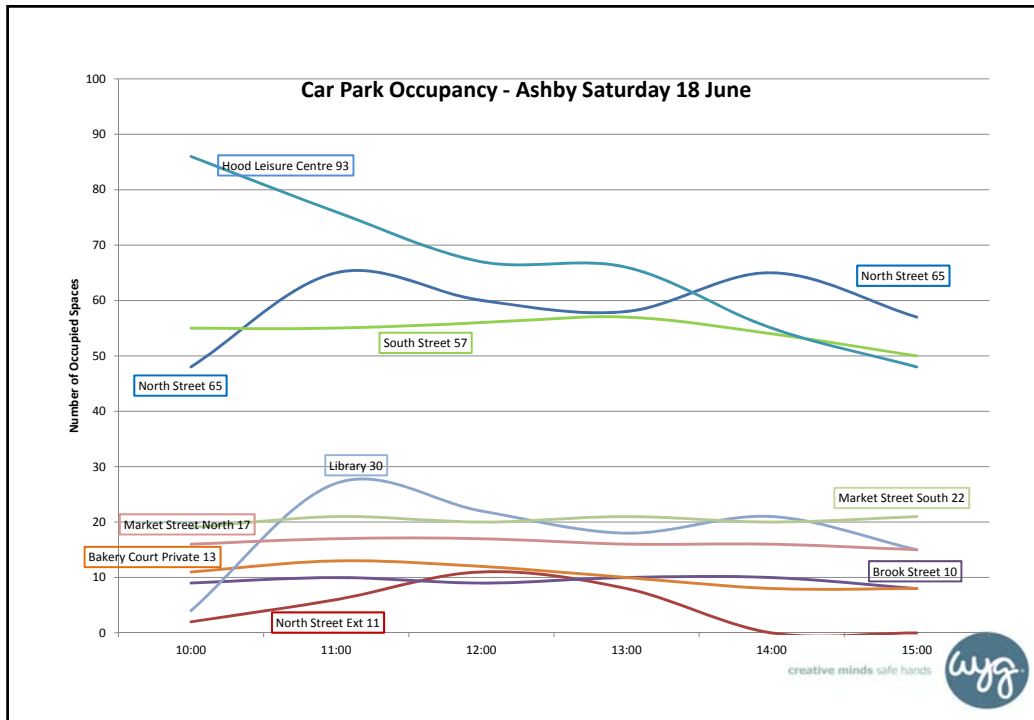


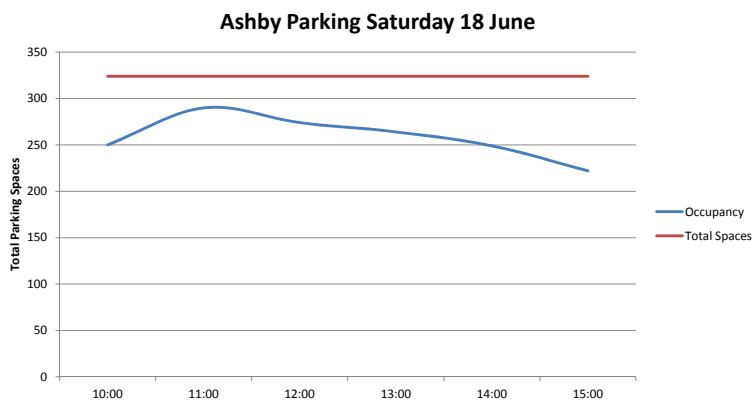
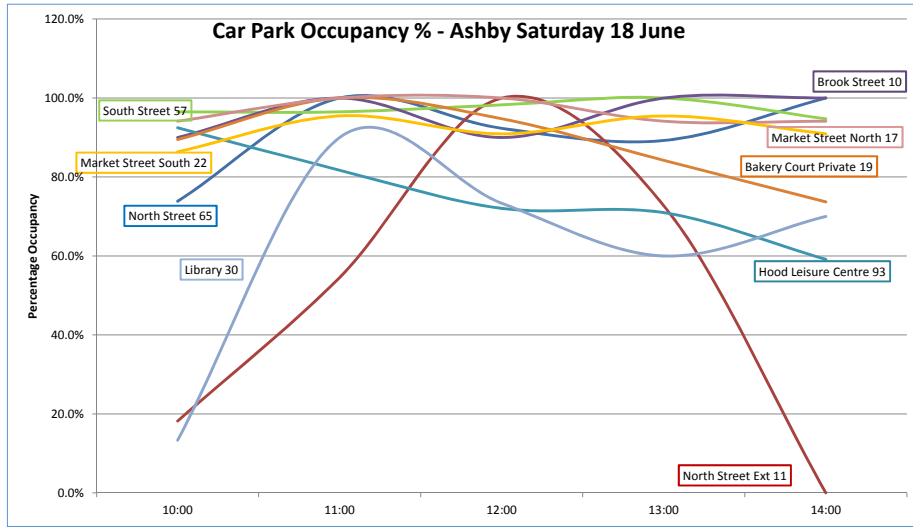
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# Car Park Capacities

Car Park	Owner	Number of Parking Spaces		Long/Short Stay	Current Operational Conditions
		Standard	Disabled		
South Street	Council	60	2	Long	Busy
North Street (Inc Extension)	Council	82	6	Mainly Short	Busy (High turnover of vehicles)
LCC Library	Private	27	0	Short	Average Usage
Hood Park Leisure Centre (Inc Extension)	Council	115	2	Combination	Mostly Leisure Centre users
Royal Hotel	Private	100	1	Long	Mainly Hotel residents / average usage
Brook Street	Council	12	1	Short	Busy (High turnover of vehicles)





## Typical Ticket Sales (Saturday 21 May, 2016)

	50p - 1 Hour	80p - 2 Hours	£1.00 - 2 Hours	£1.20 - 3 Hours	£2.00 - All Day	£3.00 - 8 Hours	£4.00 - All Day	TOTAL
Brook Street	35	32	0	10	0	0	0	77
Leisure Centre	149	201	0	130	81	0	0	561
North Street	109	132	0	87	1	0	0	329
South Street	44	80	0	37	36	0	0	197
Library	23	23	0	16	0	0	0	62
Royal Hotel	0	0	99	0	33	8	2	132
	360	468	99	280	151	8	2	1358

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## Tariff compared with other authorities

Local Authority		Town Centre Weekday Parking Charge						Comments
		<1 hr	<2 hrs	<3 hrs	<4 hrs	<5 hrs	Long stay	
NWLDC (Coalville and Ashby)		50p	80p	£1.20			£2	
East Staffordshire	Burton	£1.00	£1.00	£1.80	£2.20 - £4.40		£4.40	
	Uttoxeter	£1.00	£1.00	£1.50	£2.80		£5.50	
South Derbyshire		Free parking, with time limits in 3 car parks						
Broxtowe		Free	£1.00	£1.50			£2.00	Free after 4pm
Oadby and Wigston		Free	Free	Free			£3.00	
Charnwood	Loughboro'	60p	£1.60	£2.20	£3.20	£4.90	£6.00	
	Browns Lane	£1.10	£3.20					
Blaby		Free	Free	20p	£1.50		£4.50	
Market Harborough		70p	70p	£1.20	£1.70		£3.20	
Hinckley and Bosworth	Short Stay	50p	£1.00	£1.50	£2.60		£4.80	
	Long Stay					£1.30	£2.40	
Melton	Short Stay	70p	£1.40	£2.00				
	Long Stay	70p	£1.10		£2.20		£3.30	
Ashfield		Free	60p	£1.50	£1.50	£2.00	£2.00	9 charged, 6 free car parks
Erewash	Free	£1.00	£1.50				£3.00	
		80p					£1.00	Low cost long stay in 6 car parks

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## Parking Related Issues

	Coalville	Ashby
1	Lack of growth and development in town centre	Strong town centre economy creates demand to travel and park
2	Growth elsewhere in the town has not benefitted the town centre enough because people travel elsewhere	Thriving leisure, tourism and evening economies
3	Significant regeneration efforts in the pipeline	Demand for parking spaces exceeds supply
4	Limited leisure and evening economy	Long stay parking reduces capacity for short stay
5	Supply of parking spaces exceeds demand	Limited space to increase capacity
6	Traffic congestion is not a major issue	Traffic congestion occurs in the town centre and main connecting roads
7	Availability of parking space does not constrain the town centre economy	Congestion and lack of capacity may be harmful to the town centre economy
8	Reasonable public transport accessibility	Poor public transport accessibility
9	Low land values	Higher land values
10	Parking income and operational costs	Parking income and operational costs
11	Possible charges for on-street parking by County Council	Possible charges for on-street parking by County Council
12	Concern by residents about on-street parking	Concern by residents about on-street parking
13	Competition from out of town and online retail	Competition from out of town and online retail
14	Conservation Area constraints	Conservation Area constraints
15		Further development may reduce capacity

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## Other Parking Issues

	Issue
1	Disabled Parking
2	Enforcement
3	Surveillance / safety / lighting / cleanliness
4	Information availability
5	Motorcycle / bicycle parking / Coach parking / taxi rank / electric charging point
6	Vehicle access to car parks
7	Pedestrian routes into the town
8	Others

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## Strategy Option Assessment

		Coalville	Ashby
1	Reduce number of off street parking spaces	Viabile option to be assessed in more detail	Not a viable option
2	Increase number of off street parking spaces	Not a viable option	Viabile option to be assessed in more detail
3	Increase cost of short stay parking	Not a viable option	Viabile option to be assessed in more detail
4	Decrease cost of short stay parking	Viabile option to be assessed in more detail	Viabile if supported by other measures
5	Increase cost of long stay parking	Not a viable option	Viabile option to be assessed in more detail
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9	Use Car Park Land for Regeneration	Viabile option to be assessed in more detail	Unlikely to be a viable option unless better replacement option can be found
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11	Adjust the level of enforcement	Minor impact	Minor impact
12	Reduce / increase hours of charging	Viabile option to be assessed in more detail	Viabile option to be assessed in more detail
13	Park and Ride	Unlikely to be a viable option	Unlikely to be a viable option
14	More flexible tariffs	Viabile option to be assessed in more detail	Viabile option to be assessed in more detail
15	Private Non-Residential Parking and On-Street Parking	Viabile if supported by other measures	Viabile if supported by other measures
16	Balanced Sustainable Transport Strategy	Viabile if supported by other measures	Viabile if supported by other measures
17	New Development and Parking Policy / Standards	Viabile if supported by other measures	Viabile if supported by other measures
18	Tailored package of strategy tools for Coalville, Ashby and the rest of NWLDC	Recommended approach	Recommended approach

## Next Steps

- Process conclusions of stakeholder and public consultation
- Consult with Parish Councils about issues in smaller towns
- Derive forecasts of parking demand in the future
- Formulate Strategy to address the range of parking issues and management practice
- Action Plan of how to implement the Strategy over time

Thanks for listening and we look forward to your questions



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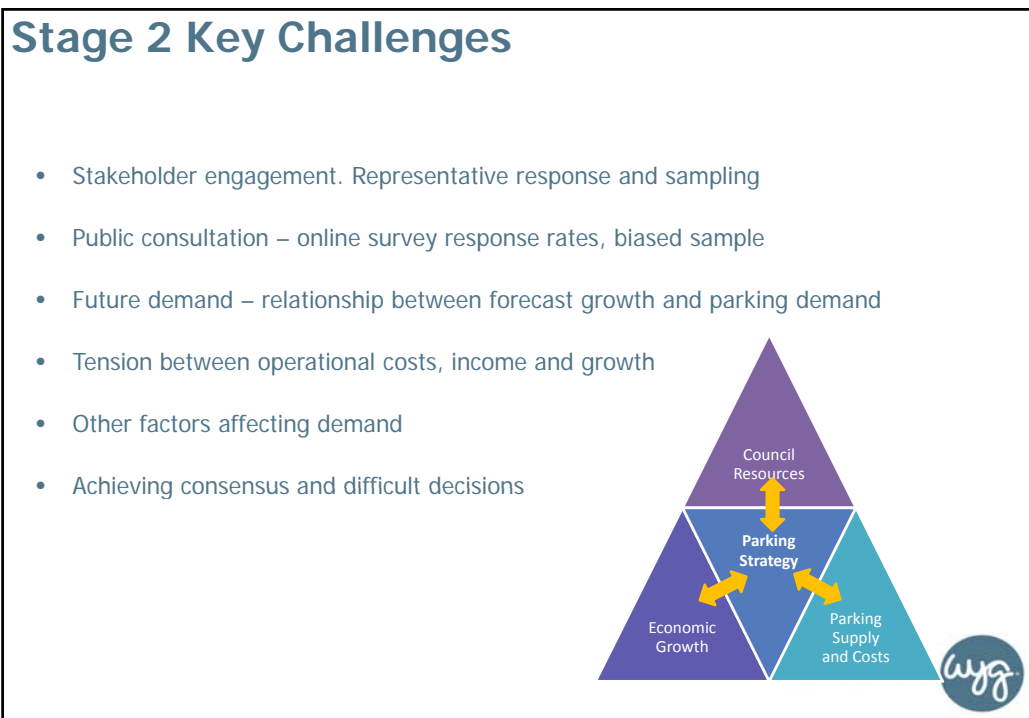
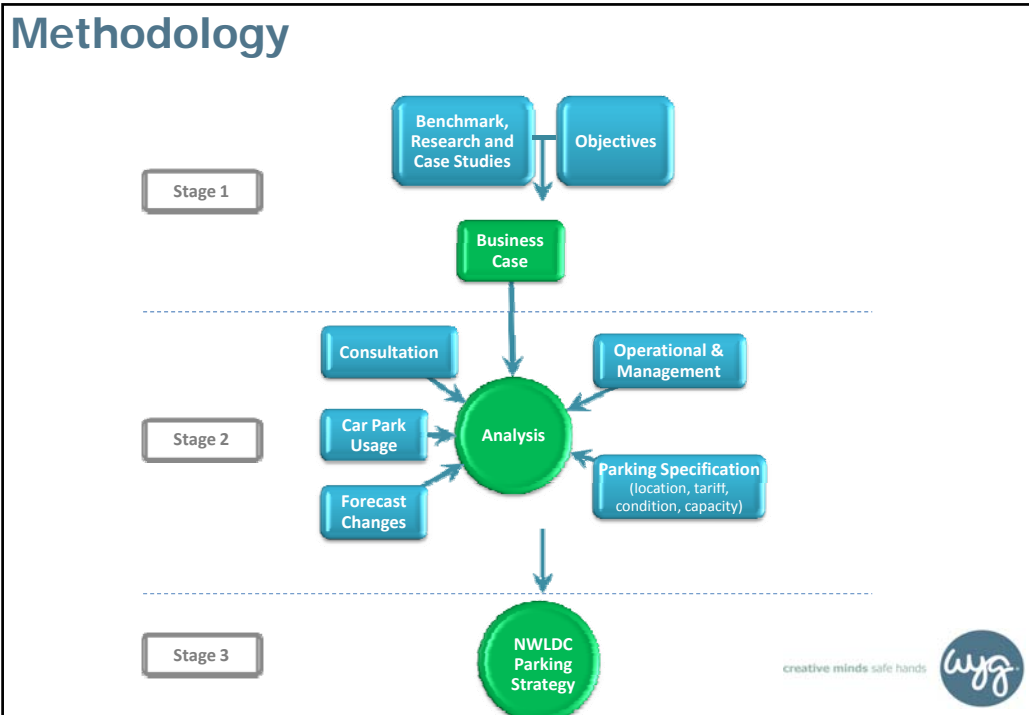
# North West Leicestershire District Council Parking Strategy

Coalville Stakeholder Consultation July 2016



## Key Project Objectives

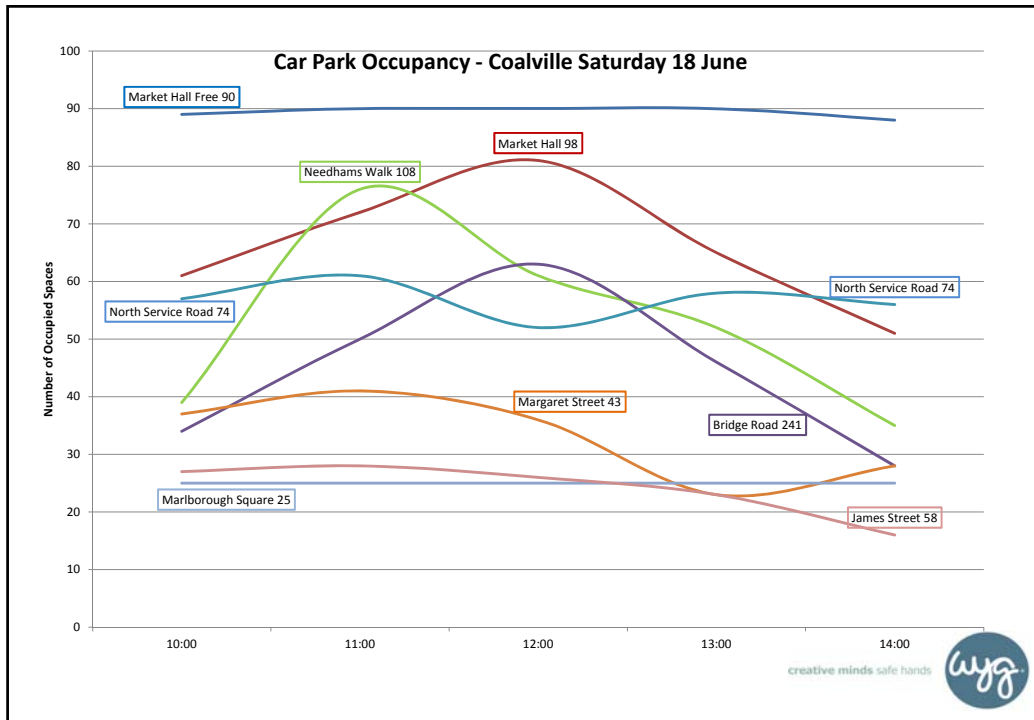
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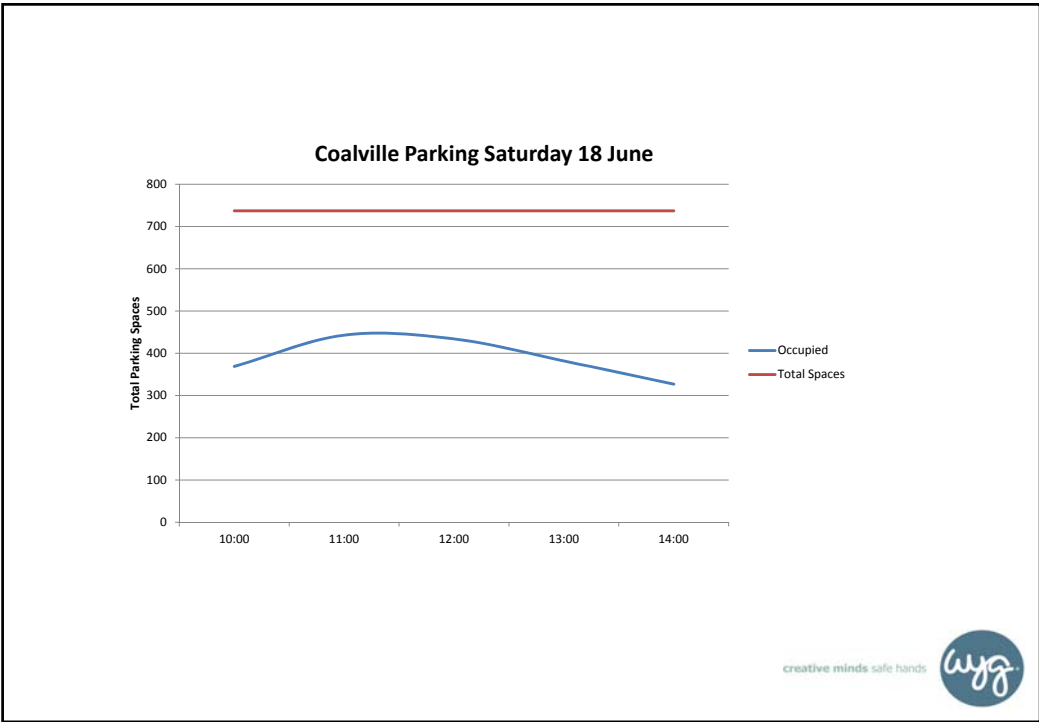
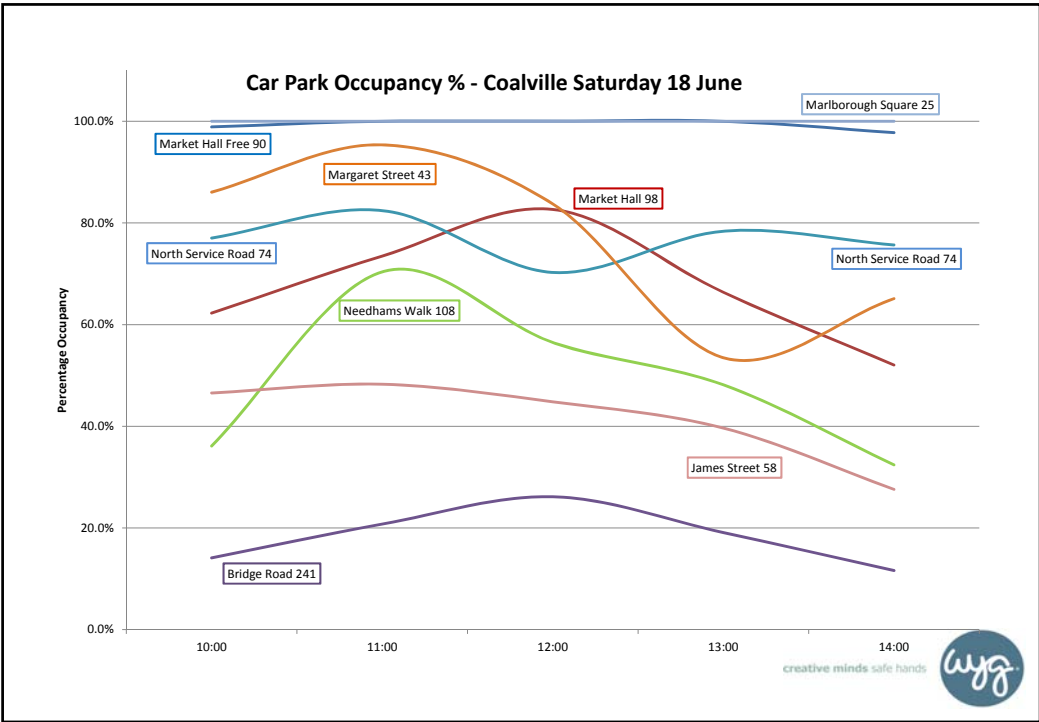




# Car Park Capacities

Car Park	Owner	Number of Parking Spaces		Length of Permitted Stay (>3 hrs)
		Standard	Disabled	
Market Hall	Council	188	14	Short & Long (90 free spaces)
Bridge Road	Council	241	8	Long
Needham's Walk	Council	108	2	Short
Co-op	Co-op	126	13	Short
North Service Road	Council	74	0	Long
London Road	Council	89	2	Long
Council Offices	Council	160	2	Long
Margaret Street	Council	49	5	Short
LCC Library	Council	Approximately 15	0	Long
James Street	Council	72	4	Long





## Typical Ticket Sales (Saturday 21 May, 2016)

	50p 1 Hour	80p 2 Hour	£1.20 3 Hours	£2.00 All Day	TOTAL
Market Hall	154	121	15	0	290
Bridge Road	163	113	23	20	319
Needhams Walk	145	95	22	0	262
North Service Road	251	107	14	21	393
London Road	34	19	1	6	60
Council Offices	117	109	73	19	318
James Street	47	44	8	9	108
LCC Library	41	12	2	2	57
Margaret Street	115	89	36	0	240
<b>TOTAL</b>					<b>2047</b>

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## Tariff compared with other authorities

Local Authority		Town Centre Weekday Parking Charge						Comments
		<1 hr	<2 hrs	<3 hrs	<4 hrs	<5 hrs	Long stay	
NWLDC (Coalville and Ashby)		50p	80p	£1.20			£2	
East Staffordshire	Burton	£1.00	£1.00	£1.80	£2.20 - £4.40		£4.40	
	Uttoxeter	£1.00	£1.00	£1.50	£2.80		£5.50	
South Derbyshire		Free parking, with time limits in 3 car parks						
Broxtowe		Free	£1.00	£1.50			£2.00	Free after 4pm
Oadby and Wigston		Free	Free	Free			£3.00	
Charnwood	Loughboro'	60p	£1.60	£2.20	£3.20	£4.90	£6.00	
	Browns Lane	£1.10	£3.20					
Blaby		Free	Free	20p	£1.50		£4.50	
Market Harborough		70p	70p	£1.20	£1.70		£3.20	
Hinckley and Bosworth	Short Stay	50p	£1.00	£1.50	£2.60		£4.80	
	Long Stay					£1.30	£2.40	
Melton	Short Stay	70p	£1.40	£2.00				
	Long Stay	70p	£1.10		£2.20		£3.30	
Ashfield		Free	60p	£1.50	£1.50	£2.00	£2.00	9 charged, 6 free car parks
Erewash	Free	£1.00	£1.50				£3.00	
		80p					£1.00	Low cost long stay in 6 car parks

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## Parking Related Issues

	Coalville	Ashby
1	Lack of growth and development in town centre	Strong town centre economy creates demand to travel and park
2	Growth elsewhere in the town has not benefitted the town centre enough because people travel elsewhere	Thriving leisure, tourism and evening economies
3	Significant regeneration efforts in the pipeline	Demand for parking spaces exceeds supply
4	Limited leisure and evening economy	Long stay parking reduces capacity for short stay
5	Supply of parking spaces exceeds demand	Limited space to increase capacity
6	Traffic congestion is not a major issue	Traffic congestion occurs in the town centre and main connecting roads
7	Availability of parking space does not constrain the town centre economy	Congestion and lack of capacity may be harmful to the town centre economy
8	Reasonable public transport accessibility	Poor public transport accessibility
9	Low land values	Higher land values
10	Parking income and operational costs	Parking income and operational costs
11	Possible charges for on-street parking by County Council	Possible charges for on-street parking by County Council
12	Concern by residents about on-street parking	Concern by residents about on-street parking
13	Competition from out of town and online retail	Competition from out of town and online retail
14	Conservation Area constraints	Conservation Area constraints
15		Further development may reduce capacity

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## Strategy Option Assessment

	Coalville	Ashby
1	Reduce number of off street parking spaces	Not a viable option
2	Increase number of off street parking spaces	Viable option to be assessed in more detail
3	Increase cost of short stay parking	Viable option to be assessed in more detail
4	Decrease cost of short stay parking	Viable if supported by other measures
5	Increase cost of long stay parking	Viable option to be assessed in more detail
6	Decrease cost of long stay parking	Unlikely to be a viable option
7	Convert long stay spaces to short stay	Viable option to be assessed in more detail
8	Introduce new technology	Viable option to be assessed in more detail
9	Use Car Park Land for Regeneration	Unlikely to be a viable option unless better replacement option can be found
10	Increased investment in car parks and equipment	Viable if supported by other measures
11	Adjust the level of enforcement	Minor impact
12	Reduce / increase hours of charging	Viable option to be assessed in more detail
13	Park and Ride	Unlikely to be a viable option
14	More flexible tariffs	Viable option to be assessed in more detail
15	Private Non-Residential Parking and On-Street Parking	Viable if supported by other measures
16	Balanced Sustainable Transport Strategy	Viable if supported by other measures
17	New Development and Parking Policy / Standards	Viable if supported by other measures
18	Tailored package of strategy tools for Coalville, Ashby and the rest of NWLDC	Recommended approach



## Next Steps

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Thanks for listening and we look forward to your questions

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**NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**

**POLICY DEVELOPMENT GROUP – 28 SEPTEMBER 2016**

Title of report	<b>IMPLICATIONS FOR HIGH SPEED 2 FOR THE DISTRICT</b>
Contacts	<p>Councillor Trevor Pendleton 01509 569746 <a href="mailto:trevor.pendleton@nwleicestershire.gov.uk">trevor.pendleton@nwleicestershire.gov.uk</a></p> <p>Director of Services 01530 454555 <a href="mailto:steve.bambrick@nwleicestershire.gov.uk">steve.bambrick@nwleicestershire.gov.uk</a></p> <p>Head of Planning &amp; Regeneration 01530 454782 <a href="mailto:jim.newton@nwleicestershire.gov.uk">jim.newton@nwleicestershire.gov.uk</a></p>
Purpose of report	<ol style="list-style-type: none"> <li>1. To consider the implications of HS2 on the District; and</li> <li>2. To endorse this report for consideration by Cabinet on 15<sup>th</sup> November 2016</li> </ol>
Council Priorities	Business and Jobs Homes and Communities
Implications:	
Financial/Staff	<p>There are staffing implications from this report, as follows:</p> <ol style="list-style-type: none"> <li>i) Initial contact with businesses when route announcement made: Business Focus and/or Contact Centre</li> <li>ii) Script prepared for initial contact with businesses: Business Focus</li> <li>iii) Communications strategy and detailed text: Communications</li> <li>iv) Investigation into reported/suspected regulatory breaches: Public Protection</li> <li>v) Detailed consideration of acoustic fencing / bunding: Public Protection</li> </ol> <p>There are no direct financial implications to the District Council arising from this report. Actions set out above will be absorbed into normal work loads</p>
Link to relevant CAT	Not applicable
Risk Management	Not applicable
Equalities Impact Screening	Not applicable
Human Rights	Not applicable

Transformational Government	Not applicable
Comments of Head of Paid Service	The report is satisfactory
Comments of Deputy Section 151 Officer	The report is satisfactory
Comments of Deputy Monitoring Officer	The report is satisfactory
Consultees	Chief Executive Director of Services Head of Planning & Regeneration Business Focus Team Manager Public Protection Team Leader
Background papers	None
Recommendations	<ol style="list-style-type: none"> <li>1. <b>CONSIDER THE IMPLICATIONS OF HS2 ON THE DISTRICT; AND</b></li> <li>2. <b>ENDORSE THIS REPORT FOR CONSIDERATION BY CABINET ON 15 NOVEMBER 2016</b></li> </ol>

## 1.0 CONTEXT

- 1.1 The construction of a new high speed railway through the district will have significant implications, principally while the engineering works are underway. It is considered that the Council has an important role to play, to assist local residents and businesses wherever possible, to make a balanced case in order that opportunities are maximised, and providing relevant and up to date information.
- 1.2 Expert consultants (SLC Rail) have been engaged, to provide technical and other know-how, guiding us and helping to narrow down our options and priorities.
- Representatives of SLC have met with the Director of Services and Head of Planning & Regeneration, both to agree the scope of the work, to present an interim progress report, and to present initial findings;
  - Representatives of SLC ran a workshop with Planners and others within the Council, to determine the constraints and important features of the District;
  - Key external bodies were approached (such as National Forest Company) to share information about the likely impact on their assets as a result of HS2; and
  - Materials have been prepared as a result of this work, which are appended to this report

- 1.3 The constraints work completed by SLC broke the route through the district down into three sections: Section 1 runs from Appleby Parva to Ashby; Section 2 runs from Ashby to Charnock Hill; and Section 3 runs from Charnock Hill to Lockington

#### Section 1: Appleby Parva to Ashby de-la Zouch

- 1.4 Issues that have been identified by HS2 Ltd to accommodate the proposed route with respect to Section 1 have potentially expensive solutions, including a need to divert the A42. Having said this, the alignment has not been finalised at this point, and it is still only speculation that the railway will run close to the A42 and broadly parallel to it. SLC has not taken account of the various rumours about the route, instead they used their experience, and discussed the issues with HS2 Ltd
- 1.5 There are major development sites along the anticipated route, that would not be able to proceed if HS2 were to be built along the currently anticipated alignment (including Measham Waterside), but a reserve site has been identified in the local plan to manage this issue in the medium term. In addition, the “Lounge” site near Ashby could also be affected. The impact of the proposed route on these development sites is principally a matter for the private landowners and developers albeit the Council has an interest where it impacts on the Local Plan.
- 1.6 In addition, extensive National Forest planting already exists and is proposed in that area, which could be affected by the route. The National Forest company takes a neutral stance towards HS2, but that has not prevented it from being helpful to the Council in terms of providing information
- 1.7 The other issue for this section is the need to cross the River Mease, which is a European designated conservation site. HS2 Ltd is aware of this issue and is currently working with Natural England to ensure an appropriate scheme of mitigation is developed.

#### Section 2: Ashby de-la Zouch to Charnock Hill

- 1.8 Significant improvements are already planned to junction 13 of the A42 during the Summer of 2016, and following correspondence with HS2 Ltd it has confirmed to the County Council that the expected timing of the railway’s construction is so far into the future that it is still worthwhile to go ahead with the junction improvements. There is a strong possibility, however, that further major works will be required to that junction as a result of HS2
- 1.9 There are no development sites on this section of the route, but there are sites within 1km that could be impacted in particular by noise.
- 1.10 There is a potential heritage impact on Breedon, which is to be investigated further when the detailed plans are made available
- 1.11 Finally, there is an access issue to Castle Donington that may result from the railway.

#### Section 3: Charnock Hill to Lockington

- 1.12 It is currently proposed that the majority of this section will be in tunnel, so the landscape and visual impacts are less than the other sections. The entrance and exit to the tunnel will

need to be carefully designed to address the 'sonic boom' that is anticipated when trains enter tunnels in particular.

- 1.13 The extent of the tunnel will result in significant amounts of soil being excavated, that will need to be moved. It is preferable that the soil is moved by rail, and not by road.
- 1.14 The location of the tunnel entrance/exit could impact on development sites, such as the SRFI, and require the demolition of the Hilton Hotel at Lockington
- 1.15 The anticipated tunnel exit has challenging levels, as it would be in a substantial flood plain, and also the line needs to cross the M1. These challenges need to be addressed by HS2
- 1.16 Finally, a Bronze Age hoard was found at Lockington in 1994, and it is a possibility that another similar archaeological discovery could be made which could significantly delay construction of HS2.

#### Issues common to the entire route

- 1.17 There are five key issues that will be important to be aware of and for the Council to work with HS2 Ltd to manage:
  - Construction (noise, dust, temporary traffic arrangements, etc);
  - Communicating the likely noise impacts (for 9 seconds per train if travelling at 400 km/h, which if there are 9 trains per hour totals 2 mins 42 seconds per hour at any one place);
  - National Forest (deciduous trees are to be avoided along the line to avoid leaf drop, trees that are lost will need to be replaced);
  - Public opinion (NWLDC needs to carefully consider its position, and how to put that across); and
  - Road capacity (construction traffic is a temporary issue, but the two interchange stations at either end of the A42 will result in additional traffic along it)

It is intended that SLC will continue to assist the Council in this regard

#### **The materials that have been provided**

- 1.18 SLC has provided the following materials (in addition to the comparative journey times at Appendix 1):
  - Frequently asked questions;
  - Draft Strategy document;
  - Summary of key impacts;
  - Maps of the route; and
  - Full report with commentary

The maps, key impacts and frequently asked questions materials appear as Appendix 2 to this report, and the full report with commentary are also attached

## **2.0 OPPORTUNITIES AND POSITIVE IMPACTS**

- 2.1 It is the case that HS2 already has a published compensation scheme for landowners affected by the route, including businesses and the National Forest. This means that, financially, those who are significantly affected by the proposal will not lose out.

- 2.2 More jobs will exist in the area during the construction phase, and potentially afterwards if the access to the stations at Birmingham and Toton is of sufficient quality and frequency.
- 2.3 Much improved journey times to London and the North (see Appendix 1)
- 2.4 There is potential for improved public transport links, to connect with other developments such as M&S, the SRFI, East Midlands Airport, and Coalville

### **3.0 PROPOSED STRATEGY**

- 3.1 This is broadly in two parts: proactive and reactive. The reactive elements are considered in detail in paragraphs 3.2 – 3.4 below, and centre on a consistent message, and acting as a repository of information about HS2 for local people. The proactive elements are concerned with offering advice and assistance to those who are directly adversely impacted by the eventual route, and also securing high quality public transport links to the new HS2 stations at Birmingham Interchange and Toton, which would be easily accessible to the residents of the District.

#### Consistent message

- 3.2 It is important that the Council has a consistent and clear message about HS2. The position until now has been one of opposition in principle, given that the railway is to run through the District but no station is to be provided. Following more detailed consideration, including work to calculate average journey times to key destinations, it is proposed that a new position be taken by the Council:
  - i) There will be some disruption while the railway is being built, but the potential opportunities outweigh that disruption;
  - ii) There will be economic prosperity as a result of shorter journey times, with minimal environmental impact; but
  - iii) That economic prosperity benefit will only be harnessed effectively if direct, regular, efficient, affordable public transport arrangements are put into place to enable people and business in the district to access the stations at Toton and Birmingham
- 3.3 It is intended that this updated position will be endorsed by Cabinet, to provide focus for negotiations with HS2 Ltd which will be undertaken by SLC on the Council's behalf, and to manage people's expectations.

#### Informing people

- 3.4 It is intended that the Council's web site and twitter feeds will provide the principal communication to residents and businesses. There should be comprehensive FAQ's, and signposts to other agencies that can provide assistance. The web site should also set out how to apply for compensation

## **4.0 THE COUNCIL'S PROACTIVE ROLE**

### Business Focus

- 4.1 A list of business that are likely to be directly affected by the railway has already been compiled. This will be updated when the final route is made available. It is intended that the directly affected businesses will be approached by the Council, and offered a package of assistance comprising two key elements:
- 4.2 The first element is to signpost businesses to where they can access compensation and it is anticipated this will be straightforward.
- 4.3 The second element is to assist those businesses that need to relocate, to find alternative land and/or premises. The Council already maintains a register of available business premises and land, and affected businesses will be prioritised. It is proposed to operate a sequential approach to finding new sites for existing businesses. The first priority will be suitable sites within the District, the second priority will be suitable sites within the County of Leicestershire, and the third priority will be within the Travel to Work Area (which is a 60 minute radius).
- 4.4 On the day that the route is announced, the Business Focus Team will make the initial contact with the businesses, advising of the assistance we can offer.

### Public Protection

- 4.5 The Environmental Protection Act 1990 is relevant to noise and vibration that is likely to be experienced during the construction of the railway. This is enforced by the District Council in the normal way, including through serving notice.
- 4.6 Once the railway is in operation, the Railways Act 1993 provides a defence for operators against a claim on the basis of nuisance arising from the operation of railway services, provided they are carried out without negligence. The Council does not have powers to investigate claims of negligence, so once operational, the responsibility for the investigation of any complaints would lie with the rail regulator
- 4.7 Private claims may be brought for compensation as a result of vibration, provided that the value of land or property is reduced as a result. Complainants should obtain their own legal advice
- 4.8 In the light of the limited powers, both in duration and extent, that the Council possesses, it is intended that the Council's focus should be on the acoustic management, such as ensuring that the line has appropriate fencing and bunding, to protect affected receptors as far as possible.
- 4.9 As part of the overall improvement strategy, the Council should work with HS2 to secure public transport improvements between Coalville and the EMEG area, which could form part of a bus corridor between the Birmingham and Toton interchanges.

**Comparative Journey Times**  
**Coalville Town Centre to London, Manchester, Leeds & Newcastle**

<b>Comparative Journey Times</b>						
<b>Coalville to:</b>	<b>CAR</b>	<b>CAR + CONVENTIONAL RAIL</b>	<b>CAR + HIGH SPEED 2</b>	<b>BUS + CONVENTIONAL RAIL</b>	<b>EXISTING BUS + HIGH SPEED 2</b>	<b>POTENTIAL EXPRESS BUS + HIGH SPEED 2</b>
<b>London</b>	2hr 11min	1hr 52min	1hr 31min	2hr 26min	3hr 35min	1hr 43min
<b>Leeds</b>	1hr 48min	2hr 7min	1hr 31min	2hr 58min	2hr 26min	1hr 41min
<b>Newcastle</b>	3hr 11min	3hr 19min	2hr 22min	4hr 10min	3hr 17min	2hr 32min
<b>Manchester<sup>1</sup></b>	2hr 6min	2hr 27min	1hr 34min	3hr 18min	3hr 27min	1hr 46min
<b>Manchester<sup>2</sup></b>			2hr 45min		3hr 40min	2hr 55min
<sup>1</sup> HS2 journey via Birmingham						
<sup>2</sup> HS2 journey via Toton & Meadowhall						
Sources: AA Route Planner, Traveline Journey Planner, National Rail Journey Planner, Rebalancing Britain (from HS2 towards a national transport strategy), HS2.org.uk.						

### Notes and breakdown of data

Journey times have been assessed from Coalville as a representative location near the centre of the North West Leicestershire District. It was decided not to separately assess journey times from Ashby de la Zouch, as it is only about 4 miles from Coalville and early investigations indicated that journey times did not generally vary by more than about 6-8 minutes between the two locations.

15 minutes has been added at each interchange point on the journey where change times have not already been taken account of in the relevant Journey Planner. 30 minutes has been allowed for interchange where a walk between Birmingham New Street and Curzon Street stations is involved. No further allowance has been made for longer than normal change times, where, for example, bus arrival times and train departure times do not coincide.

Conventional rail journey times are based on the fastest journey in any regular hourly pattern, as shown in the National Rail Journey Planner.

Conventional rail journeys to London have been assumed to be via Leicester, while those to the north have assumed interchange at Derby, as it is considered these represent the most logical and direct routes, most likely to be chosen by the travelling public.

Existing bus services provide links between Coalville and Leicester or Derby (the latter requiring a change en route), and there is also a direct service to Toton, relatively near the site of the proposed HS2 interchange. These services have been used as the basis for the journeys detailed in the tables below. However, public road travel between Coalville and Birmingham International station is only possible by a combination of bus and coach via Leicester and Birmingham (the coach element of the journey requiring pre-booking) or a number of buses via Coventry. Both involve journey times of between 3 and 3¾ hours, and require more than one change, and are therefore not regarded as viable. For the “Existing bus + HS2” journey option, the decision has therefore been taken to assume travel by bus to Leicester, thence by conventional train services.

The “Potential Express Bus + HS2” option is based on the premise that demand for travel to the HS2 interchange hubs at Birmingham and Toton might be sufficient to justify direct limited-stop services from this part of North West Leicestershire. Clearly, no detailed assessment has been done on potential routes and timings, and the times used have therefore been based on the car journey plus 30% to take account of the expected need to serve other locations en route, and the generally slower average speeds achieved by buses.

The following tables provide more detailed breakdowns of the journey time calculations used in the table above.

<b>CAR</b>			
<b>Coalville to:</b>	<b>Time</b>	<b>Distance</b>	<b>Approx. Average Speed</b>
<b>London</b>	2hr 11min	108.6 miles	48mph
<b>Leeds</b>	1hr 48min	92.3 miles	51mph
<b>Newcastle</b>	3hr 11min	180.2 miles	56mph
<b>Manchester</b>	2hr 6min	104.9 miles	50mph

Source: AA Route Planner



<b>CAR + CONVENTIONAL RAIL</b>				
<b>Coalville to:</b>	<b>Car</b>	<b>Change Time</b>	<b>Train</b>	<b>Total</b>
<b>London<sup>1</sup></b>	32min	15min	1hr 6min	1hr 52min
<b>Leeds<sup>2</sup></b>	35min	15min	1hr 17min	2hr 7min
<b>Newcastle<sup>2</sup></b>	35min	15min	2hr 29min	3hr 19min
<b>Manchester<sup>3</sup></b>	35min	15min	1hr 37min	2hr 27min
<sup>1</sup> Via Leicester.				
<sup>2</sup> Via Derby.				
<sup>3</sup> Via Derby and Sheffield.				
Source: AA Route Planner, National Rail Journey Planner.				

<b>BUS + CONVENTIONAL RAIL</b>				
<b>Coalville to:</b>	<b>Bus</b>	<b>Change Time</b>	<b>Train</b>	<b>Total</b>
<b>London<sup>1</sup></b>	1hr 5min	15min	1hr 6min	2hr 26min
<b>Leeds<sup>2</sup></b>	1hr 26min	15min	1hr 17min	2hr 58min
<b>Newcastle<sup>2</sup></b>	1hr 26min	15min	2hr 29min	4hr 10min
<b>Manchester<sup>3</sup></b>	1hr 26min	15min	1hr 37min	3hr 18min
<sup>1</sup> Via Leicester. Bus journey Arriva Midlands 29X to Leicester St. Margarets Bus Station, walk to Charles Street, then Centrebus Midlands 54A to Railway station.				
<sup>2</sup> Via Derby. Bus journey Roberts Coaches 155 to Castle Donington, then Kinchbus Skylink to Derby station.				
<sup>3</sup> Via Derby and Sheffield. Bus journey to Derby as note 2.				
Source: Traveline Journey Planner. National Rail Journey Planner				

<b>CAR + HIGH SPEED 2</b>				
<b>Coalville to:</b>	<b>Car</b>	<b>Change Time</b>	<b>Train</b>	<b>Total</b>
<b>London<sup>1</sup></b>	38min	15min	38min	1hr 31min
<b>Leeds<sup>2</sup></b>	30min	15min	46min	1hr 31min
<b>Newcastle<sup>2</sup></b>	30min	15min	1hr 37min	2hr 22min
<b>Manchester<sup>1</sup></b>	38min	15min	41min	1hr 34min
<b>Manchester<sup>3</sup></b>	30min	30min	1hr 45min	2hr 45min
<sup>1</sup> Via Birmingham Interchange.				
<sup>2</sup> Via Toton Interchange.				
<sup>3</sup> Via Toton Interchange and Meadowhall Interchange. Train journey times Toton – Meadowhall 44min, Meadowhall – Manchester 1hr 1min				
Source: AA Route Planner, National Rail Journey Planner.				

<b>EXISTING BUS + HIGH SPEED 2</b>				
<b>Coalville to:</b>	<b>Bus</b>	<b>Change Time</b>	<b>Train</b>	<b>Total</b>
<b>London<sup>1</sup></b>	1hr 5min	45min	1hr 45min	3hr 35min
<b>Leeds<sup>2</sup></b>	1hr 25min	15min	46min	2hr 26min
<b>Newcastle<sup>2</sup></b>	1hr 25min	15min	1hr 37min	3hr 17min
<b>Manchester<sup>1</sup></b>	1hr 5min	45min	1hr 37min	3hr 27min
<b>Manchester<sup>3</sup></b>	1hr 25min	30min	1hr 45min	3hr 40min
<sup>1</sup> Via Birmingham. Bus journey Arriva Midlands 29X to Leicester St. Margarets Bus Station, walk to Charles Street, then Centrebus Midlands 54A to Railway station. Train Leicester to Birmingham New Street, then walk to Birmingham Curzon Street. Train journey times: Leicester - Birmingham 56min, Birmingham - London 49min, Birmingham - Manchester 41min.				
<sup>2</sup> Via Toton Interchange. Bus Journey Trent Barton “Skylink Nottingham” to Toton, then walk.				
<sup>3</sup> Via Toton Interchange and Meadowhall Interchange. Train journey times Toton – Meadowhall 44min, Meadowhall – Manchester 1hr 1min.				
Source: Traveline Journey Planner, National Rail Journey Planner.				

<b>POTENTIAL EXPRESS BUS + HIGH SPEED 2</b>				
<b>Coalville to:</b>	<b>Bus</b>	<b>Change Time</b>	<b>Train</b>	<b>Total</b>
<b>London<sup>1</sup></b>	50min	15min	38min	1hr 43min
<b>Leeds<sup>2</sup></b>	40min	15min	46min	1hr 41min
<b>Newcastle<sup>2</sup></b>	40min	15min	1hr 37min	2hr 32min
<b>Manchester<sup>1</sup></b>	50min	15min	41min	1hr 46min
<b>Manchester<sup>3</sup></b>	40min	30min	1hr 45min	2hr 55min
<sup>1</sup> Via Birmingham Interchange. Express bus journey time based on car journey + 30% (to take account of need to serve other locations en route)				
<sup>2</sup> Via Toton Interchange. Express bus journey time based on car journey + 30% (to take account of need to serve other locations en route)				
<sup>3</sup> Via Toton Interchange and Meadowhall Interchange. Train journey times Toton – Meadowhall 44min, Meadowhall – Manchester 1hr 1min.				
Source: Traveline Journey Planner, National Rail Journey Planner.				

## HS2 – Your Questions Answered

We are aware that many people are very concerned about the HS2 project. To help you, we have put together the answers to some of the most frequently asked questions about it.

### Q1. Why can't we spend this money on the existing rail network?

In simple terms, our mainline railway system is full, and has been for some time. Railway use has doubled over the last 20 years and this trend will continue. While there is some space left on smaller branch lines, it is not possible to add any more services to our main lines.

To completely upgrade the main line network would cost considerably more than the money that is being spent on HS2, and the disruption to travel would be immense. HS2 is a new system which is being built separately to the main rail network, although there will be interchanges where this new system meets the old "classic" network. If you are going to build a new line, it may as well be high speed.

HS2 will create much more space on the classic network, and this space can be used for trains that serve smaller towns and cities, giving people better access for jobs and leisure. Freight services will also improve.

### Q2. Why don't we spend this money on better public services, like hospitals and schools?

Although the Government must spend money on health and education, it must also ensure that the UK's economy works properly. At the moment there is a huge imbalance between the North and the South; London is said to be "overheating" and there is a need to encourage businesses to move out of the capital.

There has been a lot of publicity recently about the "Northern Powerhouse" and the "Midlands Engine"; these are areas which must develop and grow bigger economies. NW Leicestershire is part of the "Midlands Engine" and will benefit from the prosperity and jobs that HS2 can bring.

### Q3. I am going to be directly affected. What about compensation?

The Government has already published details of a compensation scheme for individuals and businesses that will be affected by HS2. Details of this scheme are online at <https://www.gov.uk/claim-compensation-if-affected-by-hs2/overview>; you can look this up yourself or get details from your council office. You will also be able to get details of how to get legal advice. The final route will be published in Autumn 2016.

### Q4. Is my local area going to be disrupted?

The council offices will have detailed maps of the areas that will be affected by the construction process. We will ensure that good notice is given of disruption to roads, businesses and residential areas. Some roads may need to be diverted while digging and buildings works are going on, and diversion routes will be carefully worked out.

### Q5. Is the environment going to be damaged?

There are a number of measures being put in place to help protect the environment. HS2 have already mapped the course of the new railway route, and this will be confirmed in Autumn 2016. They have noted Sites of Special Scientific Interest, the extent of the National Forest, public Rights of Way and areas where there is a possibility that archaeological finds may be made.

Discussions have already taken place between HS2 and the National Forest, and areas where trees are affected will be suitably replanted. Trees near to the line will be non-deciduous, so that falling leaves do not affect railway operations in the Autumn. It is possible that **extra** trees will be planted in areas where they could help shield train noise.

While digging works are taking place, we will negotiate with HS2 to ensure that spoil is disposed of sustainably.

### **Q6. Aren't high speed trains very noisy? They travel at 250mph**

If you live near the A42, M42 or East Midlands Airport, you will notice very little extra noise at all. As the trains are moving so fast, you will only hear them when they are within about 2/3 of a mile of you. This is about 9 seconds, and if there are nine trains an hour, you will hear train noise for just over 2½ minutes per hour.

See the answer to Q5 above – where there is a risk of train noise being transmitted to areas where there are a lot of houses, HS2 may opt to plant trees to help shield residents.

High speed trains can make additional noise when entering or leaving tunnels, rather like a sonic boom, but HS2 are already aware of this and tunnel portals are designed to help diffuse the noise.

### **Q7. What will happen if there is a change in Government?**

Once the Act of Parliament is passed to allow the HS2 project to start (later in 2016), it will continue whichever government is in charge. All of the major political parties support HS2 as they see it as necessary for Britain's economy.

### **Q8. What is NW Leicestershire's position on HS2?**

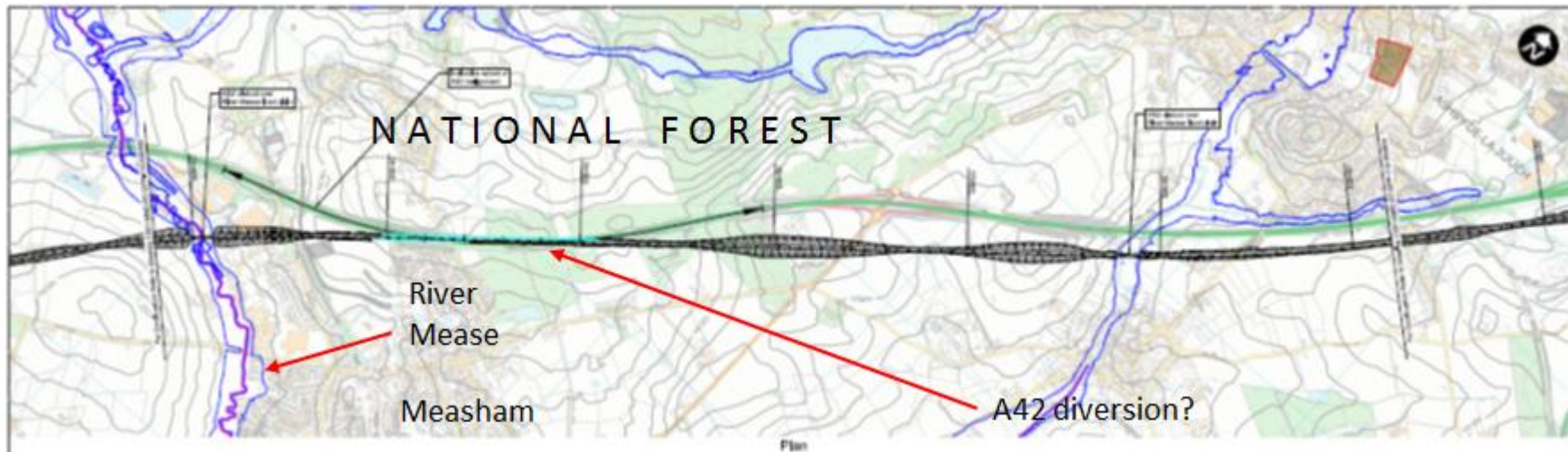
As one single District Council, NW Leicestershire cannot prevent the HS2 project happening. However, we are taking a balanced view on it. We will ensure that we guard our environment and get the best for our residents, but will also welcome the extra jobs, prosperity and travel opportunities that HS2 will bring.

**SLC Rail on behalf of NW Leicestershire District Council**

**24<sup>th</sup> March 2016**

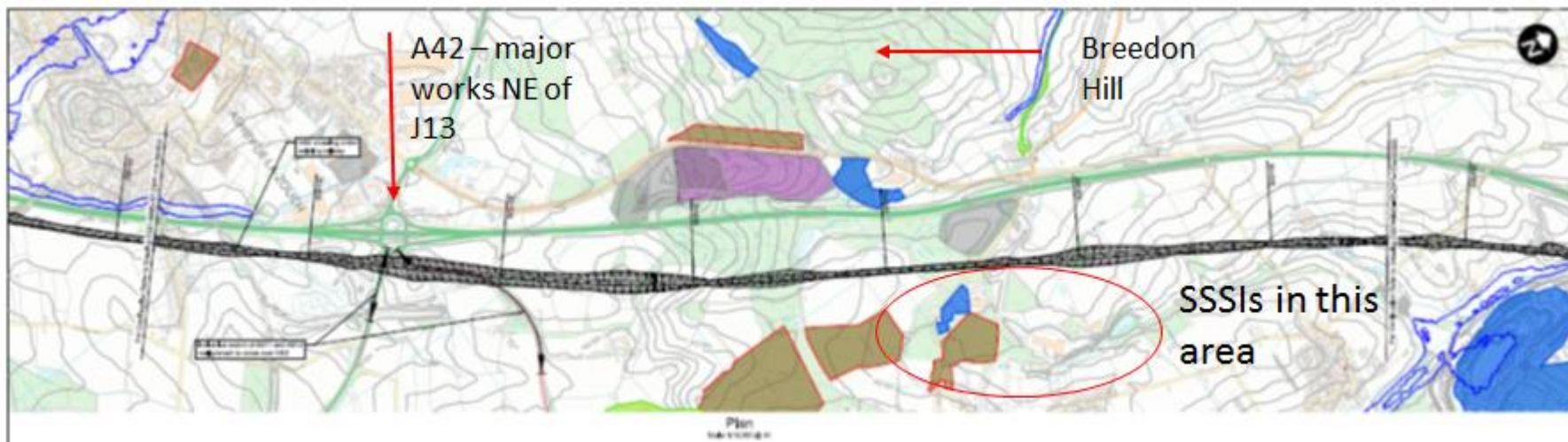
## Appendix 2A: HS2 map by Section – route as currently assumed (March 2016, to be confirmed Autumn 2016)

### Section 1: Appleby Parva to Ashby de-la Zouch



42

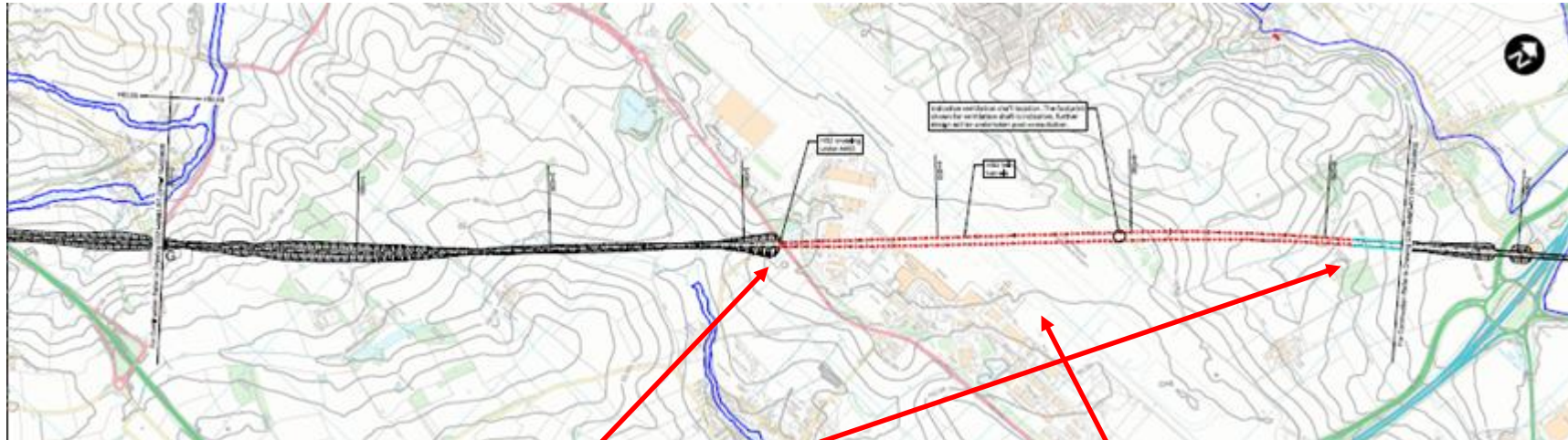
### Section 2: Ashby de-la Zouch to Charnock Hill





Section 3: Charnock Hill to Lockington

Major flood plain north of this map section



43

Noise mitigation required for tunnel portals

East Midlands Airport

## Appendix 2B:

### North West Leicestershire District Council

#### Potential Impact of High Speed 2

##### Summary of key points:

- Environmental impact on the National Forest
- Regeneration benefits for Measham (via government compensation)
- Current scheme for works on J13 of M42 to be disrupted by HS2 route
- Road access for HS2 users via M42/A42 to Birmingham Interchange.  
Information needed from Highways England
- Information needed on HS2's plans for rights of way, e.g. footpaths, cycle ways
- Impact on East Midlands airport, particularly northern end
- Impact on HS2 route as a result of approved planning application for East Midlands Gateway air freight terminal

##### Introduction

The potential effects of the proposed HS2 alignment through North West Leicestershire have been assessed against the following:

1. Landscape and Visual
2. Ecology and Wildlife
3. Noise
4. Roads and Traffic
5. Development
6. Heritage
7. Public Amenities
8. Water and flooding

The route was divided into three geographical sections. For most of its length through the area of interest, the proposed route for HS2 runs parallel, and in close proximity, to the A42 trunk road. View disadvantages from the railway placement in the context of existing visual, noise and other intrusions from the heavily-used trunk road.



## Section 1. Appleby Parva to Ashby de la Zouch.

<b>Landscape and Visual</b>	<ul style="list-style-type: none"> <li>• Route will closely follow A42, mostly at grade with existing highway. Cuttings/embankments will mirror those already provided for the road</li> <li>• Overhead line equipment (OLE) will be visible, but absence of junctions should avoid the need for large support structures and complicated wiring runs</li> <li>• HS2 engineers may consider more aesthetically pleasing OLE designs</li> <li>• It is unknown whether power feed points are planned on this section, which would require substantial support structures and lineside electrical equipment</li> <li>• <b>Review when more detailed plans become available</b></li> </ul>
<b>Ecology and Wildlife</b>	<ul style="list-style-type: none"> <li>• River Mease is a Special Area of Conservation and a Site of Biological Interest. It is important as a wildlife habitat and corridor, and for flood mitigation</li> <li>• River flow and bank habitats must be conserved during and after railway construction</li> <li>• Other local areas, particularly woodlands provide amenities for local residents</li> <li>• Measham lies within the National Forest and there has been significant tree planting along the A42 in recent years.</li> <li>• Trees affected by the railway construction must be replaced, and there may be opportunities for new planting to mitigate visual issues or noise</li> <li>• HS2 are unlikely to want deciduous planting near to the railway to minimise leaf fall</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• The proposed route will be nearer to Appleby Parva, Appleby Magna and Measham than the A42; passing trains will cause additional noise</li> <li>• However, railway noise will be intermittent and unlikely to occur 24 hours a day (road noise more likely to be continuous). Effects of noise will be clearer when the HS2 timetable is published</li> <li>• There may be occasional noise at night from engineering works</li> <li>• <b>Ensure timetabling information is kept under review</b></li> </ul>
<b>Roads and Traffic</b>	<ul style="list-style-type: none"> <li>• Increase in road traffic likely during construction period</li> <li>• Temporary closures or restrictions may be required on local roads and new temporary access roads may be required for construction purposes</li> <li>• The A42 may need to be diverted to the west of the existing road in the Oakthorpe area to provide more space for the railway and limit the effect on properties in Measham. If confirmed, appropriate mitigation measures must be carefully planned to minimise impact on A42 traffic during construction</li> <li>• Traffic on A42/M42 corridor may increase after 2026 when Birmingham Interchange opens. Engagement with Highways England required in relation to mitigation measures/capacity enhancements</li> </ul>
<b>Development</b>	<p>The District Strategic Housing Land Availability Assessment (SHLAA) identifies a number of sites for residential development within about 1Km. of the proposed</p>

	<p>railway alignment:</p> <table data-bbox="539 360 991 517"> <tr> <td>Appleby Magna</td> <td>333 houses</td> </tr> <tr> <td>Measham</td> <td>533 houses</td> </tr> <tr> <td>Ashby de la Zouch</td> <td>2,228 houses</td> </tr> </table> <p>Larger applications currently in the planning process include:</p> <ul data-bbox="448 607 1423 1099" style="list-style-type: none"> <li>• Measham Land Company Ltd – up to 450 residences and reinstatement of 1.1km of canal, provision of public open space and vehicle/emergency/footpath access at Waterside, Burton Road, Measham</li> <li>• David Wilson Homes – 56 residences, Leicester Road, Ashby de le Zouch</li> <li>• Icen Projects – 605 residences, primary school, health/care facilities, open space and community/associated uses on land north of Nottingham Road, Ashby de la Zouch (near A42 J13)</li> <li>• Other residential/commercial development proposals are included in the District Plan, or are under consideration. These are further away from the HS2 route but may impact on traffic levels and the number of people affected in the longer term</li> <li>• <b>Review when further details of HS2 plans become available</b></li> </ul>	Appleby Magna	333 houses	Measham	533 houses	Ashby de la Zouch	2,228 houses
Appleby Magna	333 houses						
Measham	533 houses						
Ashby de la Zouch	2,228 houses						
<b>Heritage</b>	<ul data-bbox="448 1122 1423 1317" style="list-style-type: none"> <li>• No designated ancient monuments, listed buildings or known historical sites along this section of route</li> <li>• Construction work may uncover artefacts or sites of historical interest. The legal authority for HS2 construction should include details of company actions in these circumstances</li> </ul>						
<b>Public Amenities</b>	<ul data-bbox="448 1346 1423 1518" style="list-style-type: none"> <li>• HS2 will affect public rights of way including footpaths and bridleways. The County Council must develop plans for diversion, closure or other appropriate measures</li> <li>• See note above on woodland areas</li> <li>• <b>Review information as more detailed plans become available</b></li> </ul>						
<b>Water and Flooding</b>	<ul data-bbox="448 1547 1423 1715" style="list-style-type: none"> <li>• All rivers in the area have identified flood plains; as far as is known, none of these are flood mitigation areas</li> <li>• Flooding has affected Packington in the past; avoid increased risk here, particularly during construction phases</li> <li>• There are no known aquifers or other groundwater sites</li> </ul>						

## Section 2. Ashby de la Zouch (A42 Junction 13) to Charnock Hill.

<b>Landscape and Visual</b>	<ul style="list-style-type: none"> <li>Land contours suggest that deep cuttings and high embankments will not be required, but the proposed route is further from the A42 than section 1. The route will be a new transport corridor</li> <li>Until the exact route is confirmed, it is unknown what, if any effect HS2 will have on the view from Breedon Hill. However, railways tend to blend into the landscape better than trunk roads, but OLE may be visible</li> </ul>
<b>Ecology and Wildlife</b>	<ul style="list-style-type: none"> <li>Part of this section is within the National Forest, and there is tree planting which must be replaced if affected by HS2 construction</li> <li>See comments about deciduous planting in section 1 above</li> <li>Breedon Cloud Wood and Quarry (near Worthington) is a Site of Special Scientific Interest (SSSI) for biological and geological reasons and is less than 1Km from the proposed route</li> <li>Pasture Wood and Asplin Wood are also SSSIs and are less than 1Km east of Cloud Wood. These could be affected if the proposed route changes</li> <li>Other SSSI's near the proposed route are on the western side and unlikely to be affected. However, consideration may need to be given to protective measures for Lount Meadows to prevent potential adverse effects on drainage of the grasslands</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>Lount, Newbold and Worthington lie along this section, but are smaller than the centres of population noted in section 1. There are other small settlements and isolated houses</li> <li>Noise intrusion on the various SSSI locations may give rise to objections</li> <li>This section of the route is close to East Midlands Airport, and additional railway noise must be looked at in the context of existing noise generated by aircraft</li> </ul>
<b>Roads and Traffic</b>	<ul style="list-style-type: none"> <li>Increase in road traffic likely during construction period</li> <li>Temporary local closures or restrictions may be necessary</li> <li>The proposed route passes close to J13 of the A42, with a major impact on the junction itself and the associated road network. Current plans show HS2 occupying the line of the A512 to the north-east of the junction, requiring major works to this section of road. Temporary restrictions on and around the junction will be required during the construction phase. The County Council has already contacted HS2 and expressed its concerns on the impact to J13, but has not received a response</li> <li>The railway will cross the A42 at Breedon and bridge construction will cause disruption, including lane closures or a short period of complete closure for placing of bridge spans. Attempts will be made to minimise disruption</li> <li>The proposed crossing line is very close to J14, the main access to Donnington Park Motor Racing Circuit from the south, and access to East Midlands Airport. Disruptions will need to take account of the racing calendar where possible.</li> </ul>

	<ul style="list-style-type: none"> <li>• Increased traffic levels towards Birmingham Interchange are likely to be less on this section</li> <li>• There may be some increase in traffic towards Toton Interchange for Leeds and the North East, but these are likely to be significantly less than for Birmingham to London traffic</li> </ul>
<b>Development</b>	<p>The District SHLAA includes two sites designated for residential development within 1Km. of the railway alignment:</p> <p style="padding-left: 40px;">Newbold      198 houses</p> <p style="padding-left: 40px;">Worthington    24 houses</p> <p>As far as can be ascertained, there are no major commercial or residential development applications currently in the planning system on this section of the route</p>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>• There are a number of sites of historical interest within about 1Km of the proposed alignment: <ul style="list-style-type: none"> <li>○ Moat at Breedon Lodge Farm</li> <li>○ Langley Priory</li> <li>○ Breedon Hill</li> </ul> </li> <li>• The first two locations could be directly affected if the proposed route moves eastwards</li> <li>• It can reasonably be assumed that the likelihood of uncovering archaeological finds on this section are greater than the section of route south of J13</li> </ul>
<b>Public Amenities</b>	<ul style="list-style-type: none"> <li>• The proposed route crossed the “Cloud Trail”, part of National Cycle Network Route 6, running from Derby to Cloud Quarry near Worthington. A suitable bridge will need to be provided</li> <li>• Other public rights of way in the area are likely to be affected</li> <li>• See notes in Ecology and Wildlife section for affected woodlands. Plans for complementary planting will need to be considered in this area</li> </ul>
<b>Water and Flooding</b>	<ul style="list-style-type: none"> <li>• There is a flood plain on the stream around Worthington which is intersected by the proposed route and may be affected. Mitigation measures to prevent damming may be required</li> <li>• There are no known aquifers or other groundwater sites</li> </ul>

### Section 3. Charnock Hill to Lockington (District Boundary)

<b>Landscape and Visual</b>	<ul style="list-style-type: none"> <li>• Current plans are for this section to be largely in tunnel underneath East Midlands Airport and the proposed East Midlands Gateway Freight Terminal to the north of the airport. No major issues with visual intrusion are foreseen at this stage</li> <li>• Location of tunnel portals are unclear in the current plans. The topography to the north-east of the airport suggests that there will be considerable difficulties finding suitable levels for the railway compatible with the Freight Terminal, M1 and A6 trunk roads</li> </ul>
<b>Ecology and Wildlife</b>	<ul style="list-style-type: none"> <li>• No ecological issues are foreseen at this stage as the railway will be mainly underground</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Development of HS2 Phase 1 has raised the issue of sonic resonance at tunnel entrances, producing an effect similar to a low-level sonic boom. HS2 designers are working on tunnel portal designs to mitigate this</li> </ul>
<b>Roads and Traffic</b>	<ul style="list-style-type: none"> <li>• Tunnelling almost certainly to be undertaken by boring machines to reduce the effect of works on the airport.</li> <li>• No indication has been given yet of the method of spoil disposal, but previous similar projects indicate a preference to use rail transport whenever possible. Work on the East Midlands Gate Terminal may offer opportunities to utilise the site for loading and forwarding spoil</li> <li>• A conveyor system to a loading facility may be needed, and if road transport is used to any extent, improved links to nearby trunk roads may be needed</li> <li>• Ensure close engagement with HS2 to produce plans for sustainable spoil disposal which minimises effects on the local environment</li> </ul>
<b>Development</b>	<ul style="list-style-type: none"> <li>• Current plans are for HS2 to pass beneath the Freight Terminal site in tunnel. However, topographical levels in the area suggest that the northern portal may have to be located within the terminal boundary, or a covered way constructed over the railway</li> <li>• There will be difficulties identifying practical vertical and horizontal alignments to take the railway under or over the adjacent M1 and A6 trunk roads at J24</li> <li>• The proposed route will require the demolition of the Hilton Hotel at Lockington. A suitable alternative site in the area will need to be identified</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>• Lockington Hall is within 1Km of the proposed route, but is unlikely to be affected unless the alignment is moved northwards</li> <li>• The possibility of archaeological finds during tunnelling cannot be discounted; an important Bronze Age hoard was found at Lockington in 1994</li> </ul>
<b>Public Amenities</b>	<ul style="list-style-type: none"> <li>• Depending on the final route alignment north of the tunnel, there may be effects on public rights of way</li> </ul>
<b>Water and Flooding</b>	<ul style="list-style-type: none"> <li>• The great majority of the area to the north of Castle Donnington and Kegworth is a major flood plain and whatever final route is chosen, the</li> </ul>

	<p>railway will run through open air through this section of route</p> <ul style="list-style-type: none"><li>• There must be appropriate measures to ensure that the free flow of flood water is not affected by the railway</li></ul>
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## NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

## POLICY DEVELOPMENT GROUP – 28 SEPTEMBER 2016

Title of report	<b>UPDATE ON NEW BUILD COUNCIL HOMES PROGRAMME</b>
Contacts	Councillor Roger Bayliss 01530 411055 <a href="mailto:roger.bayliss@nwleicestershire.gov.uk">roger.bayliss@nwleicestershire.gov.uk</a>  Director of Housing 01530 454819 <a href="mailto:glyn.jones@nwleicestershire.gov.uk">glyn.jones@nwleicestershire.gov.uk</a>
Purpose of report	To receive Policy Development Group's comments on the New Build Council Homes Programme
Council Priorities	Homes and Communities
Implications:	
Financial/Staff	All costs associated with the new build programme have been fully accounted for within existing budgets and capacity. There are no staffing implications.
Link to relevant CAT	Not Applicable
Risk Management	A risk register will be developed (as necessary) as part of the new build programme.
Equalities Impact Assessment	An equalities impact screening will be undertaken as part of the development of the Local Lettings Plan for Linford and Verdon Crescent, Coalville. The provision of new council housing will assist in providing settled accommodation for residents in the district who are unable to access the private housing market.
Human Rights	None
Transformational Government	Delivering housing in a sustainable way, considering the environmental and social impacts and benefits.
Comments of Head of Paid Service	The report is satisfactory
Comments of Deputy Section 151 Officer	The report is satisfactory
Comments of Deputy Monitoring Officer	The report is satisfactory

Consultees	Linford and Verdon Crescent Tenants and Residents Association (TARA), Coalville Willesley Estate TARA, Ashby NWL Tenants and Leaseholders Consultation Forum
Background papers	Emerging Issues Affecting Affordable Housing Delivery Cabinet 22 September 2015 Proposal to Acquire Brownfield Site Cabinet 22 September 2015 Housing Asset Management Strategy Cabinet 20 October 2015 New Build Proposals For Council Housing Cabinet 10 November 2015
Recommendations	<b>THAT THE POLICY DEVELOPMENT GROUP OFFERS ANY COMMENTS FOR THE CONSIDERATION OF THE PORTFOLIO HOLDER FOR HOUSING AND THE DIRECTOR OF HOUSING</b>

## 1.0 BACKGROUND

1.1 The purpose of this report is to update Policy Development Group on progress with the council's housing new build programme in respect of potential schemes at Linford Crescent and Verdon Crescent in Coalville; Smedley Close and Staley Avenue on the Willesley estate in Ashby; and Cropston Drive on the Greenhill estate in Coalville.

## 2.0 UPDATE

2.1 On 10 November 2015 Cabinet approved the proposal to progress the council's housing new build programme and this report updates Policy Development Group with progress since that decision, with potential identified to build up to forty four new council homes as outlined in sections 2.2 to 2.10 of this report and summarised immediately below:

- Up to sixteen new homes on Linford Crescent and Verdon Crescent in Coalville;
- Eight new homes on Willesley estate in Ashby;
- Twenty new homes on Cropston Drive in Coalville.

### **Linford Crescent and Verdon Crescent in Coalville**

2.2 Initial activity has focussed around the redevelopment of five specific sites of HRA land on Linford Crescent and Verdon Crescent in Coalville (please see Appendix One). In summary it is proposed that redevelopment of these five sites will include the provision of up to sixteen new council homes and a new community facility as outlined below:

- Site One: The demolition of the decommissioned sheltered housing scheme at Greenacres off Linford Crescent, and the redevelopment of the site with up to ten new homes with the following mix. One one bedroom bungalow, two one bedroom houses and seven two bedroom house. (Appendices Two and Three). It is proposed that six of the seven two bedroom houses will be constructed to enable them to be converted into three bedroom houses at a future date should demand require;
- Sites Two, Three and Five: The demolition of garages on the four decommissioned communal garage sites currently located off Linford Crescent and Verdon Crescent, and the



redevelopment of site two with two semi-detached two bedroom houses. It is proposed that these houses will be constructed to enable them to be converted into three bedroom houses at a future date should demand require. The developments at sites three and five will include up to four two bedroom bungalows (Appendices Four, Five and Six). It is possible we will not proceed with site five as more extensive ground works are required here, and existing garage users may have to be re-located;

- Site Four: The redevelopment of the remaining communal garage site off Linford Crescent to provide a new community facility to replace the existing facility contained within the Greenacres building (Appendices Seven and Eight).

#### New Community Facility

- 2.3 Following early consultation with local residents about the redevelopment of the decommissioned sheltered housing scheme at Greenacres off Linford Crescent, a commitment was given to provide a replacement community facility as part of the project. Initial consideration was given to incorporating the new community facility within the new development itself, but subsequent investigations determined that the preferred option is to build it separately, still located within the estate, but on the site of one of the existing communal garage schemes.
- 2.4 There are four potential garage schemes within the estate, with respective surveys indicating that the preferred location for the community facility being garage site four.
- 2.5 Further consultation meetings undertaken with local residents on 11 and 25 May 2016 received overwhelming support for this location. At the same meetings additional consultation took place about the design and specification of the new community facility.
- 2.6 The new community facility will need to be built before Greenacres can be demolished and the headline milestones for this are indicated in Table One below:

Table One

Ref	Actions	Completed	Target
1	Appoint temporary part time project manager	21/03/16	
2	Agree project plan	05/04/16	
3	Complete initial tenant consultation including location, design and outline specification	14/06/16	
4	Obtain planning approval for new facility	29/07/16	
5	Appoint contractor for groundworks	30/09/16	
6	Appoint contractor for construction of new facility		27.10.16
7	Complete demolition of existing garages		31.10.16
8	Complete groundworks		30.11.16
9	Complete construction of new community facility		22.12.16
10	Handover to TARA		23.12.16
11	Complete demolition of current Greenacres building		31.01.17

New build redevelopment of Linford and Verdon Crescent sites

2.7 The headline milestones for the redevelopment of the Greenacres site and the three remaining communal garage sites on Linford Crescent and Verdon Crescent are indicated in Table Two below:

Table Two

<b>Ref</b>	<b>Actions</b>	<b>Completed</b>	<b>Target</b>
1	Appoint temporary part time project manager	21/03/16	
2	Agree project plan	05/04/16	
3	Confirm site covenants and easements	19/04/16	
4	Appoint CDM project support	19/04/16	
5	Complete report on land titles	25/04/16	
6	Complete measured survey of existing building	26/04/16	
7	Complete parking and traffic survey	03/05/16	
8	Complete ecology survey and report of site and existing building	04/05/16	
9	Confirm adoptable areas	10/05/16	
10	Complete topographical survey and report of site	14/05/16	
11	Complete full arboricultural survey and report of site including tree survey & tree constraints plan	17/05/16	
12	Confirm site plan limitations	17/05/16	
13	Complete design and performance brief	24/05/16	
14	Complete full R & D asbestos survey and report of existing building	30/05/16	
15	Complete existing services apparatus plans & combined services drawings	10/06/16	
16	Appoint architect	05/07/16	
17	Complete ground and soil investigation, landmark search, survey and report	20/07/16	
18	Complete detailed designs and specification following pre-planning and tenant consultation		30/09/16
19	Obtain planning approval for new build proposals (13 weeks)		05/01/17
20	Appoint contractor for construction of new homes (including Cabinet report for contract award)		09/02/17
21	Mobilise contractor and commence work on site		09/03/17
22	Handover of completed homes		Feb – April 2018

Smedley Close and Staley Avenue, Willesley, Ashby

2.8 This proposal involves the redevelopment of a decommissioned communal garage site off Smedley Close, and a vacant plot of land on Staley Avenue, on the Willesley estate in Ashby, and building up to 8 two bedroom bungalows (please see Appendix Nine). The headline milestones for the redevelopment of the two sites are indicated in Table Three below:

Table Three

Ref	Actions	Completed	Target
1	Agree project plan	03/06/16	
2	Complete report on land titles	08/06/16	
3	Complete topological survey and report of site	18/06/16	
4	Confirm site plan limitations	20/06/16	
5	Confirm adoptable areas	29/06/16	
6	Complete full R & D asbestos survey and report of existing garages	05/07/16	
7	Complete design and performance brief	11/07/16	
8	Complete ecology survey and report of site	12/07/16	
9	Complete full arboricultural survey and report of site including tree survey & tree constraints plan	12/07/16	
10	Appoint architect	26/07/16	
11	Complete existing services apparatus plans & combined services drawings	05/08/16	
12	Complete ground and soil investigation, landmark search, survey and report	06/09/16	
13	Complete detailed designs and specification following pre-planning and tenant consultation		04/10/16
14	Obtain planning approval for new build proposals (9 weeks)		09/12/16
15	Complete demolition of existing garages		31/01/17
16	Appoint contractor for construction of new homes (including Cabinet report for contract award)		09/02/17
17	Mobilise contractor and commence work on site		09/03/17
18	Handover of completed homes		December 2017

**Cropston Drive in Greenhill, Coalville.**

- 2.9 This proposal involves a vacant HRA site on Cropston Drive in Greenhill, including the relocation of a play area amenity, and the potential acquisition of adjacent derelict land that used to be the Coked Hat public house, to allow development of the combined site.
- 2.10 The Director of Housing is currently in negotiations with the administrators of Lehman Brothers about the acquisition of the site which is linked to another site in Bathgate, Scotland. The council has an interested party in the Scottish site and it is intended that a back to back transaction would be completed in which the council acquired both sites and immediately transferred the Scottish site to the buyer. There are some legal issues around the property ownership which need to be resolved before the Council can proceed. It is hoped we can complete this process by 31 December 2016.
- 2.11 Provisional legal advice has been sought on the proposed acquisition, and it has been agreed in principle that the Council may be able to proceed as described in 2.10 above, but that the mechanics of the process will need to be clarified, which may involve sourcing an external solicitor, especially for the acquisition and sale in Scotland. An information pack on the sites is awaited from the administrators, at which point a definitive legal view can be taken on the risks involved, and whether or not the Council can proceed.

2.12 At the combined Cropston Drive site there is the potential for between fifteen to twenty two bedroom houses. The indicative headline milestones for the redevelopment of the site are indicated in Table Four below.

Table Four

Ref	Actions	Completed	Target
1	Agree project plan	22/08/16	
2	Confirm site plan limitations		24/09/16
3	Complete topological survey and report of site		14/09/16
4	Complete design and performance brief		16/09/16
5	Complete report on land titles		23/09/16
6	Appoint architect		26/09/16
7	Complete full arboricultural survey and report of site including tree survey & tree constraints plan		07/10/16
8	Complete ecology survey and report of site		07/10/16
9	Confirm adoptable areas		14/10/16
10	Complete existing services apparatus plans & combined services drawings		28/10/16
11	Complete ground and soil investigation, landmark search, survey and report		31/10/16
12	Assume ownership of vacant Cocked Hat site		31/12/16
13	Complete detailed designs and specification following pre-planning and tenant consultation		23/12/16
14	Obtain planning approval for new build proposals (13 weeks)		31/03/17
15	Complete re-location of play area		19/06/17
16	Appoint contractor for construction of new homes (including Cabinet report for contract award)		19/06/17
17	Mobilise contractor and commence work on site		07/08/17
18	Handover of completed homes		August 2018

### 3.0 RESOURCE COMMITMENTS AND GOVERNANCE

3.1 The new build project sits under the Housing Programme Board chaired by the Director of Housing and is managed by a project team consisting of:

- Asset Management Team Manager - Neil Barks
- New Build Project Manager – Simon Jones
- Housing Needs Team Manager – David Scruton
- Housing Management Team Manager – Amanda Harper
- HRA Business Support Team Manager - Steve Everson

3.2 Additional support is being provided to the project team as required by colleagues in planning, legal services and procurement.

3.3 Quarterly Progress Reports are considered by the Housing Programme Board, which reports into the Corporate Leadership Team, and reports will be submitted at agreed intervals to CLT / Cabinet and/or when a decision is required.

- 3.4 The design and build (construction) elements for the programme have been/are being procured through separate contracts. This approach enables greater control to be exercised by the Council over the design element for each scheme than would be usual through a single combined design & build contractual arrangement. This approach is also likely to result in the utilisation of different local architects across the programme, thereby encouraging greater scope for design styles and innovation.
- 3.5 The build (construction) elements for the first two schemes are being procured through a regional framework arrangement (Efficiency East Midlands). We intend to carry out a mini-tender to ensure VfM and encourage innovation, thus taking advantage of the competitive nature of the framework and the range of constructors who are members of it.
- 3.6 Other HRA sites throughout the district are being assessed as to their suitability for new build development, including parcels of land at Norris Hill, Moira and Greenhill, Coalville as well as garage sites. The Council continues to receive RTB receipts, although it is obliged to match fund them with an additional 70% investment if they are to be used for new development (e.g. if RTB receipts total £30k, then the Council has to invest £70k). In light of the 1% year on year rent reduction for 2016-2020, new development is now becoming less financially sustainable and any future new build schemes may require an element of subsidy from the Council. Alternative uses for RTB receipts include passing the monies over to housing associations (who would have to provide the 70% top up funding) or returning the money to the Treasury.

#### 4.0 FINANCIAL IMPLICATIONS

- 4.1 The financial modelling implications of the proposed new build programme were provided in the Cabinet report on 10 November 2015. The main changes to these are indicated below:

Table Five – General Assumptions

	2 Bed	
	Oct' 2015	Current
2016/17 Affordable rent per week	£91.14	£90.23
Rent assumptions	-1% to 2019/20, then 2.5%	-1% to 2019/20, then 1.5%
Void levels	1.5%	1.5%
Bad debt levels	2.5%	2.5%
Management cost	£30 per unit p.a. Inflation 2.5%	
Repairs cost	£520 per unit p.a. from year 6. Inflation 2.5%	
Planned maintenance	£1,200 per unit p.a. from year 11. Inflation 2.5%	

Table Six – Scheme Specific Assumptions

Site	Linford & Verdon		Willesley		Cropston Drive	
	Oct' 2015	Current	Oct' 2015	Current	Oct' 2015	Current
1 Bed units	4	3	3	0	4	0
2 Bed units	6	13	5	8	8	20
<b>Total units</b>	<b>10</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>20</b>
Land cost	-	-	-	-	£150k	£50k
Communal facility cost	£71k	£100k	-	-	£50k	£50k
Delivery year	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
% of annual rent in first year	25%	25%	25%	25%	25%	25%
Total cost -						
2015/16	£151k	£0k	£107k	£0k	£199k	£0k
2016/17	£1,058k	£350k	£745k	£50k	£1,393k	£125k
2017/18	£0k	£1,790k	£0k	£430k	£0k	£2,375k
<b>Total build cost including land and community facilities</b>	<b>£1,209k</b>	<b>£2,140k</b>	<b>£852k</b>	<b>£480k</b>	<b>£1,592k</b>	<b>£2,500k</b>

Note – Communal facility costs for Linford and Verdon will be incurred in 2016/17 and for Cropston Drive in 2017/18. Land cost for Cropston Drive will be due in 2016/17.

Table Seven – Modelling Outcomes

	Linford and Verdon	Willesley	Cropston Drive	All Schemes
Scheme Cost	£2,140k	£920k	£2,500k	£5,120k
Funding	£2,040k One for one replacement funds, £100k HRA balances (community facility cost).	£920k One for one replacement funds.	£2,400k One for one replacement funds, £50k HRA balances (community facility costs).	£4,920k One for one replacement funds, £150k HRA balances
Contribution to HRA cash flows (30 years)	-£203k	-£80k	+£666k	+£383k

4.2 The table above shows that the proposed new developments, taken as a package, deliver a positive cash flow to the HRA of £383,000 in the first thirty years.

## 5.0 RECOMMENDATIONS

5.1 It is recommended that Policy Development Group notes and comments upon the contents of this report.

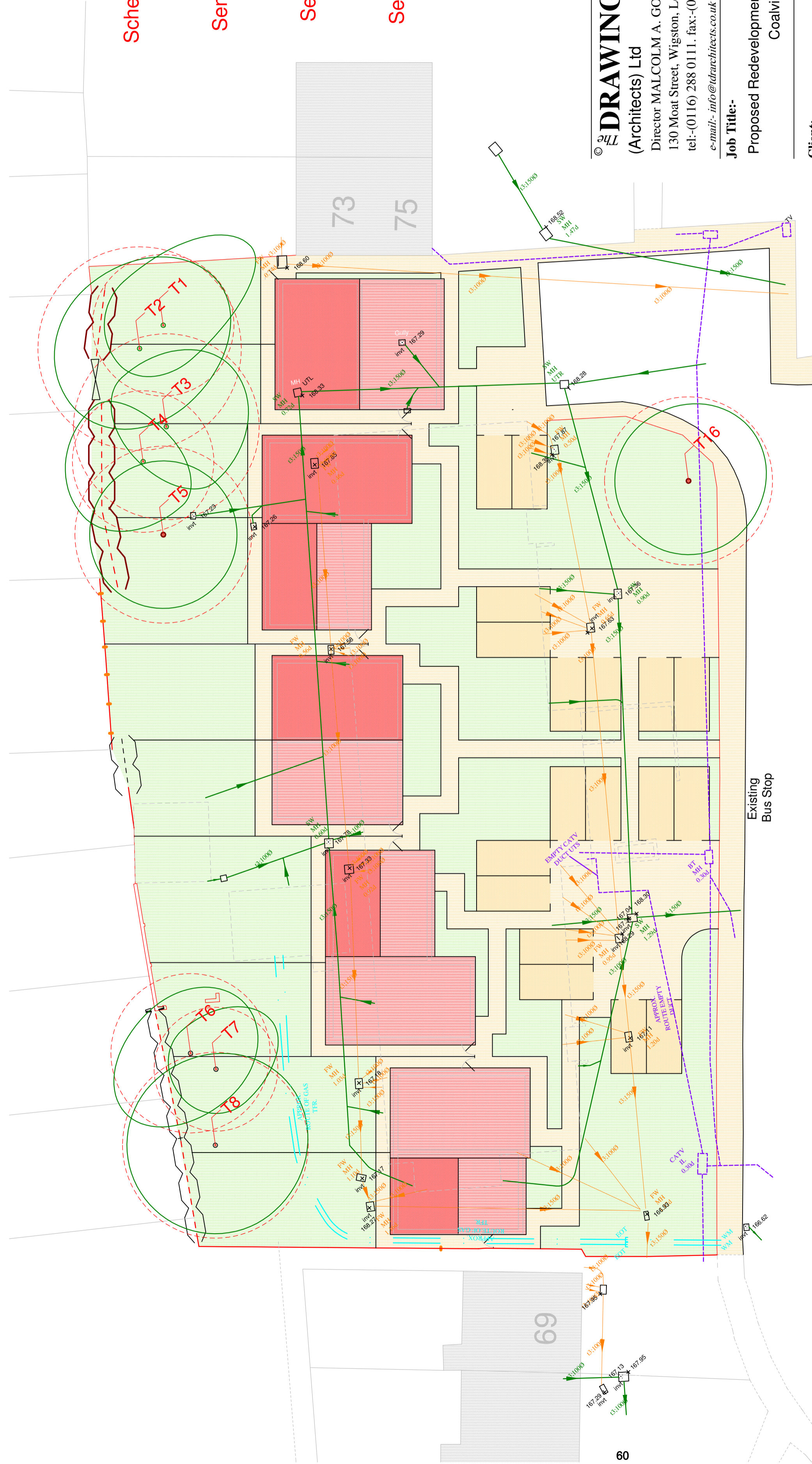
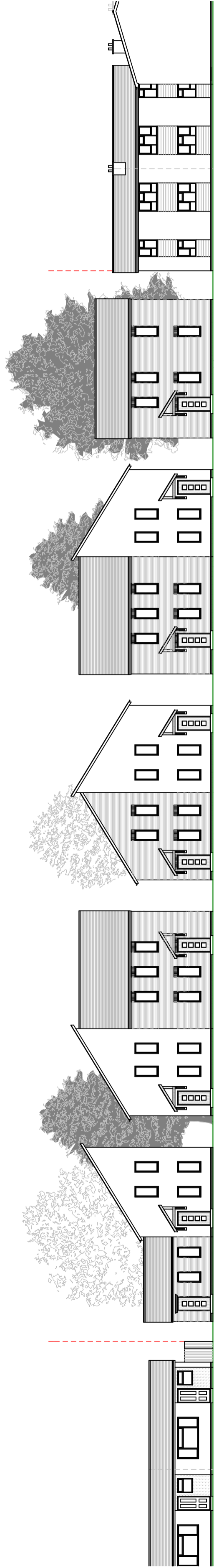


Scale: 1:1,000

— Location only

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**Schedule of Accommodation**

**1 No. 1 Bedroom  
Semi-Detached Bungalow**

**7 No. 2 Bedroom  
Semi-Detached Houses**

**2 No. 1 Bedroom  
Semi-Detached Houses**

**APPENDIX 2**

**The DRAWING ROOM**  
(Architects) Ltd  
Director MALCOLM A. GOODALL.  
130 Moat Street, Wigston, Leicester. LE18 2GE.  
tel:-(0116) 288 0111. fax:-(0116) 288 0222.  
e-mail:- info@tdrarchitects.co.uk web site:- www.tdrarchitects.co.uk

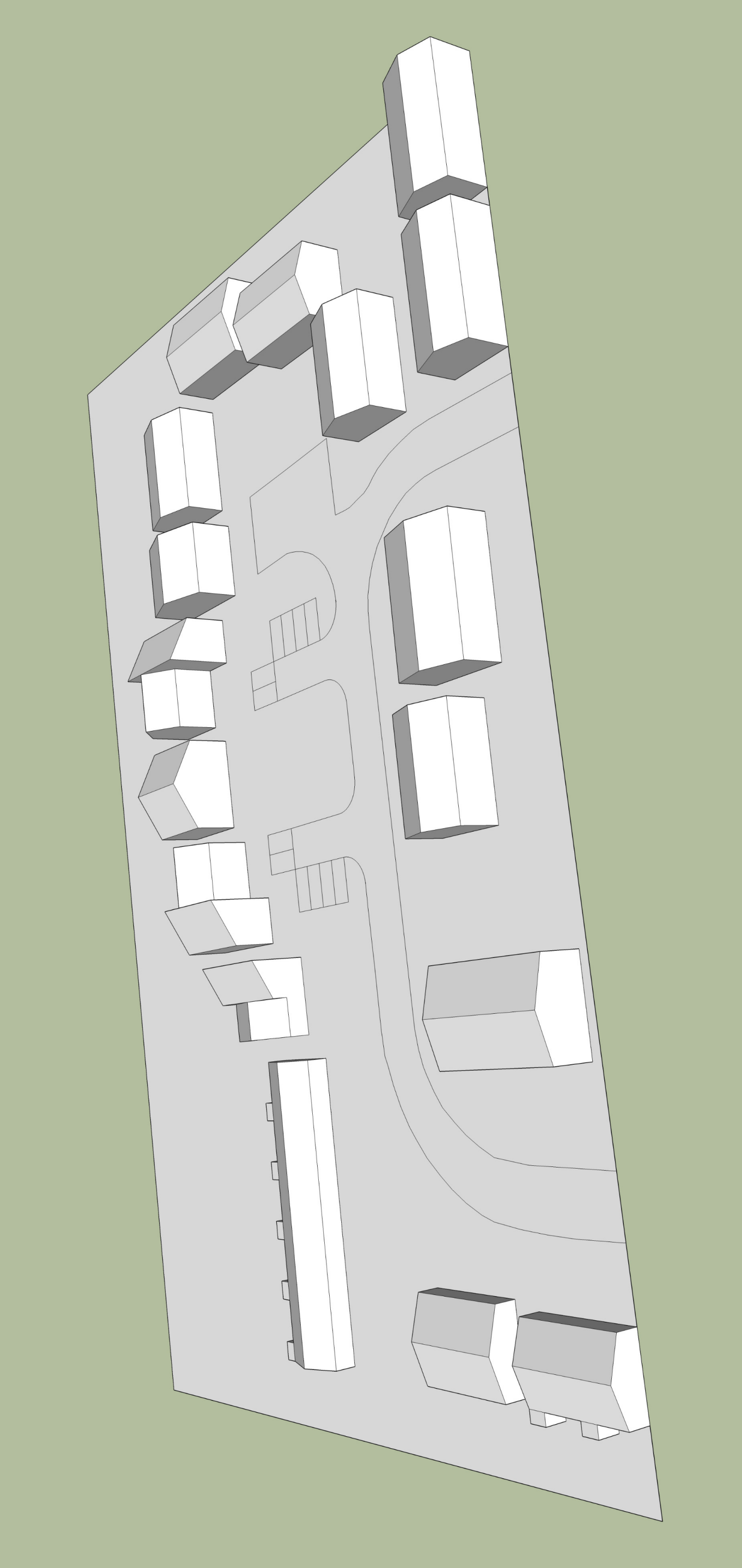


**Job Title:-**  
Proposed Redevelopment of Greenacres, Linford Crescent.  
Coalville Leicestershire.

**Client:-** NWLDC  
**Scale:-** 1:200  
**Date:-** September 2016

Drawing Title:-	Drawing No:-	Size:-	Rev
Proposed Site Layout & Stree Elevation	2667-18	A2	





Preliminary

**The DRAWING ROOM**

(ARCHITECTS) Ltd

Director MALCOLM A. GOODALL,

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e-mail:- [info@tdrarchitects.co.uk](mailto:info@tdrarchitects.co.uk)

web site:- [www.tdrarchitects.co.uk](http://www.tdrarchitects.co.uk)



Job Title:-

Proposed Redevelopment of Greenacres, Linford Crescent.  
Coalville Leicestershire.

Client:-

**NWLDC**

Scale:- Not to Scale

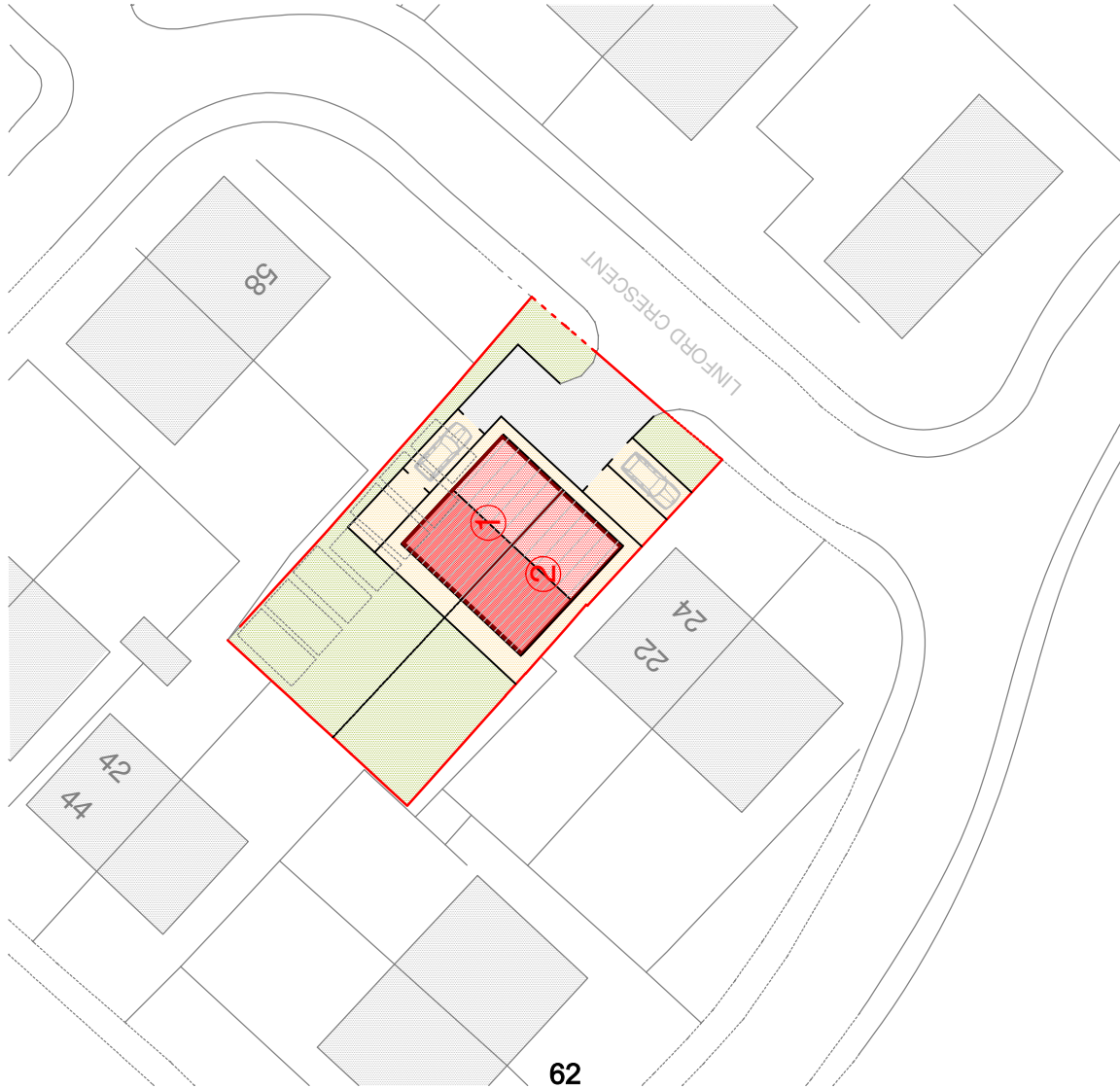
Date:- September 2016

Drawing Title:-  
Conceptual Design Model

Drawing No:-  
2667-19

Size:-  
A3

Rev:-



**Schedule of Accommodation**

**2No. 2 Bedroom  
4 Person House  
(82sqm)**

**© The DRAWING ROOM**

**(ARCHITECTS) Ltd**

Director MALCOLM A. GOODALL.

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tel:-(0116) 288 0111. fax:-(0116) 288 0222.

e-mail:- [info@tdrarchitects.co.uk](mailto:info@tdrarchitects.co.uk)



web site:- [www.tdrarchitects.co.uk](http://www.tdrarchitects.co.uk)

**Job Title:-**

**Proposed Redevelopment of Greenacres. Linford Crescent.  
Coalville Leicestershire.**

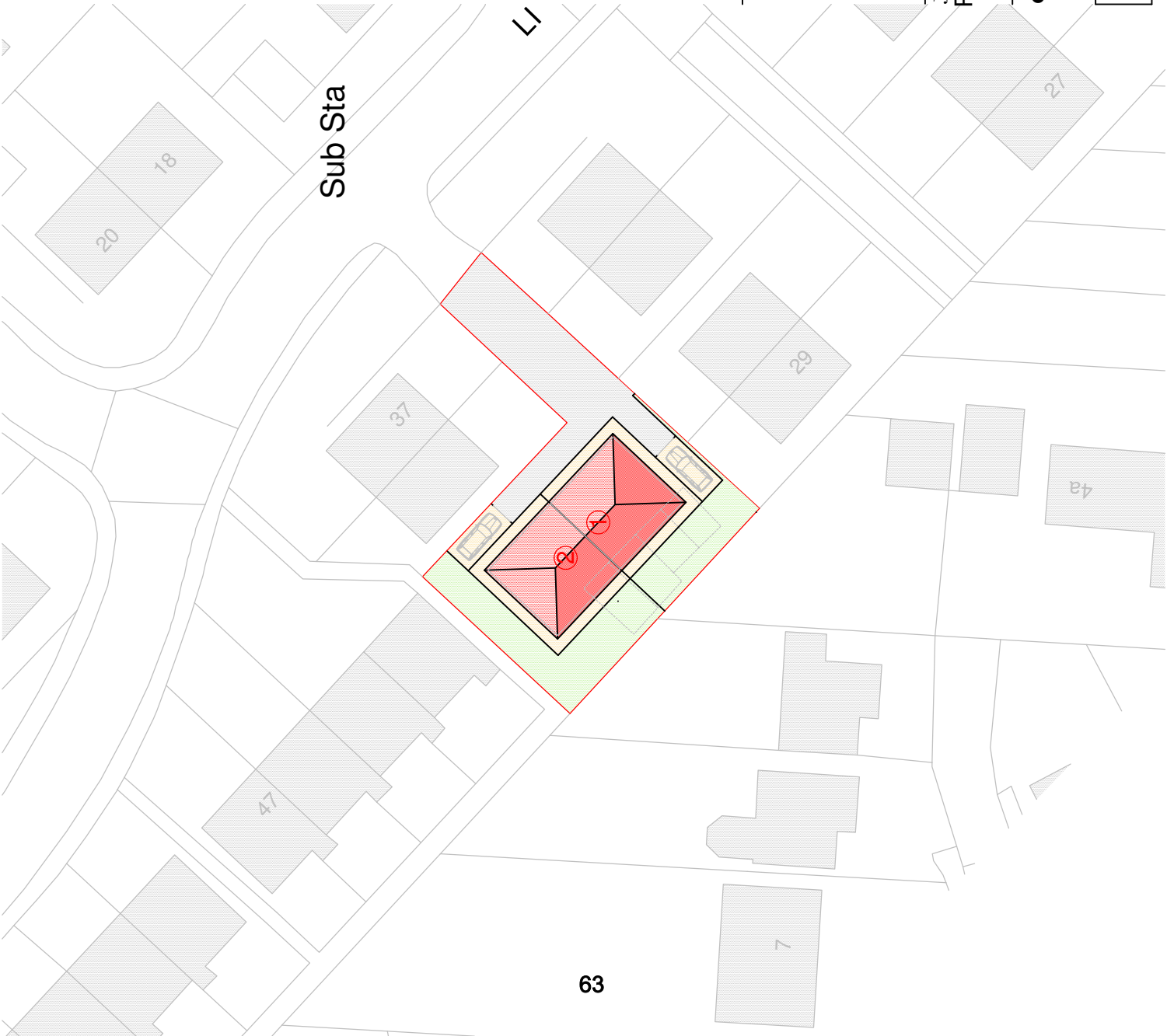
**Client:-**

**Scale:- 1:500**

**NWLDC**

**Date:- August 2016**

Drawing Title:-	Drawing No.	Size	Rev
Proposed Site Layout-Site 2	2667-04	A4	A



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web site:- [www.tdrarchitects.co.uk](http://www.tdrarchitects.co.uk)

**Job Title:-**

Proposed Redevelopment of Greenacres. Linford Crescent.  
Coalville Leicestershire.

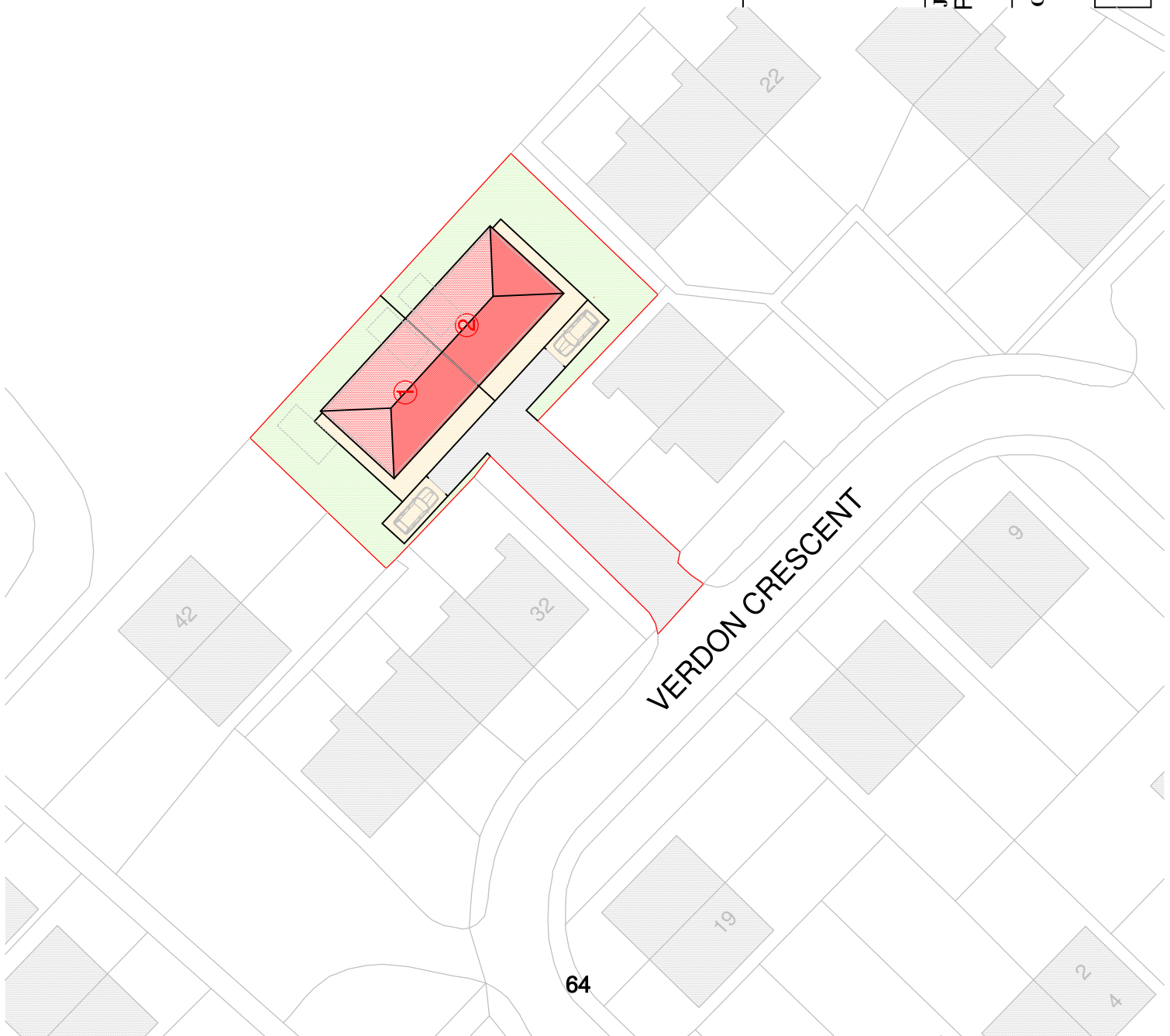
**Client:-**

NWLDC

Scale:- 1:500

Date:- July 2016

<b>Drawing Title:-</b>	<b>Drawing No.</b>	<b>Size</b>	<b>Rev</b>
Proposed Site Layout-Site 3	2667-06	A4	A



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e-mail:- [info@tdrarchitects.co.uk](mailto:info@tdrarchitects.co.uk)

web site:- [www.tdrarchitects.co.uk](http://www.tdrarchitects.co.uk)

**Job Title:-**

**Proposed Redevelopment of Greenacres. Linford Crescent.**

**Coalville Leicestershire.**

**Client:-**

**NWLDC**

**Scale:- 1:500**

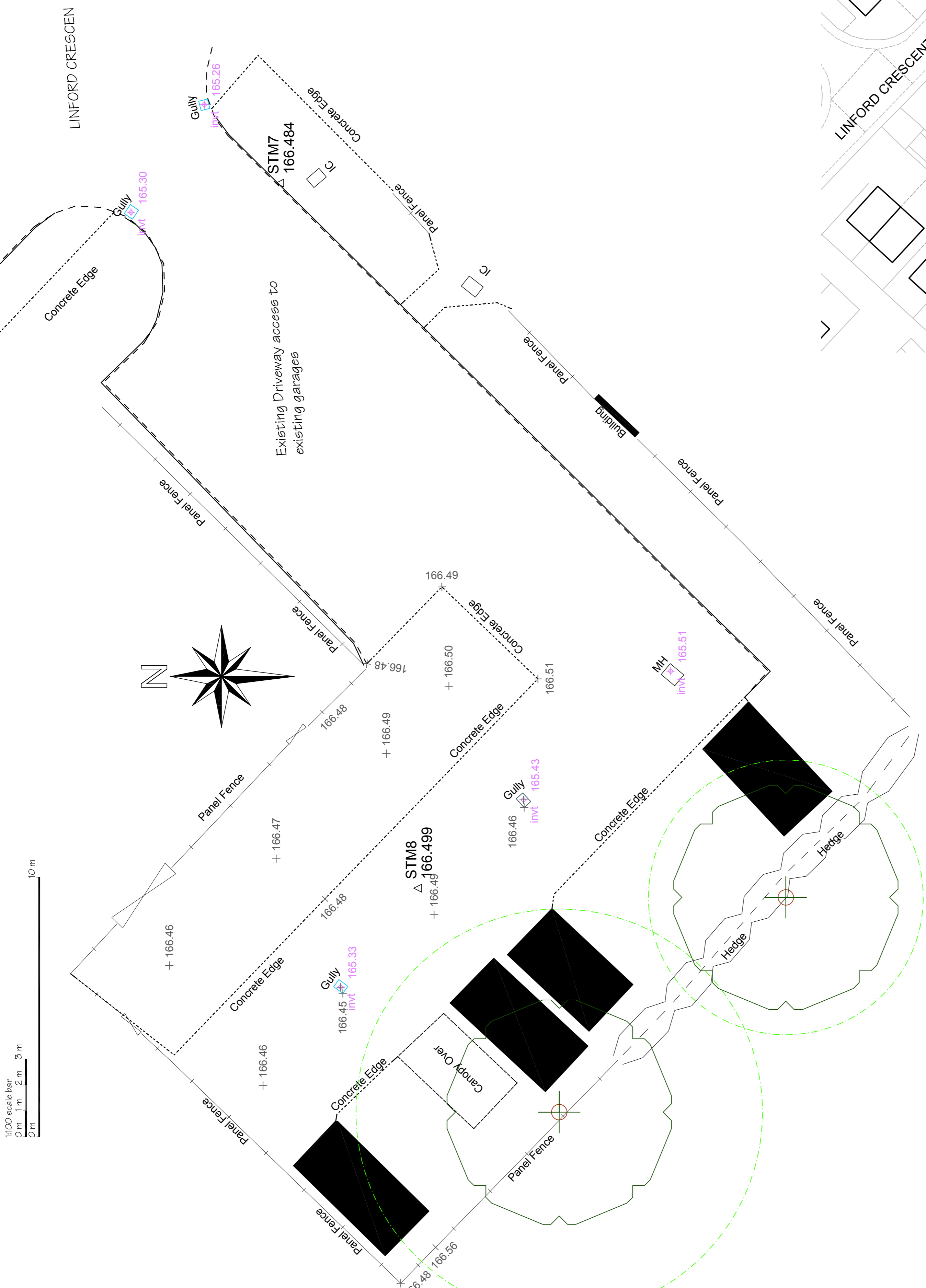
**Date:- July 2016**

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Proposed Site Layout-Site 5	2667-07	A4	A

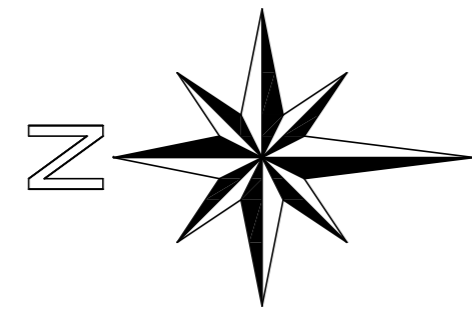








1:100 scale bar  
 0 m 1 m 2 m 3 m  
 0 m

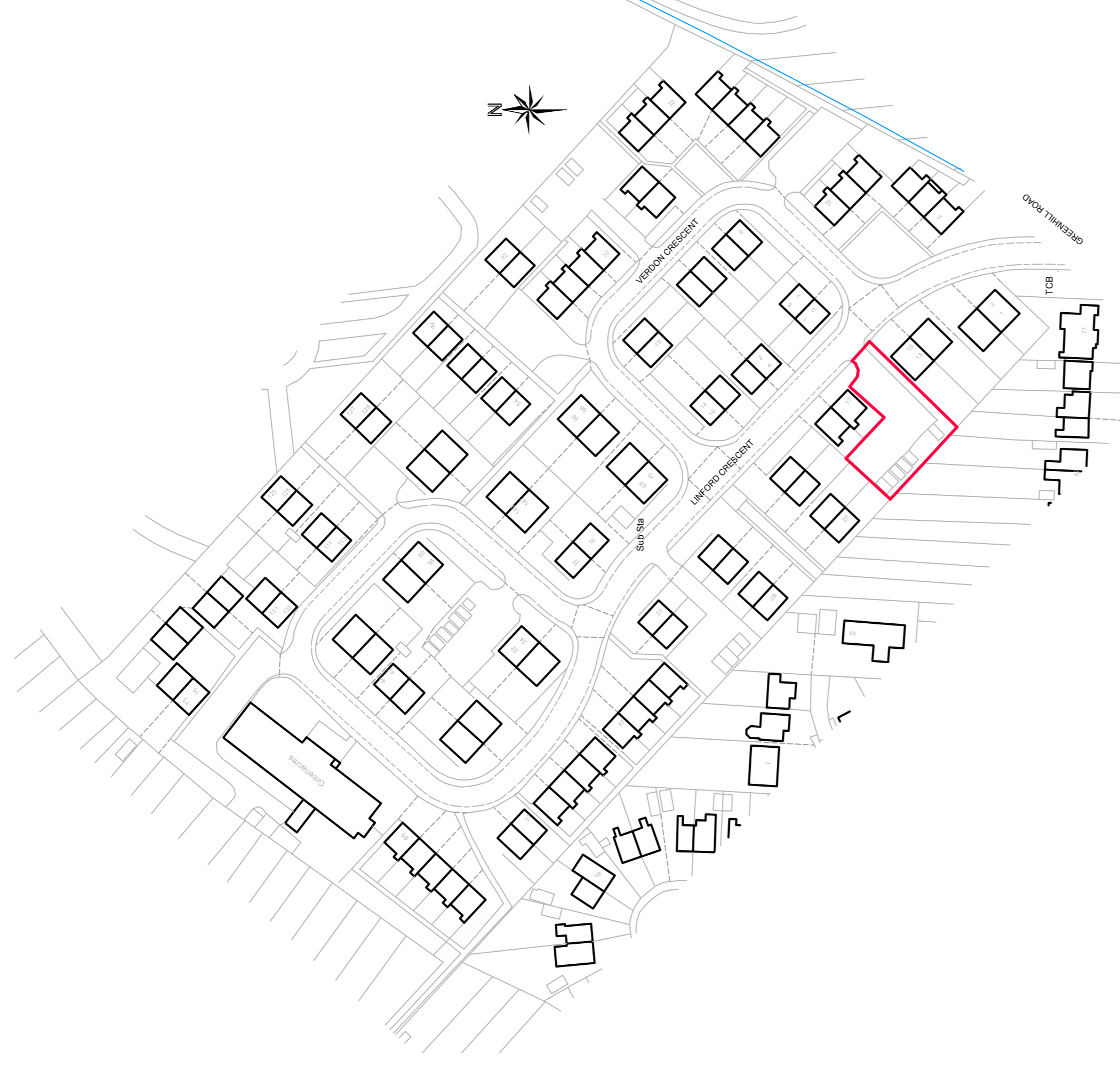


Existing Site Layout Plan 1-100

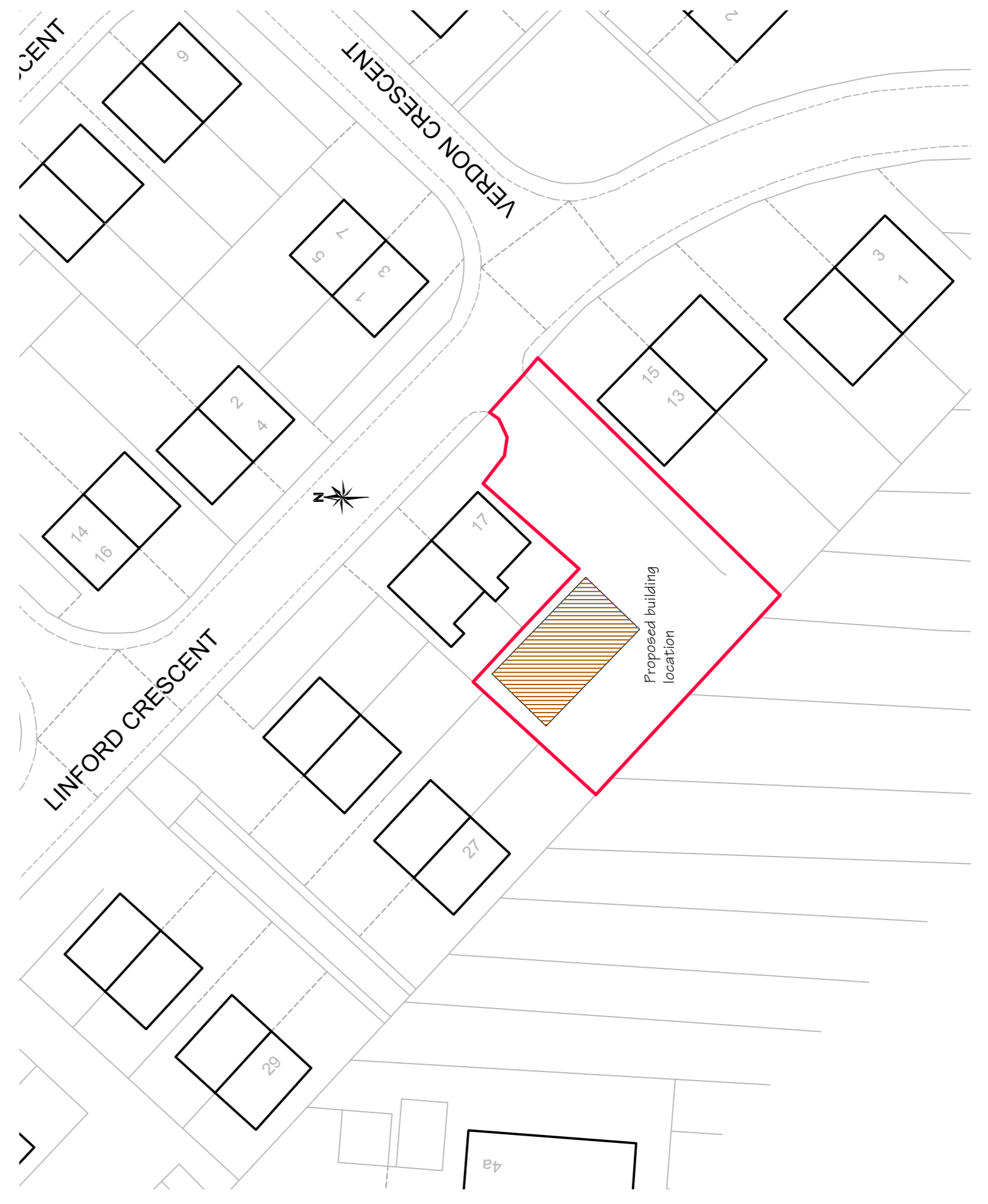


Existing Fence Line Junction/Boundary

Site Block Plan 1-500



Location Plan 1-1250



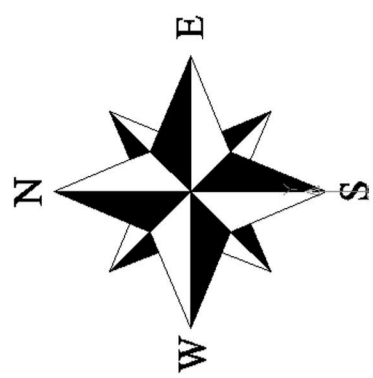
Existing Site Layout Plan 1-100

Existing Fence Line Junction/Boundary

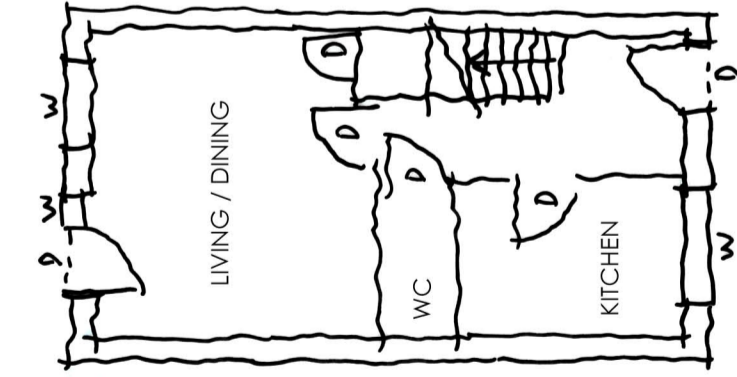
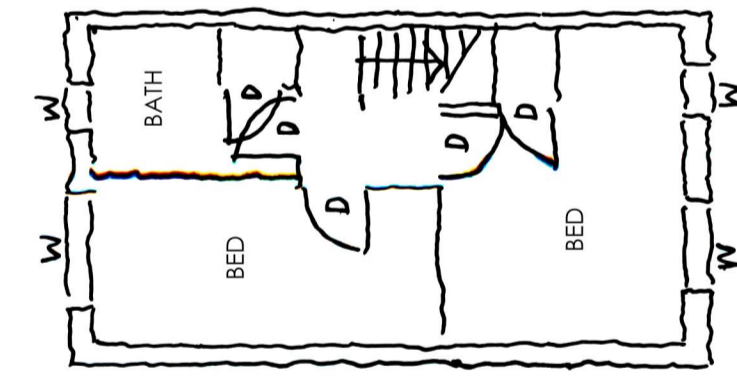
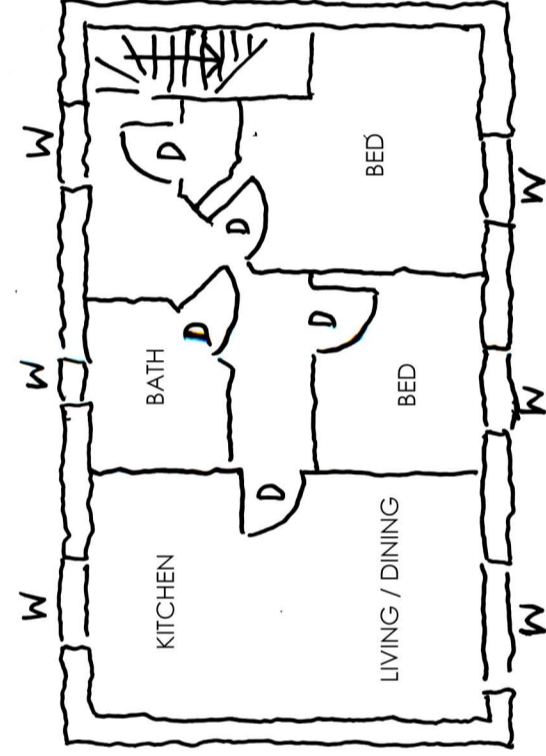
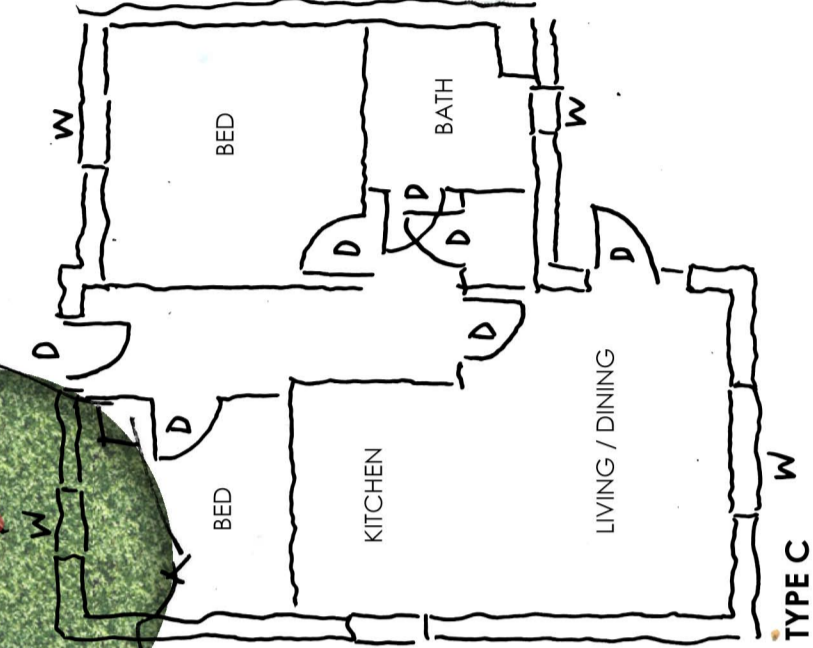
Site Block Plan 1-500

REV	DATE	DETAILS
<b>CRESSWELL PROPERTY SURVEYS LIMITED</b> CHARTERED BUILDING SURVEYORS ARCHITECTURAL & STRUCTURAL CONSULTANTS		
CLIENT	- NWLDC -	
SCHEME	- Proposed Community Centre Site No 4	
TITLE	- Greenacres Linford Crescent Greenhill Existing + Block Plan Drawing	
DATE	June 2016	SCALE - 1:100 @ A1
		DRAWING NO. - A2553/E01
		REV. -
SYCAMORE FARM MAIN STREET BARSBY LEICESTERSHIRE, LE17 4RH Telephone: 01664 892525 www.cresswell-property-surveys.com Email: info@cresswell-property-surveys.com © Copyright Reserved. No unauthorised reproduction without permission.		

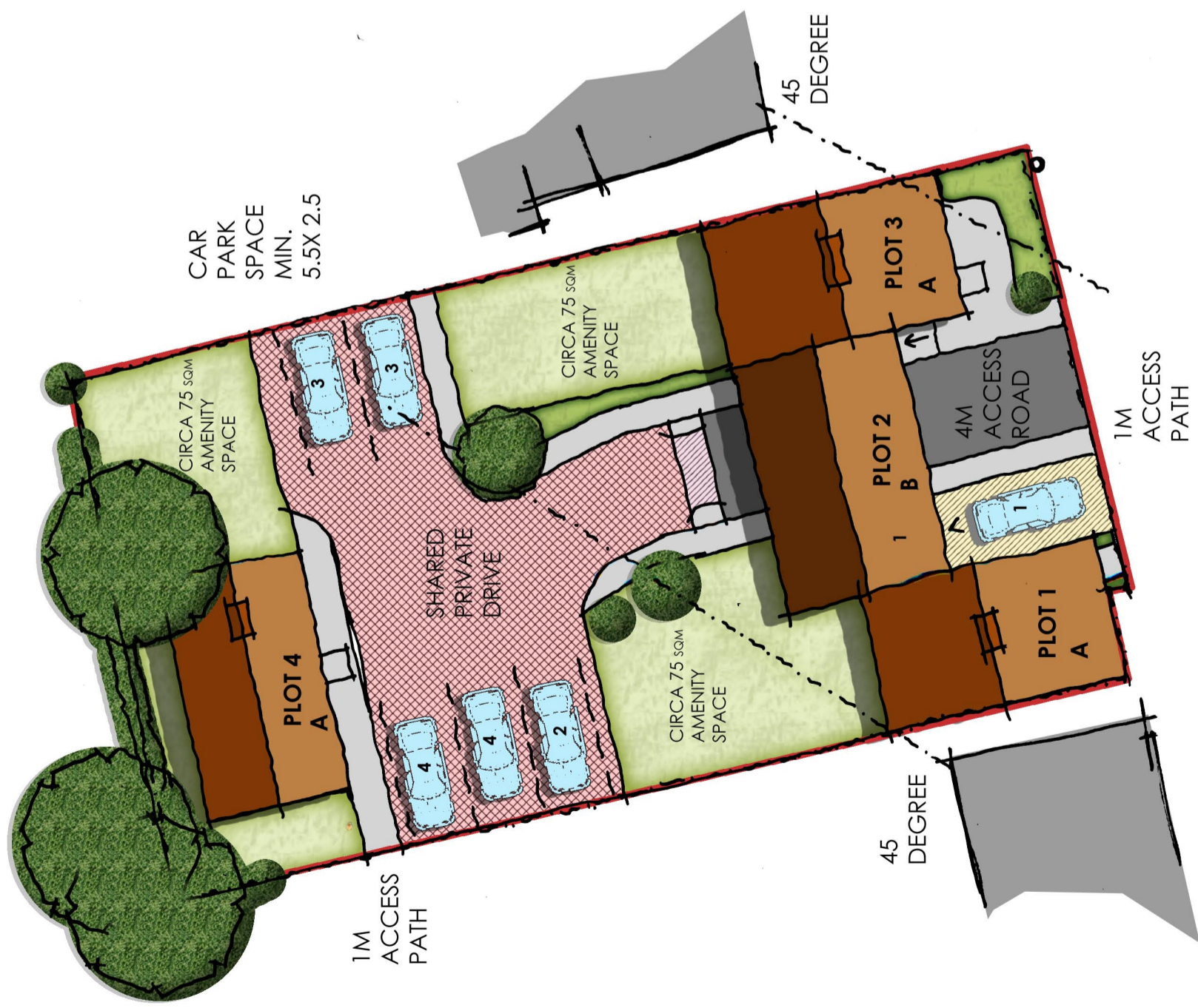




**SITE B - STALEY AVE**



**TYPICAL LAYOUTS (1/100)**



**SITE A - SMEDLEY CLOSE**

**SITE A - SMEDLEY CLOSE**

**PLOT 1, 3 & 4**  
 75 SQM / 811 SQFT  
 2 BED 4 PERSON  
 AMENITY SPACE CIRCA 75SQM  
 2 NUMBER VEHICLE SPACE  
 2 STOREY

**PLOT 2**  
 58 SQM / 622 SQFT  
 1 BED 2 PERSON - APARTMENT  
 AMENITY SPACE CIRCA 10 SQM  
 1 NUMBER VEHICLE SPACE

**SITE B - STALEY AVE**

**PLOT 1, 2, 3 & 4**  
 70 SQM / 753 SQFT  
 2 BED 4 PERSON  
 AMENITY SPACE CIRCA 75SQM  
 2 NUMBER VEHICLE SPACE  
 BUNGALOW



Architecture | Project Management | Design & Planning Consultants

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 1B Salisbury Road  
 Upper New Walk  
 Leicester LE1 7QR  
 Tel: 0116 251 0606  
 Email: info@designstudioarchitects.co.uk  
 Web: www.designstudioarchitects.co.uk

DSA-16127-FEAS-AL-01-A  
 1/200 CIRCA @ A2  
 SS-150816



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**POLICY DEVELOPMENT GROUP – WORK PROGRAMME (as at 19/09/16)**

<b>Date of Meeting</b>	<b>Item</b>	<b>Lead Officer</b>	<b>Witnesses</b>
11 January 2017	Data Security - with emphasis on cloud technology security <i>(at the request of the Audit &amp; Governance Committee)</i>	Sam Outama – ICT Manager	None
11 January 2017	2017/18 Budget Proposals	Ray Bowmer – Head of Finance	None
11 January 2017	Gas supply in Rural Areas <i>(Discussion item to question invited guests)</i>	Andrew Hunkin – Director of Resources	Representatives from the most appropriate agency.
11 January 2017	Draft Community Safety Strategy 2017-2020 and Local Policing Update/Briefing	John Richardson – Head of Community Services	Inspector Helena Bhakta
8 March 2017	No Items		
28 June 2017	No Items		
<b><u>TBC</u></b>	Update Report for Section 106 Contributions for Health	Steve Bambrick, Director of Services	District and neighbouring representatives from CCG

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# Notice of Executive Key Decisions

The attached notice lists the matters which are likely to be the subject of a key decision by the Council's executive and executive decision making bodies. This notice is produced in accordance with the Constitution adopted by North West Leicestershire District Council and will be published a minimum of 28 days before the date on which a key decision is to be made on behalf of the Council.

The date of publication of this notice is Friday, 14 October 2016. The Deadline for making any representations as to why items marked as private should be considered in public by **Cabinet on 15 November 2016 is 5pm Friday, 4 November 2016.**

## Key Decisions

A key decision means a decision taken by the Cabinet, a committee of the Cabinet, an area or joint committee or an individual in connection with the discharge of a function which is the responsibility of the executive and which is likely:

- (a) to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards in the area of the Council;
- (c) for the purposes of (a) and (b) above £100,000 shall be regarded as significant in terms of expenditure or savings, and any issue which, in the opinion of the Leader is likely to have an impact on people, shall be regarded as significant in terms of impact on communities.

## The Council's Executive

2 The Council's executive committee is the Cabinet. The Cabinet comprises:

Councillor R Blunt	-	Leader	Councillor T J Pendleton	-	Regeneration and Planning
Councillor A V Smith MBE	-	Deputy Leader and Community Services	Councillor N J Rushton	-	Corporate
Councillor T Gillard	-	Business	Councillor R D Bayliss	-	Housing

## Confidential Items and Private Meetings of the Executive

Whilst the majority of the Cabinet's business at the meetings listed in this notice will be open to the public and media organisations to attend, there will inevitably be some business to be considered that contains, for example, confidential, commercially sensitive or personal information. This is a formal notice under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 that part of the Cabinet meetings listed in this Forward Plan may be held in private because the agenda and reports for the meeting contain exempt information under Part 1 Schedule 12A to the Local Government Act (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. Those Items where it is considered that they should be considered in private are identified on the Notice.

## Access to Agenda and Related Documents

Documents relating to the matters listed in this notice are available at least 5 clear working days prior to the date of decision as indicated below. Other documents relevant to the matters listed in this notice may be submitted to the decision maker.

If you wish to request or submit a document, or make representation in relation to any issue contained within this notice, please contact Democratic and Support Services on telephone number 01530 454512 or by emailing [memberservices@nwleicestershire.gov.uk](mailto:memberservices@nwleicestershire.gov.uk)

## Executive Decisions

Decision	Decision Maker	Status of Decision	Public or Private  (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
<b>October</b>						
Medium Term Financial Strategy	Cabinet	Key	Public	11 October 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Building Confidence in Coalville - Update	Cabinet	Key	Public	11 October 2016	Councillor Richard Blunt Tel: 01530 454510 richard.blunt@nwleicestershire.gov.uk  Head of Economic Development Tel: 01530 454773 kay.greenbank@nwleicestershire.gov.uk	Report
High Speed 2 Update Report	Cabinet	Non-Key	Public	11 October 2016	Councillor Trevor Pendleton Tel: 01509 569746 trevor.pendleton@nwleicestershire.gov.uk  Head of Planning and Regeneration Tel: 01530 454782 jim.newton@nwleicestershire.gov.uk	Report

Decision	Decision Maker	Status of Decision	Public or Private (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
Enterprising North West Leicestershire business grant scheme	Cabinet	Key	Public	11 October 2016	Councillor Tony Gillard Tel: 01530 452930 tony.gillard@nwleicestershire.gov.uk  Head of Economic Development Tel: 01530 454773 kay.greenbank@nwleicestershire.gov.uk	Report
Easement for Access Through Council's Land at Linden Way to Enterprise Park	Cabinet	Non-Key	Private Information relating to the financial or business affairs of any particular person (including the authority holding that information)	11 October 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Land Sale - Coalville	Cabinet	Key	Private Information relating to the financial or business affairs of any particular person (including the authority holding that information) Report will contain commercially sensitive financial information	11 October 2016	Councillor Richard Blunt Tel: 01530 454510 richard.blunt@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
<b>November</b>						

Decision	Decision Maker	Status of Decision	Public or Private (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
Review of Local Council Tax Support Scheme	Cabinet	Key	Public	15 November 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Parking Strategy	Cabinet	Key	Part Private Information relating to the financial or business affairs of any particular person (including the authority holding that information) The background papers may contain financial information relating to the service.	15 November 2016	Councillor Alison Smith MBE Tel: 01530 835668 alison.smith@nwleicestershire.gov.uk  Head of Community Services Tel: 01530 454832 john.richardson@nwleicestershire.gov.uk	Report
Review of Housing Policies	Cabinet	Key	Public	15 November 2016	Councillor Roger Bayliss Tel: 01530 411055 roger.bayliss@nwleicestershire.gov.uk  Head of Housing Tel: 01530 454780 chris.lambert@nwleicestershire.gov.uk	Report and Proposed Policies

Decision	Decision Maker	Status of Decision	Public or Private (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
Quarter 2 Performance Report	Cabinet	Non-Key	Public	15 November 2016	Councillor Richard Blunt Tel: 01530 454510 richard.blunt@nwleicestershire.gov.uk  Head of Legal and Support Services Tel: 01530 454762 elizabeth.warhurst@nwleicestershire.gov.uk	Report
Minutes of the Coalville Special Expenses Working Party 13 October 2016	Cabinet	Non-Key	Public	15 November 2016	Councillor Alison Smith MBE Tel: 01530 835668 alison.smith@nwleicestershire.gov.uk  Head of Community Services Tel: 01530 454832 john.richardson@nwleicestershire.gov.uk	Report and minutes of the meeting
<b>December</b>						
Capital Programmes Projected Outturn 2016/17 and Draft Capital Programmes 2017/18 - 2020/21	Cabinet	Key	Public	13 December 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Draft General Fund Revenue Budget 2017/18	Cabinet	Key	Public	13 December 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report

Decision	Decision Maker	Status of Decision	Public or Private (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
Housing Revenue Account (HRA) Budget Proposals for 2017/18	Cabinet	Key	Public	13 December 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Review of Housing Policies	Cabinet	Key	Public	13 December 2016	Councillor Roger Bayliss Tel: 01530 411055 roger.bayliss@nwleicestershire.gov.uk  Head of Housing Tel: 01530 454780 chris.lambert@nwleicestershire.gov.uk	Report and Revised Policies
Former Tenant Rent Arrears, Current Tenant Rent Arrears, Council Tax, Non Domestic Rates and Sundry Debtor Write Offs	Cabinet	Key	Part Private Some background papers may contain exempt information	13 December 2016	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
<b>January 2017</b>						
Minutes of the Coalville Special Expenses Working Party - 15 December 2016	Cabinet	Non-Key	Public	17 January 2017	Councillor Alison Smith MBE Tel: 01530 835668 alison.smith@nwleicestershire.gov.uk  Head of Community Services Tel: 01530 454832 john.richardson@nwleicestershire.gov.uk	Report and minutes of the meeting



Decision	Decision Maker	Status of Decision	Public or Private (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
<b>February 2017</b>						
Capital Programmes 2017/18 to 2020/21	Cabinet	Key	Public	7 February 2017	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
General Fund and Special Expenses Revenue Budgets 2017/18	Cabinet	Key	Public	7 February 2017	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Housing Revenue Account (HRA) Budget and Rent Increase 2017/18	Cabinet	Key	Public	7 February 2017	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
The Treasury Management Strategy Statement 2017/18 and Prudential Indicators 2017/18 to 2019/20	Cabinet	Key	Public	7 February 2017	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report

Decision	Decision Maker	Status of Decision	Public or Private  (and reason – where private)	Date of Decision	Contacts	Documents to be submitted to the Decision Maker
<b>March 2017</b>						
Former Tenant Rent Arrears, Current Tenant Rent Arrears, Council Tax, Non Domestic Rates and Sundry Debtor Write Offs	Cabinet	Key	Part Private Some background papers contain exempt information	14 March 2017	Councillor Nicholas Rushton Tel: 01530 412059 nicholas.rushton@nwleicestershire.gov.uk  Head of Finance Tel: 01530 454520 ray.bowmer@nwleicestershire.gov.uk	Report
Quarter 3 Performance Report	Cabinet	Non-Key	Public	14 March 2017	Councillor Richard Blunt Tel: 01530 454510 richard.blunt@nwleicestershire.gov.uk  Head of Legal and Support Services Tel: 01530 454762 elizabeth.warhurst@nwleicestershire.gov.uk	Report
Proposed Council Delivery Plan	Cabinet	Key	Public	14 March 2017	Councillor Richard Blunt Tel: 01530 454510 richard.blunt@nwleicestershire.gov.uk  Head of Legal and Support Services Tel: 01530 454762 elizabeth.warhurst@nwleicestershire.gov.uk	Report