

Hinckley & Bosworth Borough Council

Earl Shilton and Barwell Strategic Urban Extensions Infrastructure Study

Final report

2.1 | 1 August 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 266619-01

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Document Verification

Project title Earl Shilton and Barwell Strategic Urban Extensions Infrastructure Study
Document title Draft report
Job number 266619-01
Document ref 2.1
File reference

Revision	Date	Filename			
1.2	7 June 2023	Description	First draft report		
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2.1	1 August 2023	Filename			
		Description	Final report, updated to reflect client comments on draft and additional inputs from Leicestershire County Council		
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		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
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		Signature			

Issue Document Verification with Document

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Executive Summary

This study considers the infrastructure needs associated with development on two Strategic Urban Extensions (SUEs), to the east of Earl Shilton and to the west of Barwell. Both SUEs sites sit at the edges of a study area encompassing the two settlements, currently home to a population of around 21,000 people living in around 9,000 dwellings. The two SUEs were allocated in the 2014 Earl Shilton and Barwell Area Action Plan, and with a combined total of 3,800 homes (1,600 in Earl Shilton and 2,200 in Barwell) they will result in a significant amount of growth.

Given the scale of growth, it is important to ensure that the necessary infrastructure to support development is carefully planned. This study has also been prepared in the context of the need to determine planning applications for individual sites within the SUEs, and ensure that infrastructure costs are fairly apportioned between developers. Furthermore, in the context the ongoing preparation of the new Local Plan for Hinckley & Bosworth, this study provides an opportunity to continue to demonstrate that the two sites can be delivered in infrastructure terms. In due course this study will be accompanied by an update to the boroughwide Infrastructure Capacity Study, considering the wider infrastructure planning context for the Local Plan in further detail.

The study has considered 19 infrastructure types which are planned for and provided at a settlement-level. For each we have established conclusions on the requirements for future development and the basis upon which infrastructure delivery might be expected to take place, through discussions with infrastructure providers and an analysis of relevant studies and strategies.

There are currently no infrastructure types for which our discussions with stakeholders have indicated fundamental concerns around the ability to accommodate growth. However, transport is a notable area in which there are more significant wider levels of baseline constraint which need to be addressed, and in which modelling needs to be undertaken by the developers of the two SUEs before the impacts of development can be demonstrated to be acceptably mitigated (and the details of mitigation schemes can be known). This will need to be an ongoing area of focus as the planning applications for the SUEs progress through to determination.

The infrastructure identified as being required through this study broadly reflects that set out in the 2014 Area Action Plan. Whilst there are some changes in circumstance – such as there no longer being an identified need for additional primary healthcare capacity in Earl Shilton, and hence no longer any need for developer contributions to this from the SUE – the majority of the key requirements in the Area Action Plan remain relevant.

It is also noted that the majority of the infrastructure requirements identified through this study are closely aligned with the planning applications submitted by the two developers within the main part of the Earl Shilton SUE. What will need to be addressed is the process of apportioning costs between these two developers and the third developer – given that infrastructure needs arise jointly as a result of development on all three parts of the SUE. The study sets out our view on the appropriate basis for cost apportionment.

The planning application for the Barwell SUE is at a less active stage, and only has one developer involved. Cost apportionment within the SUE is therefore less of a consideration than for Earl Shilton. However, there are a small number of infrastructure types where cost apportionment will need to be undertaken between both SUEs to reflect the more strategic scale of provision.

1. Introduction

1.1 Overview

Hinckley & Bosworth Borough Council (referred to throughout as ‘HBBC’ and ‘The Council’) has commissioned Ove Arup & Partners Ltd (Arup) to produce a study assessing the up-to-date infrastructure implications associated with development in two Strategic Urban Extensions (SUEs). These SUEs are located to the east of the town of Earl Shilton and to the west of the village of Barwell, two closely-related settlements towards the south of the borough with a combined population of around 21,000.

This study has been undertaken in the context of the ongoing production of the new Local Plan for Hinckley & Bosworth, as well as the development and determination of development proposals for individual sites within the two SUEs. Whilst the two SUEs are already allocated for development in the Earl Shilton and Barwell Area Action Plan 2014¹ (‘the AAP’), it is recognised that the infrastructure evidence underpinning the AAP is increasingly dated.

The study sets out the infrastructure requirements likely to be necessary to support development across the two SUEs, and potential means by which this infrastructure can be delivered. This is done by bringing together an analysis of infrastructure strategies and baseline data with the expertise of infrastructure providers, also factoring other development commitments elsewhere within the two settlements. The study has also had regard to current live planning applications for development within the SUE boundaries, although it has started from a neutral baseline position in establishing what infrastructure is required. It is anticipated that the study will therefore help to support the determination of these applications.

Given the restricted funding environment for infrastructure delivery, establishing a reliable and concise infrastructure evidence base is crucial to ensuring aligned investment decisions, which have the greatest effect and offer certainty to infrastructure providers and developers. Whilst the infrastructure planning process is never perfect, this study should assist in ensuring that the right type and quantum of new infrastructure is provided to help support new development.

1.2 Purpose of this study

Planning the delivery of infrastructure alongside new development is intrinsic to achieving sustainable growth that achieves well-being and economic prosperity. Development without the right infrastructure is unlikely to result in successful and harmonious places. National and local planning policy therefore promotes the importance of thorough infrastructure planning and delivery – both in development plans, and in the development management process.

This study responds to these requirements, and has three main purposes:

- The Earl Shilton and Barwell AAP was adopted by the Council in 2014. Whilst developers’ proposals for various sites within the two SUEs have progressed since that time and several planning applications have been submitted, none have yet reached a point where the Council can determine them. The study will therefore help to demonstrate that development within the two SUEs remains deliverable.
- The passage of time since the production of the evidence underpinning the AAP means that some of the underlying assumptions around infrastructure capacity and future needs within Earl Shilton and Barwell will have changed. The study will therefore provide an up-to-date position on infrastructure requirements.
- The nature of the SUEs, with a number of individual development sites within them, means that the infrastructure requirements associated with them need to be considered at a holistic settlement-wide level. The study will therefore provide a basis for the Council’s negotiations with individual

¹ [Earl Shilton and Barwell area action plan \(AAP\) - post examination | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

developers and for the determination of planning applications, for which it is anticipated to be a material consideration.

1.3 Interaction with the boroughwide Infrastructure Capacity Study

This study should be read in conjunction with the Infrastructure Capacity Study (ICS) for Hinckley & Bosworth. The ICS has been produced in the context of the preparation of the borough's new Local Plan, and provides a comprehensive overview of infrastructure capacity and future needs at a boroughwide scale. The ICS also considers infrastructure planning beyond Hinckley & Bosworth – both in terms of infrastructure planned at a county or regional scale, and in considering cross-boundary infrastructure linkages under the Duty to Cooperate.

Phase 1 of the ICS comprises a Baseline Capacity Assessment, published in May 2020². This sets out the broad pattern of infrastructure provision across the borough, identifies the ways and locations in which current infrastructure capacity might inform future development, and sets out how new infrastructure could be planned and provided. The Phase 1 document will therefore inform the development of the Local Plan's overall strategy.

Further phases of the ICS will establish what infrastructure is needed to support development in more detail – Phase 2 will consider a range of development options, with Phase 3 setting out an infrastructure schedule for the preferred development option to be included in the Local Plan. It is anticipated that work on Phases 2 and 3 will commence later in 2023, partly informed by the local consideration of infrastructure requirements for Earl Shilton and Barwell in this study.

Section 3.2 of this document provides further information on the infrastructure types considered in the scope of this document by virtue of their need to be considered at a site and settlement-specific scale, versus those which are planned at a boroughwide, county or regional scale and hence are only considered in the ICS.

1.4 Document structure

The remainder of the study is set out across the following four chapters:

- **Chapter 2** sets out the local and national policy context for the study, and the planning application history across the two SUEs.
- **Chapter 3** sets out the study's scope (both in terms of the geographical study area and the infrastructure types considered), and the study methodology.
- **Chapter 4** sets out the extent of existing infrastructure provision within Earl Shilton and Barwell, and the infrastructure requirements associated with growth across five separate infrastructure themes.
- **Chapter 5** provides a summary of the conclusions within Chapter 4, set out as schedule of the infrastructure required within each of the two SUEs.

² [Infrastructure Capacity Study Phase Baseline Capacity Assessment | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](https://www.hinckley-bosworth.gov.uk)

2. Policy and context

2.1 National infrastructure planning context

The National Planning Policy Framework 2021³ (NPPF) and its supporting Planning Practice Guidance strongly underline the need for the proper planning and delivery of infrastructure as part of the plan making and development management processes. The requirements of the NPPF, and the advice set out in the Planning Practice Guidance, have informed the approach undertaken in this study.

National Planning Policy Framework

The NPPF is founded on the need to deliver and achieve sustainable development. This means supporting strong and healthy communities, protecting and enhancing our built, natural and historic environment and contributing to building a strong, responsive and competitive economy by identifying and coordinating development requirements, including the provision of infrastructure.

The NPPF identifies the crucial role of the Local Plan process in planning appropriately to meet infrastructure needs, including those arising as a result of new development. Paragraph 20 states that:

“Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

- a. housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b. infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c. community facilities (such as health, education and cultural infrastructure); and*
- d. conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”*

Specific references to infrastructure provision also run as a thread through the individual topic chapters throughout the NPPF. These include:

- Chapter 6, Building a strong competitive economy – Paragraph 82 *“Planning policies should seek to address potential barriers to investment, such as inadequate infrastructure”*.
- Chapter 8, Promoting healthy and safe communities – Paragraph 92: *“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially, where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure”*.
- Chapter 9, Promoting sustainable transport – Paragraph 106: *“Planning policies should:*
 - b) be prepared with the active involvement of transport infrastructure providers and operators and neighbouring councils so that strategies and investments for supporting sustainable transport and development patterns are aligned”*.
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.”*
- Chapter 10, Supporting high quality communications – Paragraph 114: *“Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications*

³ [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/national-planning-policy-framework)

networks and outline how high-quality digital infrastructure is expected to be delivered and upgraded”.

The NPPF also identifies the need for local authorities to work collaboratively to deliver new infrastructure. At Paragraph 16 it sets out the requirement for Local Plans to be *“shaped by early, proportionate and effective engagement”* with infrastructure providers and operators. At Paragraph 26, it also states that:

“Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.”

The NPPF also outlines the importance of the Local Plan process in the delivery of infrastructure – but at Paragraph 34 begins to hint at the challenges of balancing infrastructure requirements with the need for them to not render development unviable or undeliverable: *“Plans should set out the contributions expected from development [towards infrastructure]. Such policies should not undermine the deliverability of the plan.”*

Paragraph 58 of the NPPF places emphasis on demonstrating the viability of development at the plan-making stage. This means outlining at an early stage the infrastructure requirements of the development (and the impact on viability): *“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.”*

Planning Practice Guidance

National Planning Practice Guidance expands on the policy set out in the NPPF and provides an additional layer of advice in relation to the delivery of infrastructure. Paragraph 059 of the guidance on Plan-Making states the following:

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward. At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *Take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas.”⁴*

Following the publication of the 2018 and 2019 revisions to the NPPF, Planning Practice Guidance was updated to reflect the new emphasis on understanding the viability of development at the plan-making stage. Paragraph 001 of the guidance on Viability states that *“policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy and Section 106”*.⁵

Paragraph 002 of the guidance on Viability emphasises the collaborative nature of this process – *“it is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant”*⁶.

⁴ [Plan-making - GOV.UK \(www.gov.uk\)](#) Paragraph: 059 Reference ID: 61-059-20190315

⁵ [Viability - GOV.UK \(www.gov.uk\)](#) Paragraph: 001 Reference ID: 10-001-20190509

⁶ [Viability - GOV.UK \(www.gov.uk\)](#) Paragraph: 002 Reference ID: 10-002-20190509

Accordingly, Local Planning Authorities (LPAs) and developers should both now be able to emerge from the plan making process with certainty about each party's requirements and commitments in terms of the funding of new infrastructure.

Paragraph 005 of the guidance on Planning Obligations states that “plans should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account all relevant policies”.

Proposed Planning Reforms

The Levelling Up and Regeneration Bill (LURB) was introduced by the Government in May 2022. At the time of writing this was progressing through its reading stages in the House of Lords, but the Government has already begun to undertake a number of consultations on further details of proposals that would sit underneath the LURB. This notably includes a consultation on reforms to planning policy, including proposed draft wording for an updated NPPF.

The consultation ran between the 22 December 2022 and the 2 March 2023⁷. The changes proposed would amount to a significant reform of the planning system, with the Government's stated intention being to ‘give communities a strong say over where homes and built and what they look like’. The preamble to the consultation also states a desire for the proposals to ‘ensure greater provision of community infrastructure by developers’.

Specific proposals relevant to infrastructure planning include:

- Measures to capture uplifts in land value more effectively through the introduction of a new Infrastructure Levy to secure developer contributions, largely replacing current mechanisms such as Section 106. Levy rates and minimum thresholds will be set locally, charged per square metre of built floorspace. At the time of writing the Government had recently undertaken further consultation on how the Infrastructure Levy will operate⁸.
- Supporting better planning for infrastructure, through the production of Infrastructure Delivery Strategies by local authorities. These will set out how local authorities intend to spend Infrastructure Levy proceeds – the Government's current further consultation proposes that these Strategies will be subject to public consultation and examination.
- The production of local plans within strict 30-month (2.5 year) timescales, with an increased focus on community engagement as part of the process.

The consultation indicated the Government's desire for the updated NPPF to be published by ‘Spring 2023’, with policy changes taking effect as soon as possible. The implications of the finalised set of planning reforms will be set out in the boroughwide Infrastructure Capacity Study in due course.

2.2 Planning policy context

The Development Plan for Hinckley & Bosworth is currently made up of four Development Plan Documents (DPDs). Three of these are relevant to Earl Shilton and Barwell – the Core Strategy DPD⁹, Site Allocation & Development Management Policies DPD¹⁰, and the Earl Shilton & Barwell Area Action Plan DPD. The fourth is the Hinckley Town Centre Area Action Plan DPD. There are seven adopted neighbourhood plans in Hinckley & Bosworth, none of which cover the Earl Shilton and Barwell area.

⁷ Levelling-up and Regeneration Bill: reforms to national planning policy - GOV.UK (www.gov.uk)

⁸ Technical consultation on the Infrastructure Levy - GOV.UK (www.gov.uk)

⁹ https://www.hinckley-bosworth.gov.uk/info/856/local_development_framework/400/core_strategy

¹⁰ https://www.hinckley-bosworth.gov.uk/downloads/download/1218/site_allocations_and_development_management_policies_dpd_-_adoption_july_2016

Current adopted Local Plan 2006 to 2026

The Core Strategy was adopted in December 2009. This sets out the overarching strategic policies of the Local Plan 2006 – 2026, setting out the spatial strategy and vision for development in Hinckley & Bosworth. The Core Strategy outlines the current Infrastructure Plan for the area, including expected cost, phasing, infrastructure providers and additional transport improvements required to support the SUEs.

The Site Allocation and Development Management Policies DPD was adopted in July 2016. This document allocates sites for development to deliver the vision, aims and objectives of the Core Strategy. This includes land uses such as housing, employment, retail and open space. It contains 25 development management policies which will be used to assess planning applications over the plan period.

The Earl Shilton and Barwell AAP DPD was formally adopted by HBBC on the 23 September 2014. The AAP sets out the development framework within the two sustainable urban extensions (SUEs) located north-west of Barwell and south-east of Earl Shilton. The AAP provides a vision for the development of Earl Shilton and Barwell from 2006-2026, taking into account the constraints and opportunities for the wider urban area. It contains site allocations and strategic policies which direct development, as well as give weight to future planning applications.

The AAP sets out a development framework and spatial vision for each SUE, along with a list of infrastructure required to support future proposals. The details of these are outlined in Table 1 below. Some of these are funding requirements, rather than explicit expectations around on-site infrastructure provision. As a notable example, the realities of policing infrastructure have changed over the ten years since the AAP was produced and contributions towards offsite provision which is planned for at a county-wide scale are therefore now the anticipated approach, rather than on-site provision. As such, Table 6 notes that policing has not been included within the scope of this study.

Required Infrastructure	Earl Shilton	Barwell
Housing and employment	<ul style="list-style-type: none"> 1,600 dwellings at a density of 40 dwellings per hectare Minimum of 4.5ha of employment land 	<ul style="list-style-type: none"> 2,500 dwellings, across 79ha of land at an average density of 32 dwellings per hectare Minimum of 6.2ha of employment land
Education/ Community / Health	<ul style="list-style-type: none"> 2.5ha for a Neighbourhood Centre, including 2 ha for a new Primary School Additional educational facilities to be provided off-site Community and Recreational facilities Facilities for policing, or contributions to the provision of facilities elsewhere for policing the SUE 	<ul style="list-style-type: none"> 3ha for a Neighbourhood Centre, including approximately 2ha for a two-form entry primary school (420 places). Additional educational need should be accommodated off-site. Community and Recreational facilities Health facilities Facilities for policing, or contributions to the provision of facilities elsewhere for policing the SUE
Open Space and Recreation(including equipped play and informal spaces)	<ul style="list-style-type: none"> 5.55ha of outdoor sports provision, in addition to 0.71ha to be shared with the primary school 	<ul style="list-style-type: none"> For 2,500 dwellings, 9.6ha is required for outdoor sports provision

Required Infrastructure	Earl Shilton	Barwell
Highways	<ul style="list-style-type: none"> • New access points south of Mill Lane junction and improved access at Masefield Drive • Improved connections through Astley Road and restricted use of Mill Lane • A new spine road through the SUE, connecting all residential, employment and neighbourhood centre uses, suitable for bus operation • New walking and cycling access between the urban extension and Earl Shilton Town Centre • Contributions towards the delivery of appropriate strategic transport infrastructure 	<ul style="list-style-type: none"> • Two new access points onto A447. • Highway improvements to Stapleton Lane, public footpaths and the Leicestershire Round path. • A spine road, suitable for bus operation, through the SUE connecting all residential, employment and neighbourhood uses. • Connection of spine road with Stapleton Lane. • Contributions towards the delivery of appropriate strategic transport infrastructure

Table 1: Required Infrastructure for SUEs proposed by the AAP

The Council has a number of adopted Supplementary Planning Documents (SPDs), including its boroughwide Good Design Guide SPD. However, none of the SPDs are specifically relevant to the planning and delivery of infrastructure in Earl Shilton and Barwell.

Local Plan Review

The adopted Local Plan is currently under review, with the aim of setting out land allocations and planning policies for the period 2020 to 2041. The Council undertook Regulation 18 Issues and Options consultation in January 2018¹¹, exploring matters which could potentially be addressed in the new Local Plan. This was followed by further Regulation 18 consultation on ‘New Directions for Growth’ in January 2019¹², setting out further detail on potential spatial options for growth in the borough. A final stage of Regulation 18 consultation was undertaken in June and August 2021, on a Draft Local Plan¹³.

The updated Local Plan was published at the Regulation 19 stage in February 2022¹⁴, for a six week period of public consultation. However, this version of the plan was ultimately not submitted for examination. Instead, the Council has committed to undertaking further work on the Local Plan, and in December 2022 the Council adopted a revised Local Development Scheme¹⁵. This sets the following timescales for the remaining stages of Local Plan preparation:

- Completion of outstanding evidence – **December 2022 to May 2024.**

¹¹ [Scope, issues and options consultation | Local Plan review 2020 to 2039 - past consultations | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

¹² [New directions for growth consultation | Local Plan review 2020 to 2039 - past consultations | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

¹³ [What was it all about? | Draft Local Plan consultation | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

¹⁴ [Local Plan Regulation 19 consultation | Local Plan Review Regulation 19 | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

¹⁵ [Overview | Local Development Scheme \(LDS\) | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

- Publication of an updated Local Plan (Regulation 19) and consultation – **May to June 2024.**
- Submission of the Local Plan to the Secretary of State – **August 2024.**
- Adoption of the Local Plan – **August 2025.**

Earl Shilton and Barwell Area Action Plan

2.3 Planning applications for the SUEs

As set out in the previous section, the Earl Shilton and Barwell SUEs were allocated for development in the Earl Shilton and Barwell AAP. Since that time, a number of planning applications have been received by the Council for development across the two SUE areas. These contain various proposals for new infrastructure, which are set out below.

At the time of writing all of these applications are in the process of being considered by the Council, and none have yet reached the stage of having officer recommendations made or being determined. It is anticipated that the findings of this study could be used to assist in the determination of these applications. Whilst the study has had regard to the infrastructure being proposed, our recommendations have been formed independently from those proposals.

Earl Shilton

The Earl Shilton and Barwell AAP has allocated a minimum of 1,600 dwellings for the Earl Shilton SUE. Planning applications for the site are outlined below. The three applications currently awaiting determination cover the entirety of the SUE.

Planning application ref	Details	Infrastructure anticipated in application
Live applications		
20/01225/FUL Land West Of Clickers Way Earl Shilton Leicestershire	Residential development for 81 dwellings with provision of access, open space and associated infrastructure. Awaiting determination.	Developer proposals: <ul style="list-style-type: none"> • 22 affordable dwellings (20% of the residential proposed) • Proposed 7,376sqm of open space – formed of equipped children’s play space, casual / informal play spaces and accessible natural green space Infrastructure provider requests: <ul style="list-style-type: none"> • LCC has requested a total contribution for the special school sector (primary and secondary) of £60,964.31. • LCC has requested a contribution for library services of £3,260.

Planning application ref	Details	Infrastructure anticipated in application
<p>21/01511/OUT</p> <p>Earl Shilton Sustainable Urban Extension (SUE) Mill lane Earl Shilton Leicestershire</p>	<p>Outline application to include up to 1,000 dwellings (C3) up to 5.3 hectares for employment uses comprising a mix of B2, B8 and E(g) uses, a primary school/education uses (F1), retail floor space (E) and hot food takeaway (Sui Generis) as part of a mixed use local centre/community hub (E/F1/F2/C3), two vehicular accesses from the A47, limited access from Breach Lane, vehicular access from Mill Lane, public open space including sustainable urban drainage systems and the provision of associated infrastructure and ancillary works and demolition of former girl guide building.</p> <p>Awaiting determination.</p>	<p>Developer proposals (across the joint masterplan for both sites):</p> <ul style="list-style-type: none"> • Aim to provide 20% affordable on site housing with the required split of affordable rented, intermediate housing and First Homes • Up to 14ha for improved or new open space including children’s play areas, casual information play space and semi natural green space. • S106 to cover commuted sum or management company for maintenance of on-site open space • Financial contribution (to be confirmed) towards improvements to Weavers Springs Sport provision. Including new access to Astley Road. • Provision of SuDs, in line with requirements outlined by HBBC. • Financial contribution towards mitigation if identified through the Transport Assessment. • Improvements to existing bus routes, to be agreed. • Land and financial contribution toward provision of new on-site Primary School. <p>Infrastructure provider requests (jointly between both sites):</p> <ul style="list-style-type: none"> • LCC is requesting £8.44 million to deliver the new on-site primary school. • LCC is requesting £3.71 million towards secondary school improvements at Heath Lane Academy. • LCC is requesting £1.14 million to provide 128 new early years places. • LCC requesting £956,700 to provide additional post 16 places by increasing capacity at Hinckley Academy and John Cleveland Sixth Form Centre. • LCC is requesting £62,000 towards the cost of expanding special educational needs provision. • LCC is requesting a contribution of £74,000 to increase capacity at the closest household waste recycling centre to the site. • LCC is requesting £45,000 to provide additional materials at Earl Shilton Library, to meet the needs of an increased population. • The Leicester, Leicestershire and Rutland ICB is requesting £616,000 towards the expansion and improvement of Heath Lane Surgery, the closest to the site.
<p>23/00330/OUT</p> <p>Earl Shilton Sustainable Urban Extension (SUE) Mill Lane Earl Shilton Leicestershire</p>	<p>Outline application to include up to 500 dwellings, a primary school / education use (Class F1), retail (Class E), community hub (Class E/F1/F2), hot food takeaway (Sui Generis), accesses from Mill Lane and Astley Road and infrastructure including; public open space, SUDS, landscaping, the provision of associated infrastructure and ancillary works. Outline - all matters reserved except for access (EIA development).</p> <p>Awaiting determination.</p>	<p>Infrastructure provider requests (jointly between both sites):</p> <ul style="list-style-type: none"> • LCC is requesting £8.44 million to deliver the new on-site primary school. • LCC is requesting £3.71 million towards secondary school improvements at Heath Lane Academy. • LCC is requesting £1.14 million to provide 128 new early years places. • LCC requesting £956,700 to provide additional post 16 places by increasing capacity at Hinckley Academy and John Cleveland Sixth Form Centre. • LCC is requesting £62,000 towards the cost of expanding special educational needs provision. • LCC is requesting a contribution of £74,000 to increase capacity at the closest household waste recycling centre to the site. • LCC is requesting £45,000 to provide additional materials at Earl Shilton Library, to meet the needs of an increased population. • The Leicester, Leicestershire and Rutland ICB is requesting £616,000 towards the expansion and improvement of Heath Lane Surgery, the closest to the site.
<p>Determined applications</p>		
<p>10/00401/FUL</p> <p>Land bounded by Mill Lane, Thurlston</p>	<p>Proposed residential development of 200 dwellings associated landscaping, access and public open space.</p>	<p>N/A</p>

Planning application ref	Details	Infrastructure anticipated in application
Lane and Clickers Way	Refused, dismissed on appeal.	

Table 2: Current Planning Applications for Earl Shilton SUE

Barwell

The AAP allocates 2,500 dwellings for Barwell SUE. There is currently one live planning application within the SUE boundary, which covers its entirety. Whilst this application remains active and subject to ongoing discussion and negotiation, it was submitted a number of years ago and hence is anticipated to be amended prior to its determination in due course. The Council has indicated that a dwelling capacity of 2,200 dwellings should be assumed. The detail of the application is set out below.

Planning application ref	Details	Infrastructure anticipated in application
Live applications		
12/00295/OUT Barwell SUE Land West of Barwell, Ashby Road, Barwell, Leicestershire	Outline application including access for up to 2,500 new residential dwellings (use class C3), an employment zone for general industrial buildings (use class B2) and storage and distribution warehouses (use class B8) providing up to 24,800 sqm, sports pitches, pavilion building and changing rooms (use class D2), areas of formal and informal open space, children's play areas, landscaping, allotments and public realm works, provision of hydrological attenuation features, pedestrians and cyclists connections, new infrastructure and services as necessary to serve the development and a new community hub area comprising a primary school (use class D1), a local health care facility (use class D2) or, in the alternate, a family public house/restaurant (use class A3/A4) and local retail and commercial units (use class A1, A2, A3, A4 and A5) up to a maximum floor space of 1,000 sqm (EIA development) Awaiting determination.	Developer proposals: <ul style="list-style-type: none"> • Sports pitches, pavilion building and changing rooms • Areas of formal and informal open space, children's play areas, landscaping, allotments and public realm • A new primary school • A local health care facility (although it should be noted that this application pre-dates the Area Action Plan, which did not anticipate provision of such a facility on-site)

Table 3: Current Planning Applications for Barwell SUE

3. Scope and methodology

3.1 Geographic scope and growth assumptions

This study’s focus is the two SUEs to the west of Barwell, and east of Earl Shilton. These are shown in Figure 1 below, shaded to the corresponding planning applications set out in Section 2. However, for the purpose of establishing a baseline of infrastructure demand affecting the SUEs, a wider geographical basis for the study has needed to be established. For example, for the purposes of establishing future needs for primary healthcare surgeries, it is important to understand how demand from new patients residing in the SUEs will interact with patient demand from other new developments in the area, as well as existing patient demand. The study has used the boundary of the 2014 Earl Shilton and Barwell AAP, shown as the outer black line on Figure 1.

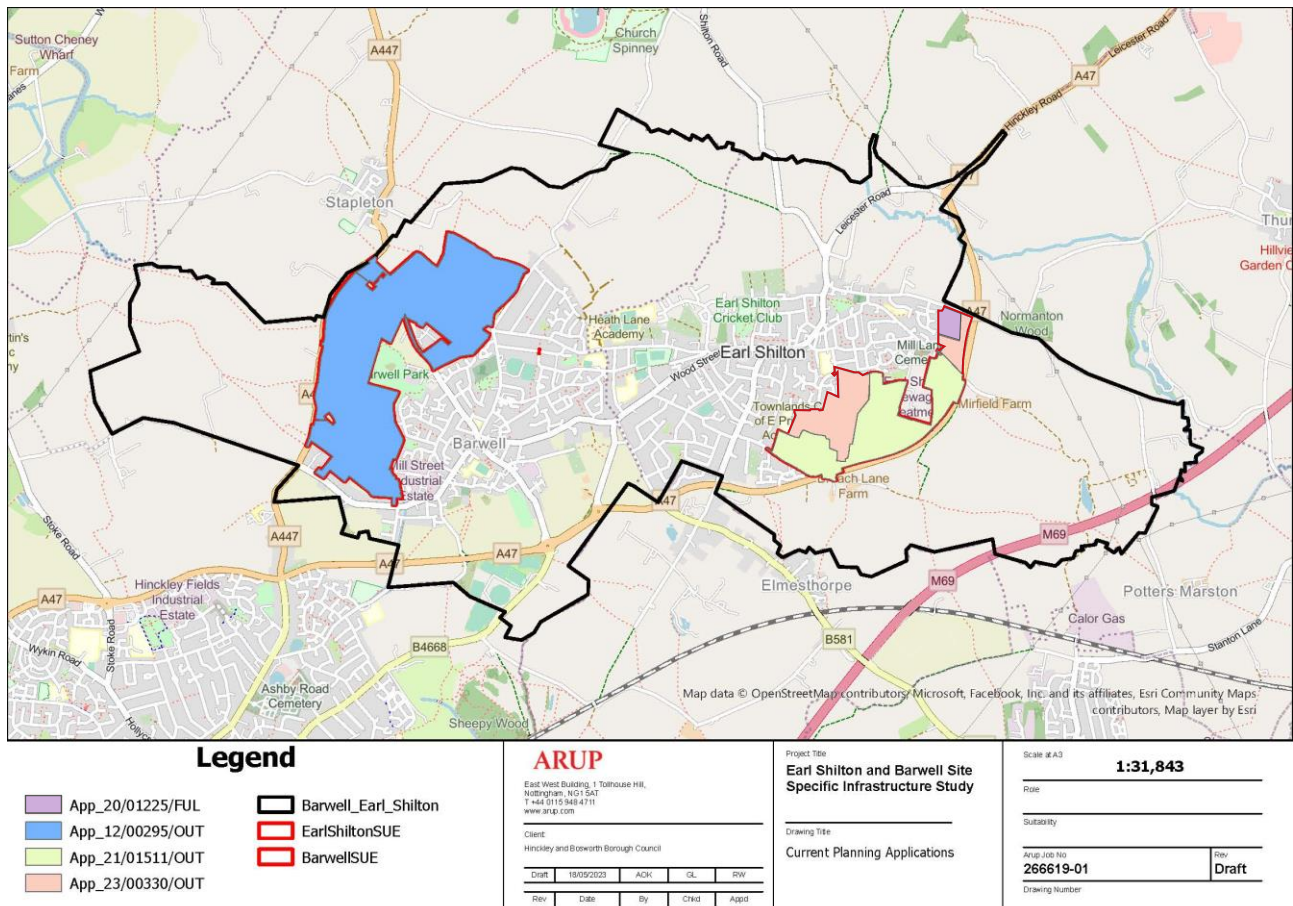


Figure 1: Map of the current applications within the Barwell and Earl Shilton

Earl Shilton

At the 2021 Census the Earl Shilton electoral ward (broadly coterminous with the boundary of Earl Shilton as set out in the AAP) had a resident population of 10,630, living in 4,654 dwellings.

As set out in Chapter 2, it is anticipated that 1,600 new dwellings will be constructed in the Earl Shilton SUE. Based on the ratio of 2.28 between existing residents and dwellings in the town (derived from the results of the 2021 census), the SUE would equate to a population increase of around 3,650. This ratio is notional and does not necessarily reflect the assumptions made by individual infrastructure providers – these are set out further within Chapter 4.

Table 4 below sets out existing dwelling commitments, as of 1 April 2022 (the latest date with available monitoring data). In combination with the Earl Shilton SUE, it is therefore anticipated that 1,840 new dwellings will come forward in the town. This figure excludes sites where planning applications exist but

have not yet been determined (as it cannot yet be known whether these will be granted), as well as any sites which could be proposed in Earl Shilton by the new Local Plan.

Planning application ref	Site address	Total dwellings	Dwellings not started 1 April 2022
19/01442/REM	Westfield Farm, Keats Lane	350	184
18/00987/OUT	King William, 1 The Hollow	17	17
21/00607/FUL	Land West of Breach Lane	9	9
19/01141/FUL	Earl Shilton Town Sports Club, Keats Lane	9	9
Various	<i>Small sites with fewer than 5 dwellings</i>	21	21

Table 4: New dwelling commitments in Earl Shilton as of 1st April 2022

Barwell

At the 2021 Census the Barwell electoral ward (broadly coterminous with the boundary of Barwell as set out in the AAP) had a resident population of 9,152, living in 4,070 dwellings.

As set out in Chapter 2, it is anticipated that 2,200 new dwellings will be constructed in the Barwell SUE. Based on the ratio of 2.25 between existing residents and dwellings in the village (derived from the results of the 2021 Census), the SUE would equate to a population increase of around 4,950. This ratio is notional and does not necessarily reflect the assumptions made by individual infrastructure providers – these are set out further within Chapter 4.

Table 5 below sets out existing dwelling commitments, as of 1 April 2022 (the latest date with available monitoring data). In combination with the Barwell SUE, it is therefore anticipated that 2,284 new dwellings will come forward in the village. This figure excludes sites where planning applications exist but have not yet been determined (as it cannot yet be known whether these will be granted), as well as any sites which could be proposed in Earl Shilton by the new Local Plan.

Planning application ref	Site address	Total dwellings	Dwellings not started 1 April 2022
19/00730/REM	Glebe Farm, Kirkby Road	28	28
18/01266/FUL	Barrack House, The Barracks	17	17
20/00504/FUL	Former Island House, Arthur Street	14	14
17/00289/REM	29 Moore Road	14	14
Various	<i>Small sites with fewer than 5 dwellings</i>	11	11

Table 5: New dwelling commitments in Barwell as of 1 April 2022

3.2 Infrastructure types considered

The scope of this study includes all infrastructure types planned for at a settlement level, and where provision might therefore be required either within the SUEs themselves or elsewhere within Earl Shilton and Barwell. The scope excludes ‘integral infrastructure’, i.e. fundamental basic infrastructure necessary to make the sites liveable, such as utilities connections. This is on the basis that the SUEs are long-term known sites which the relevant utility providers will have factored into their capacity planning, and which developers will also need to provide and pay for irrespective of other factors. In other words, the provision of such infrastructure will not be subject to consideration as part of the development management process and will not be a basis upon which to establish that development cannot take place

The scope also excludes all infrastructure which is planned for at a wider level than individual settlements – such as emergency service provision and secondary healthcare. Given this, new provision for these infrastructure types will not be required within the boundaries of the SUEs. A small number of infrastructure types considered in the borough-wide Infrastructure Capacity Study are also only relevant to Hinckley Town

Centre by virtue of its greater size, and therefore do not need to be considered within Earl Shilton and Barwell.

This does not necessarily indicate that other forms of infrastructure will not need to be considered in the determination of planning applications for sites within the SUE, and it would be open to providers responsible for the infrastructure types not included in the scope of the study to respond to consultation on those planning applications (which could potentially include requests for developer contributions). Any such comments and requests would be considered by the Council alongside other representations when determining applications.

The table below lists all infrastructure types considered within the scope of the borough-wide Infrastructure Capacity Study, whether or not these are included in this study for Earl Shilton and Barwell, and the rationale for this.

Infrastructure Category	ICS Infrastructure Type	Inclusion in study?
Transport	Highways	Yes
	Car parking management	No – relevant to Hinckley Town Centre only
	Public transport	Yes (Bus only, given Hinckley is the borough’s only rail station)
	Active travel	Yes
Utilities / Environment	Gas supply	No – integral infrastructure, not part of development management
	Electricity supply	No – integral infrastructure, not part of development management
	Water supply	No – integral infrastructure, not part of development management
	Sewerage	No – integral infrastructure, not part of development management
	Flood risk management	Yes
	Waste management facilities	Yes
	Digital infrastructure	No – integral infrastructure, not part of development management
Education / Community	Primary / secondary education	Yes
	Special educational needs	Yes
	Nursery / early years provision	Yes
	Adult education	No – provision planned at a boroughwide level
	Community halls	Yes
	Libraries	Yes
	Public conveniences	No – relevant to Hinckley Town Centre only
Healthcare / Emergency Services	Primary healthcare	Yes
	Secondary healthcare	No – provision planned at a regional level
	Social and care services	Yes
	Ambulance services	No – provision planned at a regional level
	Policing	No – provision planned at a countywide level
	Fire and rescue provision	No – provision planned at a countywide level

Infrastructure Category	ICS Infrastructure Type	Inclusion in study?
Open Space and Recreation	Formal parks and gardens	Yes
	Natural/semi-natural open space	Yes
	Amenity green space	Yes
	Play provision	Yes
	Indoor sports provision	Yes
	Outdoor sports provision	Yes
	Allotments	Yes
	Cemeteries	No – provision planned at a boroughwide level
	Green corridors	Yes

Table 6: Infrastructure types considered in the Infrastructure Study

3.3 Study methodology

The methodology for this study has included the following tasks:

Review of existing information and planning applications

To ensure a clear understanding of how future development will impact infrastructure provision in the study area, it is important to be clear on levels of provision now. We have therefore carried out a thorough desk-based review of relevant published evidence base documents and strategies from a full breath of infrastructure providers and public sector agencies. This has provided a crucial broad understanding of the local infrastructure picture regarding the delivery of the SUE sites. The documents we have reviewed include national and local infrastructure planning policy and strategies, developer contributions response to the proposed SUEs, forecast figures for education across Earl Shilton and Barwell and housing growth impact assessment from NHS. The evidence considered is summarised throughout Chapter 4.

Engagement with stakeholders

Our experience of infrastructure planning demonstrates the essential nature of engagement with infrastructure providers. As such, we have sought to discuss local infrastructure provision with infrastructure providers relevant to every infrastructure type within the scope of the study. To do this, a list of stakeholders as agreed with the Council and matters to be discussed were established. These typically included:

- The existing baseline performance of the infrastructure type;
- Any existing committed schemes to provide additional capacity for that infrastructure type;
- The latest view on new infrastructure provision necessary as a result of development in the SUEs;
- The basis on which the infrastructure providers would anticipate any new infrastructure being funded and delivered.

As part of the process of arranging each discussion with infrastructure stakeholders, a briefing note was circulated. This set out the context around the study, its interaction with the boroughwide Infrastructure Capacity Study and the Local Plan, and the latest current anticipated levels of growth within each SUE.

In the majority of cases, discussions took the form of structured 30-45-minute online meetings, with follow-up correspondence if required. However, for some infrastructure types such as primary healthcare, a number of follow-up meetings have been held to ensure that outstanding matters were fully resolved and that the correct position was fully understood.

Discussions were held with the following stakeholders:

Category	Infrastructure Type	Stakeholder
Transport	Highways	National Highways
		Leicestershire CC - Transport
	Warwickshire CC - Transport	
	Public Transport	Leicestershire CC - Transport
Environment	Flood Management	Leicestershire CC - LLFA
	Waste Management Facilities	Hinckley & Bosworth BC
Education / Community	Primary / Secondary education	Leicestershire CC – Education
	Special schools	
	Nursery / Early years	
	Community Halls	Barwell Parish Council
		Earl Shilton Town Council
	Libraries	Leicestershire CC – Libraries
Healthcare / Emergency Services	Primary Healthcare	Leicester, Leicestershire and Rutland's Integrated Care Board
	Social and Care Services	Leicestershire CC – Social Services
Open Space and Recreation	Formal Parks and Gardens	Hinckley & Bosworth BC
	Natural and semi-natural Open space	Barwell Parish Council
	Amenity Green Space	Earl Shilton Town Council
	Provision for Children and Teenagers	
	Outdoor Sports Facilities	
	Indoor Sport and Recreation	
	Allotments	

Table 7: Meetings held with infrastructure providers and other stakeholders as part of the study

Establishing up-to-date infrastructure needs

Utilising the outcomes of the review of existing evidence and strategy and our engagement with infrastructure stakeholders in the previous stages, we have assessed infrastructure in Earl Shilton and Barwell through two lenses. These form consistent headings throughout Chapter 4, for each infrastructure topic:

- Existing local provision – Setting out the current pattern of infrastructure provision within the two settlements, and relevant catchments and interdependencies with provision in other locations (elsewhere in Hinckley & Bosworth and beyond). For each infrastructure type we have set out general current levels of sufficiency and hence the baseline conditions upon which development in the SUEs needs to build, and any existing infrastructure capacity deficits which development in the SUEs could help to address.
- Requirements associated with future growth – Setting out what infrastructure is required as a result of development on the SUEs based on the growth quantum currently anticipated, insofar as it is

possible to indicate this. Where engagement with infrastructure stakeholders has indicated a need for further work before the requirements associated with future growth can be known, or where the precise requirements will need to be established through the planning application processes, this is set out.

We have used benchmark infrastructure standards agreed with infrastructure providers as the basis for infrastructure needs – for example, ratios of dwellings to patients for primary care, and standard pupil yields per dwelling when considering education provision. Where conclusions are on a more qualitative basis, the specific grounds for these conclusions are set out where relevant within Chapter 4.

Apportionment of needs and costs

The Earl Shilton SUE is being developed by three separate applicants. Two of these (planning applications 21/01511/FUL and 23/00330/FUL in Table 1) have collaborated to produce a shared masterplan, partly reflecting the inter-twined nature of the areas in each developers' control. These two applicants therefore actively anticipate following a shared, apportioned approach to infrastructure provision. The third applicant within the Earl Shilton SUE (planning application 20/01225/FUL) has not collaborated in the same way thus far, and has pursued a more self-contained approach to infrastructure provision, however a collaborative working approach with the applicant has been discussed and encouraged.

For the purposes of this study it is considered that infrastructure needs which arise within Earl Shilton must be the responsibility of the SUE as a whole – and that developer contributions should therefore be shared proportionally between all parties. This should be done on the basis of assumed yields of residents (and resultant patients, pupils etc) from each part of the site. It is not for this study to prescribe a precise balance of apportionment, not least because some of the current planning applications are outline applications and until the point of determination exact numbers of dwellings to come forward within each site are subject to change.

The Barwell SUE is being developed by a single developer, and hence any infrastructure needs arising within Barwell will be the sole responsibility of that developer.

There are some infrastructure types where needs arise across the study area as a whole, and where the approach to meeting demand is not solely limited to the settlement in which the SUE is located. This notably includes secondary education. In these cases, costs should be apportioned between all four developers (the three in Earl Shilton and one in Barwell) as well as any other developers within the relevant catchment, in the same proportionate manner as described above for needs arising solely within Earl Shilton.

The summaries of infrastructure requirements within Chapter 5 set out, for each infrastructure type, whether we consider the costs of infrastructure provision need to be apportioned between developers.

4. Infrastructure capacity findings

This section sets out the baseline position of local infrastructure provision for each of the infrastructure types within the scope of the study. This then forms a basis for a series of conclusions around the infrastructure requirements associated with proposed growth on each of the SUEs, informed by the analysis and stakeholder engagement set out within Chapter 3.

4.1 Transport

Existing local provision

Highways

The main highway access to both Earl Shilton and Barwell is the A47, which runs along the southern edge of both settlements and acts as a bypass. The A47 continues west to (and around Hinckley), connecting to the A5 – part of National Highway’s Strategic Road Network (SRN) and beyond to Nuneaton. To the east, the A47 continues to Leicester. Earl Shilton and Barwell are located close to the M69 motorway, another part of the SRN. However, the closest access to the M69 at Junction 2 is around five miles to the south by road. As this only provides northbound access to and southbound exit from the M69, its usefulness for journeys to Earl Shilton and Barwell is reduced.

The ‘old’ route of the A47 forms a central spine through Earl Shilton providing local access, connecting to the A47 bypass at either end. The centre of Barwell is at the confluence of a number of local access roads. A network of other routes provides access north and south, notably including the A447 which skirts Barwell and runs north towards Ibstock and Coalville. The location of these routes is shown on Figure 2 below.

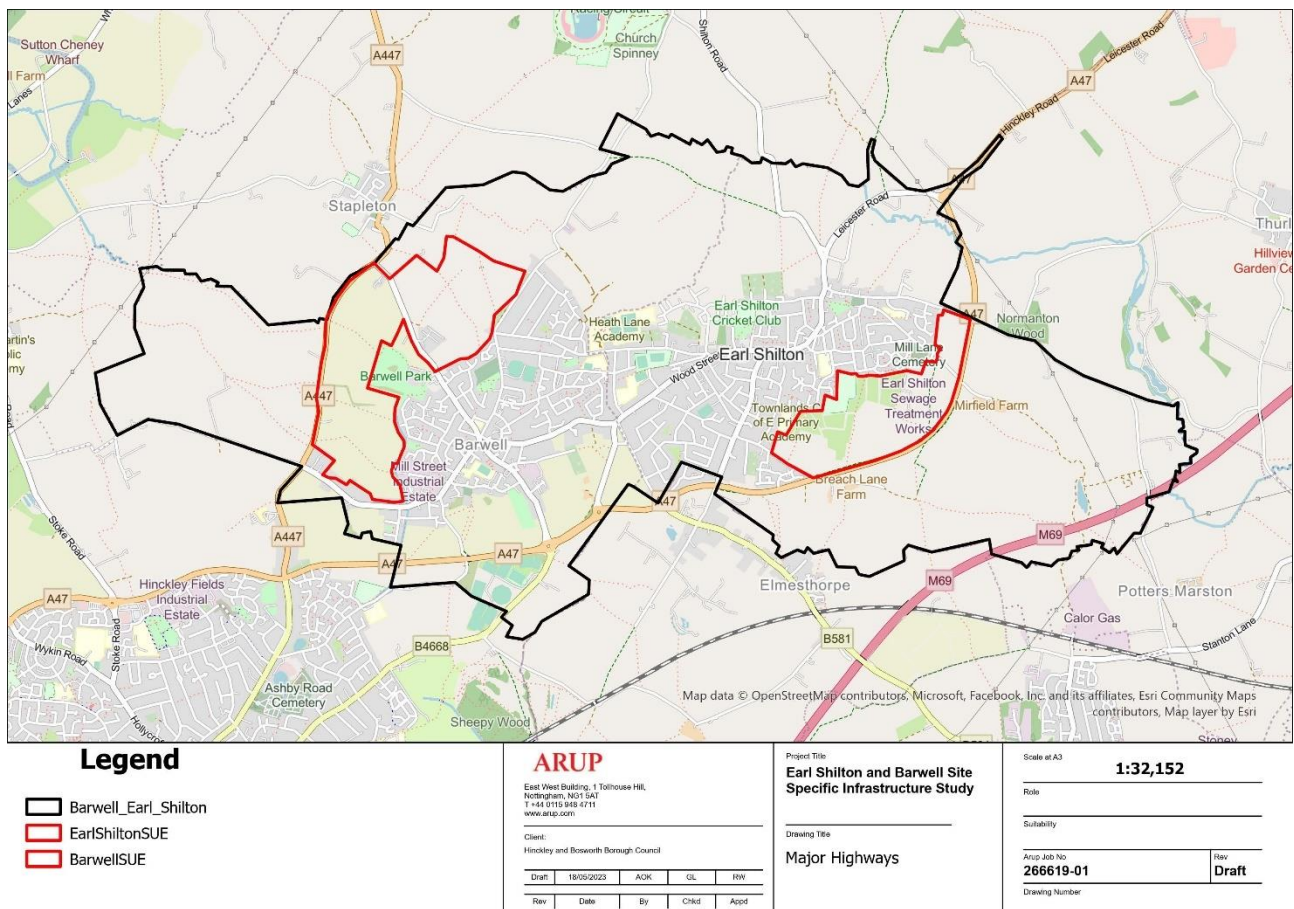


Figure 2: Existing highways within the study area

Our discussions with Leicestershire County Council, Warwickshire County Council and National Highways have identified a wide range of constraints on the current highway network, particularly on the A47 corridor and the A5. Congestion and the impact of heavy vehicle movement is an issue, particularly the significant strategic warehousing sector along the A5 corridor and various physical constraints within the existing network. This includes the low bridge on the A5 east of Hinckley, succession of junctions providing local access on the A5 between Hinckley and Nuneaton, and the lack of south-facing slip roads at M69 Junction 2 which necessitates strategic traffic flows from the north of Hinckley (including Earl Shilton and Barwell) from being able to avoid the A47 and A5. In turn, congestion on these routes is resulting in inappropriate uses of more local roads to avoid delays.

Earl Shilton Town Council also noted some concerns about more localised congestion away from main roads, for example along Ashley Road during school pick up and drop off periods.

It was noted through all of discussions that the proposed national rail freight interchange adjacent to M69 Junction 2 in Blaby district could add significantly to existing baseline traffic levels in the event that it proceeds. However, this development would include the construction of the ‘missing’ slip roads at M69 Junction 2, offering the potential to simultaneously re-orientate a number of journeys which currently add to congestion along the A47 and A5. This proposal has recently been accepted by the Planning Inspectorate for examination¹⁶, and is expected to be determined by the end of 2024.

Bus Services

Earl Shilton and Barwell are served by a number of existing bus services. Figure 3 below provides a summary of service frequencies relative to the study area, extracted from Podaris transport planning software.

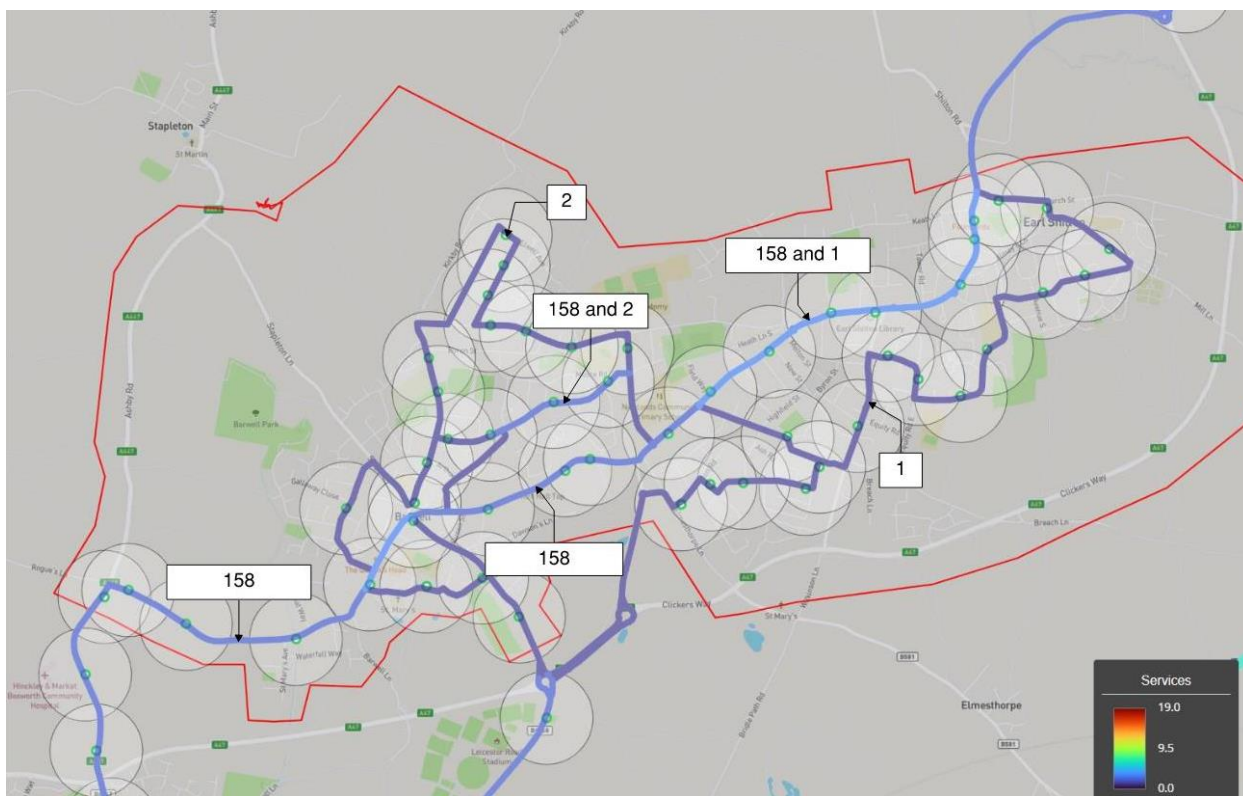


Figure 3: Bus routes within Earl Shilton and Barwell, showing relative service frequencies and bus stop locations

Bus services can broadly be summarised in two categories:

- Routes 148 and 158 which provide a frequent all-day, all-week service along the spine of roads through the centre of Earl Shilton and Barwell, running north-east to Leicester and south-east to Hinckley and Nuneaton. These routes are primarily operated on a commercial basis.

¹⁶ [Hinckley National Rail Freight Interchange | National Infrastructure Planning \(planninginspectorate.gov.uk\)](https://planninginspectorate.gov.uk)

- Routes 1 and 2, which provide a handful of weekday and Saturday daytime journeys from more residential areas of Earl Shilton and Barwell respectively into Hinckley. The operation of these routes is subsidised by LCC.

Until February 2023 Barwell was also served by Route 159, which ran north to Ibstock and Coalville and south to Hinckley. However, this subsidised route was withdrawn due to LCC funding cuts¹⁷.

Figure 3 also shows a 400 metre (approximately 5-minute walk) radius around each bus stop location, showing that the vast majority of Earl Shilton and Barwell are within close proximity to bus services.

Active travel

Earl Shilton and Barwell are served by a network of cycle routes. These are primarily on-road routes, but include a number of strategic links along quieter roads, such as Kirkby Road to the north of Barwell towards Kirkby Mallory. This cycle network provides a range of routes within Earl Shilton and Barwell, and coupled with the relatively favourable topography of the two settlements this means that there are reasonable baseline active travel opportunities. There are also some limited interurban active travel opportunities, notably to the south-west of Barwell into Hinckley where the cycle network provides multiple linkages.

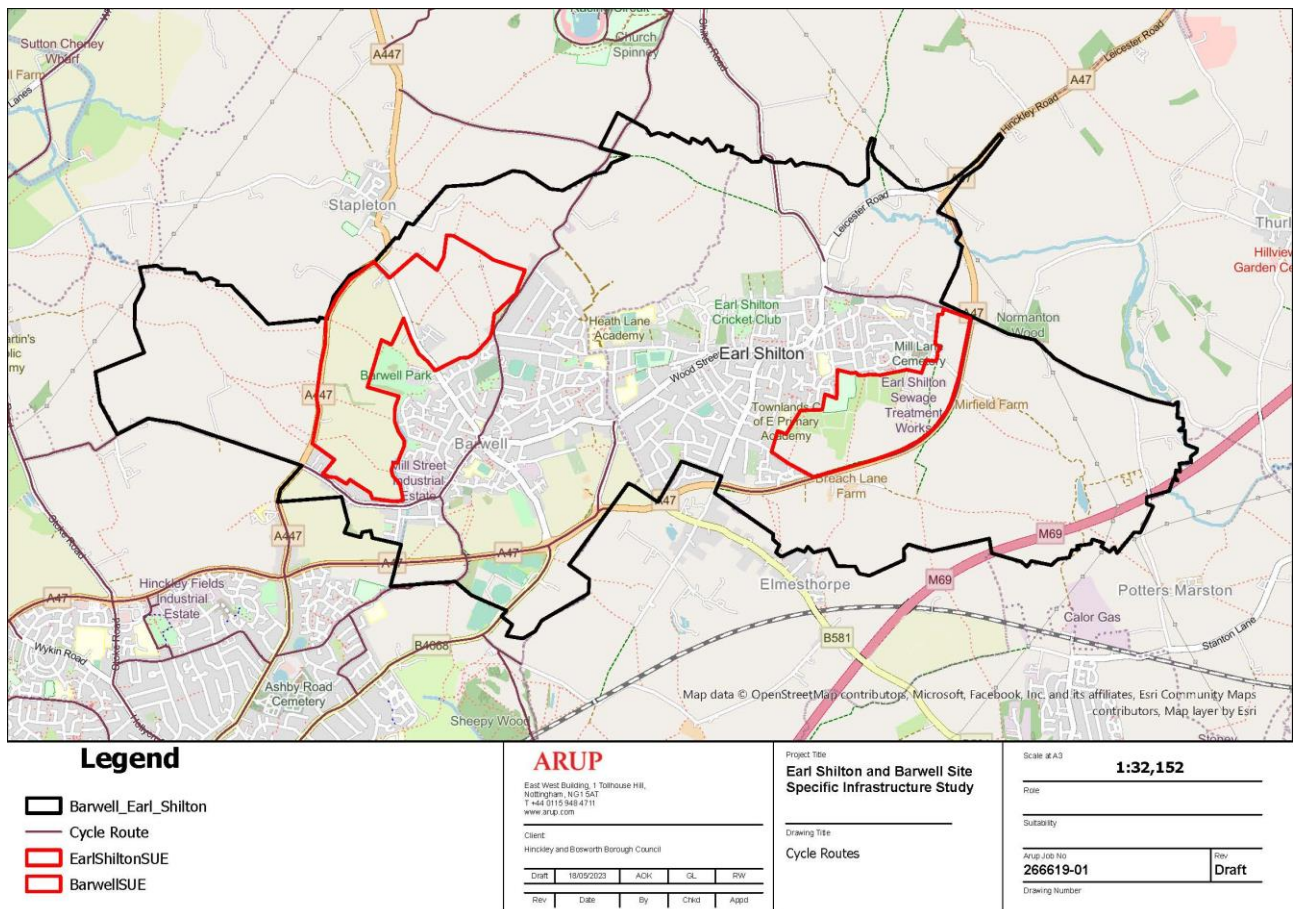


Figure 4: Cycle routes within Earl Shilton and Barwell

Requirements associated with future growth

Discussions with transport infrastructure providers have highlighted the need for modelling to be undertaken before the requirements associated with future growth (in terms of necessary mitigation schemes) can be fully understood. This modelling has been commissioned in the context of the two SUEs within the scope of the study, and will also be undertaken at a wider sub-regional scale in the context of HBBC's new local plan,

¹⁷ [Hinckley to Coalville bus service to be scrapped leaving some villages with no public transport - Leicestershire Live \(leicesterm Mercury.co.uk\)](https://www.leicesterm Mercury.co.uk)

local plans elsewhere in Leicestershire and Warwickshire and, and to help to support the case for any investment schemes along key corridors such as the A5.

However, as noted above, there are identified general constraints in capacity which will need to be addressed. It is therefore anticipated that the developers of the SUEs will need to contribute to appropriate transport mitigation packages, once these have been identified. The future boroughwide Infrastructure Capacity Study will set this out in further detail.

A long-standing scheme¹⁸ on the A5 between the Dodwells and Longshoot roundabouts (the short section shared with the A47 between Hinckley and Nuneaton), which would have helped to mitigate existing congestion and accommodate flows resulting from new development, has been removed from the Government's Road Investment Strategy (RIS). From our discussions with the local highways authorities it is understood that this reflects the Government's view that the benefits of the scheme are not currently clear enough for investment to be prioritised. Highways England has indicated that investment in this location is still being considered, and it is noted as being among the most congested sections of route in National Highways' South Midlands Route Strategy published in May 2023¹⁹. This indicates that improvements to the A5 between the M69 and M42 (near Tamworth) will be in the pipeline for RIS4, covering 2030-2035.

In the absence of modelling (and associated development of mitigation schemes), it is similarly difficult to establish clear requirements associated with future growth for public and active travel schemes. However, it is anticipated that this will need to include a comprehensive network of active travel linkages into and throughout the two SUEs, and provision to route bus services through the two SUEs. Given the very low frequency of the closest routes to the SUEs (Routes 1 and 2), these are unlikely to present an attractive travel option for new residents that encourages modal shift away from car use. It is also considered unlikely that the high-frequency routes 148 and 158 could serve the SUEs without making unacceptably-long diversions that add to travel times and potentially make these services less attractive to existing passengers. The transport modelling process should therefore explore the potential need for alternative forms of provision (such as new bus routes) as mitigation.

4.2 Environment

Existing local provision

Flood risk management

By virtue of their size, both SUEs are intersected by a range of small ordinary watercourses. Whilst both sites are within Flood Zone 1 for river flooding, for surface water flooding areas within both sites along the lengths of these watercourses are at medium risk (between 1.0-3.3% chance of flooding in any year) or high risk (a greater than 3.3% risk of flooding in any year). These extents are shown in Figure 5 below.

LCC in its role as Lead Local Flood Authority has identified the relatively large area at risk of surface water flooding along the eastern edge of the southern part of the Barwell SUE as significant. This is understood to result from the adjacent existing area of development along Hereford Close to the east being raised up above the surrounding level of what are currently fields (and in the future will form part of the Barwell SUE) and the River Tweed, meaning that water could 'pond' in this area during periods of heavy rainfall. This risk is exacerbated because this area drains into a 300 metre long culvert to the north, running underneath Barwell Park. It is understood that the risk of blockage of this culvert has previously been identified, with a need identified for upgrades to be undertaken to bring this culvert into line with the Government's Culvert, Screens and Outfall Manual²⁰.

¹⁸ [PE2_m160014_A5_Dodwells_to_Longshoot_PIE_v2_6.5.16.pdf \(publishing.service.gov.uk\)](#)

¹⁹ [South Midlands Route \(nationalhighways.co.uk\)](#)

²⁰ [Culvert, screens and outfall manual - GOV.UK \(www.gov.uk\)](#)

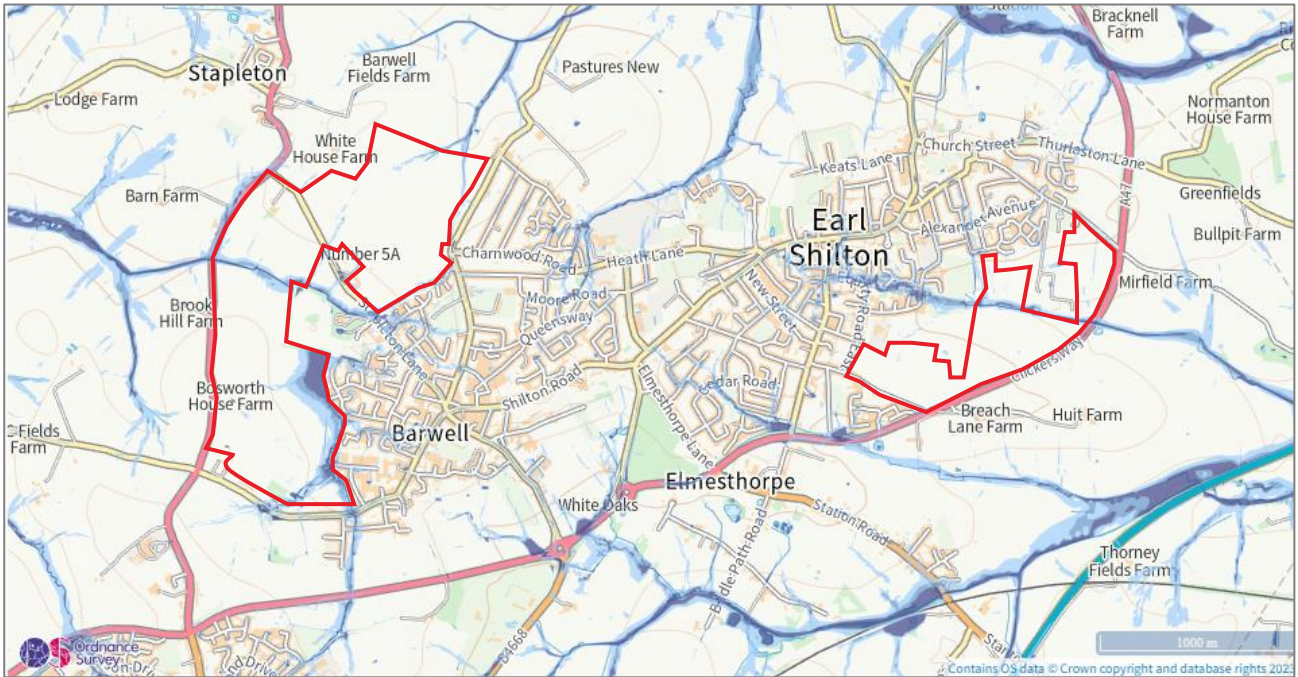


Figure 5: Areas at risk of surface water flooding around Earl Shilton and Barwell (darker shades indicate higher risk)

Waste management

The study area is served by Barwell Recycling and Household Waste Centre (RHWC). This is located on Stapleton Lane on the north-western edge of Barwell, immediately adjacent to Barwell Park and the Barwell SUE. This RHWC is the only one located within Hinckley & Bosworth – whilst northern parts of the district are closer to Coalville RHWC in North West Leicestershire District, this means that Barwell RHWC also serves Hinckley and the surrounding network of villages. LCC has indicated that Barwell RHWC has existing capacity constraints and at peak times can have difficulties accommodating demand.

Requirements associated with future growth

It is for the flood risk assessments submitted alongside the planning applications for the two SUEs to demonstrate that flood risk can be acceptably managed, and LCC as Lead Local Flood Authority is involved in the process of considering these and providing its expertise. Appropriate flood risk management infrastructure will also need to be provided, and funded by developers. In the case of the Barwell SUE this will include making any necessary upgrades to the culvert underneath Barwell Park to manage the high surface water drainage risks identified in the eastern part of the site. LCC has also identified the potential need for the developer of the Barwell SUE to contribute to an offsite scheme identified in the 2015 Leicestershire Local Flood Risk Management Strategy Action Plan²¹ – ‘*surface water drainage improvements to the waterway at Hinckley Road and Mill Street, Barwell which has been subject to severe and frequent flooding*’.

Given their proximity, it can be assumed that all residents of both SUEs will use Barwell as their preferred RHWC location. LCC has therefore indicated that the development of the two SUEs will make it increasingly difficult to maintain an acceptable level of service at Barwell RHWC at peak times. It is noted that the two SUEs will not be the only development sites placing additional demand upon Barwell RHWC, however they are likely to be among the largest such sites. Accordingly, LCC has indicated that the SUE developers will need to provide proportionate developer contributions towards the expansion and improvement of Barwell RHWS.

It would be beneficial for the boroughwide Infrastructure Capacity Study to consider what other sites outside of Earl Shilton and Barwell will also need to contribute to such an expansion, and consider how and when this would be delivered. At this stage however, it is noted that the existing RHWC appears to have space to

²¹ [flooding_action_plan.pdf \(leicestershire.gov.uk\)](#)

expand on site (albeit this would necessitate the removal of some trees) and would not therefore necessarily require any land take from the Barwell SUE itself.

4.3 Education and community facilities

Existing local provision

Primary and secondary schools

There are six primary schools within the study area – four in Earl Shilton and two in Barwell. However, to varying degrees these schools serve overlapping catchments between the two settlements – for example, Newlands School is located on Belle Vue Road which forms the boundary between Earl Shilton and Barwell.

The study area is served by one secondary school – Heath Lane Academy in Earl Shilton. Significant numbers of pupils also travel to Redmoor Academy which is the closest secondary school within Hinckley, and to Hinckley Academy which incorporates sixth form provision for post-16 education.

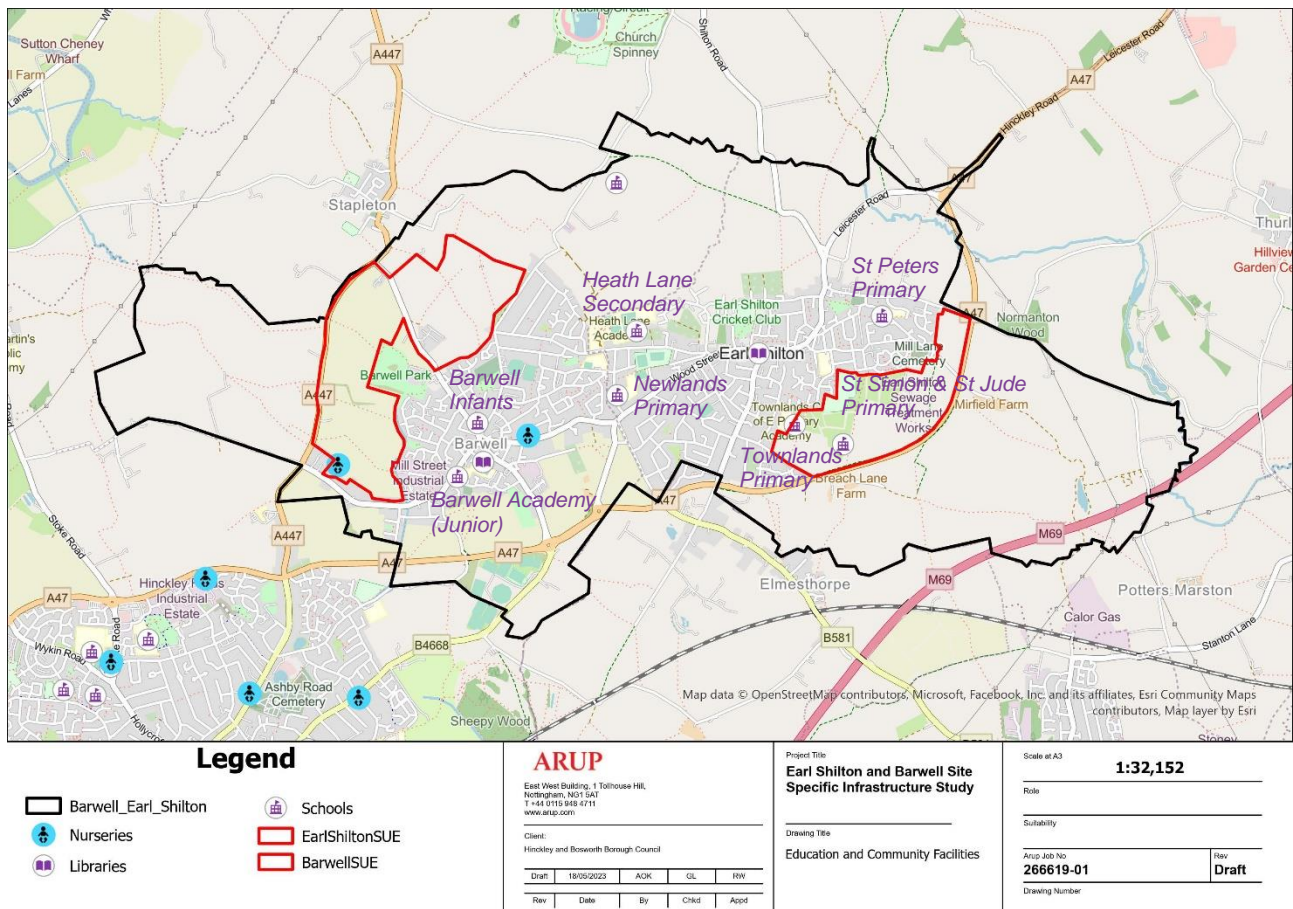


Figure 5: Locations of schools and other community facility provision within Earl Shilton and Barwell, with schools in Table 8 labelled

Through our discussions with them in their role as local education authority, LCC shared the latest statistics for current school capacity and forecast future levels of surplus (and deficit) in schools serving the study area. These are shown in Table 8 below. The forecasts cover a period through to 2026, and factor the pupil yield from any sites which have received permission (i.e. those listed in Table 4 and Table 5).

It can be seen that there is forecast to be a gradual increase in available capacity in primary schools in the study area, with nearly all of this being in schools in Earl Shilton. At a secondary level, capacity is forecast to gradually decrease at Heath Lane Academy. For Redmoor Academy and Hinckley Academy, the current modest capacity headroom is forecast to become a deficit in available places over the coming years – for Redmoor Academy this deficit will result in the school being significantly over-capacity.

School name	Age Group	2022 school capacity	2022 pupil surplus	Forecast future pupil surplus/deficit			
				2023	2024	2025	2026
Primary Schools							
Newlands, Earl Shilton	4-11	420	54	71	95	110	132
St Simon & St Jude, Earl Shilton	4-11	210	62	57	40	25	0
St Peter's Academy, Earl Shilton	4-11	210	4	7	10	10	11
Townlands, Earl Shilton	4-11	405	27	49	78	99	121
Barwell Infants	4-7	180	11	10	1	-7	4
Barwell Academy	7-11	300	29	33	46	40	32
<i>Total Earl Shilton</i>		<i>1,245</i>	<i>147</i>	<i>184</i>	<i>223</i>	<i>244</i>	<i>264</i>
<i>Total Barwell</i>		<i>480</i>	<i>40</i>	<i>43</i>	<i>47</i>	<i>33</i>	<i>36</i>
Total combined		1,725	187	227	270	277	300
Secondary Schools							
Heath Lane Academy, Earl Shilton	11-16	800	202	160	115	97	86
Redmoor Academy, Hinckley	11-16	925	13	-8	-56	-105	-150
Hinckley Academy and Sixth Form	11-18	300 (post-16)	19	26	-45	-45	-25

Table 8: Forecast future pupil capacity for primary and secondary schools serving Earl Shilton and Barwell

Special Educational Needs

There is currently no provision within Earl Shilton and Barwell for special educational needs. There are five area special schools within Leicestershire, with the closest to the study area being the Dorothy Goodman School in Hinckley. From our discussions with LCC, this is understood to be operating at capacity in common with all other special schools in the county – with demand for special educational needs having increased significantly in recent decades. Currently, 1.2% of the primary age population and 2.0% of the secondary age population in Leicestershire are educated in special schools.

Early Years Provision

There are two providers of early years education provision within the study area – Handprints Day Nursery and Preschool and Little Stars Preschool in Earl Shilton, and Lynton Childcare and The Old Rectory Nursery in Barwell. All are private providers, operating on a commercial basis. Through our discussions with LCC, no specific capacity issues have been identified.

Community Halls

There are currently two community halls in Barwell. Barwell Village Hall on High Street is rented by Barwell Parish Council from HBBC, and the George Ward Centre on Church Lane is run by an independent charitable group. It is understood from discussions with Barwell Parish Council that the Village Hall is in a relatively poor state of repair, but remains in demand from a number of regular community groups as well as for private events.

There are not currently any dedicated community halls in Earl Shilton. However, through our discussions with Earl Shilton Town Council it is understood that a project team has been formed in an attempt to establish a dedicated facility in the town. Earl Shilton does benefit from use of the library for regular community events, and also has the Earl Shilton Community House, operated by HBBC, which provides accommodation for groups including neighbourhood watch and community radio (although it is noted that plans exist for the potential redevelopment of this site²²).

Libraries

Earl Shilton is served by a small library in the town centre. LCC has indicated that this library sits on a constrained site, and has a limited stock of books and resources. However, whilst staffed opening hours are relatively limited, the library operates under LCC's Smart Library scheme which allows access to registered users during periods of the day where the library is unstaffed. LCC has not indicated that any issues exist with the capacity of library provision in Earl Shilton.

Barwell's Library closed in 2018, due to difficulty in securing long-term premises. LCC has continued to invite expressions of interest in reopening a community library in the village since this time, and indicated that it has recently received an approach from a community group. In the absence of a library in Barwell, residents nearest alternative provision is in Earl Shilton Hinckley.

Requirements associated with future growth

LCC has provided details of its desired approach to future education in line with the development of the SUEs. These are based on established pupil yield formulae as follows:

- Primary schools – 0.3 pupils per new house
- Secondary schools covering age 11-16 – 0.167 pupils per new dwelling
- Secondary schools covering age 11-18 – 0.2 pupils per new dwelling
- Post-16 provision covering age 16-18 – 0.033 pupils per new dwelling
- Primary-age special educational needs – 0.0036 pupils per new dwelling
- Secondary-age special educational needs – 0.004 pupils per new dwelling

These pupil yields are significantly reduced where new dwellings are in the form of apartments, which are not typically anticipated to be lived in by significant numbers of school-age children (and LCC does not include one-bedroom dwellings in yield calculations). LCC has indicated that it currently assumes all provision on the SUEs will be in the form of houses rather than flats, meaning that the pupil yields above should be assumed to apply throughout. This is considered to be appropriate for the purposes of analysis in this report, however this assumption will need to be revisited at the time of determining the current submitted planning applications and subsequent reserved matters applications, based upon any updated understanding of actual dwelling mix on the sites.

The anticipated 1,600 homes in the Earl Shilton SUE is forecast to yield 480 primary-age pupils. Schools are typically planned on the basis of their number of 'forms of entry', i.e. the number of 30-pupil school classes in each year group. As there are seven year groups in a primary school, one form of entry equates to 210 pupils. LCC has therefore indicated that the optimal primary school planning solution for the Earl Shilton SUE is a two form of entry school accommodating 420 pupils, located on-site. It is noted that this would result in a slightly reduced but potentially still significant degree of surplus primary education capacity within Earl Shilton, given the levels of existing capacity surplus set out within Table 8. However, LCC has indicated that a new school smaller than 2FE is unlikely to be sufficiently viable and sustainable to make it attractive for an academy trust to operate – although it could potentially be phased with an initial 1FE capacity and later 1FE expansion to 2FE overall. Ultimately this position will be subject to review as

²² [Have your say | Peggs Close flats regeneration proposal | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

planning applications approach determination, and it is noted that the applicants for the Earl Shilton SUE are jointly commissioning work to further explore LCC's costs and requirements for education.

LCC has indicated that the latest cost of a two form of entry primary school is around £14.5 million, with such a school requiring a fully-serviced 2ha plot within the SUE. This cost will need to be apportioned between the three developers in the Earl Shilton SUE. LCC has indicated that it would not be necessary for developer contributions to be paid for the balance of 60 pupils not being served by the new school, given that these can be accommodated within existing schools.

The anticipated 2,200 homes in the Barwell SUE is forecast to yield 660 primary-age pupils. LCC has therefore indicated that the optimal primary school planning solution for the Barwell SUE is a three form of entry school accommodating 630 pupils, located on-site. The remaining capacity of 30 pupils not able to be accommodated within a new school could be accommodated within existing schools in Barwell, per Table 8. Whilst this is a relatively marginal position (given the forecast 2026 capacity headroom of 36 pupils in Barwell), pupils can also be accommodated within schools in Earl Shilton where there is significantly more capacity.

LCC has indicated that the latest costs of a three form of entry primary school is around £19.4 million, with such a school requiring a fully-serviced 2.9ha plot within the SUE. LCC has indicated that it would not be necessary for developer contributions to be paid for the balance of 30 pupils not being served by the new school, given that these can be accommodated within existing schools.

The two SUEs are forecast to yield 634 secondary-age (11-16) pupils – 267 from the 1,600 homes in the Earl Shilton SUE and 367 from the 2,200 homes in the Barwell SUE. LCC has indicated that Heath Lane Academy should be assumed to serve pupil demand arising from both sites. Factoring the current surplus of 86 places at the school by 2026 and existing plans to increase capacity by 46 places as a result of contributions from other committed development within the catchment, it has been established that capacity for a further 502 places will be required as a result of development on the two SUEs. This equates to 2.4 forms of entry. LCC has indicated that it anticipates that scale of expansion being able to be accommodated on site at Heath Lane Academy through extension and remodelling works.

The pro-rata share of the 502 new secondary places required is 211 for the Earl Shilton SUE and 291 for the Barwell SUE. LCC has indicated that the latest costs for secondary school expansion are £17,876 per pupil, based on the Department for Education's 2021 National School Delivery Cost Benchmarking Report²³ with a locational factor adjustment for Leicestershire of 1.04%. At current prices, this results in forecast developer contributions of £3.77 million apportioned between the developers of the Earl Shilton SUE, and £5.20 million from the developer of the Barwell SUE. These costs will be superseded and need to be updated once updated benchmarking costs are available from the Department for Education, factoring the high inflationary costs currently being experienced in the construction sector. LCC has indicated that this is likely to be possible by Autumn 2023.

The two SUEs are forecast to yield 126 post-16 pupils – 53 from the 1,600 homes in the Earl Shilton SUE and 73 from the 2,200 homes in the Barwell SUE. LCC has indicated that the two SUEs should be served by the Hinckley Academy and Sixth Form, the closest school to the site with post-16 provision, with these pupils being accommodated through extension and remodelling works. Given the current deficit of 25 places at the school by 2026, developer contributions will be required for all of the new pupil demand generated.

LCC has indicated that the latest costs for post-16 school expansion are £19,327 per pupil, based on the 2021 National School Delivery Cost Benchmarking Report with a locational factor adjustment for Leicestershire of 1.04%. At current prices, this results in forecast developer contributions of £1.02 million apportioned between the developers of the Earl Shilton SUE, and £1.41 million from the developer of the Barwell SUE. As with secondary provision, these costs will be superseded and not to be updated once updated benchmarking costs are available from the Department for Education, factoring the high inflationary costs currently being experienced in the construction sector.

In terms of special educational needs, the two SUEs are forecast to yield 14 primary age pupils requiring special educational needs provision (6 from the Earl Shilton SUE and 8 from the Barwell SUE), and 15

²³ [National School Delivery Cost Benchmarking report 2021 | YORhub](#)

secondary age pupils requiring special educational needs provision (6 from the Earl Shilton SUE and 9 from the Barwell SUE). Given the relatively low pupil yields, it should be noted that the rounding errors involved in these smaller numbers are relatively significant. Through our discussions, LCC is not yet able to confirm that the special educational needs pupil yields from the two SUEs will be met within the closest special school, Dorothy Goodman in Hinckley. The exact solution to be pursued will be determined by LCC in due course.

LCC has indicated that the latest cost in the National School Delivery Cost Benchmarking Report for primary special educational needs provision is £65,664 per pupil, and £81,531 per pupil for secondary-age provision. At current prices, this results in forecast developer contributions of £877,000 apportioned between the developers of the Earl Shilton SUE, and £1.25 million from the developer of the Barwell SUE. As with secondary provision, these costs will be superseded and not to be updated once updated benchmarking costs are available from the Department for Education, factoring the high inflationary costs currently being experienced in the construction sector.

In terms of other forms of community facility provision:

- In Earl Shilton, it is noted that there are ongoing local desires to establish a dedicated community centre within the town, being led by the Town Council. The adopted Area Action Plan requires the provision of new community facilities within the SUE, by the developers. This could be located within the intended improvements to the sports facilities in Weavers Springs Park, where new facilities could serve a dual-purpose. It is recommended that this is discussed between HBBC, the three developers and Earl Shilton Town Council.
- In Barwell, the adopted Area Action Plan requires the provision of new community facilities within the SUE, by the developer. However, given the issues identified by Barwell Parish Council with the quality of facilities in the current village hall, it may be beneficial for investment to instead be made in this existing facility given its location in the heart of the village. This could also offer the potential to create a facility for a community library. It is recommended that this is discussed between HBBC, the developer and Barwell Parish Council.

4.4 Healthcare

Existing local provision

Primary Healthcare

There are two GP surgeries within the study area – Barwell Medical Centre, and Heath Lane Surgery in Earl Shilton. Barwell Medical Centre also manages Hollycroft Medical Centre in Hinckley as a branch surgery.

Through our discussions with the Leicester, Leicestershire and Rutland Integrated Care Board (ICB), the following statistics were shared:

Barwell:

- Barwell and Hollycroft Medical Centres currently have 14,400 registered patients.
- As a result of the joint management of the two surgeries in Barwell and Hollycroft, patients are primarily clustered in Barwell and the north-west part of Hinckley. Whilst the two surgeries are located around three miles apart, patients could potentially attend either surgery location.
- Only around 48% of Barwell residents are registered with Barwell and Hollycroft Medical Centres. A significant proportion (38%) are registered at Heath Lane Surgery in Earl Shilton, with the majority of the remainder registered at other surgeries in Hinckley.

Earl Shilton:

- Heath Lane Surgery currently has 14,600 registered patients.

- A significant number of patients of Heath Lane Surgery live in Earl Shilton, although as set out above large numbers also live in Barwell. Notable clusters of patients also live throughout the surrounding rural area, for example in Stapleton and Kirkby Mallory.
- 86% of Earl Shilton residents are registered with Heath Lane Surgery. A further 8% of residents are registered with Barwell and Hollycroft Medical Centres, with the remaining small proportion primarily registered with surgeries in Hinckley.

The locations of the two surgeries relative to the study area and the SUEs are shown in Figure 7 below.

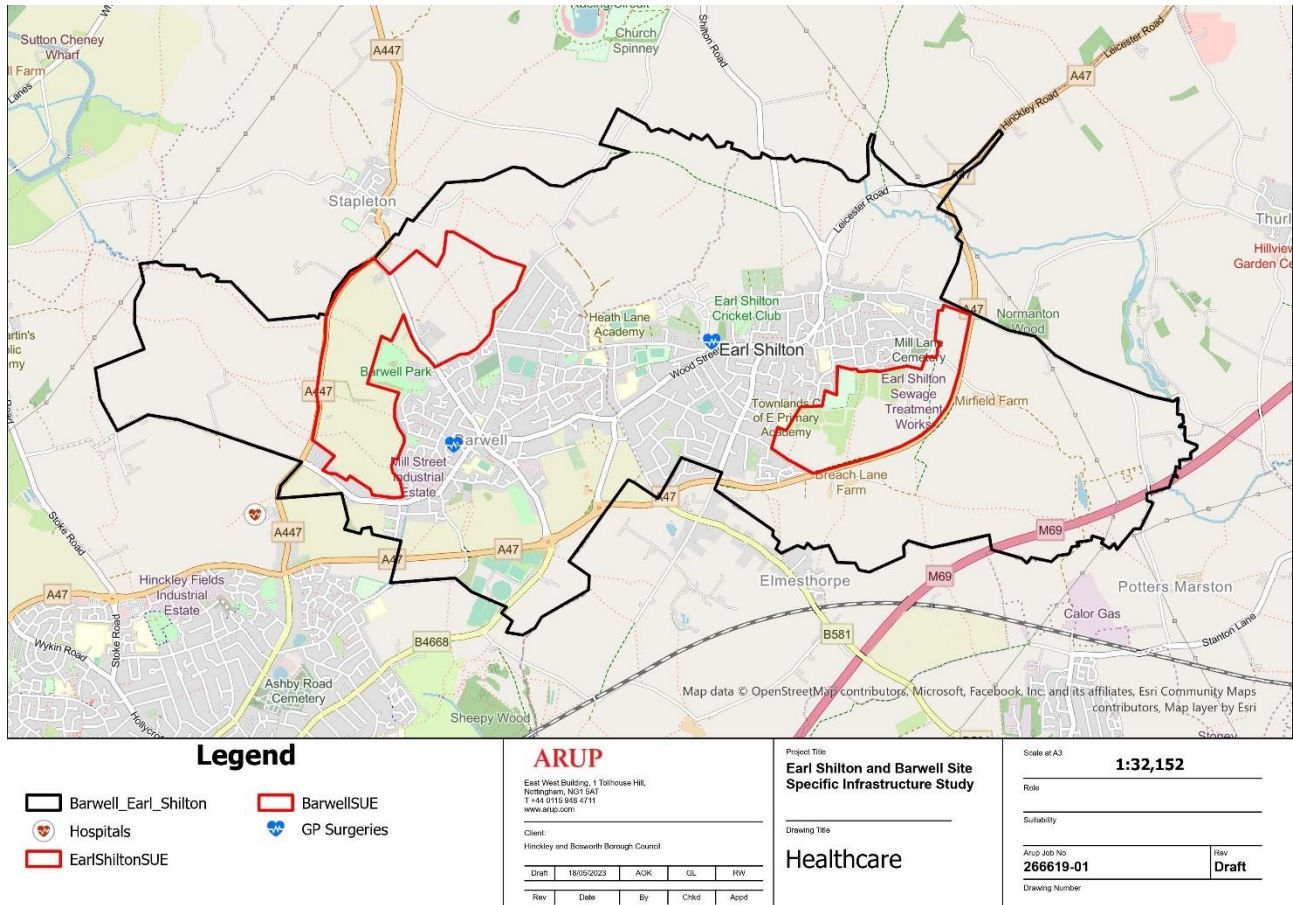


Figure 6: Location of GP surgeries within Earl Shilton and Barwell

Social and care services

Leicestershire County Council’s Adult and Community Services provide the adult social care service for Hinckley & Bosworth. The service supports older people as well as people with learning disabilities, physical disabilities and mental health needs. A number of private adult care homes exist across the study area, as well as Jubilee Villa in Barwell which provides care for adults with learning disabilities. A further new private older person’s care home has received planning permission in Barwell and is under construction (application ref 16/00341/OUT).

There are two sheltered housing schemes within the study area – one in Earl Shilton and one in Barwell. Both are owned and managed by HBBC. There is currently no extra care housing (providing an intermediate level of care alongside maintained independent living) within the study area.

Requirements associated with future growth

The ICB estimates that new development will yield 2.5 new patients per dwelling. It is noted that this is slightly more patients than might be expected given the existing household sizes within the study area of 2.25 per dwelling in Barwell and 2.28 per dwelling in Earl Shilton (see Section 3.1), but it remains within a close margin and is therefore considered appropriate for initial consideration for the purposes of this study.

The ICB has indicated that Barwell Medical Centre should be considered to be at capacity in its current form. However, it is subject to existing plans to create additional capacity. This will take the form of the relocation of the surgery onto a new site on High Street in Barwell, around 150 metres from the existing surgery location. This is a long-standing scheme, which had at one time been intended to be included in the package of infrastructure associated with the Barwell SUE. However, due to the delays in bringing forward the SUE, this scheme is instead being funded through NHS England's Estates and Technology Transformation Fund (ETTF)²⁴, for which the ICB and surgery have successfully obtained funding. This scheme will meet existing demand as well as that associated with existing committed development, and whilst it will include passive provision for future expansion it will not initially be built with capacity to support patient demand arising from the Barwell SUE. Planning permission was granted for this scheme in January 2022 (application reference 21/00540/FUL²⁵) and it is anticipated that construction will commence in the near future.

The ICB has indicated that the forecast patient yield of 5,500 based on 2.5 patients per dwelling from the Barwell SUE will equate to a future demand for around five additional treatment rooms at the new Barwell Medical Centre. Whilst currently a large number of Barwell residents use Heath Lane Surgery in Earl Shilton, it is anticipated that some rebalancing of demand will occur once the new Barwell Medical Centre is open and providing brand new, modern facilities – and that all demand arising from the Barwell SUE should therefore be assumed to be met by Barwell Medical Centre. The costs of this extension would be paid for through developer contributions by the developer of the Barwell SUE.

Heath Lane Surgery in Earl Shilton has undergone a recent extension, opened in 2019 (application reference 18/01160/FUL²⁶). This has created four new treatment rooms, and was planned to accommodate the approximate patient yield of 4,000 patients that will result from the Earl Shilton SUE (assuming 2.5 patients per dwelling). Heath Lane Surgery funded this expansion through a combination of Government ETTF funding, and a loan which it now intends to repay through the construction of a small number of houses on land owned by the Surgery (with planning permission having been granted for this scheme in June 2023 – reference 23/00119/FUL²⁷). It is understood that space will remain on the Heath Lane Surgery site for further future expansion of primary healthcare facilities should this be required – however, the ICB has confirmed that the recent expansion means that no financial contributions for primary healthcare will be required from developers of the SUE.

In terms of social and care services, LCC has highlighted the needs identified in its Adult Social Care Investment Prospectus 2019-2037²⁸. This indicates a relatively significant gap between the demand for supported living accommodation and the supply of such properties within Hinckley & Bosworth, and as such LCC has requested that land is identified within one of the SUEs for such a scheme. Subject to a more detailed ongoing appraisal, LCC has also indicated a potential need for an extra care scheme (typically around 50 units to achieve a sustainable critical mass) within each SUE. Finally, LCC has encouraged the provision of bungalows within the overall mix of housing types within the SUEs to ensure provision for a wide range of health needs.

4.5 Open space and recreation

Existing local provision

Earl Shilton and Barwell are served by a wide range of open space and recreation provision, the locations of which are shown in Figure 8. Details of existing local provision are set out below.

²⁴ [NHS England » Estates and Technology Transformation Fund](#)

²⁵ [Documents for reference 21/00540/FUL: Public Access \(hinckley-bosworth.gov.uk\)](#)

²⁶ [Documents for reference 18/01160/FUL: Public Access \(hinckley-bosworth.gov.uk\)](#)

²⁷ [Documents for reference 23/00119/FUL: Public Access \(hinckley-bosworth.gov.uk\)](#)

²⁸ [Building accommodation to meet the needs of people in Leicestershire](#)

Parks and open spaces

Earl Shilton Town Council and Barwell Parish Council are responsible for the provision of parks, open spaces and areas for children’s play within the study area. In Earl Shilton there are eleven areas of parks and open space – four are categorised by the Town Council as being larger formal parks, with the remainder being pocket parks and areas of open space. In Barwell there are six areas of parks and open space, two of which are larger formal parks. The vast majority of the parks and open spaces in the study area include children’s play equipment, with Wood Street Park in Earl Shilton and Barwell Park each also including a skate park. The two town and parish councils have indicated that all the parks are well used, and whilst none are considered to be operating in excess of their ideal capacity each council reported that there are some locations where they would ideally like to improve the quality of provision – specific identified issues include footpaths and the need for better lighting in some locations.

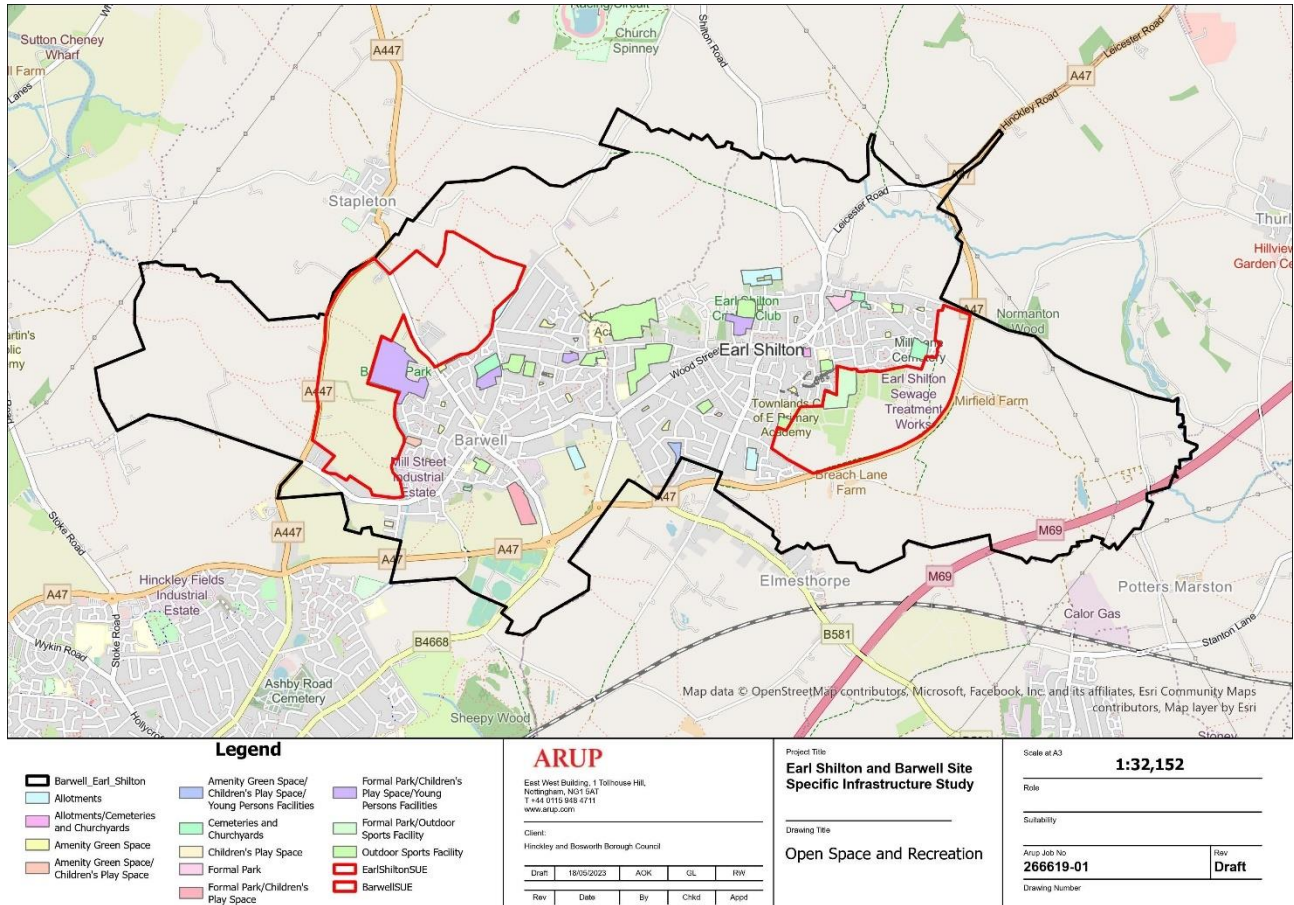


Figure 7: Existing open space, sport and recreation in Earl Shilton and Barwell

Sports provision

Both Earl Shilton and Barwell have established clubs and dedicated sports grounds for football and cricket. Earl Shilton and Barwell each have facilities for outdoor and indoor bowls respectively, and Earl Shilton has an amateur boxing club. Provision for other sports is met elsewhere locally, including Hinckley Rugby Club and Hinckley Tennis Club which are located on the southern edge of the study area to the south of Barwell. Heath Lane Academy in Earl Shilton also provides a number of sports pitches, which are available for community use.

There are no leisure centres within the study area – the nearest is Hinckley Leisure Centre, operated by HBBC, which includes swimming, sports hall and gym facilities. There are also no general public gyms (either publicly or privately operated) within Earl Shilton and Barwell, although there are some specialist facilities including training gyms and Pilates studios.

During our discussions with HBBC officers responsible for sports provision, it was identified that there are some existing challenges with the quality and sufficiency of provision. These were considered in studies considering sport and recreation needs for Earl Shilton and Barwell produced in 2013 to support the

development of the Area Action Plan – however, it is considered that these are now out-of-date, and the latest identified needs are therefore on a qualitative basis only:

- HBBC is working with the Sports Federation to improve the quality of sports pitches, and is seeking to introduce 4G pitches (of which there are currently none in the study area)
- Earl Shilton Amateur Boxing Club has been identified as requiring new facilities
- Barwell Cricket Club has been identified as seeking to expand
- Barwell Bowls Club has been identified as seeking to expand
- The expansion of Heath Lane Academy to accommodate additional pupils (see Section 4.3) should be accompanied by an expansion and improvement of its sports pitches

Allotments

Earl Shilton is served by two allotment sites – a small HBBC site at Heath Court, and the Earl Shilton Community Allotment on Breach Lane. Earl Shilton Town Council has indicated that these are in high demand, with waiting lists in place. Barwell is served by two allotment sites on Kirkby Road and Dawsons Lane, both of which are managed by community groups. As with Earl Shilton, Barwell Parish Council has indicated that these allotments are well used.

Requirements associated with future growth

HBBC has a number of established standards for open space provision, set out across Policy 19 of the Core Strategy²⁹ and the 2016 Open Space and Recreation Study³⁰:

- 0.83 hectares of formal parks per 1,000 residents, with provision of at least a neighbourhood-scale park within 600 metres of all residents. Based on the approximate existing ratio of population to dwellings in the study area of 2.25 (the lower end of the 2.25-2.28 range noted in Section 3.1), this equates to 3.0 hectares of provision for the Earl Shilton SUE and 4.1 hectares of provision for the Barwell SUE.
- 2.00 hectares of natural open space per 1,000 residents, with provision within 700 metres of all residents. Based on the approximate existing population to dwelling ratio of 2.25, this equates to 7.2 hectares of provision for the Earl Shilton SUE and 9.9 hectares of provision for the Barwell SUE.
- 0.60 hectares of amenity green space per 1,000 residents, with provision within 300 metres of all residents. Based on the approximate existing population to dwelling ratio of 2.25, this equates to 2.2 hectares of provision for the Earl Shilton SUE and 3.0 hectares of provision for the Barwell SUE.
- 0.15 hectares of equipped children’s play space per 1,000 residents, with provision within 400 metres of all residents. Based on the approximate existing population to dwelling ratio of 2.25, this equates to 0.5 hectares of provision for the Earl Shilton SUE and 0.7 hectares of provision for the Barwell SUE.
- 0.70 hectares of informal children’s play space per 1,000 residents, with provision within 500 metres of all residents. Based on the approximate existing population to dwelling ratio of 2.25, this equates to 2.5 hectares of provision for the Earl Shilton SUE and 3.5 hectares of provision for the Barwell SUE.
- 1.60 hectares of outdoor sports pitch provision per 1,000 residents, with no explicit distance requirement reflecting the diversity of types of sport provision which can exist. Based on the approximate existing population to dwelling ratio of 2.25, this equates to 5.8 hectares of provision for the Earl Shilton SUE and 7.9 hectares of provision for the Barwell SUE.

²⁹ [Core Strategy | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](https://www.hinckley-bosworth.gov.uk/core-strategy)

³⁰ [Open Space and Recreational Facilities Study 2016 | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](https://www.hinckley-bosworth.gov.uk/open-space-and-recreational-facilities-study-2016)

- 0.31 hectares of allotments per 1,000 residents, with provision within 500 metres of all residents. Based on the approximate existing population to dwelling ratio of 2.25, this equates to 1.1 hectares of provision for the Earl Shilton SUE and 1.5 hectares of provision for the Barwell SUE.

Given the requirements to ensure that all of the above are within close access to the SUE residents to be served, it is anticipated that all will be provided within the SUEs themselves. During our discussion with Earl Shilton Town Council, a desire was expressed for the former Heathfield School Site to be repurposed as a park (given ground contamination issues, it is not suitable for other forms of redevelopment). However, given the distance at which this site sits from either of the SUEs (around 1km), it is not considered appropriate for any such scheme to be delivered in conjunction with the SUEs.

The two town and parish councils also identified general challenges around the management of parks and open spaces in areas of new development, and indicated a desire to be involved in discussions around the specification and management of parks and open spaces within the SUEs.

Our discussions with HBBC officers responsible for sports provision and with the town and parish councils have not identified any specific requirements for indoor sports provision within the boundaries of the SUEs. However, given the issues identified above for potential expansion and improvement of existing facilities elsewhere within the study area, it may be appropriate for developer contributions to be sought towards these schemes given that they will be used by residents of the SUEs. It may also be appropriate to seek contributions towards indoor sports provision elsewhere, such as those within Hinckley.

5. Infrastructure requirements for each SUE

The previous chapter has set out a summary of infrastructure requirements associated with future growth, by topic area. This chapter sets out a summary of these conclusions for each SUE, along with anticipated delivery mechanisms and our view on an appropriate basis for cost apportionment.

It is important to note that the tables below are not intended to be an exhaustive schedule of infrastructure provision for each of the SUEs, and reflect the position understood at the point of publication for infrastructure types within the scope of the study. The full range of infrastructure requirements for each SUE will continue to evolve as each planning application progresses through the process of determination, and as the new Local Plan (and the boroughwide Infrastructure Capacity Study) continue to evolve. Notable points not set out in the lists below for each SUE will include:

- Infrastructure not planned for and provided at a settlement-level but for which requests for developer contributions might still be made, such as policing.
- Integral infrastructure not subject to negotiation through the planning system, such as utilities.
- Infrastructure where work is ongoing to establish the impacts of development and hence the exact form of necessary mitigation, such as transport.
- Any additional infrastructure which developers themselves propose to provide within planning applications.

5.1 Earl Shilton SUE

Infrastructure type	Infrastructure requirement	Anticipated delivery mechanism	Cost apportionment
Highways	Necessary mitigations to be identified through transport modelling	Onsite developer delivery, offsite through S106/S278	No for access points Yes for offsite mitigation – across all Earl Shilton SUE developers, and potentially Barwell SUE developer depending on scale and location
Bus	Necessary mitigations to be identified through transport modelling – to include provision for bus services through the site	Onsite developer delivery, offsite through S106/S278	Yes – across all Earl Shilton SUE developers, and potentially Barwell SUE developer depending on scale and location
Active travel	Necessary mitigations to be identified through transport modelling – to include comprehensive network of routes into and through the SUE	Onsite developer delivery, offsite through S106/S278	Yes – across all Earl Shilton SUE developers
Waste management	Expansion of Barwell Recycling and Household Waste Centre	S106	Yes – but likely to be managed externally by LCC through pooled contributions
Primary education	Provision of an onsite 2.0 form of entry primary school	S106	Yes – across all Earl Shilton SUE developers
Secondary education	Provision of an extension equivalent to at least 2.4 secondary forms of entry (502 pupils) at Heath Lane Academy in Earl Shilton	S106	Yes – across all Earl Shilton SUE developers and the Barwell SUE developer (potential to be managed externally by LCC through pooled contributions)
Secondary education	Provision of an extension equivalent to capacity for 126 pupils at the Hinckley Academy and Sixth Form	S106	Yes – across all Earl Shilton SUE developers and the Barwell SUE developer (potential to be managed externally by LCC through pooled contributions)

Infrastructure type	Infrastructure requirement	Anticipated delivery mechanism	Cost apportionment
Special educational needs	Provision of places for 12 pupils (6 primary-age, 6 secondary-age) within a special school or an appropriate alternative means of provision, with the exact format to be determined in due course by LCC	S106	No – will be managed by LCC through pooled contributions
Community facilities	Provision of a community centre, potentially co-located with improved sports facilities at Weavers Springs Park	Onsite developer delivery	Yes – across all Earl Shilton SUE developers
Social and care services	Potential provision of housing for social care, subject to further discussion with LCC around exact needs and the appropriate type of provision (likely to comprise assisted living and ‘extra care’)	Onsite developer delivery	Yes – across all Earl Shilton SUE developers, and potentially Barwell SUE developer depending on scale and location
Formal parks	Provision of 3.0 hectares of formal parks	Onsite developer delivery	Yes – across all Earl Shilton SUE developers
Natural open space	Provision of 7.2 hectares of natural open space	Likely to be offsite through S106	Yes – across all Earl Shilton SUE developers
Amenity green space	Provision of 2.2 hectares of amenity green space	Onsite developer delivery	Potentially yes across all Earl Shilton SUE developers, although given localised scale of provision could potentially be self-contained within individual sites
Equipped children’s play space	Provision of 0.5 hectares of equipped children’s play space	Onsite developer delivery	Potentially yes across all Earl Shilton SUE developers, although given localised scale of provision could potentially be self-contained within individual sites
Informal children’s play space	Provision of 2.5 hectares of informal children’s play space	Onsite developer delivery	Yes – across all Earl Shilton SUE developers
Outdoor sports pitch provision	Provision of 5.8 hectares of outdoor sports pitches, plus the provision of new or improved changing facilities (linked to the improvement of facilities at Weavers Springs Park which could also incorporate a wider community centre)	Onsite developer delivery, potentially also offsite through S106	Yes – across all Earl Shilton SUE developers
Allotments	Provision of 1.1 hectares of allotments	Onsite developer delivery	Yes – across all Earl Shilton SUE developers
Indoor sports provision	Potential contribution to the expansion and/or improvement of existing indoor sports facilities in Earl Shilton, Barwell and Hinckley, subject to further discussion with HBBC sports officers around exact needs	S106	No – will be managed by HBBC through pooled contributions

Table 9 – Infrastructure requirements for the Earl Shilton SUE considered within the scope of this study

5.2 Barwell SUE

Infrastructure type	Infrastructure requirement	Anticipated delivery mechanism	Cost apportionment
Highways	Necessary mitigations to be identified through transport modelling	Onsite developer delivery, offsite through S106/S278	N/A for access points Potentially with Earl Shilton SUE developers for offsite mitigation depending on scale and location

Infrastructure type	Infrastructure requirement	Anticipated delivery mechanism	Cost apportionment
Bus	Necessary mitigations to be identified through transport modelling – to include provision for bus services through the site	Onsite developer delivery, offsite through S106/S278	Potentially with Earl Shilton SUE developers depending on scale and location
Active travel	Necessary mitigations to be identified through transport modelling – to include comprehensive network of routes into and through the SUE	Onsite developer delivery, offsite through S106/S278	N/A
Flood risk management	Potential offsite upgrades to the culvert underneath Barwell Park, to be identified through flood risk modelling	S106	N/A
Flood risk management	Potential offsite improvements to the waterway at Hinckley Road and Mill Street, to be identified through flood risk modelling	S106	N/A
Waste management	Expansion of Barwell Recycling and Household Waste Centre	S106	Yes – but likely to be managed externally by LCC through pooled contributions
Primary education	Provision of an offsite 3.0 form of entry primary school	S106	N/A
Secondary education	Provision of an extension equivalent to at least 2.4 secondary forms of entry (502 pupils) at Heath Lane Academy in Earl Shilton	S106	Yes – with the Earl Shilton SUE developers (potential to be managed externally by LCC through pooled contributions)
Secondary education	Provision of an extension equivalent to capacity for 126 pupils at the Hinckley Academy and Sixth Form	S106	Yes – across all Earl Shilton SUE developers and the Barwell SUE developer (potential to be managed externally by LCC through pooled contributions)
Special educational needs	Provision of places for 17 pupils (8 primary-age, 9 secondary-age) within a special school or an appropriate alternative means of provision, with the exact format to be determined in due course by LCC	S106	No – will be managed by LCC through pooled contributions
Community facilities Libraries	Either the provision of a community centre within the SUE or offsite contributions to the refurbishment of the current Village Hall (or another appropriate facility), subject to ongoing discussions. This could have the potential to also incorporate a community library.	Onsite developer delivery or S106	N/A
Primary healthcare	Provision of an extension to the newly-relocated Barwell Medical Centre, comprising five new treatment rooms	S106	N/A
Social and care services	Potential provision of housing for social care, subject to further discussion with LCC around exact needs and the appropriate type of provision (likely to comprise assisted living and ‘extra care’).	Onsite developer delivery	Yes – potentially with Earl Shilton SUE developers depending on scale and location
Formal parks	Provision of 4.1 hectares of formal parks	Onsite developer delivery	N/A
Natural open space	Provision of 9.9 hectares of natural open space	Likely to be offsite through S106	N/A
Amenity green space	Provision of 3.0 hectares of amenity green space	Onsite developer delivery	N/A

Infrastructure type	Infrastructure requirement	Anticipated delivery mechanism	Cost apportionment
Equipped children's play space	Provision of 0.7 hectares of equipped children's play space	Onsite developer delivery	N/A
Informal children's play space	Provision of 3.5 hectares of informal children's play space	Onsite developer delivery	N/A
Outdoor sports pitch provision	Provision of 7.9 hectares of outdoor sports pitches, plus the provision of changing facilities	Onsite developer delivery, potentially also offsite through S106	N/A
Allotments	Provision of 1.5 hectares of allotments	Onsite developer delivery	N/A
Indoor sports provision	Potential contribution to the expansion and/or improvement of existing indoor sports facilities in Earl Shilton, Barwell and Hinckley, subject to further discussion with HBBC sports officers around exact needs	S106	No – will be managed by HBBC through pooled contributions

Table 10 – Infrastructure requirements for the Earl Shilton SUE considered within the scope of this study