

**Hinckley & Bosworth Borough Council**

## Infrastructure Capacity Study

Infrastructure Capacity Study - Phase 2

Reference: v2.1

| 26 July 2024

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 266619-02

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## Contents

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Executive Summary	1
1. Introduction	3
1.1 Background	3
1.2 Role of the Infrastructure Capacity Study	3
1.3 Structure of this document	4
2. Phase 2 Methodology	5
2.1 Scope of Phase 2	5
2.2 Growth assumptions and options under consideration	5
2.3 Stakeholder Re-engagement for Phase 2	9
3. Updates to the infrastructure baseline in ICS Phase 1	11
3.1 Transport	11
3.2 Utilities and Environment	18
3.3 Education and Community Facilities	23
3.4 Healthcare and Emergency Services	27
3.5 Open Space and Recreation	32
4. Infrastructure implications of growth options	34
4.1 Infrastructure implications at a boroughwide level	34
4.2 Infrastructure implications within individual settlements	35
4.3 Boroughwide spatial strategy implications	51

# Executive Summary

## Overview

This report is the second of three phases of an Infrastructure Capacity Study (ICS) for Hinckley & Bosworth. It is intended to provide an overview of infrastructure constraints and future infrastructure requirements across the borough, to inform the preparation of Hinckley & Bosworth Borough Council's new Local Plan. It has been produced to support Regulation 18 consultation being undertaken in Summer 2024, and guide final decisions around the selection of sites for inclusion in the Local Plan ahead its final publication and submission for examination in 2025.

Phase 2 of the ICS follows on from the previous Phase 1 Baseline Capacity Assessment published in 2020. Whilst there have been a number of changes of circumstance around the Council's plan-making process and timeline, the general contextual summary of infrastructure constraints across the borough set out within the Phase 1 ICS is considered to remain largely up-to-date. This Phase 2 document should therefore be read in conjunction with Phase 1 where relevant. A final Phase 3 document, including an infrastructure schedule of specific infrastructure schemes required to support growth on selected sites, will be published in due course.

Phase 2 of the ICS has been informed by a comprehensive programme of engagement with infrastructure providers, where details of anticipated boroughwide quantum of housing growth and a list of potential housing sites that could be allocated in individual settlements have been shared. Whilst it is anticipated that the Local Plan will also include new employment site allocations, further evidence is still required on exact needs and will therefore be considered within the scope of Phase 3.

This has re-confirmed the fundamental conclusion from Phase 1 of the ICS; that there are currently no infrastructure types for which there is a fundamental inability to deliver the quantum of growth envisaged to be included in the Local Plan. However, in some areas – notably transport – infrastructure providers have noted that this is only likely to be the case through behavioural change and a departure from what might currently be considered 'business as usual'. This ultimately reflects the three competing factors needing to be balanced in infrastructure planning – scarce funding and viability, the need to achieve sustainable development, and the need to accommodate growth. A degree of pragmatism is inevitable.

## Position for each infrastructure topic

For each infrastructure topic, the broad positions reached in Phase 2 of the ICS are set out below. These are without prejudice to matters that may arise through a more detailed consideration of impacts from individual development sites selected for potential allocation in Phase 3 of the ICS.

- **Transport** – The borough's highway network experiences significant constraint in key locations, particularly along the A5. Schemes previously developed by National Highways to provide additional capacity in this location are not being progressed, with limited mitigation otherwise identified at this stage. Transport modelling to support the new Local Plan is underway in conjunction with Leicestershire County Council (LCC), and whilst not yet complete, this is likely to rely on schemes that achieve modal shift to public and active travel to ensure that new growth does not result in unacceptable impacts on the highway network. It is considered that comprehensive consideration of these matters is needed on a cross-boundary basis, between Hinckley & Bosworth and Nuneaton & Bedworth in Warwickshire (including the respective County Councils).
- **Utilities and Environment** – Growth in most locations around the borough will require enhancement and reinforcement of at least one utility network. However, these schemes will be delivered by utility providers, and currently no indications have been provided by those providers of an inability to deliver any such schemes independently. Currently, no significant future challenges have been identified in delivering other environmental infrastructure, such as flood risk and waste management.
- **Education and Community Facilities** – Growth will result in the need to provide new education capacity in most settlements. LCC as Local Education Authority has indicated that it typically now has a presumption against the provision of entirely new schools, except in large strategic sites or new settlements, resulting in a presumption towards expansion of existing schools. Currently, no significant future constraints have been identified for other forms of community facility provision.

- Healthcare and Emergency Services – Primary health GP surgeries across the borough are relatively constrained, but a range of expansion options exist that are anticipated to be able to accommodate demand arising as a result of growth. Currently, no significant future constraints have been identified for other forms of healthcare and emergency service infrastructure provision.
- Open Space and Recreation – Enhancements to open space and recreation provision will be needed as a result of new growth in a variety of locations, however there are no overarching identified constraints at the present time. This position may evolve over time, as the Council is currently reviewing its evidence on open space and sports facilities.

### Implications for the Local Plan's spatial strategy

Given the focus of Phase 2 of the ICS on guiding decisions around the selection of sites for inclusion in the Local Plan, our analysis and our discussions with infrastructure providers have focussed on infrastructure implications for a potential spatial strategy. No clear view has been reached on preferences in terms of infrastructure provision – with growth within each of the levels of the Council's settlement hierarchy being considered to have advantages and disadvantages in infrastructure terms:

- Urban areas – Development sites in the borough's urban areas could provide sustainable access to existing infrastructure by virtue of proximity, and potentially reduce need for new infrastructure in areas such as transport. However, where major new infrastructure is required, it may be more difficult to identify locations in which this can be provided, and to pool contributions to help fund it.
- Key rural centres – Development sites in the borough's key rural centres would also have sustainable access and proximity to existing infrastructure, and may help to support business cases for investment in infrastructure which would otherwise be difficult to justify. However, because of the scale of these settlements and their infrastructure, it is often not viable to provide new infrastructure without a proportionately large scale of growth. There is typically a reliance on expanding what already exists, which may not always be possible.
- Rural villages – Development sites in the borough's rural villages are unlikely to have sustainable access to all forms of infrastructure, and may be the most restricted by capacity constraints in existing infrastructure. However, growth in these settlements could help to support business cases that otherwise may not exist, for investment in the infrastructure these settlements do have.
- New settlements – Development of a new settlement would allow for the on-site provision of a wide range of infrastructure, built from scratch, to suit modern requirements and the specific needs of the number of people envisaged to live in the new settlement. However, by their nature new settlements are likely to be in more rural locations, potentially at a distance from existing infrastructure networks such as transport and utilities. Ensuring sustainable infrastructure provision to these settlements is therefore more challenging than ensuring sustainable infrastructure provision within them.

Strategic site options which blend the advantages of development in urban areas and new settlements – i.e. larger strategic urban extensions – are likely to be particularly sustainable in infrastructure terms.

### Implications for the spatial location of development

Our analysis and discussions with infrastructure providers has also sought to explore whether any of the potential development sites being considered by the Council for inclusion in the Local Plan are preferable in infrastructure terms, or conversely present particular challenges for infrastructure delivery. At this stage, no inherent issues have been identified between different locations – noting that, for example, growth nearly anywhere in the borough will place additional demands on the heavily-constrained A5.

The key consideration for the Local Plan is therefore ensuring that the amount of growth in each settlement is either large enough to viably justify (and where relevant, fund) necessary infrastructure improvements, or small enough to be accommodated within existing infrastructure capacity without significant expansion or new provision. This is particularly the case for key rural centres and rural villages, as noted above.

The subsequent Phase 3 of the ICS, developed alongside the Regulation 19 submission Local Plan over the coming months, will consider this balance between capacity and demand in further detail.

# 1. Introduction

## 1.1 Background

Hinckley & Bosworth Borough Council (referred to throughout as ‘the Council’) has commissioned Ove Arup and Partners Limited (Arup) to produce a Phase 2 of an Infrastructure Capacity Study (ICS) for the borough of Hinckley & Bosworth.

The Council adopted its Core Strategy in December 2009, and its Site Allocation and Development Management Policies DPD in July 2016. Together these comprise the Local Plan 2006 – 2026, setting out the spatial strategy and vision for development in Hinckley & Bosworth, and the approach to development on individual sites. The current development plan for the borough also includes the Hinckley Town Centre Area Action Plan adopted in March 2011, and the Earl Shilton and Barwell Area Action Plan adopted in September 2014.

The Council is currently preparing a new Local Plan for Hinckley & Bosworth, which will cover a period up to 2041. This will replace the Local Plan 2006-2026, and the two Area Action Plans. Previous consultation has taken place on a new Local Plan, including Regulation 19 publication of a proposed submission version in early 2022. However, the Council opted not to submit this document following its publication, and has since sought to reflect changes in national government policy and produce further evidence. This is set out in the Council’s updated Local Development Scheme, published in February 2024<sup>1</sup>. The new Local Plan will also respond to the positions reached in the Leicester and Leicestershire Statement of Common Ground on Housing and Employment Land Needs, published in July 2022<sup>2</sup>.

This ICS report has been produced to support next steps on the new Local Plan, consisting of Regulation 18 consultation in Summer 2024. It will also inform decisions around the selection of sites for inclusion in a new Regulation 19 proposed submission Local Plan, intended to be published in early 2025 ahead of submission for examination later in 2025.

## 1.2 Role of the Infrastructure Capacity Study

Infrastructure funding and delivery is complex. Establishing a reliable, concise and flexible approach to infrastructure delivery is therefore important, ensuring that investment decisions are based on a sound understanding of infrastructure capacity and future needs, whilst maximising the return to the public. Having up-to-date infrastructure evidence in place offers greater certainty to service providers, funders and developers about how infrastructure will be delivered, enabling growth and encouraging investment.

The ICS for Hinckley & Bosworth is split into three phases:

- Phase 1 was published in May 2020. This comprised a Baseline Infrastructure Capacity Assessment, setting out a baseline understanding of infrastructure capacity and needs across the borough. It also set out anticipated infrastructure implications as a result of future development, based on potential quantum of growth envisaged at that time. The findings of Phase 1 have informed the Council’s development of a new Local Plan to date.
- Phase 2 comprises this document. In recognition of the passage of time since the publication of Phase 1 it provides an overview of changes to the infrastructure baseline, and sets out an updated view of infrastructure considerations around potential growth quantum and locations to help inform the subsequent finalisation of the Local Plan’s spatial strategy. This effectively forms an additional phase of the ICS, with the Phase 1 document in May 2020 having envisaged a two-phase approach.

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<sup>1</sup> [Local plan review 2020 to 2041 | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](#)

<sup>2</sup> [Publication of Statement of Common Ground relating to Housing and Employment Land Needs - Strategic Growth Plan LCC | Strategic Growth Plan LCC \(llstrategicgrowthplan.org.uk\)](#)

- Phase 3 will be produced in conjunction with the analysis of representations to the Council’s Summer 2024 consultation on the new Local Plan, and support the final selection of sites for inclusion in the Regulation 19 publication version of the Local Plan. It will comprise an infrastructure schedule of specific infrastructure schemes, needed to mitigate the infrastructure impacts of growth on specific sites.

The ICS also sits alongside an Earl Shilton and Barwell Strategic Urban Extension Infrastructure Study undertaken in 2023. This assessed the infrastructure implications associated with the development of these two pre-existing Strategic Urban Extensions (SUEs), allocated in the 2014 Area Action Plan and 2016 Site Allocations and Development Management Policies DPD. This provided evidence to inform the potential re-allocation of these sites in the new Local Plan, as well as to support the development management process and the determination of planning applications.

### **1.3 Structure of this document**

The Phase 2 ICS is intended to be read alongside the Phase 1 ICS published in 2020, and the subsequent Phase 3 Infrastructure Schedule. In addition to this introduction, Phase 2 of the ICS contains three further chapters:

- **Chapter 2** sets out the methodology adopted to undertake the Phase 2 of the ICS.
- **Chapter 3** provides an update to the baseline positions set out in Phase 1 of the ICS, by exception (i.e. only where there are changes or updates to report).
- **Chapter 4** sets out the infrastructure implications of potential growth options across the borough, for individual settlements, and overall conclusions around infrastructure implications for the new Local Plan’s spatial strategy.

## 2. Phase 2 Methodology

### 2.1 Scope of Phase 2

The new Local Plan will include site allocations for a range of land uses. Allocations for housing and employment uses typically have the greatest implications in infrastructure terms, by virtue of the demand placed upon infrastructure by residents and occupants.

However, at the time that work on Phase 2 of the ICS was being undertaken, further evidence still needed to be produced to establish future needs for employment land within Hinckley & Bosworth, and hence the Council had not established a set of potential future employment sites that could come forward. Phase 2 has therefore focussed on the potential infrastructure implications of new housing growth. The infrastructure implications of proposed new employment sites will therefore be considered in Phase 3 alongside the infrastructure implications of the final set of proposed new housing sites – although the general conclusions set out within Chapters 3 and 4 can still be used by the Council to begin to inform site selection decisions around all types of land use.

In terms of the infrastructure types under consideration, these are unchanged from those in Phase 1 of the ICS and it is anticipated that this will also remain the scope for Phase 3. The infrastructure types under consideration are set out across five broad themes – transport, utilities and environment, education and community facilities, healthcare and emergency services, and open space and recreation.

### 2.2 Growth assumptions and options under consideration

At the time that work on Phase 2 of the ICS was being undertaken in the first half of 2024, the Council had established a series of potential development sites that could come forward to meet the borough's future housing needs. Site selection decisions had not been made at the time that work was being undertaken, and the consideration of these sites within the ICS does not indicate a view that they will necessarily be suitable for development. The ICS has merely sought to understand what the infrastructure implications would be in the event that these sites were to be developed.

In terms of establishing the amount of new housing in the borough, the Council signed the Leicester and Leicestershire Statement of Common Ground (SoCG) relating to housing and employment needs in January 2024. This commits Hinckley & Bosworth to an annual housing target of 574 dwellings a year, equivalent to around 12,100 homes in total over the intended plan period from 2020 to 2041. Whilst not currently supported by the Council, the SoCG also envisages the potential apportionment of a further 85 homes a year to the borough, which if required could result in an overall requirement for around 13,800 homes over the plan period. These figures are comparable with the 12,000 new homes anticipated at the time of the Phase 1 ICS, albeit over a slightly different plan period.

As of 30 September 2023 (the latest available set of monitoring data) around 5,400 new dwellings have either already been completed within the plan period since 2020, or are committed with planning permission in place. A further 1,600 dwellings have received planning permission since September 2023, including some through appeals. The number of additional dwellings therefore needing to be allocated across new sites is in a range between approximately 5,100 and 6,800 depending on the approach taken by the Council.

The potential sites under consideration at the time that work was being carried out on Phase 2 of the ICS throughout the first half of 2024 are set out in Table 1 and Figure 1 below. In combination, these would provide more dwellings than are needed in order to meet the 5,100-6,800 dwelling allocation range indicated above. However, this is inherent given that this is a list of potential sites rather than a list of proposed sites, and it is not anticipated that all of these will be proposed for allocation in the Local Plan. Work on the ICS has been and will continue to be part of the process of establishing which sites should be allocated, along with other parts of the Council's evidence base.

It is noted that, for some sites, the Regulation 18 consultation to be undertaken between July and September 2024 refers to slightly lower site capacities than those used to in this document. The site capacities



considered in Phase 2 of the ICS have been upper estimates, to ensure that the full extent of potential infrastructure implications on any site would have been considered.

Within the list of potential site options in Table 1 and showing in Figure 1, the Council has a number of different options for strategic sites – defined as those that individually or in combination with adjacent sites could deliver 500 or more dwellings in a single location. By virtue of their larger size, for some of the strategic sites it is anticipated that not all of the capacity would be capable of being delivered by the end of the plan period in 2041. The strategic site options, and capacities for these at the time of work on Phase 1 of the ICS, were as follows:

- Urban extension to Hinckley, north of the A47 – up to 2,255 dwellings through combinations of the four sites AS1031A, LPR47/48, AS1031B/LPR199 and LPR31
- Existing proposed Strategic Urban Extension to Barwell, north-west of the settlement – up to 2,200 dwellings, of which approximately 990 could be delivered within the plan period (AS58)
- Existing proposed Strategic Urban Extension to Earl Shilton, north of the A47 – up to 1,600 dwellings, of which approximately 1,000 could be delivered within the plan period (AS235)
- Further urban extension to Earl Shilton, south of the A47 and the existing Strategic Urban Extension – up to 2,205 dwellings, of which approximately 1,500 could be delivered within the plan period (LPR200)
- Urban extension to Desford, south of the village – up to 500 dwellings (LPR151)
- New settlement at Soarbrook, south of Burbage and north of the A5 – up to 3,500 dwellings, of which approximately 1,000 could be delivered within the plan period (LPR15)
- New settlement east of Fenny Drayon and north of MIRA – up to 5,000 dwellings, of which approximately 1,080 could be delivered within the plan period (LPR206)

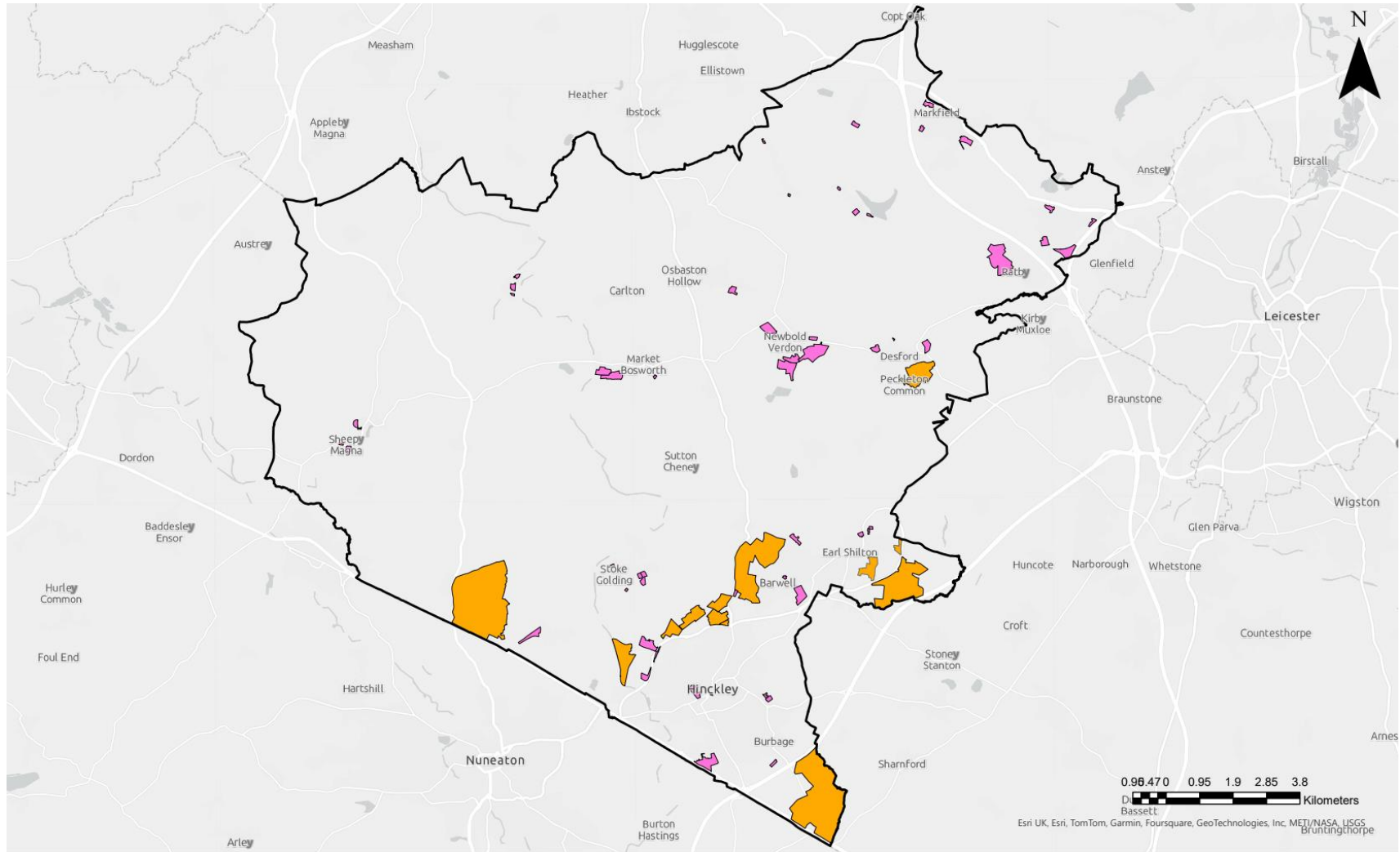
In addition, some of the sites in Table 1 are already subject to planning applications, with the reference listed in the table where relevant.

**Table 1: Potential development sites included as part of the ICS**

Settlement	SHELAA Site Name	Ref No.	Strategic Site	Application Ref	Capacity <sup>3</sup>
<b>Hinckley</b>	Westfield Farm, Ashby Road (A)	AS1031A	Yes - new		460
	Land to the east of Stoke Road (Middlefield Farm) and land to the west of Stoke Road	LPR47/ LPR48	Yes - new		775
	Westfield Farm, Ashby Road (B) and Land North of Normandy Way	AS1031B/ LPR199	Yes - new		490
	Land West of Hinckley West	LPR31	Yes - new		530
	Land at Brick Kiln Street (North), Brick Kiln Street	LPR138			165
	Highcross Building	AS173			10
	Land to the North of Normandy Fields, Normandy Way	LPR144A			95
	Land at junction of Normandy Way and Triumph access Road	AS1021		23/00573/FUL	150
<b>Barwell</b>	Barwell Sustainable Urban Extension (Existing allocated site)	AS58	Yes – existing allocation	12/00295/OUT	2,200 (990)
	Land at the Common	LPR75A		23/01229/OUT	95
	Barwell Business Centre, Arthur Street	AS86			55
	Land fronting Ashby and Hinckley Road (adjacent Barwell House Farm)	AS612			50
	Land to the south of New Barn Farm, Kirkby Road	LPR185		22/00121/FUL	90
<b>Burbage</b>	Land east of Woodgate Road	LPR21			15
	Land at Whitehouse Farm, Workhouse Lane	AS126			55

<sup>3</sup> Figures in brackets are the proportion of capacity on the site anticipated to be delivered within the plan period

Settlement	SHELAA Site Name	Ref No.	Strategic Site	Application Ref	Capacity <sup>3</sup>
	Land at Burbage Fields Farm	LPR131		24/00083/HYB	420
<b>Earl Shilton</b>	Earl Shilton Sustainable Urban Extension (Existing allocated site)	AS235	Yes – existing allocation	23/00330/OUT	1,600 (1,000)
	Land South of the A47, Earl Shilton	LPR200	Yes - new		2,205 (1,500)
	Land adjacent to Farm Cottage, Spring Gardens	AS591			25
	Land East of Swedish Cottage, Leicester Road	LPR54			30
<b>Bagworth</b>	Land to the rear and side of Laurel House (The Silk Forest), Main Street	AS3			5
	Land west of Station Road, including 339 Station Road	AS16			15
	Land to the rear of former Maynards Arms	AS1027			50
<b>Barlestone</b>	74a Newbold Road, Barlestone (Rear of Barlestone MOT Garage)	LPR126		22/01048/FUL	65
	Land North of Barton Road (Phase 2)	AS455			155
<b>Desford</b>	Land to the south of Desford	LPR151			500
	Land North of Hunts Lane	LPR85			80
	Land off Barns Way and North of Leicester Lane	LPR86			100
	Land to the Rear of 34 Lindridge Lane	N/A			5
<b>Groby</b>	Land at Lural Farm, South of Leicester Road	AS705			45
	Land south of Sacheverell Way, and east of Groby Cemetery and Ratby Road	LPR146A/ LPR30			250
	Land at Windmill Rise	LPR196			75
<b>Market Bosworth</b>	Land South of Station Road	AS393/ LPR139			280
	Land South of Cedar Drive	LPR153			15
<b>Markfield</b>	Land East of Ratby Lane and South of Jacqueline Road	LPR70			130
	Land South of London Road (Phase 2)	LPR94			170
	Land at Hill Lane	LPR43			70
	Land South of Forest Road	LPR93			45
<b>Newbold Verdon</b>	Land North of Desford Road	AS448			55
	Land South of Desford Road	AS445			400
	South of Arnolds Crescent	LPR190			175
	Land to the east of Brascote Lane	LPR38		22/00277/OUT	240
<b>Ratby</b>	Land South of Markfield Road	LPR107			455
<b>Stoke Golding</b>	Stoke Field Farm, Hinckley Road	AS541			100
	Mulberry Farm, High Street	N/A		22/00661/FUL	25
	Land off Wykin Lane	LPR41			65
<b>Thornton</b>	Thornton Nurseries, South of Reservoir Road	AS36			25
	Land to the rear of Sharpes Close	AS33			55
	Land at Manor Farm, Main Street	AS22			15
<b>Congerstone</b>	Land at Fox Covert Farm, Main Street	LPR80			60
	Land North of Bosworth Road	LPR81			15
	Land North and West of Chapel Lane	LPR79		23/00978/OUT	20
<b>Higham-on-the-Hill</b>	Land between the A5 and Northwood Farm, Wood Lane	LPR181			130
<b>Sheepy Magna</b>	Land North of Main Road	AS616			20
	Land North of Main Road	AS618			55
	The Rectory, Church Lane	AS518			10
	Land off Oakfield Way and Meadow Close	AS519			60
<b>Stanton Under Bardon</b>	Land off Main Street	LPR154		22/00527/OUT	50
<b>Rural areas</b>	New settlement at Soarbrook, south of Burbage	LPR16	Yes – new		3,500 (1,000)
	New settlement north of MIRA (Land at Lindley)	LPR206	Yes – new		Up to 5,000 (1,080)



<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Hinckley and Bosworth District Council Boundary</li> <li>Non Strategic Sites</li> <li>Strategic Sites</li> </ul>		<p><b>ARUP</b></p> <p>East West Building, 1 Tolhouse Hill, Nottingham, NG1 5AE T +44 (0)115 948 4711 www.arup.com</p> <p>Client: Hinckley and Bosworth Borough Council</p> <table border="1"> <tr> <td>Draft</td> <td>27/03/2024</td> <td>AD</td> <td>RW</td> <td>CR</td> </tr> <tr> <td>Rev</td> <td>Date</td> <td>By</td> <td>CHKD</td> <td>Appd</td> </tr> </table>	Draft	27/03/2024	AD	RW	CR	Rev	Date	By	CHKD	Appd	<p>Project Title <b>Hinckley and Bosworth Infrastructure Capacity Study</b></p> <p>Drawing Title <b>Map of potential development sites for Hinckley and Bosworth Local Plan - Strategic and Non Strategic Sites</b></p>	<p>Scale at A3 <b>1:95,000</b></p> <p>Role</p> <p>Suitability</p> <table border="1"> <tr> <td>Arup Job No <b>266619-02</b></td> <td>Rev <b>Draft</b></td> </tr> <tr> <td colspan="2">Drawing Number</td> </tr> </table>	Arup Job No <b>266619-02</b>	Rev <b>Draft</b>	Drawing Number	
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**Figure 1: Boroughwide Map of potential development sites for inclusion in the Local Plan, under consideration at the time work was being undertaken on Phase 2 of the ICS**

It should be noted that Regulation 18 consultation on the new Local Plan between July and September 2024 may result in the promotion of additional development sites to the Council, or the identification of other potential sites directly by the Council. It is therefore possible that sites not listed above may be included in the proposed submission Local Plan in due course. The infrastructure implications of these will be considered as part of Phase 3 of the ICS.

### 2.3 Stakeholder Re-engagement for Phase 2

The production of Part 1 of the ICS included a comprehensive programme of engagement with infrastructure providers and other relevant stakeholders throughout 2019 and 2020. Full details of the engagement undertaken is set out within Phase 1 of the ICS in Table 2 of Chapter 3. Further engagement was also undertaken to inform the Earl Shilton and Barwell Infrastructure Study undertaken in 2023, with details being set out in Table 7 of that document. It was considered that these documents were well informed by advice and expertise from stakeholders – with flood risk management, waste management, library provision, fire and rescue and ambulance service provision being the only infrastructure types where analysis was not directly informed by discussions with stakeholders.

Recognising the passage of time since the engagement undertaken to produce Phase 1 of the ICS, and in order to ensure the provision of sufficient location-specific information to provide evidence for Phase 2 of the ICS, we have undertaken comprehensive re-engagement with all infrastructure providers. Within Phase 2 we have also sought to address the gaps in Phase 1 engagement that are noted above.

For each stakeholder discussion, a tailored range of questions were established to ensure that an up-to-date understanding of infrastructure capacity and future needs has been established. These questions broadly covered the following areas of focus:

- An update on how each infrastructure type currently performs, and capacity issues to address;
- The latest details on any potential specific infrastructure investments already planned to take place, that were identified in Phase 1;
- The infrastructure implications of development on the sites being considered for inclusion in the new Local Plan, and more generally, at a settlement-by-settlement level;
- Whether the Council should favour a particular spatial strategy for the new Local Plan, to ensure effective future infrastructure provision.

Table 2 provides a summary of the engagement undertaken with infrastructure stakeholders, and the infrastructure types discussed with each.

**Table 2: Engagement undertaken with stakeholders**

Stakeholders	Infrastructure Types Discussed
Hinckley & Bosworth Borough Council	Active Travel Car Parking Management Waste Management Open Space and Recreation Allotments Cemeteries
Leicestershire County Council	Highways Public Transport Active Travel Social and Care Services Flood Risk Management Digital telecommunications

Stakeholders	Infrastructure Types Discussed
	Education – primary, secondary, and special educational needs Libraries Public Health
Leicestershire, Leicester, and Rutland Integrated Care Board	Primary Healthcare
National Highways	Highways
Cadent Gas	Gas Supply
National Grid Distribution	Electricity Supply
Severn Trent Water	Water Supply and Sewerage
East Midlands Ambulance Service	Ambulance provision
Leicestershire Police	Policing
Leicestershire Fire and Rescue	Fire and rescue provision

It has not been possible to engage with two infrastructure providers for Phase 2 of the ICS:

- The Environment Agency, on the basis that it has been considered that discussions with Leicestershire County Council in its role as Lead Local Flood Authority have provided sufficient information currently on flood risk management infrastructure needs.
- Network Rail, who it was not possible to make contact with, although discussions with Leicestershire County Council have provided sufficient up-to-date information on railway improvement schemes affecting the borough. This has also included discussions around current rail schemes being promoted by Midlands Connect.

The outcomes of these discussions with stakeholders have informed the conclusions reached in Chapters 3 and 4. This is supported by our own analysis and professional judgement, including to sense check information being received from stakeholders. The approach to doing this is set out against each infrastructure topic throughout the remainder of the document.

## 3. Updates to the infrastructure baseline in ICS Phase 1

Part 1 of the ICS was published in May 2020, and reflects engagement undertaken with infrastructure stakeholders between April 2019 and April 2020. As such, there have inevitably been some developments and changes of circumstance beyond the baseline positions set out in the Phase 1 ICS. As noted within Section 2.2 above, there are also some infrastructure providers for which Phase 2 has been the first opportunity to obtain information about baseline infrastructure needs.

Where changes have been identified these are set out below. These are by exception, meaning that the updates below should be read in conjunction with Chapter 4 of the Phase 1 report. Where there are no updates listed for a given infrastructure type, the position in the Phase 1 report is considered to remain current.

### 3.1 Transport

Since the publication of the Part 1 ICS report, there have been a number of updates within Hinckley & Bosworth in terms of the development of transport schemes by the LCC and other partners to deliver infrastructure improvements in the borough. The following sections set out a summary of the evidence that has emerged and provide an updated transport baseline.

The Council's position remains that the strategy is to facilitate a transport network that shifts away from a reliance on the private car towards more sustainable and integrated ways of travel.

This section considers the following transport infrastructure types:

- Highways
- Bus
- Rail
- Active Travel
- Car park management

#### 3.1.1 Highways

The highway network within Hinckley & Bosworth is managed by two organisations. National Highways manages the strategic road network, which includes motorways and major A roads. Leicestershire County Council is responsible for the remaining A roads in the borough, as well as all B roads and unclassified roads. Additionally, Midlands Connect, the Sub-national Transport Body (STB) for the Midlands, plays a role in developing and promoting new highway projects that will yield economic and social benefits for the Midlands.

Since the Phase 1 report, transport modelling has commenced at a sub-regional level to explore and establish suitable mitigations to accommodate the anticipated traffic growth resulting from planned housing development within Hinckley & Bosworth. At the time of writing this work remains ongoing, but will be a key factor informing Phase 3 of the ICS.

Regarding the Strategic Road Network, it is understood that schemes to be delivered by National Highways during Road Investment Period (RIS) 3 which run from 2025 to 2030, will be focused on maintenance / asset renewal and delivery of schemes proposed during the previous RIS2 period rather than directing new investment. This reflects the abandonment of the long-planned scheme to address congestion on the highly constrained section of the A5 to the west of Hinckley between Dodwells Island and the Longshoot Junction, which serves local movements between Hinckley and Nuneaton (and wider parts of Leicestershire and Warwickshire), as well as longer-distance journeys on the Strategic Road Network. This is noted as being among the most congested sections of the route in National Highways' South Midlands Route Strategy

(2023)<sup>4</sup>. Whilst National Highways has indicated that investment in this location and the wider A5 corridor will remain under consideration, it appears likely that the Local Plan will need to proceed on the assumption that no major investment is undertaken in the short term. The potential to improve the A5 between M69 Junction 1 and M42 Junction 10 to enable future growth is currently being considered by the A5 Transport Corridor project led by Warwickshire County Council, which is looking at potential schemes as well as funding and delivery mechanisms.

Midlands Connect has also completed a Strategic Outline Business Case for upgrading the A5 corridor. The central section between Tamworth and Hinckley (M42 to M69) has been identified as a priority for further investigation, as listed in Midlands Connect's Strategic Transport Plan for the Midlands<sup>5</sup> (2022), and funding to address pinchpoints along the route could form part of the Network North<sup>6</sup> (2023) announcement. However, any schemes are unlikely to be delivered until post-2030 when displacement of traffic is likely to have occurred on localised routes through communities.

Discussions with LCC and National Highways explored the wider cumulative challenge of development along the A5 corridor, in that it is not just growth in Hinckley adding to existing congestion and constraints. Development in North Warwickshire, Nuneaton & Bedworth, Rugby and Harborough Districts all have the potential to add tens of thousands of homes in the immediate vicinity of the route, as well as significant strategic employment and warehousing developments. National Highways has indicated its desire to work constructively with local authorities to support planned growth, but in doing so, given the level of constraint, that it will need to take a firm position against new speculative development which is not set out in development plans.

Where growth comes forward in a planned manner, there remain opportunities to secure small-scale improvements. For example the recently-approved Padge Hall farm development<sup>7</sup> which straddles administrative boundaries to the south of Hinckley will introduce a new access point on the A5. This includes the creation of a new signalised junction on the A5 and an additional access scheme at the nearby Dodwells roundabout junction, designed to accommodate U-turning traffic heading east on the A5. One of the significant advantages of this development is the proposed lowering of the A5 carriageway beneath the railway bridge, a site known for being one of the most commonly hit bridges in the country. This will improve network resilience.

The Hinckley National Rail Freight Interchange (NRFI) is a potential Nationally Significant Infrastructure Project situated a short distance to the east of Hinckley, within Blaby District. This encompasses a new freight rail terminal in close proximity to the Felixstowe to Nuneaton main line and the M69 motorway. This facility will be an interface between road and rail and is expected to have wide ranging road based impacts evidenced by modelling. It is anticipated that approximately 8,400 to 10,400 jobs will be created at the NRFI. Given the 24-hour operations of warehousing facilities, these employees will be on-site at various times throughout a typical week. According to the site's Transport Assessment<sup>8</sup>, 75% of these employees are expected to commute by car. The close proximity of Hinckley, the largest population centre, suggests that a significant proportion of the commute to NRFI will also originate from the town. LCC, Warwickshire County Council, and National Highways note that the proposed NRFI adjacent to M69 Junction 2 in Blaby district could significantly increase baseline traffic levels if it proceeds. However, this development would deliver the currently 'missing' south facing slip roads at M69 Junction 2, potentially re-orientating a number of journeys that currently contribute to congestion along the A47 and A5 and relieving demand through

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<sup>4</sup> [South Midlands Route \(www.nationalhighways.co.uk\)](http://www.nationalhighways.co.uk)

<sup>5</sup> <https://www.midlandsconnect.uk/media/yunjo2sw/bc024-midlands-connect-stp-web-accessible.pdf>

<sup>6</sup> <https://assets.publishing.service.gov.uk/media/65290f86697260000dcef78b/network-north-transforming-british-transport-print-version.pdf>

<sup>7</sup> [Issue - items at meetings - 21/01191/HYB - Land South of The A5, Padge Hall Farm, Hinckley | Hinckley & Bosworth Borough Council \(hinckley-bosworth.gov.uk\)](https://www.hinckley-bosworth.gov.uk/issue-items-at-meetings-21/01191/HYB-Land-South-of-The-A5-Padge-Hall-Farm-Hinckley-Hinckley-&Bosworth-Borough-Council)

<sup>8</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050007/TR050007-002143-6.2.8.1C%20Hinckley%20NRFI%20ES%20Appendix%208.1%20Transport%20Assessment%20Part%2015%20of%2020%20Sustainable%20Transport%20Strategy%20and%20Plan%20Clean.pdf>

villages such as Sapcote in Blaby District. The Development Consent Order for the site was accepted for examination on 13th April 2023, and a decision is expected to be made later in 2024.

The significant amount of cumulative development taking place, both within Hinckley & Bosworth and beyond, raise potentially significant concerns about increased localised congestion on the Strategic Road Network and on the local road network as a consequence of traffic seeking other routes. As noted above, National Highways will seek to accommodate and facilitate planned growth coming forward through Local Plans, and it is aware of the commitments in the Leicester and Leicestershire SoCG. However, doing so is not easy in the absence of significant mitigation for the A5. Ultimately, modal shift will be required, with an emphasis on serving new development by public transport and active travel modes as far as possible. This is a significant change in emphasis, and is likely to require significant behavioural change interventions in order to achieve in practice. This will be considered further once the outputs of transport modelling are available, and the scale of necessary mitigation is clear.

It is also recommended that the Council works in partnership with neighbouring Nuneaton & Bedworth Borough Council, LCC, Warwickshire County Council, National Highways and other relevant partners on a comprehensive strategy for the movement corridor between Hinckley and Nuneaton, across the A5. This could focus on the further development and implementation of schemes necessary to achieve genuine modal shift prior to (or in the longer-term absence of) a strategic scheme to address congestion on the A5 – for example, to deliver bus priority measures and genuinely attractive, segregated cycle routes.

In terms of other strategically important local routes elsewhere in the borough, particularly to the east, it is understood that routes through Groby and Ratby remain anecdotally at capacity and potentially constrained in their ability to accommodate additional demand. Progress is being made by LCC on the implementation of schemes for the A50/A511 Growth Corridor through Markfield and further outwards from Leicester into North West Leicestershire. Growth in this area is also challenging due to its proximity to the A46 Leicester Western Bypass which is very sensitive to the impact of new access junctions which add delay to the network. The conclusions around modal shift are also therefore of relevance to the local road network.

### 3.1.2 Bus

Fifteen bus services currently operate across the borough, and are run by Arriva, Stagecoach and Diamond Bus. These typically operate at 30-60 minute frequencies, although some are less frequent. Six of these services are supported by LCC with the remaining nine operating on a commercial basis. Since the Phase 1 report there have been a number of service alterations and withdrawals in the borough, with the up-to-date network map presented in Figure 3. This includes the removal of Bus Routes 1 & 2, intraurban services operated by Arriva solely within Hinckley, during 2023. Other changes include the 6/6A/6B service being incorporated into the 7/7A service, and Route 8 being extended to Magna Park South. 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 cuts. If approved, the development of the SRFI in Hinckley could include an extension to the X6 bus route that will connect it to Leicester and Coventry via several stops across the site.

In the more rural regions of the County, including in Blaby, demand-responsive transport (DRT) options are currently available and are set to be enhanced through BSIP funding. These services are delivered by FoxConnect, a public bus service that operates on-demand, providing vital connections for rural communities. In addition, it offers links from these rural areas to the Hinckley Bus Station, enabling users to access further connection points, although this service does not currently provide connections from rural parts of Hinckley & Bosworth into Hinckley. Future expansion of FoxConnect could potentially allow such services to be provided.

The UK government has continued to build on the ‘Bus Back Better’ strategy with several new policies and initiatives aimed at improving bus services. These include the National Bus Strategy Delivery Plan, the establishment of the Bus Centre of Excellence, the ZEBRA scheme for zero-emission buses, and updated guidance for Enhanced Partnerships. These documents and initiatives reflect a continued commitment to enhancing the quality, sustainability, and accessibility of bus services across the UK. Key focuses include improving service frequency and reliability, reducing fares, transitioning to zero-emission buses, and enhancing passenger experience through better infrastructure and technology.

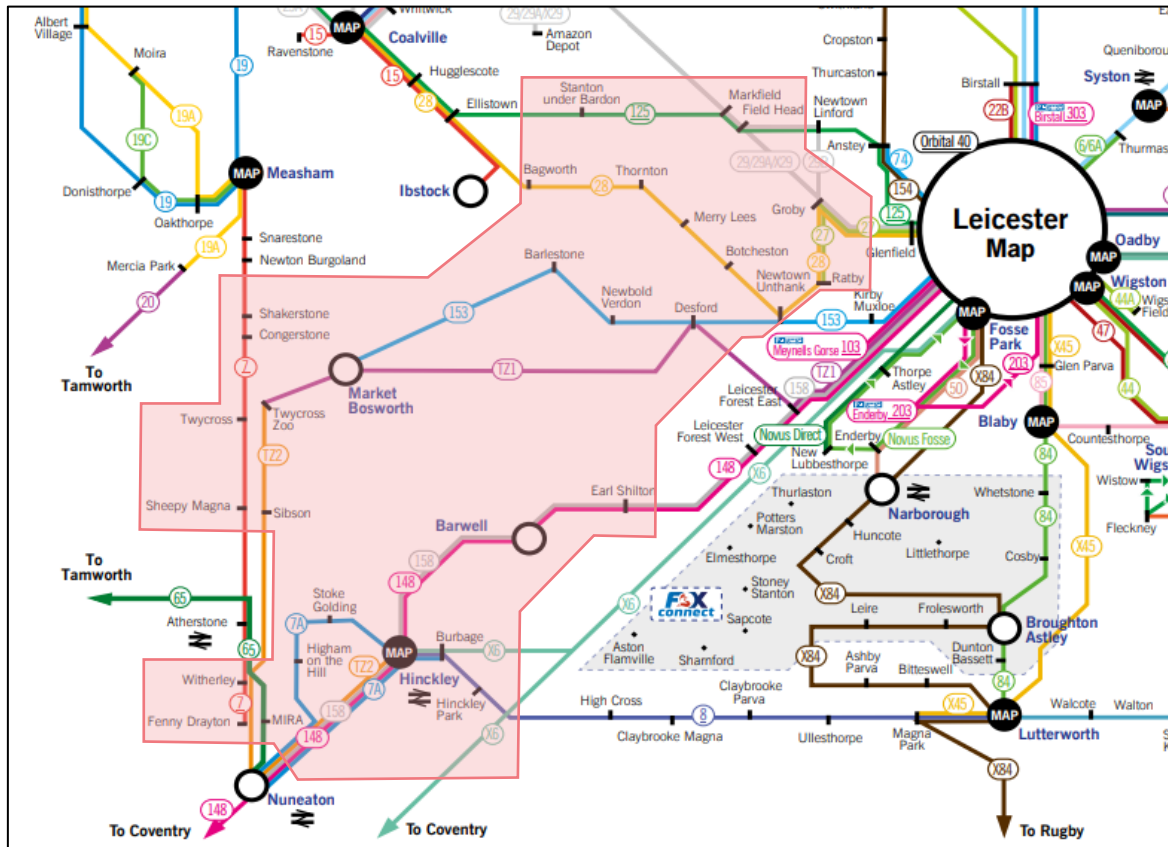


Local authorities, in this case, LCC, play a crucial role in implementing these national strategies through their localised transport plans and initiatives. LCC has recently updated its new Passenger Transport Strategy and Passenger Transport Policy to set out how it will work with local planning authorities and developers to provide services within new developments.

In response to the Government’s National Bus Strategy published in March 2021, the Leicestershire Bus Service Improvement Plan (BSIP) was published in October 2021. The BSIP sets out the vision for bus service delivery in the county. To deliver the BSIP, the Leicestershire Enhanced Partnership (EP) was formed, while the EP Plan highlights the priority projects to be implemented by the Partnership. A passenger service review is planned shortly with an intention to investigate opportunities for a digital demand responsive transport (DRT) offer to connect rural communities with the wider public transport offer.

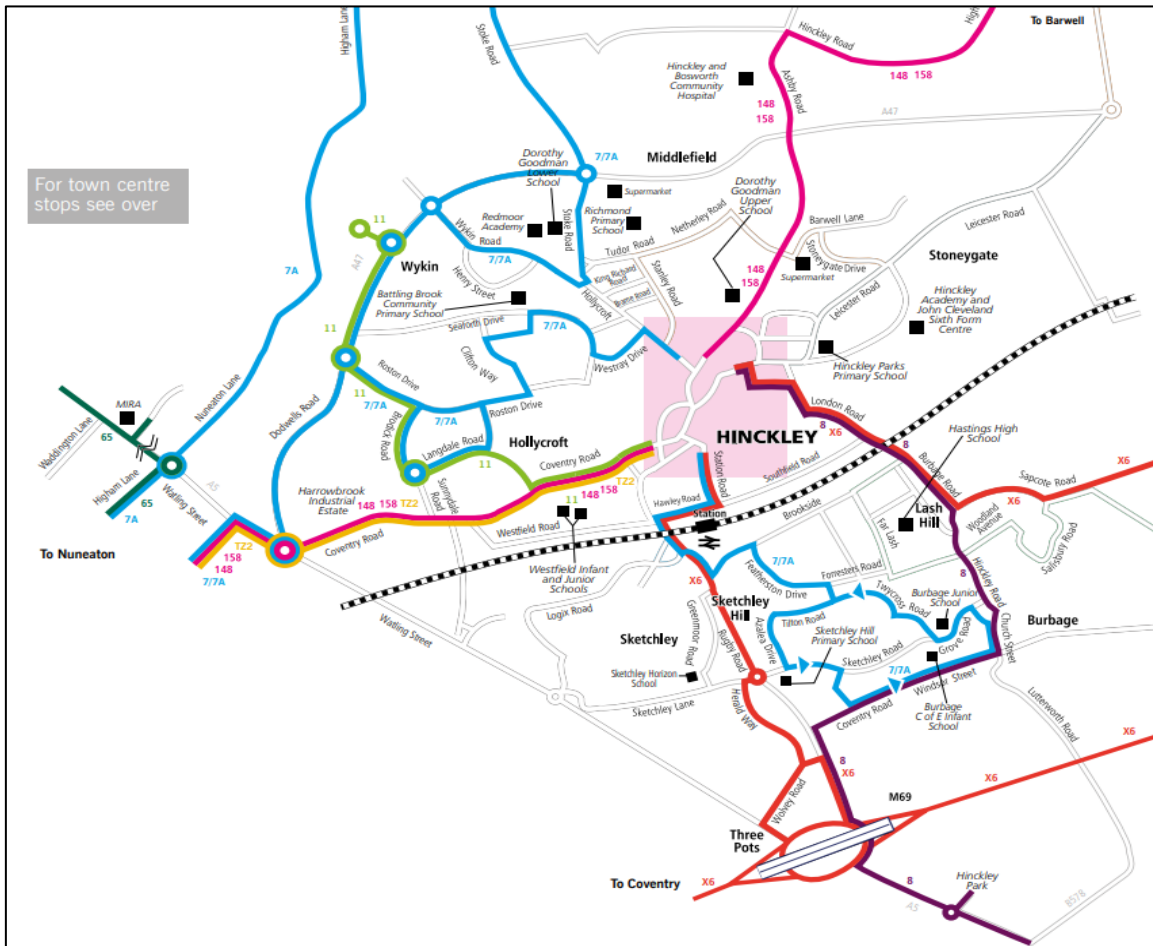
Overall, since Phase 1 of the ICS the local bus network in Hinckley & Bosworth has at best been static, and in many parts of the borough there is now an overall worse bus service offer. This is notable in the context of the significant degree of modal shift likely to be needed in order to deliver sustainable movement patterns and support new growth. In partnership with LCC, taking steps to ensure the provision of a genuinely viable and improving bus network will be a key part of the implementation of the new Local Plan.

**Current Level of Provision**



**Figure 2: Leicestershire bus route diagram, showing services in south-west Leicestershire. The approximate area of Hinckley & Bosworth is shaded in pink.**

Source – <http://www.choosehowyoumove.co.uk/everyday/public-transport>



**Figure 3 Extract of bus routes within the Hinckley and Burbage urban area**  
<http://www.choosehowyoumove.co.uk/everyday/public-transport/Rail>

### 3.1.3 Rail

The only railway station in the borough on the National Rail network is Hinckley railway station, which is on the South Leicestershire Line. Currently, there are direct services to Birmingham New Street and Leicester, with additional services to/from Cambridge and Stansted Airport during peak times. A major development in the freight rail sector is the proposed Hinckley National Rail Freight Interchange (NRFI). The site will include a rail freight terminal on the Felixstowe and Nuneaton railway line. The new rail freight terminal and infrastructure, which can accommodate up to 16 trains a day, are expected to result in a significant volume of goods switching from road to rail.

Since the most recent update of this document, the national rail industry has undergone a significant shift in priorities, including the termination of HS2 north of Birmingham. At a national level, the railway is recognised as playing a crucial role in successfully levelling up the UK. This recognition has resulted in significant efforts and investments being made to improve and modernise the railway network. The Williams-Shapps Plan for Rail establishes the principles for creating Great British Railways, a new public body that will integrate the railway network and deliver government priorities for rail. This includes the development of a 30-year strategy and 5-year business plans for rail. These plans are expected to be continued by the new government, given that The Labour Party’s manifesto ahead of the 2024 general election included a commitment to reform the railways and bring them into public ownership. There is a substantial amount of investment being directed towards railway projects, guided by the Network North plan. However, the new government has yet to re-confirm its commitment to this plan.

Included in these schemes is the Midlands Rail Hub (MRH), along with associated rail improvements, which are expected to have a significant positive impact on Hinckley & Bosworth. This initiative, which is being developed by Midlands Connect, is committed to within the Network North announcement and is currently being developed to a Full Business Case having secured funding in March 2024. The MRH has the potential

to alleviate the capacity bottleneck at the heart of the national rail network in central Birmingham, and provide faster and more frequent connections across the East and West Midlands and beyond. Of particular significance for Hinckley & Bosworth is the east-facing chord at Bordesley. This is set to introduce an additional train from Birmingham Moor Street to various locations in the East Midlands, such as Leicester and Nottingham which would benefit Hinckley. A separate funding request is being made for this scheme, with the optimum routing via Leicester or Nottingham currently being considered by Midlands Connect.

Other proposals include Midlands Connect's plans to reinstate direct rail services between Coventry, Leicester, and Nottingham for the first time in two decades by creating a dive-under at Nuneaton to remove the need to change trains. This could potentially result in two trains per hour stopping at Hinckley. Whilst this would be positive for passenger services, LCC is concerned about the potential adverse impacts on freight train movements, particularly in the context of the NRFI, and impacts on the level crossing at Narborough, which already severs the village and for which there is no obvious alternative solution.

A new multi-modal station is proposed between Nuneaton and Hinckley at Nuneaton Parkway. This is currently being investigated by Warwickshire County Council, though its progression is likely to prove challenging given its location south of the busy A5.

There are also proposals to reopen the Ivanhoe line. However, this is influenced by capacity constraints at Leicester for which there is currently no definitive solution. If the section of line between Coalville and Burton is delivered, the section between Coalville and Leicester would be unlikely to stack up as it would require the Knighton Chord which was removed many years ago to be reinstated with the cost of demolition and relocation of businesses along the line of the chord likely to be significant. The alternative would be for services to terminate at a railway station in the south of Leicester, in the vicinity of Leicester City's Football Ground, for interchange onto road-based public transport which is unlikely to be an attractive proposition.

### 3.1.4 Active Travel

The borough benefits from a relatively extensive network of segregated and on-street cycle routes, with particularly high levels of provision in Hinckley. There are numerous leisure cycling routes including in Market Bosworth, Sutton Cheney, and around Battlefield. However, the A5 serves as a significant physical obstacle for cyclists due to a high percentage of heavy goods vehicles (HGVs), and numerous serious incidents involving cyclists have been reported in recent years some of which are understood to have been caused by poor road conditions.

The anticipated development of the two existing Strategic Urban Extensions is expected to necessitate a comprehensive network of active travel connections. Given the relatively favourable topography of the two settlements, there are reasonable prospects for meaningful active travel provision to be delivered. Additionally, there are some limited interurban active travel opportunities, particularly to the south-west of Barwell into Hinckley, where the cycling network offers multiple connections. However, modelling is required to determine future demand and establish clear requirements for active travel schemes associated with future growth.

Since the last update of this document, there has been a significant shift in the UK's focus on active travel. The transition in priority away from highway projects, coupled with an increased emphasis on sustainable and healthy modes of transport, marks notable changes. Despite being published in 2020, "Gear Change" remains a pivotal document guiding active travel policies in the UK. It articulates the Government's vision to transform England into a nation where walking and cycling are prevalent. This recognition has led to substantial efforts and investments being made to improve and modernise infrastructure for walking, cycling, and other forms of active travel.

Policy 5 of Hinckley & Bosworth's adopted Core Strategy continues to require the delivery of high-quality cycle routes in the borough and sets out the Council's intention to facilitate this through developer contributions. The development of high-quality cycling and walking infrastructure, supported by national funding and local planning, can significantly enhance the quality of life for residents, attract businesses, and promote sustainable development. The overarching goal is to create a more active, healthy, and environmentally friendly community.

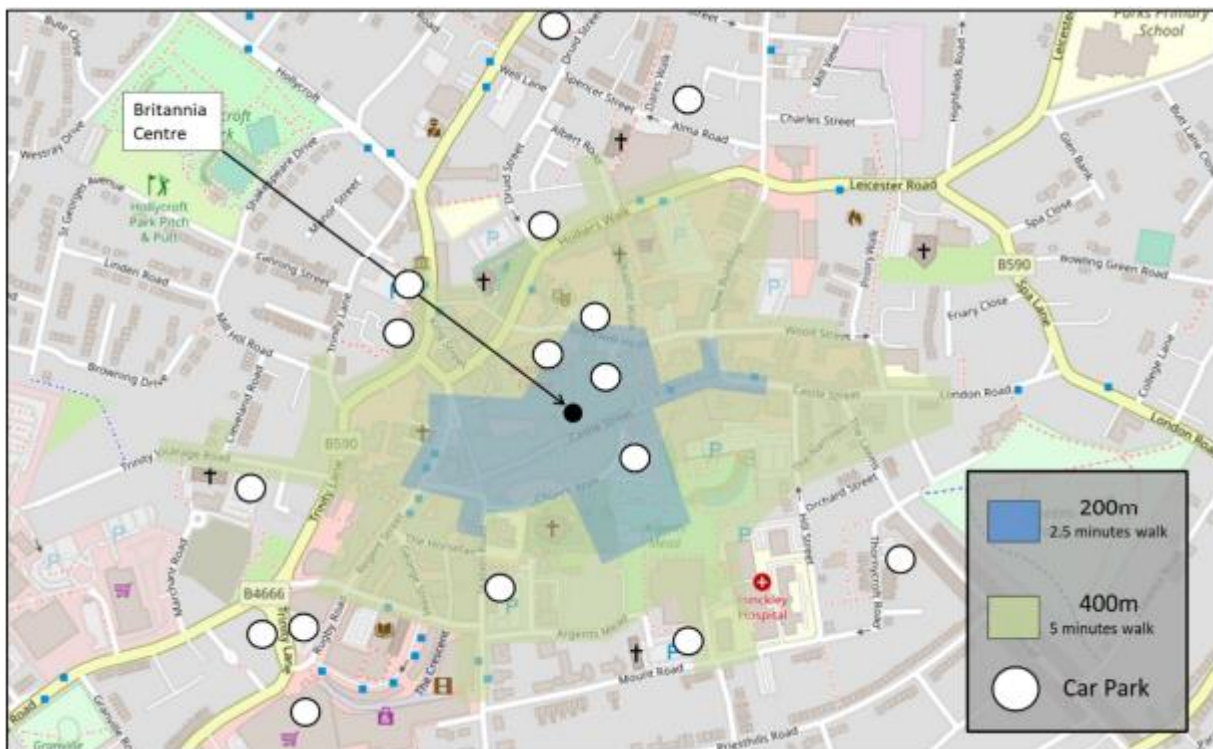
Growth deal funding from the LEP and funding allocations from the Active Travel Fund have delivered historic improvements in the Hinckley area including new walking and cycling infrastructure, traffic calming, lorry weight restrictions, junction capacity upgrades, parking and traffic management improvements complemented with education and training. Unfortunately it has not been possible to deliver all schemes to meet LTN /20 requirements and there remains a lack of understanding around the use of shared footway / cycleways.

Future investment is being guided by Local Cycling and Walking Infrastructure Plans (LCWIPs) which are developed by local authorities to identify and prioritise active travel infrastructure projects. While LCC has developed an LCWIP, it's up to each district council, including Hinckley & Bosworth, to develop and deliver their own LCWIPs. Investment is likely to be extensive in the south of the borough, particularly to integrate with the new NRFL.

As noted above, it is recommended that a coordinated strategy between LCC, Warwickshire County Council, Hinckley & Bosworth Borough Council and Nuneaton & Bedworth Borough Council is pursued to address challenges for active travel along and across the A5 corridor. As well as addressing severance across the A5, any such strategy should prioritise the re-modelling of short journeys to safeguard highway capacity for strategic movements and journeys (including freight) which cannot be re-modelled from vehicles. Though it is acknowledged that the narrow corridor and high volumes of HGV means that even a segregated facility is unlikely to be desirable.

### 3.1.5 Car Park Management

The 2023 Car Parking Assessment of Hinckley Town Centre, re-examines parking demand in light of changes since the Covid-19 pandemic, and considers development proposals that have been delivered since the original 2017 study was completed. The figure below provides an updated map of all the private and public car parks in Hinckley Town Centre.



**Figure 4: Locations of car parks in Hinckley Town Centre, showing walking times from the Britannia. Extracted from Car Parking Assessment of Hinckley Town Centre (AECOM, 2023)**

Cumulatively there are 1,744 car parking spaces in Hinckley Town Centre, a decrease from 1,854 spaces in 2017. This total remains dominated by the Crescent, which offers 482 spaces, and the Britannia Centre which provides 250 spaces (10 of which are disabled). There is a total of 42 Electric Vehicle (EV) charging points, 24 in close proximity to the Town Centre, which is a higher than average number of chargers per population across Leicestershire.

The study concludes that the current demand for car parking does not exceed the average capacity. Additionally, there is unused public off-street parking capacity within the town centre of Hinckley. However, there are clear differences in the popularity of both long and short stay car parks within the town. Some car parks are busy during peak periods, while others are not as well-utilised. Overall, there is a decrease in the demand for long stay parking, with little change in the demand for short stay parking. Parking levels seem to be slowly rising, with corresponding increases in revenue. However, occupancy at the privately operated Crescent Car Park has dropped, reflecting a wider trend of decreasing car park use across Hinckley.

A report published by Midlands Connect in September 2021 entitled “Supercharging the Midlands”<sup>9</sup> established that there is currently on average one public EV charging point per 19 EVs in the Midlands, and that there is likely to be increased demand for EV charging points in future. The 2023 Car Parking Assessment of Hinckley Town Centre, confirmed that new locations would need to be sought to deliver this, proposing lesser used locations such as Trinity Vicarage. LCC are currently developing an EV charging point strategy.

## 3.2 Utilities and Environment

### 3.2.1 Flood Management

The Phase 1 ICS assessment provided information on the various strategies and policies for managing flood risk in Hinckley & Bosworth, including the roles of different authorities and the importance of natural flood management techniques—as well as potential funding for flood management schemes.

The Phase 1 ICS referred to the Level 1 Strategic Flood Risk Assessment (SFRA) 2019, identifying urban areas, including Hinckley and rural villages such as Sheepy Magna, as high-risk for flooding from surface water, groundwater, and rivers. Other relevant documents highlighted included the National Flood and Coastal Erosion Risk Management Strategy, the Humber River Basin Management Plan, and local studies including the 2017 Leicester City and Leicestershire Strategic Water Cycle Study.

Areas around Stoke Golding, Newbold Verdon, and Desford along the River Sence are most susceptible to groundwater. However, most of the borough falls within the less than 25% susceptible classification, indicating a lower risk.

There are four reservoirs within the borough. There is a residual risk of a reservoir breach, which should be considered in site-specific Flood Risk Assessments.

The Level 1 SFRA has since been supplemented by a Level 2 SFRA, dated May 2020. This SFRA provides an assessment of the preferred SHELAA sites as of that date (65 locations) and considers the cumulative impact of development on Rothley Brook. The Level 2 SFRA provides a high level assessment of SuDS options that would be suitable for the Borough.

The Level 2 SFRA should be used to guide planning and site specific Flood Risk Assessments: including the application of the Sequential and Exception Tests. A detailed ‘level 2’ assessment is provided for 13 sites with higher fluvial risk, including a number of those in consideration for this Phase 2 ICS, e.g. AS58 (Land at Stapleton Lane, Barwell). The level 2 assessment includes guidance for planning and development.

The SFRA noted further flood risk review is required for four sites, with the number of houses possible likely to be lower than originally intended. These locations are not included in the current list covered by this Phase 2 ICS.

Comparison of the sites being considered for allocation in the Local Plan with flood mapping indicates that the following have notable sources of risk within the boundaries or immediately adjacent, which merit further review. This should not be taken as an exhaustive list, and all sites should be screened/assessed for flood risk. Some of these were not covered by the Level 2 SFRA: e.g. sites north of Groby such as LPR196.

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<sup>9</sup> [mc-supercharging-the-midlands-document.pdf \(midlandsconnect.uk\)](#)

**Table 3: Type of flood risk affecting potential sites**

Flood risk	Location
Fluvial	Earl Shilton: LPR200 (Thurlaston Brook)
	Ratby: LPR107 (Rothley Brook)
	Congerstone: LPR79 (River Sence)
	Higham-on-the-Hill: LPR181 (Rothley Brook)
	Sheepy Magna: AS518, AS519 (River Sence)
	Rural areas: LPR16 (Soar Brook)
Surface water	Hinckley: LPR47/LPR48, LPR31, LPR138, LPR26
	Barwell: AS58, LPR75A
	Earl Shilton: LPR200, AS235/AS235
	Desford: LPR151, LPR86
	Groby: AS705, LPR146A/LPR30, LPR196
	Market Bosworth: AS393/LPR139
	Newbold Verdon: AS448, AS445, LPR190, LPR38
	Ratby: LPR107
	Congerstone: LPR80
	Rural areas: LPR206

The Level 1 SFRA identified a number of locations which may benefit from some form of flood alleviation: Burbage Sketchley and Stretton Ward, Burbage St Catherine’s and Lash Hill Ward, (to a lesser degree) Earl Shilton, and parts of Sheepy Magna and Ratby where it was identified some properties are at flood risk. In addition, some roads in Groby are at risk of flooding. Schemes that can address these flood risk issues may benefit from being included in the Phase 3 ICS Infrastructure Schedule in due course, although at the present time LCC as the LLFA has indicated that it does not have any planned flood risk management schemes.

The Level 2 SFRA notes that the Borough sits on high ground near the top of river catchments, meaning many of the watercourses react quickly to heavy rainfall; it recommends a suitable warning system based on rainfall could be more effective (though with higher potential for false alarms).

The Level 2 SFRA also included an assessment of potential cumulative impact downstream of sites proposed within the Rothley Brook catchment. This showed that owing to the cumulative impact of development, on-site storage could be required at developments in the Rothley Brook catchment to ensure that the risk of flooding downstream in Leicester City and Charnwood Borough is not increased by this development. The sites currently under consideration that have been assessed in this catchment include:

- LPR30, Groby
- LPR43, Markfield
- LPR70, Markfield
- LPR93, Markfield
- LPR107, Ratby

The potential extent of the storage was indicated in the Level 2 SFRA. These recommendations should be considered by developers as part of a site-specific assessment. This may reduce the developable footprint of these sites.

Smaller sites within the same catchments across Bagworth, Desford, Groby, Markfield, Newbold Verdon, Ratby, and Thornton have not been assessed in the Level 2 SFRA, but may also result in a potential need for new flood risk infrastructure if developed. A similar approach should be applied to development in these locations as for the sites included in the Level 2 SFRA.

The Council’s understanding of flood risk and implications for development and infrastructure needs is also being informed by an update to the Level 1 SFRA currently being undertaken, as well as in a Stage 1 Water Cycle Study. Any implications of these will be considered within Phase 3 of the ICS where relevant.

### 3.2.2 Gas

Cadent Gas owns and operates the local gas distribution network covering the East Midlands. At the meeting with Cadent Gas in May 2024, they stated there has been a transition in the operation and building of the network into a blend of natural and hydrogen gases, with further intentions to transition to hydrogen only. They have assessed each of the proposed allocations against potential reinforcement of the network required, identifying the sites that if developed would require further network reinforcement. These include:

**Table 4: Potential sites for development with network reinforcement required**

Settlement	SHELAA Site Name	Ref No.	Reinforcement of the Gas Network Required
<b>Hinckley</b>	Westfield Farm, Ashby Road (A)	AS1031A	Yes
	Land to the east of Stoke Road (Middlefield Farm) and land to the west of Stoke Road	LPR47/ LPR48	Yes
	Westfield Farm, Ashby Road (B) and Land North of Normandy Way	AS1031B/ LPR199	Yes
<b>Barwell</b>	Land at the Common	LPR75A	Yes
	Land fronting Ashby and Hinckley Road (adjacent Barwell House Farm)	AS612	Yes
	Land to the south of New Barn Farm, Kirkby Road	LPR185	Yes
<b>Burbage</b>	Land at Burbage Fields Farm	LPR131	Yes
<b>Earl Shilton</b>	Land South of the A47, Earl Shilton	LPR200	Yes
<b>Bagworth</b>	Land to the rear and side of Laurel House (The Silk Forest), Main Street	AS3	No Pipe work in the area
<b>Groby</b>	Land at Laural Farm, South of Leicester Road	AS705	Yes
	Land south of Sacheverell Way, and east of Groby Cemetery and Ratby Road	LPR146A/ LPR30	Yes
<b>Market Bosworth</b>	Land South of Station Road	AS393/ LPR139	Yes
<b>Markfield</b>	Land East of Ratby Lane and South of Jacqueline Road	LPR70	Yes
	Land South of Forest Road	LPR93	Yes
<b>Newbold Verdon</b>	Land South of Desford Road	AS445	Yes
	Land to the east of Brascote Lane	LPR38	Yes
<b>Ratby</b>	Land South of Markfield Road	LPR107	Yes
<b>Congerstone</b>	Land at Fox Covert Farm, Main Street	LPR80	No Pipe Work in the area
	Land North of Bosworth Road	LPR81	No Pipe Work in the area
	Land North and West of Chapel Lane	LPR79	No Pipe Work in the area
<b>Sheepy Magna</b>	Land off Oakfield Way and Meadow Close	As519	Yes

Cadent Gas explained in the meeting that the potential to add additional capacity to the existing network would be based on the location of development, that if the site was located in close proximity to the network then a connection would be easily facilitated, however, if the site was further away then Cadent Gas would

require a contribution from the developer. The current approach to reinforcing the network is through the replacement of aging parts of the network, i.e. when there is an older part of the network it is replaced first. Table 4 demonstrates that there are several sites that have no pipe work located next to them and therefore investment in infrastructure may be required if these sites came forward – although alternative forms of energy provision may also be appropriate, given the relatively small size of the relevant sites.

### 3.2.3 Electricity

National Grid Electricity Distribution (NGED) has assessed each of the proposed allocation sites against their current network. This has concluded that work is required at 7no of the primary substations in the area. Limited details have been provided on the work that is required, and the likely cost and programme for these upgrade works will need to be discussed further with NGED once further details of the developments and their associated timescales are known. The primary substations that will require reinforcement works, and the associated potential allocation sites can be summarised as follows:

- Nailstone Primary Substation – works required to supply sites AS3 and AS16
- Middlefield Primary Substation – works required to supply sites AS612, AS1031A, LPR47, LPR48, AS1031B, LPR199, LPR144A and AS541
- Barwell Primary Substation - works required to supply sites AS58, LPR75A, AS86, LPR185, LPR200, AS235, AS591 and LPR54
- Desford Primary Substation – works required to supply sites LPR151, AS705, LPR146A and AS445
- Hinckley (132/11kV) Primary Substation - works required to supply site LPR16
- Atherstone Primary Substation - works required to supply sites AS616, AS618, AS518 and AS519
- Coalville Primary Substation - works required to supply site LPR154

In addition to the above, NGED have also identified that works will be required to the 11kV network to serve sites AS58, LPR75A, AS86, LPR185, LPR151, LPR200, AS235, LPR146A, AS1031A, LPR47, LPR48, AS1031B, LPR199, LPR144A, AS445, LPR16, LPR206 and AS541A; however no details of the works required have been provided at this time.

### 3.2.4 Water Supply

Through our discussions with Severn Trent Water (STW), it is understood that the majority of new development sites are unlikely to result in any significant connection issues. This is particularly the case for sites within and close to the borough's existing urban areas, which are already well connected to the water supply network. STW has indicated that significant development in rural parts of the borough may require network reinforcement to accommodate high levels of demand in areas which currently have a limited demand for water, but it is assumed that this is unlikely to significantly constrain the potential new settlement locations given their proximity to other settlements (and in the case of the new settlement at Lindley, to the MIRA Technology Park). This reflects the broad position established in Phase 1 of the ICS.

Given this general lack of significant strategic constraint, STW has indicated that a detailed network analysis exercise, considering local capacity and the method of connection to the water supply network in detail, will only be made at the development management stage of the planning process. STW has indicated its expectation that developers contact them at an early stage of the development process via its Developer Enquiry process, to ensure that appropriate connections to the network can be made.

### 3.2.5 Sewerage

In Phase 1 of the ICS, it was established that there was a risk of capacity being exceeded at all of the largest wastewater treatment works serving the district – with these being likely to require mitigation and expansion schemes in order to meet demand. Further engagement has been undertaken with STW for Phase 2 of the ICS, based on the actual locations in which the Local Plan might now propose new development.



Table 5 below sets out STW’s latest view of the capacity position for each of the wastewater treatment works serving settlements with potential proposed growth – those in Atherstone, Bilstone and Twycross considered in Phase 1 of the IDP do not serve settlements with potential growth. It can be seen that there are some treatment works where it is still anticipated that future capacity increases will be required. However, there are some treatment works where expansion works may not now necessarily be required. Furthermore, it is understood that Earl Shilton Wastewater Treatment Works now has sufficient headroom to accommodate growth, and is unlikely to require future expansion.

**Table 5: STW advice on current wastewater treatment capacity serving settlements with proposed growth**

Wastewater treatment works	Settlements served	Future capacity constraint
Wanlip (Charnwood)	<b>H&amp;B</b> - Bagworth, Desford, Groby, Markfield (part), Ratby, Thornton <b>Elsewhere</b> – Areas in Blaby, Charnwood and Leicester	This is a major wastewater treatment works, serving a large sub-region within and around the north and west of Leicester. Expansion works are likely to be required, related to growth across the sub-region as a whole. This will be supported by works to remove storm water flows from sewerage flows needing to be served at Wanlip.
Hinckley	<b>H&amp;B</b> – Burbage, Hinckley (part)	This wastewater treatment works will close in March 2025, with flows from existing customers and new development being redirected to Nuneaton (see below).
Snarrows (Coalville, North West Leicestershire)	<b>H&amp;B</b> – Markfield (part) <b>Elsewhere</b> – Areas in North West Leicestershire	Expansion works may be required, linked to growth also proposed within North West Leicestershire.
Earl Shilton	<b>H&amp;B</b> – Barwell, Earl Shilton, Higham-on-the-Hill, Hinckley (part), Sheepy Magna, Stoke Golding	STW has indicated that there is sufficient headroom to serve new development in this catchment, including the potential future Hinckley Rail Freight Terminal, without any need for expansion works.
Ibstock (North West Leicestershire)	<b>H&amp;B</b> – Nailstone, Stanton Under Bardon <b>Elsewhere</b> – Areas in North West Leicestershire	Expansion works may be required, linked to growth also proposed within North West Leicestershire.
Newbold Verdon	<b>H&amp;B</b> – Newbold Verdon	Expansion works are likely to be required to accommodate development in this catchment, given the small size of the existing wastewater treatment works.
Barlestone	<b>H&amp;B</b> – Barlestone	STW has indicated that there is sufficient headroom to serve new development in this catchment.
Market Bosworth	<b>H&amp;B</b> – Market Bosworth	Expansion works are likely to be required to accommodate development in this catchment, given the small size of the existing wastewater treatment works.
Nuneaton	<b>Elsewhere</b> – Areas in Nuneaton & Bedworth	These wastewater treatment works, close to the Hartshill area of Nuneaton, are being expanded to accommodate redirected flows resulting from the closure of Hinckley Wastewater Treatment Works in March 2025 (see above). This has necessitated construction of a 12.5km pipeline route <sup>10</sup> . STW has indicated that this has been planned with regard to anticipated future growth in the catchment, although a larger amount of growth or a greater concentration of growth than anticipated towards the Hinckley area of Hinckley & Bosworth may require some further expansion works.

Sewerage catchments reflect topographical constraints, and do not follow administrative boundaries. It is therefore evident from the discussions with STW that, for many wastewater treatment works, any needs arising for capacity enhancement will be in response to growth across more than one local authority area. For

<sup>10</sup> [Nicholas O'Dwyer project - Hinckley to Hartshill Project \(nodwyer.com\)](http://nodwyer.com)

Wanlip in particular, STW's approach to serving growth will be part of a long-term, large-scale coordinated approach across the wider sub-region.

No fundamentally unsolvable capacity constraints have been identified by STW, and STW has highlighted its duty to plan, fund and deliver schemes that provide sufficient capacity for new development. STW has however indicated the benefits of understanding specific sites and indicative delivery timescales as soon as possible, particularly to inform planning for cross-boundary needs. This will be explored further with STW as part of Phase 3 of the ICS.

### 3.2.6 Digital (telecommunications)

As of May 2024, Superfast Leicestershire have implemented superfast broadband coverage for 98.92% of properties in Hinckley & Bosworth, which is higher than the 98.2% average across England and fourth highest when compared to all Leicestershire district / borough councils. This represents a 3% increase in the number of properties that are able to receive superfast broadband compared to 2018.

The Government's Rural Gigabit Connectivity programme is now live, to provide financial incentives to improve digital connectivity in rural areas. As of May 2024, the Borough has a gigabit broadband coverage of 72.1%, which is significantly lower than the 83.21% average across England, and is the third lowest within Leicestershire. In Leicestershire, gigabit broadband includes full fibre and other gigabit-capable technologies.

44.97% of properties within Hinckley & Bosworth have full fibre broadband coverage, which is the fourth highest within Leicestershire<sup>11</sup>. There are a number of commercial providers that are building up the telecoms within Hinckley & Bosworth, including the following:

- Openreach, who are currently building in Hinckley, Market Bosworth, Stoke Golding, Desford, Markfield and Bagworth over the next 12 months;
- VMO2 are currently installing their new XGSPON FTTP technology in Leicestershire. They will be building in Desford at 2,900 premises with work due for completion by September 2024 and in Markfield at 2,200 premises, due for completion by October 2024;
- CityFibre have a commercial build in progress in Hinckley & Bosworth currently building at 22,900 premises, due for completion by late 2024.

LCC have expressed that digital connectivity is a priority for them, including the aim for everyone in the County to have access to fast, accessible, inclusive, reliable digital infrastructure. Funding for future digital infrastructure requirements will be allocated through BDUK, who are undertaking continuous engagement with LCC to identify areas of possible future collaboration. This includes the Gigabit Voucher Scheme where eligible homes and businesses can apply for up to £4,500 to cover the costs of a gigabit-capable connection. The scheme is currently not active in Leicestershire due to Project Gigabit activities however LCC has been assured by BDUK that the Voucher Scheme will be open for Leicestershire in the future. In December 2022, amendments to the Building Regulations 2010 were made to ensure that new homes constructed in England will be equipped with the infrastructure and connections capable of delivering gigabit broadband. This means that where developers are unable to secure a gigabit-capable connection within the cost-cap, they must install the next fastest connection.

## 3.3 Education and Community Facilities

### 3.3.1 Education

Discussions with LCC as Local Education Authority have sought to understand the latest school capacity position across the borough. Table 6 below provides an up-to-date summary of school capacity across the borough, over a forecast period to 2027 (primary) and 2032 (secondary), the furthest forward years for which LCC forecasts are available. These figures replace those in Table 8 in the Phase 1 ICS, noting that those

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<sup>11</sup> [Local Broadband Information | Thinkbroadband](#)

figures were also the most recent baseline figures at that time, and did not factor pupil yields from development that is already committed, which is reflected in Table 6 below.

In broad terms, the amount of available capacity in schools across the borough has remained static or slightly increased. This reflects increased capacity which had been provided over recent years, and slowing birth rates now being seen. It is anticipated that by the end of the forecast period, around half of the borough's schools will have capacity.

**Table 6: Forecast capacity of schools within Hinckley & Bosworth, by 2027 (primary, pink) and 2032 (secondary, blue)**

Settlement	Age Group	Name	Capacity	Forecast	%
Barlestone	Primary	Barlestone Primary School	210	223	106%
Barwell	Primary	Barwell Infant School	176	164	93%
	Primary	Barwell Academy	270	225	83%
	Primary	Newlands Primary School	420	346	83%
Burbage	Primary	Burbage Infant School	270	253	94%
	Primary	Burbage Junior School	376	373	99%
	Primary	Sketchley Hill Primary School	630	638	101%
	Secondary	Hastings High School	800	996	125%
Congerstone	Primary	Congerstone Primary School	177	195	110%
Desford	Primary	Desford Primary School	420	411	98%
	Secondary	Bosworth Academy	1,543	1,684	109%
Earl Shilton	Primary	Townlands Primary School	420	294	70%
	Primary	St Simon and St Jude Primary School	210	298	142%
	Primary	St Peter's Academy	210	209	100%
	Secondary	Heath Lane Academy	800	759	95%
Groby	Primary	Elizabeth Woodville Primary School	210	197	94%
	Primary	Lady Jane Grey Primary School	210	209	100%
	Primary	Martinshaw Primary School	262	200	76%
	Secondary	Brookvale Groby Learning Campus	1,574	1,459	93%
Higham-on-the-Hill	Primary	Higham-on-the-Hill Primary School	105	72	69%
Hinckley	Primary	Battling Brook Primary School	609	684	112%
	Primary	Hinckley Parks Primary School	630	456	72%
	Primary	Hollycroft Academy	210	156	74%
	Primary	Richmond Primary School	630	456	72%
	Primary	St Mary's Primary School	315	207	66%
	Primary	St Peter's Primary School	194	209	108%
	Primary	Westfield Infant School	270	269	100%
	Primary	Westfield Junior School	369	354	99%
	Secondary	Redmoor Academy	925	1,096	118%
	Secondary	The Hinckley School	1,450	1,440	99%
Market Bosworth	Primary	St Peter's Primary School	252	228	90%
	Secondary	The Market Bosworth School	860	862	100%
Markfield	Primary	Mercenfield Primary School	350	294	84%
Nailstone	Primary	Dove Bank Primary School	210	167	80%
Newbold Verdon	Primary	Newbold Verdon Primary School	315	231	73%
Ratby	Primary	Ratby Primary School	420	420	100%
Sheepy Magna	Primary	Sheepy Magna Primary School	105	104	99%
Stanton-u-Bardon	Primary	Stanton und. Bardon Primary School	120	108	90%
Stoke Golding	Primary	St Margaret's Primary School	210	266	127%
	Secondary	St Martin's Academy	580	675	116%
Thornton	Primary	Thornton Primary School	140	145	104%
Witherley	Primary	Witherley Primary School	105	109	104%
(Outside settlement)	Secondary	South Charnwood High School	870	806	93%

Since Phase 1, a new primary school has opened in the borough – Hollycroft Academy in Hinckley. The capacity of some schools has also changed to varying degrees. In some cases this reflects capital works to increase capacity within the school, although in others it reflects management decisions within individual schools and is not necessarily related to population growth and ‘real’ changes in demand.

A notable change since Phase 1 of the IDP has been the challenges of construction cost inflation, and general realities around viable forms of school provision. At a primary level, LCC now no longer supports new primary schools with only one form of entry, on the basis that larger primary schools provide better and more efficient facilities. In recognition of the fact that demand may not exist for the entirety of a larger school in the early phases of development, in practice this may result in schools being built initially with all of the central facilities required for a two-form entry (or greater) school, but only the classroom space needed for a one-form school. Once demand reaches a sufficient threshold, capital works would then be taken to introduce further forms of entry. This is favoured as a more sustainable approach in the long-term to ensure the facilities provided are high quality and the eventual scenario where future capacity is required, is accounted for from an early stage.

At a secondary level, LCC’s preference is now to extend existing schools, rather than providing entirely new schools as had previously been envisaged in certain locations. The exception to this would be in major strategic sites such as new settlements, where the scale of pupil yield may be sufficient to warrant the delivery of a new standalone secondary school.

When establishing pupil yield from new development, LCC continues to use an assumed multiplier of one form of entry (210 pupils) for every 700 new dwellings.

In order to understand the potential ability to expand existing schools, and hence accommodate new growth, discussions with LCC have also explored the ability to expand existing schools. LCC’s provisional views are set out in Table 7 below – it should be noted that these are without prejudice to further development and feasibility work that would need to be undertaken. LCC’s overall proposed education response to new growth will be developed once proposed sites for inclusion in the new Local Plan have been selected, and will be set out in Phase 3 of the ICS.

**Table 7: Current provisional LCC view on potential to expand schools within existing settlements**

Settlement	School expansion potential
Barlestone	Primary: School is at capacity and at an ideal 1FE size. Unlikely to be viable to undertake a small expansion that would make the school an awkward size.
Barwell	Primary: Schools have some capacity, and Newlands Primary School is considered able to expand. The existing proposed Barwell SUE also envisaged to include a new primary school.
Burbage	Primary: Schools are all at capacity, and at the maximum primary school size of 3FE and therefore unable to expand.
	Secondary: School is over capacity – a 200 pupil expansion is currently being planned, although this will still leave the school close to capacity and it is considered unlikely that further expansion will be possible on site. It was noted that the potential delivery of a new secondary school in Stoney Stanton in Blaby could create capacity by ‘returning’ pupils back to Stoney Stanton who currently travel to school in Burbage.
Congerstone	Primary: School is over capacity, but could be expanded slightly to reach an ideal 1FE size (currently 0.85FE) and provide additional capacity.
Desford	Primary: School is at capacity, but considered provisionally feasible by LCC to expand on site from 2FE to 3FE.
	Secondary: School is over capacity, but considered provisionally feasible by LCC to expand on site.
Earl Shilton	Primary: Some schools are over capacity and some are under capacity. The existing proposed Earl Shilton SUE is envisaged to include a new secondary school.
	Secondary: Current school is close to capacity – an expansion would be planned in connection with the existing proposed Earl Shilton SUE, although this would only accommodate demand from within that site.

Settlement	School expansion potential
Groby	Primary: Two schools are at capacity, but Martinshaw has some capacity and also used to be a 2FE school that has reduced to 1FE. With some reconfiguration, there is therefore likely to be significant expansion potential in this school.
	Secondary: School is close to capacity, but considered provisionally feasible by LCC to expand on site.
Higham-on-the-Hill	Primary: School has capacity, and in proportionate terms it can accommodate a relatively significant increase in pupils.
Hinckley	Primary: Some schools are over capacity and some are under capacity. In the short term, some of those schools with capacity are looking to reduce their pupil intake. The new Hollycroft School is considered by LCC to be able to expand on site from 2FE to 3FE.
	Secondary: The Hinckley School is nominally at capacity, although it has recently reduced its intake by 300 pupils from 1,750 to 1,450. Whilst Redmoor Academy is currently over capacity, a 200 pupil expansion is currently being planned which will result in the school becoming slightly under capacity.
Market Bosworth	Primary: School has a small amount of capacity, and given edge-of-urban location of site, potentially feasible to undertake expansion on site.
	Secondary: School is at capacity. Given relationship of site to adjacent uses, may not be significant expansion potential on site although some small expansion potential may exist.
Markfield	Primary: School has a degree of capacity and can accommodate an increase in pupils.
Nailstone	Primary: School has a degree of capacity and can accommodate an increase in pupils.
Newbold Verdon	Primary: School has a significant amount of capacity, and is looking to reduce its pupil intake. However, it could therefore accommodate an increase in pupils.
Ratby	Primary: School is at capacity, and cannot extend on site.
Sheepy Magna	Primary: School is at capacity and at an ideal 0.5FE site. Unlikely to be viable to undertake a small expansion that would make the school an awkward size.
Stanton Under Bardon	Primary: School has a degree of capacity and can accommodate an increase in pupils.
Stoke Golding	Primary: School is over capacity, and is on a small site with limited scope for expansion.
	Secondary: School is over capacity, and understood to be willing to expand, although as a Catholic School this serves a much wider catchment than the immediate settlement.
Thornton	Primary: School is over capacity, and is on a small site with limited scope for expansion.
Witherley	Primary: School is at capacity. However, there are no potential site allocations within Witherley.
(Outside settlement)	Secondary: South Charnwood School has a small amount of capacity, and given its rural location, potentially feasible to undertake expansion on site.

### 3.3.2 Community facilities

Community facilities in Hinckley & Bosworth comprise of libraries, public conveniences, and waste and recycling facilities. The Phase 1 report concluded that there were generally good levels of provision across all of the borough's settlements, and there was not considered to be any need for new facilities to be provided in connection with new development adjacent to existing settlements at that point in time.

Through engagement throughout the preparation of Phase 2 of the ICS, it was established that library provision across the Borough is in a similar position to Phase 1. There is currently a mix of larger libraries, community-led libraries and a mobile library which is used to serve the requirements of the rural areas. As established in the Earl Shilton and Barwell SSIS, there is currently limited capacity at Earl Shilton Library as it sits on a constrained site, and the Barwell Library has remained closed since 2018. LCC confirmed that there has been a level of interest from a community group in delivering a new library for Earl Shilton and Barwell, however, this is yet to be confirmed. Further to this, LCC stated that if the new settlement option at Lindley (LPR206), was to come forward then the existing library provision would not be able to support the site's population, due to its rural location. However, in most cases, LCC's preference remains to enhance existing libraries rather than deliver new libraries.

### 3.3.3 Waste Management

As outlined in Phase 1 of the ICS, Hinckley & Bosworth Borough Council is the Waste Collection Authority for the Borough and Leicestershire County Council is the statutory Waste Disposal Authority. Hinckley & Bosworth are benefitted by one recycling and household waste site, located in Barwell. The Phase 1 report outlined that Waste Infrastructure is unlikely to be significantly impacted by growth within Hinckley & Bosworth given the regional basis on which services are provided.

The Council's Waste Services confirmed that no additional infrastructure would be required as part of the potential development sites coming forward. This included additional recycling banks of which the Waste Services are aiming to phase out by 2026.

## 3.4 Healthcare and Emergency Services

### 3.4.1 Primary Healthcare

The broad picture for primary healthcare remains as set out within Phase 1 of the ICS – that most of the borough's general practice surgeries are constrained, and likely to require expansion in order to accommodate patient demand arising from future development.

Since Phase 1 of the ICS, the West Leicestershire Clinical Commissioning Group has been absorbed into the wider Leicester, Leicestershire and Rutland Integrated Care Board (ICB). Engagement with the ICB has been undertaken to understand the broad position in terms of constraints, and following initial discussions the ICB has undertaken analysis of the potential capacity for expansion at the various primary healthcare surgeries across the borough, for each settlement. This is summarised in Table 8 below.

**Table 8: Impact of potential sites on local surgeries**

Settlement	Capacity of surgeries to expand, if required
Hinckley and Burbage	<ul style="list-style-type: none"> <li>Hollycroft Medical Centre has plans to extend.</li> <li>Station View Health Centre is currently undertaking an internal reconfiguration.</li> <li>Although the ICB has not recently engaged with Burbage Surgery, it is considered unlikely that there would be space to extend on site.</li> <li>Centre Surgery does not have significant capacity for expansion.</li> <li>Castle Mead Medical Centre and Maples Family Medical Centre currently do not have plans to extend, and it is considered unlikely that there would be space to extend on site.</li> </ul> <p>Across Hinckley as a whole there is a degree of capacity to accommodate growth, but significant growth is likely to require surgery relocation(s) and/or the provision of new branch surgeries.</p>
Barwell	Barwell Medical Centre is currently undergoing rebuilding on a new site, as outlined in the 2023 Earl Shilton and Barwell Infrastructure Study. This will help to alleviate existing capacity issues, and provide a degree of capacity for future growth. The ICB stated that the Medical Centre is in talks regarding accommodating additional patient capacity.
Earl Shilton	Heath Lane Surgery currently has capacity to accommodate growth from the existing Sustainable Urban Extension, and has space available on site to accommodate further patient capacity if required.
Bagworth	Bagworth is served by Barlestone (and Ibstock) Surgery, and Markfield Surgery. Both are landlocked, and considered unlikely to have space to extend on site. Significant growth would require consideration of acceptable forms of provision.
Barlestone	Barlestone Surgery, a branch of Barlestone and Ibstock Surgery, is landlocked and considered unlikely to have space to extend on site – although at the time of producing Phase 2 of the ICS, the ICB had not discussed this with the surgery directly.
Desford	Desford Surgery is unable to extend on its current site, and to accommodate new patient demand it is considered likely to be necessary to relocate and expand the surgery on another site.
Groby	Groby Surgery is unable to extend on its current site, and to accommodate new patient demand it is considered likely to be necessary to relocate and expand the surgery on another site.

Settlement	Capacity of surgeries to expand, if required
Market Bosworth	Market Bosworth Surgery is unable to extend on its current site. The ICB indicated that patients in Market Bosworth often travel to Newbold Verdon Surgery, however, this surgery has limited capacity to expand on site and relocation and expansion of the surgery on another site may be required.
Markfield	Markfield Surgery is landlocked and considered unlikely to be able to extend on site. Significant growth would require consideration of acceptable forms of provision.
Newbold Verdon	Newbold Verdon Surgery is considered to be able to accommodate a small extension on site, although significant levels of growth (including in nearby Market Bosworth – see above) would more likely require relocation and expansion of the surgery on another site.
Ratby	Ratby Surgery has recently been rebuilt and expanded on a new site, however this will already be impacted by a new 800-home development in Kirby Muxloe which will be served by Ratby Surgery. However, it is considered likely that capacity for expansion on the site will exist.
Stoke Golding	The ICB had not recently engaged with the Pine Close Surgery during the production of Phase 2 of the ICS. However, the ICS noted that the limited number of sites potentially being considered meant that impacts on the surgery are anticipated to be relatively limited.
Thornton	There is no surgery in Thornton, patients travel mainly to Ibstock, Newbold Verdon and Markfield. The ICS noted that the limited number of sites potentially being considered meant that impacts on these surgeries are anticipated to be relatively limited.
Congerstone	There is no surgery in Congerstone, patients travel mainly to Newbold Verdon and Market Bosworth. The ICS noted that the limited number of sites potentially being considered meant that impacts on these surgeries are anticipated to be relatively limited.
Higham-on-the-Hill	There is no surgery in Higham-on-the-Hill, patients travel mainly to Newbold Verdon and Market Bosworth. The ICS noted that the limited number of sites potentially being considered meant that impacts on these surgeries are anticipated to be relatively limited.
Sheepy Magna	There is no surgery in Sheepy Magna, patients travel mainly to Atherstone in Warwickshire. The ICS noted that the limited number of sites potentially being considered meant that impacts on these surgeries are anticipated to be relatively limited.
Stanton Under Bardon	There is no surgery in Stanton Under Bardon, patients travel mainly to Markfield Medical Practice. This is landlocked and considered unlikely to be able to extend on site. Significant growth would require consideration of acceptable forms of provision.
New Settlements	<p>The development of major new settlements would require significant, potentially unfeasible scales of expansion to surgeries in the closest existing settlements. This would also result in less sustainable patterns of movement, with residents of new settlements needing to travel to another settlement for day-to-day healthcare needs. It is therefore considered that new settlements should include their own on-site surgery provision, likely as a branch of an existing nearby settlement.</p> <ul style="list-style-type: none"> <li>• For the Soarbrook new settlement south of Burbage, new provision could be linked to the existing Burbage Surgery. Alternatively, it could be linked to the existing surgery in Sharnford in Blaby District, which is relatively nearby.</li> <li>• For the Lindley new settlement north of MIRA, new provision could be linked to Castle Mead or Hollycroft surgeries in Hinckley.</li> </ul>

The ICB has indicated that it currently assumes each new dwelling results in 2.38 new patients, this being the average dwelling size for Leicester, Leicestershire and Rutland as a whole. It is noted that this is slightly larger than the average household size for Hinckley & Bosworth specifically, which was 2.30 people at the 2021 Census, but is sufficiently close to still provide a reasonable indication of potential healthcare demand.

Discussions with the ICB have also explored the potential need to reserve land in the vicinity of Hinckley & Bosworth Community Hospital, to the north of the town on Ashby Road, to accommodate future primary healthcare needs on the site. The Community Hospital is surrounded by potential development site AS1031B/LPR199; Westfield Farm. The ICB has indicated that this is not necessarily a clear preference at the present time, and it is noted that this would site on the edge of the cluster of sites that form a single strategic option to the north of Hinckley, whereas any new branch surgery might ideally be located in the centre of development in this area. However, there may be benefits in co-locating healthcare provision in a

single location, and this matter should continue to be explored with the ICB in the event that the cluster of sites north of Hinckley is included in the Local Plan.

### 3.4.2 Secondary Healthcare

Further engagement with University Hospital Leicestershire NHS Trust has not been conducted as part of Phase 2 of the ICS. However, discussions have taken place regarding secondary provision with the Leicester, Leicestershire & Rutland ICB. This has continued to highlight the importance that well-funded and comprehensive primary healthcare infrastructure has in relieving pressure from secondary healthcare infrastructure. The ICB noted that this is not necessarily achieved through individual, specific schemes; but through a holistic, cross-district approach to improving primary healthcare provision – in conjunction with proactive planning for improved public health.

It was acknowledged that GPs are usually the public’s first contact with the NHS, but GPs may not always be the most suitable primary healthcare service to meet every need. The ICB noted the importance of looking at other ways to provide a more well-rounded service for communities that also helps to address the capacity constraints felt in secondary care provision. High-level changes would include increasing levels of secondary care day procedures, providing care closer to home, greater provision of urgent care centres, bringing some typically secondary healthcare services into the remit of primary care, and equipping GPs to provide more specialist support. This approach, in theory, endeavours to support secondary provision by providing strategic primary services which offers more fluidity between primary and secondary care. This aims to work towards proficient provision that meets a range of needs more efficiently for both the NHS and the patient.

### 3.4.3 Public Health

Whilst not an infrastructure type in its own right, wider public health considerations play a key role in levels of need for other forms of healthcare provision. The opportunity has therefore been taken for Phase 2 of the ICS to engage with LCC’s Public Health Team.

Leicestershire’s Joint Strategic Needs Assessment (JSNA)<sup>12</sup> draws on data which indicates that all the Middle Super Output Areas (MSOA) score either similar or better than the national value across the Borough in terms of many factors relating to the assessment of deprivation and health inequalities, particularly income deprivation, child poverty and unemployment. Hinckley Central, Barwell and Hinckley Claredon Park MSOA performed below other MSOAs in certain areas such as death from respiratory diseases, emergency hospital admissions and life expectancy. Indices of Deprivation shows that Hinckley & Bosworth had an IMD score of 13.5%. This was higher than the Leicestershire score (of 12.3%) but lower than the England percentage (of 21.7%).

LCC confirmed that health and wellbeing strategic policy within the Local Plan could be supported by more detailed policies covering a number of local priorities, including:

- The requirement of a Health Impact Assessment alongside planning applications or masterplans
- Consideration for air quality, with regard to the inequality groups most at harm
- Prioritisation of walking and cycling and active and sustainable modes of transport
- Provision of access to green spaces, open spaces and natural open space for recreation, physical activity, mental health and social wellbeing
- Access to ‘good’ employment within the Borough and skills and education provision for residents to support them
- Access to services and facilities including health facilitating services
- Consideration around the distribution and density of fast food outlets

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<sup>12</sup> [Leicestershire Inequalities JSNA | Tableau Public](#)



#### 3.4.4 Social Care

LCC's Building Accommodation to Meet the Needs of People in Leicestershire: Investment Prospectus 2019 – 2037<sup>13</sup> outlines that the Borough has 26 registered care homes, 23 supported living properties, and 21 retirement schemes. At the time the Investment Prospectus was published, there was no 'extra care' schemes within the borough. However, Kingsfield Court in Earl Shilton has been opened since this having been identified as a scheme within Phase 1 of the ICS.

The Investment Prospectus highlights that LCC is looking to take advantage of the gap in the market for extra care provision, and is actively assessing further potential sites as demand continues to grow. Through our engagement with LCC, it was confirmed that this growing demand continues to exist. In terms of traditional residential care homes, LCC indicated that there remains likely to be sufficient baseline capacity within the borough throughout the new plan period. Across the County, it is understood that LCC is seeing care homes closing, with developers and commercial operators seeing fewer opportunities for this type of care provision development. In terms of at home care, although LCC has experienced a lack of provision in the past, it is understood that sufficient provision now exists – and even typically hard to reach areas of the Borough are now reported to be serviceable. However, it was noted that this position can fluctuate and change quickly, making it difficult to forecast the future need. This is related to the availability of care staff, which has been a significant constraint in the recent past, but LCC has indicated that a successful programme of recruitment has allowed this situation to be rectified.

#### 3.4.5 Ambulance Services

Phase 1 of the ICS established that East Midlands Ambulance Service (EMAS) operates under significant constraints. Discussions part of Phase 2 have confirmed that this remains the case, with Category 1 response times across EMAS currently sitting at around 30 minutes on average, compared to a target of 18 minutes.

EMAS shared its recently published strategy for 2023-2028<sup>14</sup>, which includes acknowledgement of the national context impacting their Service, such as: ongoing recovery from the Covid-19 pandemic and its socio-economic impact coupled with the cost-of-living crisis; increase in mental health needs, population growth, ageing and increased frailty in the population; and greater numbers of people living with long term conditions. Similarly to other parts of the healthcare system, getting more people into care homes, accommodating care at home, and signposting to other preventative and proactive care services are priorities for EMAS – hence managing demand for ambulance provision.

EMAS indicated that the relatively new 'tri-station' (shared with Leicestershire Police and Leicestershire Fire and Rescue) in Coalville employs a preferred model which the service would want to adopt elsewhere across the East Midlands, as one central location for all emergency services enables better partnerships between the three services and a better response to major incidents. However, affordability and operational efficiency are drawbacks of such an approach, and over the next 6 months, EMAS is undertaking a strategic estates review. This may result in some changes to its approach to future infrastructure provision in due course.

One key area of future service planning identified by EMAS relates to its need to achieve net zero by 2040. This will result in the introduction of a fully electric ambulance fleet over the coming years, with a resultant need for convenient access to electric vehicle charging infrastructure to avoid the potential need to return to ambulance stations mid-shift. However, it is understood that electric ambulances will be able to use the 'mainstream' charging infrastructure for cars and vans being rolled out commercially, rather than requiring any specialised infrastructure provision.

#### 3.4.6 Policing

For Phase 2 of the IDS, discussions with Leicestershire Police focused on future premises requirements. Hinckley & Bosworth Borough Council is covered by Hinckley and Blaby neighbourhood policing area, alongside Blaby District Council. The area is served by two police stations, one in Hinckley and one in

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<sup>13</sup> [Building accommodation to meet the needs of people in Leicestershire](#)

<sup>14</sup> [9713 EMAS strategy 2023 2028 final.pdf](#)

Blaby, although to enable better local responses and allow officers to remain on the beat for longer periods of time, Leicestershire Police also has agreements with a number of premises across the borough for officers to use as satellite facilities. These effectively operate on a 'gifted basis', and do not provide public access to police officers. Despite playing a vital role in the successful day-to-day policing, there is no guarantee that these premises will continue to be available in perpetuity. However, Leicestershire Police is also not generally in a position to adopt and own these as full-time, formal police assets.

The involvement of Designing out Crime Officers in the early stages of development planning was discussed during engagement. Although not within the scope of this ICS, engagement concerning designing out crime should be a key requirement for development within the borough, and for large schemes Leicestershire Police highlighted a preference in this being a priority at the earliest opportunity in the development planning process to ensure a site design is suitable for use from a police and safety perspective. Ultimately, this will reduce policing demand. When asked, Leicestershire Police stated that development could be directed towards the creation of good quality green open spaces, as well as the creation of community spaces. Similar to many of the other stakeholders, the Police confirmed that they work cross boundary, with daily responses from the local beat, and larger demand coming from outside of the Hinckley and Blaby neighbourhood policing area.

### 3.4.7 Fire and Rescue

During Phase 1 of the ICS, it was not possible to complete engagement with Leicestershire Fire and Rescue Service. However, engagement was a possibility at Phase 2 and as such this section of the report has been written in the context of a baseline infrastructure assessment, as well as considering if inputs are required to be incorporated into the final Phase 2 Infrastructure Capacity Study.

#### Existing provision

Leicestershire benefits from good transport links, that aid the provision of a comprehensive Fire and Rescue Service. The County also borders other county Fire and Rescue services (including Warwickshire) in which there is a mutual agreement in place to assist each other in major emergency and recovery responses. As such, it was confirmed through discussions with the Fire and Rescue Service that the service is considered to be well resourced at the time of writing.

Provision comprises a mix of on-call and full-time stations; located in Hinckley and Market Bosworth<sup>15</sup>. There are also a number of stations that sit close to the Borough boundary, to help provide responses within Hinckley & Bosworth, such as Coalville and Ashby. The majority of funding for the service is obtained via council tax and business rate receipts, with a small amount of government funding.

#### Schemes to address growth and other needs

The Leicestershire Fire and Rescue Service Community Risk Management Plan<sup>16</sup> (2024-2028) was consulted upon in late 2023 and sets out the appropriate risk management planning for the service. It assesses foreseeable community related risks, and uses this knowledge to decide how those risks will be mitigated.

It was highlighted that the service is increasingly adapting to a change to the type of fire and rescue services they attend, including in relation to extreme weather conditions (such as from flooding or events as a result of high temperatures) and road traffic collisions. This was identified as anecdotally being linked to the increasing numbers of HGVs in the borough, as a result of growth in warehousing and other logistics services in the area. However, the solutions to this adaptation are understood to be largely around training for fire and rescue service personnel, rather than changes to physical infrastructure.

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<sup>15</sup> [Locations and Contacts \(leics-fire.gov.uk\)](https://leics-fire.gov.uk)

<sup>16</sup> <https://leics-fire.gov.uk/wp-content/uploads/2023/09/OUR-PLAN-2024-2028-Draft-17.pdf>

## Implications for future growth

Following discussion with Leicestershire Fire and Rescue Service, it is not anticipated that additional fire and rescue infrastructure is needed as a result of future growth in Hinckley & Bosworth, in at least the short to medium term (5-10 years).

### 3.5 Open Space and Recreation

As the time that engagement for Phase 2 of the ICS was undertaken, the Council and LCC were undertaking a refresh of their Facilities Framework and Playing Pitch Strategy ahead of the publication of the Local Plan. The officers at LCC confirmed that the provision and access of Formal Parks and Gardens, Natural Open Space and Amenity Green space remained the same as Phase 1, and that enhancements to open space and recreation will be required as a result of new growth associated with the potential sites coming forward in the Local Plan.

Through discussions, it was established that there has been positive development since Phase 1 with regard to Sports Facilities, with the delivery of a new sports hall at Redmoor Academy, and the approval of a new sports hall at Hastings High School. Furthermore, a officers confirmed that a new school development at Hinckley West will be delivering a further three pitches. An update will be provided in the Playing Pitches Strategy published later this year. The officers confirmed that there was a lack of running facilities in the Borough.

Similar to other infrastructure providers, the officers at Hinckley & Bosworth identified the impact of cross boundary use of infrastructure, clarifying that the delivery of new developments or settlements does not necessarily impact on the local sports infrastructure. This is due to a large percentage of the Borough being located in rural settlements which means that utilisation is not a reflection of local demand. This is the case for football pitches with many users travelling from the local areas of Nuneton and Bedworth. In due course, this evidence is anticipated to indicate additional needs beyond the quantum that are set out within this study. Once available, in advance of the examination of the Local Plan, the Playing Pitch Strategy may therefore allow the identification of more specific schemes in specific locations and sites.

#### 3.5.1 Cemeteries

Since the publication of the Phase 1 ICS, the Council's cultural services team have consulted the Parishes across the Borough to provide an update on the capacity of each cemetery. Table 9 sets out the cemetery and churchyard provision, a calculation of remaining years of burial capacity and proposals to increase burial land. This indicates that there are limited capacity constraints across the borough, with some targeted plans to increase the amount of available burial land being progressed.

**Table 9: Summary of burial land within Hinckley & Bosworth**

Location and responsible authority (PC = Parish Council)	Cemetery	Area, sqm (Remaining Plots)	Calculated remaining Years (Parish estimates)	Plans to increase burial land
Hinckley, HBBC	Ashby Rd Cemetery	10,366sqm (1,916 plots)	101 years	Not necessary
Stoke Golding PC	Hinckley Rd Cemetery	Closed	N/A	New facility at Wykin Lane
Stoke Golding PC	Wykin Lane Cemetery	2190sqm (453 plots)	114 years	None indicated
Higham On The Hill PC	No parish facilities, but St Peter's Churchyard	No info	No info	None indicated
Barlestone PC	Barlestone Cemetery	750sqm (148 plots)	10 to 15 years	Yes
Barwell PC	Kirkby Rd Cemetery	829sqm (164 plots)	2 to 3 years	Yes, dependant on future allocation of land

Location and responsible authority (PC = Parish Council)	Cemetery	Area, sqm (Remaining Plots)	Calculated remaining Years (Parish estimates)	Plans to increase burial land
Cadeby PC	No parish facilities, but churchyard facilities	No info	No info	None indicated
Nailstone PC	No parish facilities, but churchyard	No info	No info	None indicated
Carlton PC	Carlton Parish Cemetery	1,344sqm (250 plots)	190 years	None indicated
Shackerstone PC	Congerstone, adjacent to church	No info	No info	PC recently purchased land to extend
Shackerstone PC	Shackerstone, adjacent to church	No info	No info	PC recently purchased land to extend
Bagworth & Thornton PC	No parish facilities, but churchyard facilities	No info	No info	None indicated
Desford PC	Hunts Lane (B582) Desford	11,400sqm (1,739 plots)	124 years	None indicated
Earl Shilton PC	Mill Lane Cemetery	(305 plots)	12 years	None indicated
Sutton Cheney PC	No parish facilities, but Shenton & Sutton Cheney Churchyards	No info	No info	None indicated
Market Bosworth PC	Shenton Lane Cemetery	7,500 sqm	85 years	None indicated
Market Bosworth PC	St Peter Parish Church	Part open, part closed	No info	None indicated
Groby PC	Groby Village Cemetery	982 sqm (194 plots)	49 years	PC owns adjacent field for use if required
Markfield PC	Leicester Road Cemetery	997 sqm (227 plots)	30 years	None indicated
Stanton Under Bardon PC	No parish facilities, but St Mary's Churchyard	No info	No info	None indicated
Peckleton PC	No parish facilities, but Peckleton, Stapleton & Kirkby Mallory Churchyards	No info	No info	None indicated
Ratby PC	No parish facilities, but St Philip & James Churchyard	No info	No info	None indicated
Sheepy PC	No parish facilities, but churchyard facilities	No info	No info	None indicated
Twycross PC	No parish facilities, but churchyard facilities	No info	No info	None indicated
Witherley PC	No parish facilities, but churchyard facilities	No info	No info	None indicated
Burbage PC	Burbage Cemetery	3,289 sqm (650 plots)	27 to 30 years	None indicated
Newbold Verdon PC	Newbold Verdon Cemetery	1,020 sqm (200 plots)	15 years	Yes, TBC

## 4. Infrastructure implications of growth options

### 4.1 Infrastructure implications at a boroughwide level

Chapter 3 has set out an overview of updates to the infrastructure baseline set out in Phase 1 of the ICS.

At the time of Phase 1, it was considered that highway capacity, electricity supply capacity, primary and secondary school capacity and primary healthcare capacity would be the four infrastructure types with the greatest implications for future development. Table 20 of the Phase 1 report also set out a view, for each infrastructure type on whether future infrastructure provision for each infrastructure type should be prioritised as critical, essential, or desirable. Where provision was considered critical, this included a view on whether growth might be impacted at a settlement level.

Table 10 below sets out an updated summary of these issues at the current point in time, though in a slightly different way to reflect the current position of the Local Plan and the site selection decisions that need to be made ahead of the Regulation 19 publication of the Local Plan. Each infrastructure type is therefore categorised as one of the following:

- Planned at a settlement level, and may impact the location or quantum of growth;
- Planned at a settlement level, by a utilities provider responsible for ensuring suitable provision;
- Planned at a settlement level, but not relevant to determining the location or quantum of growth;
- Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth.

Table 10 also notes, based on the current understanding for each infrastructure type and the most recent discussions with infrastructure providers, whether it is likely that the Infrastructure Schedule forming Phase 3 of the ICS is likely to need to include infrastructure schemes for that infrastructure type. It is considered likely that specific schemes will be identified – with funding potentially needing to be contributed to by developers – for a number of infrastructure types which are not considered relevant to determining the location or quantum of growth. Investment in these infrastructure types will still be necessary to accommodate demand arising from population growth and/or to deal with other baseline infrastructure needs.

**Table 10: General summary of current position on infrastructure implications of growth, by infrastructure type**

Infrastructure Category	Infrastructure Type	Implications for growth	Likely need for infra. schemes in Phase 3?
Transport	Highways	Planned at a settlement level, and may impact the location or quantum of growth	Yes
	Public transport	Planned at a settlement level, and may impact the location or quantum of growth	Yes
	Active travel	Planned at a settlement level, and may impact the location or quantum of growth	Yes
	Car parking management	Planned at a settlement level, but not relevant to determining the location or quantum of growth	No
Utilities and Environment	Gas supply	Planned at a settlement level, by a utilities provider responsible for ensuring suitable provision	Yes
	Electricity supply	Planned at a settlement level, by a utilities provider responsible for ensuring suitable provision	Yes
	Water supply	Planned at a settlement level, by a utilities provider responsible for ensuring suitable provision	No
	Sewerage	Planned at a settlement level, by a utilities provider responsible for ensuring suitable provision	Yes
	Flood risk management	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Waste management facilities	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	No

Infrastructure Category	Infrastructure Type	Implications for growth	Likely need for infra. schemes in Phase 3?
	Digital infrastructure	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	No
Education and Community Facilities	Primary and secondary education	Planned at a settlement level, and may impact the location or quantum of growth	Yes
	Special educational needs provision	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	Yes
	Nursery and early years provision	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Adult education	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	No
	Community halls	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Libraries	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Public conveniences	Planned at a settlement level, but not relevant to determining the location or quantum of growth	No
Healthcare and Emergency Services	Primary healthcare	Planned at a settlement level, and may impact the location or quantum of growth	Yes
	Secondary healthcare	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	No
	Social and care services	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	Yes
	Ambulance services	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	No
	Policing	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	Yes
	Fire and rescue services	Planned at a boroughwide, countywide or regional scale, and not relevant to determining the location or quantum of growth	No
Open Space and Recreation	Formal parks and gardens	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Natural and semi-natural green space	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Amenity green space	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Play provision	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Indoor sports provision	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Outdoor sports provision	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Allotments	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Cemeteries	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes
	Green corridors	Planned at a settlement level, but not relevant to determining the location or quantum of growth	Yes

## 4.2 Infrastructure implications within individual settlements

This section explores the settlement-specific implications for those infrastructure types listed within Table 10 that are planned at a settlement level and which may impact the location or quantum of growth.

This section also notes the key considerations for infrastructure types which are planned at a settlement level, but where utilities providers are responsible for ensuring suitable provision. None of the constraints identified for these infrastructure types are understood to be unresolvable and these are therefore not

currently understood to be likely to impact the location or quantum of growth, but they will in some cases still result in significant programmes of work taking place by those infrastructure providers throughout the plan period.

#### 4.2.1 Hinckley

A total of eight sites are being considered for allocation in the Local Plan in Hinckley, totalling 2,675 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated. Four of these sites form a combined strategic option to the north of the A47, which would consist of 2,255 dwellings.

- **Transport:** As the borough's largest town, and the location of the borough's only railway station, growth in Hinckley has the potential to be the most readily sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Hinckley, including as part of the recommended transport strategy between Hinckley and Nuneaton that would help to address congestion on the A5 and the cumulative impacts of growth in both Leicestershire and Warwickshire in this vicinity. If the strategic growth option to the north of the town is favoured, this will be particularly important to ensure that the site is fully integrated into the town's public and active travel networks, and that sustainable modes are prioritised.
- **Primary education:** In 2027, LCC's forecasts indicate capacity in Hinckley's primary schools for 254 pupils, 1.2 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 846 new homes. This would be sufficient to accommodate the pupil yield from any and all of the non-strategic sites in that town that could potentially be allocated. If the strategic growth option to the north of the town is favoured, it would generate a pupil yield equivalent to 3.2 forms of entry. Depending on whether other sites in Hinckley were also allocated, and factoring the existing capacity of 1.2 forms of entry, a new primary school of either 2FE or 3FE would need to be included within the strategic growth option.
- **Secondary education:** In 2032, factoring planned new capacity, LCC's forecasts indicate capacity in Hinckley's secondary schools for 39 pupils, 0.2 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 130 new homes. However, factoring the 300 pupils (1.4 forms of entry) by which the intake of The Hinckley School has also recently been reduced, overall capacity could exist for the pupil yield from 1,130 new homes. This would be sufficient to accommodate the pupil yield from any and all of the non-strategic sites in the town that could potentially be allocated. If the strategic growth option to the north of the town is favoured, it would generate a pupil yield equivalent to 3.2 forms of entry. Depending on whether other sites in Hinckley were also allocated, and factoring the potential existing capacity of 1.6 forms of entry, further capacity of between 1FE and 2FE would need to be identified. It could be investigated whether this could be accommodated through further expansion of Redmoor Academy, or in conjunction with a readjustment of catchments resulting from the potential development of a new secondary school in Stoney Stanton in Blaby.
- **Primary healthcare:** Based on discussions with the ICB, it is considered that a degree of growth, likely that from any and all of the non-strategic sites, could be accommodated through minor extensions to existing surgeries within the town. The patient yield from the strategic growth option to the north of the town would be approximately 5,350, which would equate to a major expansion of an existing surgery, and it is not necessarily clear at this stage that any of the surgeries could expand to this extent. It is therefore envisaged that allocation of the strategic growth option to the north of the town would necessitate the relocation of an existing surgery into the site, and expansion to accommodate this new patient demand.
- **Gas supply:** Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate the strategic growth option to the north of the town. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.

- Electricity supply: Discussions with National Grid have indicated that capacity upgrade works would be required at Middlefield Primary Substation in Hinckley, in order to accommodate demand arising from the majority of potential sites in the town. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- Sewerage: Hinckley is partly served by Earl Shilton Wastewater Treatment Works, and from March 2025 will partly be served by Nuneaton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that both are anticipated to have sufficient headroom to serve new development, although Nuneaton Wastewater Treatment Works may still require a degree of expansion depending on cross-boundary growth plans. This would be planned and delivered by Severn Trent Water.

#### 4.2.2 Barwell

A total of five sites are being considered for allocation in the Local Plan in Barwell, totalling 2,490 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated. One of these sites is a strategic site option, the existing proposed Barwell Sustainable Urban Extension, which would consist of 2,200 dwellings.

- Transport: As Barwell is served by the borough's main east-west bus access, and in conjunction with Earl Shilton it has a reasonable network of inter and intra-urban active travel routes, growth here has the potential to be relatively sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Barwell. If the Barwell Sustainable Urban Extension is reallocated, it will be key to ensure the delivery of a package of measures as envisaged in the Area Action Plan and re-considered as part of the 2023 Sustainable Urban Extension Infrastructure Study, to ensure that the site is fully integrated into Barwell's public and active travel networks and that sustainable modes are prioritised.
- Primary education: In 2027, LCC's forecasts indicate capacity in Barwell's primary schools for 131 pupils, 0.6 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 437 new homes. This would be sufficient to accommodate the pupil yield from any and all of the non-strategic sites in that town that could potentially be allocated. If re-allocation of the existing Strategic Urban Extension is favoured, it would generate a pupil yield equivalent to 3.1 forms of entry. Depending on whether other sites in Barwell were also allocated, and factoring the existing capacity of 0.6 forms of entry, a new primary school of either 2FE or 3FE would need to be included within the Strategic Urban Extension. This is consistent with the position established in the 2023 Sustainable Urban Extension Infrastructure Study.
- Secondary education: Barwell and Earl Shilton are both served by Heath Lane Academy. In 2032, LCC's forecasts indicate capacity in the school for 41 pupils, 0.2 forms of entry. However, expansion to the school of several forms of entry is already envisaged as a result of the existing proposed Strategic Urban Extensions to Barwell and Earl Shilton, to accommodate the pupil yield that will result from them – this was identified in the 2023 Sustainable Urban Extension Infrastructure Study.
- Primary healthcare: Based on discussions with the ICB, it is considered that a degree of growth, likely that from some of the non-strategic sites, could be accommodated within the newly relocated Barwell Medical Centre. The patient yield from the Strategic Urban Extension to Barwell would be approximately 5,250. It has already been established that this would be accommodated through an expansion to the newly relocated Barwell Medical Centre to accommodate this scale of patient demand.
- Gas supply: Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate growth on all potential sites in Barwell. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.



- Electricity supply: Discussions with National Grid have indicated that capacity upgrade works would be required at Barwell Primary Substation, in order to accommodate demand arising from the majority of potential sites. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- Sewerage: Barwell is served by Earl Shilton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development.

#### 4.2.3 Burbage

A total of three sites are being considered for allocation in the Local Plan in Burbage, totalling 490 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- Transport: Given Burbage's position adjacent to Hinckley as part of the borough's largest urban area, and its proximity to the borough's only railway station, growth in Burbage has the potential to be readily sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Burbage, including as part of the recommended transport strategy between Hinckley and Nuneaton that would help to address congestion on the A5 and the cumulative impacts of growth in both Leicestershire and Warwickshire in this vicinity.
- Primary education: In 2027, LCC's forecasts indicate capacity in Burbage's primary schools for 12 effectively at capacity. It is also understood that none of Burbage's existing primary schools can expand further. Even if all potential sites in Burbage were to be allocated, the pupil yield would only be 0.7FE, far below the 2.0FE needed for a viable new primary school. Pupil demand arising from new development in Burbage would therefore need to be considered in conjunction with demand arising from new development in Hinckley, with the expansion or provision of new schools within Hinckley needing to also serve Burbage.
- Secondary education: In 2032, factoring planned new capacity, LCC's forecasts indicate capacity in Burbage's secondary school for 4 pupils, meaning that the school is effectively at capacity. As noted above, a degree of capacity does remain within secondary schools in neighbouring Hinckley, which could accommodate the pupil yield sites in Burbage depending on the extent of growth brought forward in Hinckley. Should further capacity be required it could be investigated whether this could be accommodated through further expansion of Redmoor Academy, or in conjunction with a readjustment of catchments resulting from the potential development of a new secondary school in Stoney Stanton in Blaby.
- Primary healthcare: Based on discussions with the ICB, it is understood that Burbage Surgery is unlikely to have capacity to expand. However, it is considered that a degree of growth from the potential proposed sites could be accommodated through minor extensions to existing surgeries in neighbouring Hinckley.
- Gas supply: Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate growth on site LPR131, the largest of those being considered in the town. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Burbage.
- Sewerage: From March 2025, Burbage will be served by Nuneaton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development, although it may still require a degree of expansion depending on cross-boundary growth plans. This would be planned and delivered by Severn Trent Water.

#### 4.2.4 Earl Shilton

A total of four sites are being considered for allocation in the Local Plan in Earl Shilton, totalling 3,860 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated. Two of these sites are strategic site options – the existing Earl Shilton Sustainable Urban Extension which would consist of 1,600 dwellings, and a potential further urban extension to the south of the A47 which would consist of 2,205 dwellings.

- **Transport:** As Earl Shilton is served by the borough’s main east-west bus access, and in conjunction with Barwell it has a reasonable network of inter and intra-urban active travel routes, growth here has the potential to be relatively sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Earl Shilton. If the Earl Shilton Sustainable Urban Extension is reallocated, it will be key to ensure the delivery of a package of measures as envisaged in the Area Action Plan and re-considered as part of the 2023 Sustainable Urban Extension Infrastructure Study, to ensure that the site is fully integrated into Barwell’s public and active travel networks and that sustainable modes are prioritised. If the further urban extension to Earl Shilton south of the A47 is favoured, it will be particularly important to ensure that the site is fully integrated into the town’s public and active travel networks, linking seamlessly across the A47, and that sustainable modes are similarly prioritised.
- **Primary education:** In 2027, LCC’s forecasts indicate capacity in Earl Shilton’s primary schools for 39 pupils, 0.2 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 130 new homes. This would be sufficient to accommodate the pupil yield from both of the non-strategic sites in that town that could potentially be allocated. If re-allocation of the existing Strategic Urban Extension is favoured, it would generate a pupil yield equivalent to 2.3 forms of entry. A new 2FE primary school would therefore need to be included within the Strategic Urban Extension, consistent with the position established in the 2023 Sustainable Urban Extension Infrastructure Study. If the further urban extension south of the A47 is favoured, this would generate a pupil yield equivalent to 3.1 forms of entry. A new 3FE primary school would therefore need to be accommodate within this site.
- **Secondary education:** Earl Shilton and Barwell are both served by Heath Lane Academy. In 2032, LCC’s forecasts indicate capacity in the school for 41 pupils, 0.2 forms of entry. However, expansion to the school of several forms of entry is already envisaged as a result of the existing proposed Strategic Urban Extensions to Barwell and Earl Shilton, to accommodate the pupil yield that will result from them – this was identified in the 2023 Sustainable Urban Extension Infrastructure Study. If the further urban extension south of the A47 is favoured, this would generate and additional pupil yield equivalent to 3.1 forms of entry. It is currently unclear whether such a significant scale of additional expansion could be accommodated within the Heath Lane Academy site. An alternative option could exist to provide a new secondary school serving this site in addition to the existing Strategic Urban Extensions, although this would require a significant amount of land and would reduce the capacity for housing.
- **Primary healthcare:** Based on discussions with the ICB, and reflecting the position reached in the 2023 Strategic Urban Extension Infrastructure Study, it is understood that recent expansions to Heath Lane Surgery are likely be able to accommodate patient demand arising from non-strategic sites in the town and the existing proposed Strategic Urban Extension. The patient yield from the further urban extension to the south of the A47 would be approximately 5,250. It is understood that Heath Lane Surgery has further capacity to site to expand, and it is anticipated that this is how such patient demand would be met.
- **Gas supply:** Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate growth on the strategic site option to the south of the A47, LPR200. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- **Electricity supply:** Discussions with National Grid have indicated that capacity upgrade works would be required at Barwell Primary Substation, in order to accommodate demand arising from the

majority of potential sites in the town. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.

- Sewerage: Earl Shilton is served by Earl Shilton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development.

#### 4.2.5 Bagworth

A total of three sites are being considered for allocation in the Local Plan in Bagworth, totalling 70 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- Transport: Bagworth is a small village, served by relatively infrequent bus services on a corridor from Coalville to Leicester. Development here could support the viability of this service, and support investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served. Bagworth, in conjunction with nearby Thornton, has the potential to be served by a station on the reopened Ivanhoe Line in the future. However, there are currently no firm commitments to this scheme, and it is anticipated that the section of the Ivanhoe south of Coalville would be part of a later phase of reopening the railway to passenger services. This would therefore not significantly influence plans for growth at this time.
- Primary education: Bagworth is served by Thornton Primary School. In 2027, LCC's forecasts indicate a capacity deficit in this school of 5 places, and by virtue of its constrained site it is considered that the school is unlikely to have significant capacity for expansion. If all potential sites in Bagworth and Thornton were to be allocated, the pupil yield would only be 0.2FE, far below the 2.0FE needed for a viable new primary school. Development in these two villages may therefore be limited in order to ensure that unsustainable long-distance pupil travel to other villages does not become necessary, although this should continue to be explored with LCC in Phase 3 of the ICS to consider if solutions exist that could accommodate more growth.
- Secondary education: Bagworth is most closely served by South Charnwood High School, located between Markfield and Thornton. In 2032, LCC's forecasts indicate capacity in the school for 64 pupils, equivalent to 0.3 forms of entry. This would provide capacity for a relatively modest 213 new homes within the school's catchment across Bagworth, Markfield and Thornton. However, given the school's countryside location, it is considered likely to be feasible to expand the school on site.
- Primary healthcare: Whilst Barlestone and Ibstock Surgery serving Bagworth is considered unlikely to have capacity on site to expand, the relatively modest scale of growth on all potential sites in Bagworth means that significant capacity issues are not expected to arise.
- Gas supply: Discussions with Cadent Gas have indicated there is no pipework in the vicinity of site AS3, requiring a potentially more complex connection process. However, this is a very small site, for which other approaches or the ability to proceed without a mains gas connection may be possible. This is not considered to be a barrier to development on this site.
- Electricity supply: Discussions with National Grid have indicated that capacity upgrade works would be required at Nailstone Primary Substation, in order to accommodate demand arising from the majority of potential sites in the village. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- Sewerage: Bagworth is served by Wanlip Wastewater Treatment Works, in Charnwood. Discussions with Severn Trent Water have indicated that is likely to require expansion, related to cross-boundary growth across the subregion as a whole. This would be planned and delivered by Severn Trent Water.

#### 4.2.6 Barlestone

A total of two sites are being considered for allocation in the Local Plan in Barlestone, totalling 220 potential new dwellings – although it is not necessarily anticipated that both of these sites would be allocated.

- Transport: Barlestone is a small village, served by relatively infrequent bus services on a corridor from Market Bosworth to Leicester. Development here could support the viability of this service, and support investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served.
- Primary education: In 2027, LCC's forecasts indicate that Barlestone's primary school will have a capacity deficit of 13 places. Given its 'ideal' 1FE size, LCC has indicated that it is unlikely to be viable to undertake a small expansion that would make the school a more awkward size. However, both of the two potential sites in Barlestone would generate a pupil yield equivalent to 0.3FE – if both are allocated this may be sufficient, in addition to the existing capacity to deficit, to justify expansion to 1.5FE overall.
- Secondary education: Barlestone is most closely served by The Market Bosworth School. In 2032, LCC's forecasts indicate a capacity deficit in the school of two pupils, meaning that it is effectively at capacity. Given the location of the school relative to other land uses, it is not considered that significant expansion potential exists, although there may be some limited capacity for expansion and reconfiguration. If such potential does not exist this is not necessarily a barrier to growth given the strategic nature of secondary education movements and the large size of catchment areas, although this will need to continue to be explored with LCC.
- Primary healthcare: Whilst Barlestone and Ibstock Surgery is considered unlikely to have capacity on site to expand, the relatively modest scale of growth on all potential sites in Barlestone means that significant capacity issues are not expected to arise.
- Gas supply: Discussions with Cadent Gas have not indicated that capacity upgrade works would be required within the gas network in order to accommodate demand arising from potential sites in Barlestone.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Barlestone.
- Sewerage: Barlestone is served by Barlestone Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development.

#### 4.2.7 Desford

A total of four sites are being considered for allocation in the Local Plan in Desford, totalling 685 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated. One of these sites in a strategic site option to the south of the village, which would consist of 500 dwellings.

- Transport: Desford is a large village, served by relatively infrequent bus services on a corridor from Market Bosworth to Leicester. Development here could support the viability of this service, and support investment in an active travel network for the village, although it is realistically envisaged that new development would be largely car-served. However, if the strategic site option to the south of the village is favoured, there will be an opportunity to ensure that the site forms part of public and active travel network across the village, to ensure that sustainable modes are prioritised. Desford has also the potential to be served by a station on the reopened Ivanhoe Line in the future, with a station located on the north-eastern edge of the village. However, there are currently no firm commitments to this scheme, and it is anticipated that the section of the Ivanhoe south of Coalville would be part of a later phase of reopening the railway to passenger services. This would therefore not significantly influence plans for growth at this time.
- Primary education: In 2027, LCC's forecasts indicate capacity in Desford's primary school for 9 pupils, meaning it is effectively at capacity. However, LCC has indicated that the school can expand on site from 2FE to 3FE, equivalent to the pupil yield from 700 new homes. The non-strategic sites in Desford will not be sufficient viably to support and fund this expansion in isolation, but in

combination with the strategic growth option to the south of the village (or solely by virtue of the strategic growth option), a sufficient pupil yield would exist to make expansion viable.

- **Secondary education:** Desford is served by the Bosworth Academy. In 2032, LCC's forecasts indicate a significant capacity deficit of 141 pupils, with LCC having indicated that there is a potential need for expansion irrespective of new growth. This reflects the particular popularity of the school, with significant amounts of longer-distance commuting to the school. This expansion could also accommodate future growth within the school's local catchment.
- **Primary healthcare:** Based on discussions with the ICB, it is understood that Desford Surgery is constrained and likely to require relocation and expansion to accommodate any significant amount of new development in the village. The patient yield from the strategic growth option to the south of the village would be approximately 1,200, and it is considered that this site could present a logical location in which to provide a relocated and expanded surgery.
- **Gas supply:** Discussions with Cadent Gas have not indicated that capacity upgrade works would be required within the gas network in order to accommodate demand arising from potential sites in Barlestone.
- **Electricity supply:** Discussions with National Grid have indicated that capacity upgrade works would be required at Desford Primary Substation, in order to accommodate demand arising from the majority of potential sites in the village. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- **Sewerage:** Desford is served by Wanlip Wastewater Treatment Works, in Charnwood. Discussions with Severn Trent Water have indicated that it is likely to require expansion, related to cross-boundary growth across the subregion as a whole. This would be planned and delivered by Severn Trent Water.

#### 4.2.8 Groby

A total of three sites are being considered for allocation in the Local Plan in Groby, totalling 370 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- **Transport:** Groby is a large village, served by relatively frequent bus services on a corridor from Coalville to Leicester. By virtue of its proximity to the western edge of Leicester, as well as to Ratby, the village is served by a reasonable network of inter and intra-urban active travel routes, and growth here has the potential to be relatively sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Groby.
- **Primary education:** In 2027, LCC's forecasts indicate capacity in Groby's primary schools for 76 pupils, 0.4 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 253 new homes. This would be sufficient to accommodate the pupil yield from some of the potential site allocations in the village, although it would not be appear to be sufficient to accommodate all three. Given the lack of expansion potential on the current school site, and an insufficient amount of development to viably support a new school, the Local Plan will need to establish which of these sites should be allocated.
- **Secondary education:** Groby and Ratby are served by the Brookvale Learning Campus. In 2032, LCC's forecasts indicate a capacity of 115 pupils, 0.5 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 383 new homes. It is also considered feasible by LCC for expansions to the school to be undertaken on site, to accommodate further growth.
- **Primary healthcare:** Based on discussions with the ICB, it is understood that Groby Surgery is constrained and likely to require relocation and expansion to accommodate any significant amount of new development in the village. It is considered that the larger of the proposed development sites, LPR146A/LPR30, could present a logical location in which to provide a relocated and expanded surgery.

- Gas supply: Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate demand arising from the majority of potential sites in the village. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Groby.
- Sewerage: Groby is served by Wanlip Wastewater Treatment Works, in Charnwood. Discussions with Severn Trent Water have indicated that is likely to require expansion, related to cross-boundary growth across the subregion as a whole. This would be planned and delivered by Severn Trent Water.

#### 4.2.9 Market Bosworth

A total of two sites are being considered for allocation in the Local Plan in Market Bosworth, totalling 295 potential new dwellings – although it is not necessarily anticipated that both of these sites would be allocated.

- Transport: Market Bosworth is a small town, served by relatively infrequent bus services on a corridor from Market Bosworth to Leicester. Development here could support the viability of this service, and support investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served.
- Primary education: In 2027, LCC’s forecasts indicate capacity in Market Bosworth’s primary school for 24 pupils, 0.1 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 80 new homes. This would be sufficient to accommodate the pupil yield from small site LPR153, but not the larger site AS393/LPR139. The school is potentially extendable on site by virtue of its edge-of-urban location, and both of the two potential sites in Market Bosworth would generate a pupil yield equivalent to 0.4FE. This may be sufficient to justify expansion to 1.5FE overall.
- Secondary education: The town is served by The Market Bosworth School. In 2032, LCC’s forecasts indicate a capacity deficit in the school of two pupils, meaning that it is effectively at capacity. Given the location of the school relative to other land uses, it is not considered that significant expansion potential exists, although there may be some limited capacity for expansion and reconfiguration. If such potential does not exist this is not necessarily a barrier to growth given the strategic nature of secondary education movements and the large size of catchment areas, although this will need to continue to be explored with LCC.
- Primary healthcare: Based on discussions with the ICB, it is understood that Market Bosworth Surgery is constrained, and may require relocation and expansion to accommodate any significant amount of new development in the town. It is considered that the larger of the proposed development sites, AS393/LPR139, could present a logical location in which to provide a relocated and expanded surgery. Alternatively, by virtue of overlapping catchments, and subject to growth options progressed in Newbold Verdon capacity could be provided by expanding Newbold Verdon Surgery instead.
- Gas supply: Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate growth on site LPR139. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Market Bosworth.

- Sewerage: Market Bosworth is served by Market Bosworth Wastewater Treatment Works. By virtue of its small size, discussions with Severn Trent Water have indicated that this is likely to require expansion in order to accommodate additional demand arising from new development. This would be planned and delivered by Severn Trent Water.

#### 4.2.10 Markfield

A total of four sites are being considered for allocation in the Local Plan in Markfield, totalling 415 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- Transport: Markfield is a large village, served by relatively frequent bus services on a corridor from Coalville to Leicester. By virtue of its size, the village is served by a reasonable network of inter and intra-urban active travel routes, and growth here has the potential to be relatively sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Markfield.
- Primary education: In 2027, LCC's forecasts indicate capacity in Markfield's primary school for 56 pupils, 0.3 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 187 new homes. This would be sufficient to accommodate the pupil yield from some of the potential site allocations in the village, although not all in combination. If all of the sites were to be allocated, a further 0.3FE of capacity would be needed. It may be possible to accommodate a limited degree of expansion within the existing school, although the site is surrounded by existing development, and further discussions with LCC would be needed as part of Phase 3 to establish whether an expansion from 1.5FE to 2.0FE could be accommodated.
- Secondary education: Bagworth is most closely served by South Charnwood High School, located between Markfield and Thornton. In 2032, LCC's forecasts indicate capacity in the school for 64 pupils, equivalent to 0.3 forms of entry. This would provide capacity for a relatively modest 213 new homes within the school's catchment across Bagworth, Markfield and Thornton. However, given the school's countryside location, it is considered likely to be feasible to expand the school on site.
- Primary healthcare: Based on discussions with the ICB, it is understood that Markfield Surgery is constrained, and may require relocation and expansion to accommodate any significant amount of new development in the village. It is considered that one of the larger of the proposed development sites, LPR70 or LPR94, could present a logical location in which to provide a relocated and expanded surgery.
- Gas supply: Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate demand arising from the majority of potential sites in the village. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Markfield.
- Sewerage: Markfield is partly served by Wanlip Wastewater Treatment Works in Charnwood, and partly by Snarrows Wastewater Treatment Works in North West Leicestershire. Discussions with Severn Trent Water have indicated that Wanlip is likely to require expansion, related to cross-boundary growth across the subregion as a whole, and Snarrows may also require expansion related to cross-boundary growth. These schemes would be planned and delivered by Severn Trent Water.

#### 4.2.11 Newbold Verdon

A total of four new sites are being considered for allocation in the Local Plan in Newbold Verdon, totalling 870 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- Transport: Newbold Verdon is a small village, served by relatively infrequent bus services on a corridor from Market Bosworth to Leicester. Development here could support the viability of this service, and support investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served.
- Primary education: In 2027, LCC's forecasts indicate capacity in Newbold Verdon's primary school for 84 pupils, 0.4 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 280 new homes. This would be sufficient to accommodate the pupil yield from some of the potential site allocations in the village, although not all in combination. If all of the sites were to be allocated, a further 0.8FE of capacity would be needed. The existing school is situated on the edge of the village, and may therefore be able to expand on site, although the scale of expansion would be significant and further discussions with LCC would be needed as part of Phase 3 to establish whether an expansion from 1.5FE to 2.5FE could be accommodated.
- Secondary education: Newbold Verdon is served by the Bosworth Academy in Desford. In 2032, LCC's forecasts indicate a significant capacity deficit of 141 pupils, with LCC having indicated that there is a potential need for expansion irrespective of new growth. This reflects the particular popularity of the school, with significant amounts of longer-distance commuting to the school. Any such expansion could also accommodate future growth within the school's local catchment.
- Primary healthcare: Based on discussions with the ICB, it is understood that Newbold Verdon Surgery could be expanded on site to accommodate patient yields arising within the village. By virtue of overlapping catchments, this could also accommodate patient demand arising from new development in Market Bosworth. Alternatively, a relocated and expanded surgery within Market Bosworth could accommodate patient yield arising from Newbold Verdon.
- Gas supply: Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate demand arising from the majority of potential sites in the village. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Newbold Verdon.
- Sewerage: Newbold Verdon is served by Newbold Verdon Wastewater Treatment Works. By virtue of its small size, discussions with Severn Trent Water have indicated that this is likely to require expansion in order to accommodate additional demand arising from new development. This would be planned and delivered by Severn Trent Water.

#### 4.2.12 Ratby

One new site is being considered for allocation in the Local Plan in Ratby, with 455 potential new dwellings.

- Transport: Ratby is a large village, served by relatively frequent bus services on a corridor from Ratby into Leicester as well as to Coalville. By virtue of its proximity to the western edge of Leicester, as well as to Groby, the village is served by a reasonable network of inter and intra-urban active travel routes, and growth here has the potential to be relatively sustainable in transport terms. Public transport and active travel investment and mitigation should be prioritised if development is favoured in Ratby.
- Primary education: In 2027, LCC's forecasts indicate capacity in Ratby's primary school will be zero, with the school effectively at capacity. LCC has indicated that the school cannot expand. If the potential site were to be allocated in the Local Plan, it would generate a pupil yield equivalent to 0.7FE. This is insufficient to provide a viable new school, which would need to be a minimum of 2.0FE. The most viable option to provide primary education capacity to site LPR107 is therefore considered to be the relocation of the existing school onto the site, as part of an expansion from 2.0FE to 3.0FE. However, this would have implications for the land available for new homes on the



site and may reduce the site's capacity. This should be discussed further with LCC as part of Phase 3 of the ICS if the site were to be considered for allocation.

- **Secondary education:** Groby and Ratby are served by the Brookvale Learning Campus. In 2032, LCC's forecasts indicate a capacity of 115 pupils, 0.5 forms of entry. At a rate of one form of entry for every 700 new homes, this would provide capacity for the pupil yield from 383 new homes. It is also considered feasible by LCC for expansions to the school to be undertaken on site, to accommodate further growth.
- **Primary healthcare:** Based on discussions with the ICB, it is understood that the newly relocated Ratby Surgery has capacity available on site to expand further, and accommodate patient yield arising if the proposed development site were to be allocated.
- **Gas supply:** Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate growth on site LPR107. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- **Electricity supply:** Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Ratby.
- **Sewerage:** Ratby is served by Wanlip Wastewater Treatment Works, in Charnwood. Discussions with Severn Trent Water have indicated that is likely to require expansion, related to cross-boundary growth across the subregion as a whole. This would be planned and delivered by Severn Trent Water.

#### 4.2.13 Stoke Golding

A total of three new sites are being considered for allocation in the Local Plan in Stoke Golding, totalling 190 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- **Transport:** Stoke Golding is a small village, served by relatively infrequent bus services on a corridor from Hinckley to Nuneaton. Development here could support the viability of this service, and support investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served.
- **Primary education:** In 2027, LCC's forecasts indicate an existing capacity deficit in Stoke Golding's primary school of 56 pupils, and it is understood that the school is on a constrained site with limited scope for expansion. If all potential sites in the village were to be allocated it would generate a pupil yield equivalent to 0.3FE, or 0.5FE if the existing capacity deficit was also dealt with. This is insufficient to provide a viable new school, which would need to be a minimum of 2.0FE. Development in the village may therefore be limited in order to ensure that unsustainable long-distance pupil travel to other villages does not become necessary, although this should continue to be explored with LCC in Phase 3 of the ICS to consider if solutions exist that could accommodate more growth.
- **Secondary education:** Stoke Golding is served by St Martins Catholic Academy. In 2032, LCC's forecasts indicate a capacity deficit of 95 places. It is understood that the school is willing to expand, although as a Catholic School it serves a much wider catchment than the immediate settlement. Other options for accommodating pupil yields may therefore ultimately be favoured, but at an in principle level, capacity exists to accommodate growth.
- **Primary healthcare:** Whilst Pine Close Surgery is considered unlikely to have capacity on site to expand, the relatively modest scale of growth on all potential sites in Stoke Golding means that significant capacity issues are not expected to arise.

- Gas supply: Discussions with Cadent Gas have not indicated that capacity upgrade works would be required within the gas network in order to accommodate demand arising from potential sites in Stoke Golding.
- Electricity supply: Discussions with National Grid have indicated that capacity upgrade works would be required at Middlefield Primary Substation in Hinckley, in order to accommodate demand arising from the majority of potential sites in Stoke Golding. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- Sewerage: Stoke Golding is served by Earl Shilton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development.

#### 4.2.14 Thornton

A total of three new sites are being considered for allocation in the Local Plan in Thornton, totalling 95 potential new dwellings – although it is not necessarily anticipated that all of these sites would be allocated.

- Transport: Thornton is a small village, served by relatively infrequent bus services on a corridor from Coalville to Leicester. Development here could support the viability of this service, and support investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served. Thornton, in conjunction with nearby Bagworth, has the potential to be served by a station on the reopened Ivanhoe Line in the future. However, there are currently no firm commitments to this scheme, and it is anticipated that the section of the Ivanhoe south of Coalville would be part of a later phase of reopening the railway to passenger services. This would therefore not significantly influence plans for growth.
- Primary education: Both Thornton and Bagworth are served by Thornton Primary School. In 2027, LCC's forecasts indicate a capacity deficit in this school of 5 places, and by virtue of its constrained site it is considered that the school is unlikely to have significant capacity for expansion. If all potential sites in Bagworth and Thornton were to be allocated, the pupil yield would only be 0.2FE, far below the 2.0FE needed for a viable new primary school. Development in these two villages may therefore be limited in order to ensure that unsustainable long-distance pupil travel to other villages does not become necessary, although this should continue to be explored with LCC in Phase 3 of the ICS to consider if solutions exist that could accommodate more growth.
- Secondary education: Bagworth is most closely served by South Charnwood High School, located between Markfield and Thornton. In 2032, LCC's forecasts indicate capacity in the school for 64 pupils, equivalent to 0.3 forms of entry. This would provide capacity for a relatively modest 213 new homes within the school's catchment across Bagworth, Markfield and Thornton. However, given the school's countryside location, it is considered likely to be feasible to expand the school on site.
- Primary healthcare: Thornton is served by surgeries in Ibstock, Newbold Verdon and Markfield. The relatively modest scale of growth on all potential sites in Thornton means that significant capacity issues are not expected to arise.
- Gas supply: Discussions with Cadent Gas have not indicated that capacity upgrade works would be required within the gas network in order to accommodate demand arising from potential sites in Thornton.
- Electricity supply: Discussions with National Grid have not indicated that capacity upgrade works would be required to substations in order to accommodate demand arising from potential sites in Thornton.
- Sewerage: Thornton is served by Wanlip Wastewater Treatment Works, in Charnwood. Discussions with Severn Trent Water have indicated that is likely to require expansion, related to cross-boundary growth across the subregion as a whole. This would be planned and delivered by Severn Trent Water.

#### 4.2.15 Rural Villages

Sites are being considered for allocation in the Local Plan in four of the borough's Rural Villages – Congerstone (95 potential new dwellings across a total of four sites), Higham-on-the-Hill (130 potential new dwellings on one site), Sheepy Magna (145 potential new dwellings across a total of four sites), and Stanton Under Bardon (50 potential new dwellings on one site).

- **Transport:** Each of the rural villages where potential growth is envisaged is served by infrequent bus services to nearby towns. Development in these villages could support the ongoing viability of these services and investment in active travel locally, although it is realistically envisaged that new development would be primarily car-served.
- **Primary education:** Schools in Congerstone, Higham-on-the-Hill and Stanton Under Bardon all have a degree of capacity or the ability to undertake small extensions, and could accommodate the relatively modest pupil yields that would result if potential sites in the villages were to be allocated. Sheepy Magna's primary school is full, and considered unable to extend. Development in the village may therefore be limited in order to ensure that unsustainable long-distance pupil travel to other villages does not become necessary, although this should continue to be explored with LCC in Phase 3 of the ICS to consider if solutions exist that could accommodate more growth.
- **Secondary education:** The rural villages are served by a number of secondary schools in larger nearby villages and towns. The relatively modest scale of growth on all potential sites in the rural villages means that significant capacity issues are not expected to arise.
- **Primary healthcare:** The rural villages are served by a number of surgeries in larger nearby villages and towns. The relatively modest scale of growth on all potential sites in the rural villages means that significant capacity issues are not expected to arise.
- **Gas supply:** Discussions with Cadent Gas have indicated that reinforcement of the gas network would be not required for potential development sites in Higham-on-the-Hill and Stanton Under Barton, but would be required for Congerstone and Sheepy Magna. For Sheepy Magna, it is understood that reinforcement of the gas network would be required in order to accommodate growth on site AS519. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so. For Congerstone, discussions with Cadent Gas have indicated there is no pipework in the vicinity of any of the proposed development sites, requiring a potentially more complex connection process. However, these are relatively small sites, for which other approaches or the ability to proceed without a mains gas connection may be possible. This is not considered to be a barrier to development on this site, although this should continue to be explored with Cadent Gas in Phase 3 of the ICS if any of these sites are proposed for allocation in the Local Plan.
- **Electricity supply:** Discussions with National Grid have indicated that capacity upgrade works would not be required for potential development sites in any of the rural villages except for Sheepy Magna, where upgrade works would be required at Atherstone Primary Substation in North Warwickshire, in order to accommodate demand. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- **Sewerage:** By virtue of the limited scale of potential sites within the rural villages, it is not anticipated that growth will result in a direct need for expansion to the wastewater treatment works serving them.

#### 4.2.16 New settlement at Soarbrook

The Local Plan process is considering the allocation of land at Soarbrook, to the south of Burbage, as a new settlement. This strategic site could comprise up to 3,500 new dwellings.

- **Transport:** Soarbrook would be located relatively close to Burbage and Hinckley, which together form the borough's largest urban area and contain the borough's only railway station. Whilst the immediate Soarbrook area is not currently served by public transport, it is considered that sustainable services could be provided linking into Hinckley and providing connection opportunities via the

railway station. Linkages into active travel networks through Burbage and Hinckley could also be made. As a new settlement, growth in Soarbrook therefore has the potential to be relatively sustainable in transport terms, although to ensure this, public transport and active travel investment and mitigation would need to be heavily prioritised if development is favoured in this location. This should include consideration as part of the recommended transport strategy between Hinckley and Nuneaton that would help to address congestion on the A5 and the cumulative impacts of growth in both Leicestershire and Warwickshire in this vicinity.

- **Primary education:** In order to ensure sustainable patterns of pupil movement, the primary education needs of the new settlement would need to be met on site. The development of 3,500 new dwellings would equate to a pupil yield of approximately 5.0 forms of entry. It is considered that that two new primary schools would therefore be required – one 3.0FE school, and one 2.0FE school.
- **Secondary education:** In order to ensure sustainable patterns of pupil movement, it is considered that the secondary education needs of the new settlement should ideally be met on site. It may be possible to have some pupil movement between settlements, however, given the broadly constrained nature of most secondary schools, the provision of a new school within the new settlement is likely to be preferable in any case. The development of 3,500 new dwellings would equate to a pupil yield of approximately 5.0 forms of entry, within a single new secondary school.
- **Primary healthcare:** The patient yield from the site would be approximately 8,350. This is considered to be sufficient to viably justify the provision of a new branch surgery to serve the new settlement, which would also have sustainability benefits by ensuring ready access to primary healthcare provision for residents of the new settlement. By virtue of proximity it is considered that this could be linked to the existing Burbage Surgery or to the existing surgery in Sharnford in Blaby District, although this will require further investigation as part of Phase 3 of the ICS if this new settlement option is progressed.
- **Gas supply:** Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate the strategic growth option to the north of the town. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- **Electricity supply:** Discussions with National Grid have indicated that capacity upgrade works would be required at Middlefield Primary Substation in Hinckley, in order to accommodate demand arising from the majority of potential sites in the town. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- **Sewerage:** It is anticipated that a new settlement at Soarbrook would be served by Nuneaton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development, although it may still require a degree of expansion depending on the scale of growth envisaged on any new settlement in combination with other growth in Hinckley, and cross-boundary growth plans in Nuneaton & Bedworth. Any such scheme would be planned and delivered by Severn Trent Water.

By its nature as a new settlement, it is anticipated that Soarbrook would also need to provide a number of additional new items of infrastructure onsite, as listed below. By contrast, sites in existing settlements would be more likely to be able to rely on existing provision for these infrastructure types (and potentially help to fund improvements and expansions to these where necessary). This is anticipated to include:

- Nursery and early years provision;
- A community centre;
- Community library provision, potentially co-located within a community centre;
- Formal parks and gardens;

- Indoor sports provision, potentially co-located within a community centre or a new secondary school;
- Outdoor sports provision.

#### 4.2.17 New settlement at Lindley

The Local Plan process is considering the allocation of land at Lindley, to the north of the MIRA site, as a new settlement. This strategic site could comprise up to 5,000 new dwellings.

- **Transport:** Lindley is relatively remote from main existing settlements within Hinckley & Bosworth, although it would be relatively close to the northern edge of Nuneaton, a large town served by both regional and long-distance rail services. The Lindley area is served by some public transport services, including routes providing access to the nearby MIRA site, and these could be enhanced to provide more frequent sustainable services through the site into Nuneaton, as well as towards Hinckley. Linkages into active travel networks through Nuneaton could also be made. As a new settlement, growth in Lindley therefore has the potential to be relatively sustainable in transport terms, although to ensure this, public transport and active travel investment and mitigation would need to be heavily prioritised if development is favoured in this location. This should include consideration as part of the recommended transport strategy between Hinckley and Nuneaton that would help to address congestion on the A5 and the cumulative impacts of growth in both Leicestershire and Warwickshire in this vicinity.
- **Primary education:** In order to ensure sustainable patterns of pupil movement, the primary education needs of the new settlement would need to be met on site. The development of 5,000 new dwellings would equate to a pupil yield of approximately 7.1 forms of entry. It is considered that that three new primary schools would therefore be required – one 3.0FE school, and two 2.0FE schools.
- **Secondary education:** In order to ensure sustainable patterns of pupil movement, it is considered that the secondary education needs of the new settlement should ideally be met on site. It may be possible to have some pupil movement between settlements, however, given the broadly constrained nature of most secondary schools, the provision of a new school within the new settlement is likely to be preferable in any case. The development of 5,000 new dwellings would equate to a pupil yield of approximately 7.1 forms of entry, to be provided as a 7.0FE new secondary school.
- **Primary healthcare:** The patient yield from the site would be approximately 11,900. This is sufficient to viably justify the provision of a new branch surgery to serve the new settlement, which would also have sustainability benefits by ensuring ready access to primary healthcare provision for residents of the new settlement. By virtue of proximity it is considered that this could be linked to the existing Castle Mead or Hollycroft Surgeries in Hinckley, although this will require further investigation as part of Phase 3 of the ICS if this new settlement option is progressed.
- **Gas supply:** Discussions with Cadent Gas have indicated that reinforcement of the gas network would be required in order to accommodate the strategic growth option to the north of the town. This would be planned and delivered by Cadent Gas, and it is not currently understood to be technically onerous for Cadent Gas to do so.
- **Electricity supply:** Discussions with National Grid have indicated that capacity upgrade works would be required at Middlefield Primary Substation in Hinckley, in order to accommodate demand arising from the majority of potential sites in the town. This would be planned and delivered by National Grid, and it is not currently understood to be technically onerous for National Grid to do so.
- **Sewerage:** It is anticipated that a new settlement at Lindley would be served by Nuneaton Wastewater Treatment Works. Discussions with Severn Trent Water have indicated that this is anticipated to have sufficient headroom to serve new development, although it may still require a degree of expansion depending on the scale of growth envisaged on any new settlement in combination with other growth in Hinckley, and cross-boundary growth plans in Nuneaton & Bedworth. Any such scheme would be planned and delivered by Severn Trent Water.

By its nature as a new settlement, it is anticipated that Lindley would also need to provide a number of additional new items of infrastructure onsite, as listed below. By contrast, sites in existing settlements would be more likely to be able to rely on existing provision for these infrastructure types (and potentially help to fund improvements and expansions to these where necessary). This is anticipated to include:

- Nursery and early years provision;
- A community centre;
- Community library provision, potentially co-located within a community centre;
- Formal parks and gardens;
- Indoor sports provision, potentially co-located within a community centre or a new secondary school;
- Outdoor sports provision.

### **4.3 Boroughwide spatial strategy implications**

Given the focus of Phase 2 of the ICS on guiding decisions around the selection of sites for inclusion in the Local Plan, our analysis and our discussions with infrastructure providers have focussed on understanding the infrastructure implications for a potential spatial strategy. We have also sought to explore whether any of the potential development sites being considered by the Council for inclusion in the Local Plan are preferable in infrastructure terms, or conversely present particular challenges for infrastructure delivery.

As set out throughout Section 4.2 above, there are a wide range of infrastructure considerations that the new Local Plan and Phase 3 of the ICS will need to address in bringing growth forward in particular parts of the borough. Some of these may be challenging to resolve, and require varying degrees of investment and mitigation in new and expanded infrastructure. However, no fundamental infrastructure constraints to growth have been identified for any of the settlements where the Local Plan is considering site allocations – and at this stage, no fundamental infrastructure constraints have been identified with regard to any of the individual proposed sites.

Ultimately, growth within each of the levels of the Council’s settlement hierarchy is considered to have both advantages and disadvantages in infrastructure terms:

- Urban areas – Development sites in the borough’s urban areas could provide sustainable access and to existing infrastructure by virtue of proximity, and potentially reduce the need for the provision of new infrastructure in areas such as transport. However, where major new infrastructure is required, it may be more difficult to identify locations in which this can be provided, by virtue of the scale of provision potentially necessary – or, it may be necessary to use land within potential proposed site allocations to provide new infrastructure. This also has implications for the need to potentially pool developer contributions to help fund new infrastructure – and whilst development in urban areas offers the potential to obtain more funding by virtue of scale, the process of pooling adds complexity.
- Key rural centres – Development sites in the borough’s key rural centres would also have sustainable access and proximity to existing infrastructure, and any such development may help to support business cases for investment in infrastructure which would otherwise be difficult to justify in village locations. However, because of the scale of these settlements and their infrastructure, it is often not viable to provide entirely new infrastructure. There is typically a reliance on expanding what already exists, which may not always be readily possible, or may add significant expense.
- Rural villages – Development sites in the borough’s rural villages are unlikely to have sustainable access to all forms of infrastructure, and are therefore likely to be the most restricted by capacity constraints in existing infrastructure. However, growth in these settlements will typically be more limited in scale and would therefore have more limited impacts on infrastructure, particularly if this is dispersed across a number of different rural villages. Such growth could also help to support

business cases for investment in infrastructure in the infrastructure that these settlements do have, that otherwise may not exist.

- **New settlements** – Development of a new settlement would allow for the on-site provision of a wide range of infrastructure, built from scratch, to suit modern requirements and the specific needs of the number of people envisaged to live in the new settlement. However, by their nature new settlements will be in rural locations, potentially located at a distance from existing infrastructure networks such as transport and utilities. Ensuring sustainable infrastructure provision to these settlements is therefore more challenging than ensuring sustainable infrastructure provision within them. The cost of new onsite provision of a wider range of new infrastructure (such as community facilities and green infrastructure) will also bring additional cost, compared to other site options which may only need to make contributions to the improvement or expansion of existing provision.

To an extent, the urban extension strategic growth options being considered by the Council blend the advantages of development in urban areas and the advantages of new settlements. Their scale potentially allows the on-site provision of new infrastructure, tailored to the specific needs of the number of people envisaged to live in the new settlement, whilst also ensuring proximity to transport and utility networks and other higher-order infrastructure located within existing settlements. These may be the most sustainable growth options in infrastructure terms. However, the challenges experienced in bringing forward the existing Earl Shilton and Barwell Sustainable Urban Extensions, allocated for development in 2014, demonstrates the importance of a wide range of other considerations in making site selection decisions.

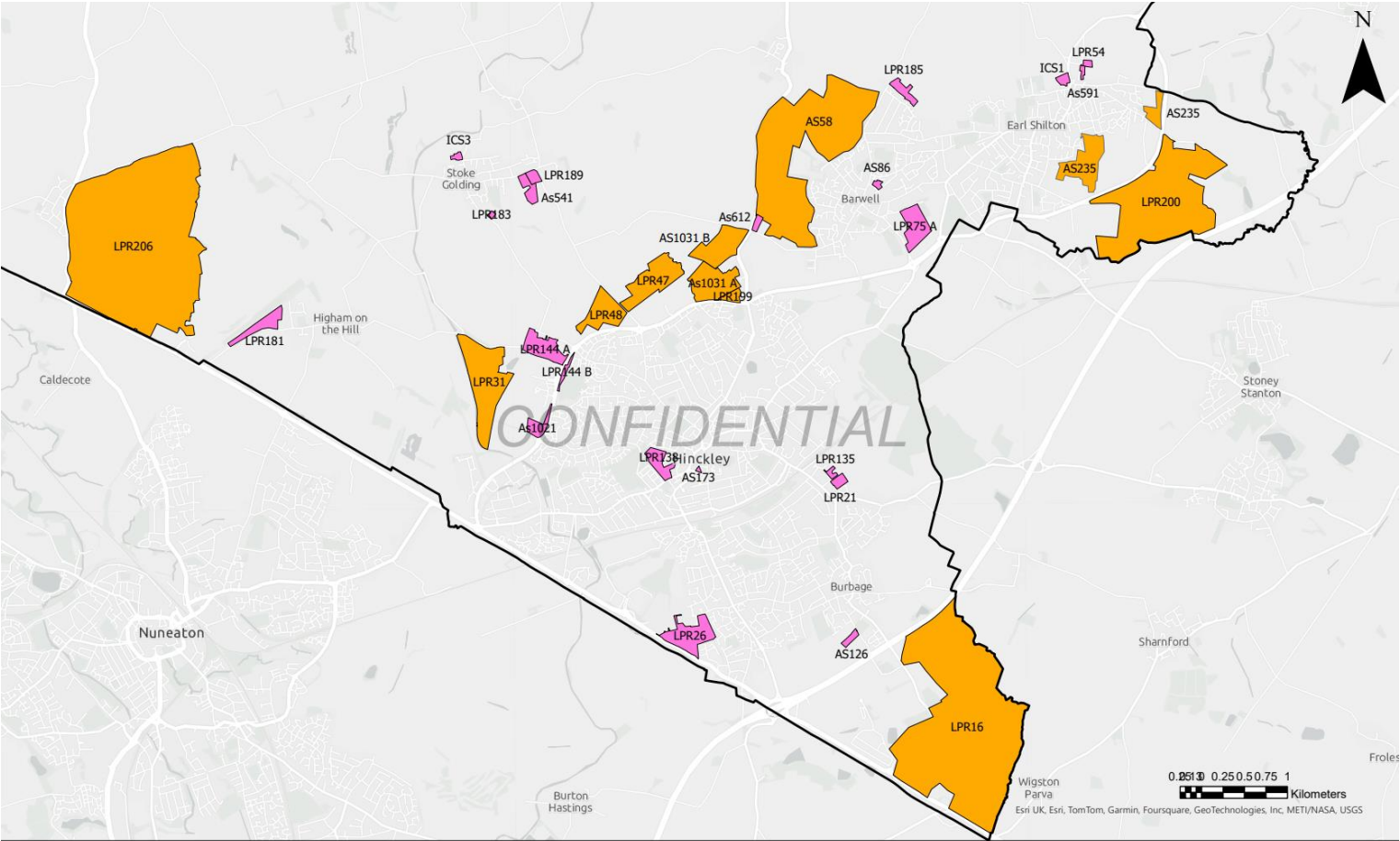
As a result, there are considered to be two main infrastructure considerations for the further development and finalisation of the Local Plan's spatial strategy:

- **Quantum of growth** – Ensuring that the amount of growth eventually coming forward in each settlement is either large enough to viably justify (and where necessary, fund) necessary infrastructure improvements, or small enough to be accommodated within existing infrastructure capacity without a need for significant expansion or new provision. This is particularly the case for the borough's Key Rural Centres and Rural Villages, where there is less existing infrastructure provision that may be suitable for expansion, but also less of a supply of potential development sites that could support a business case for infrastructure investment.
- **Behavioural change** – Ensuring that policies in the Local Plan, and wider policies and strategies being implemented by partner public sector organisations, help to drive the types of behavioural change needed to ensure sustainable demand for infrastructure. This is particularly the case for transport, where there is likely to be limited investment in new highway infrastructure throughout the lifespan of the new Local Plan, with a resultant need for modal shift to other forms of transport use.

The subsequent Phase 3 of the ICS, developed alongside the Regulation 19 submission Local Plan over the coming months, will consider these balances between capacity, demand and viability in further detail.

# A.1 Maps of potential development sites for inclusion in the Local Plan

## A.1.1 South (Hinckley, Barwell, Earl Shilton and surroundings)



Legend	
	Hinckley and Bosworth District Council Boundary
	Non Strategic Sites
	Strategic Sites

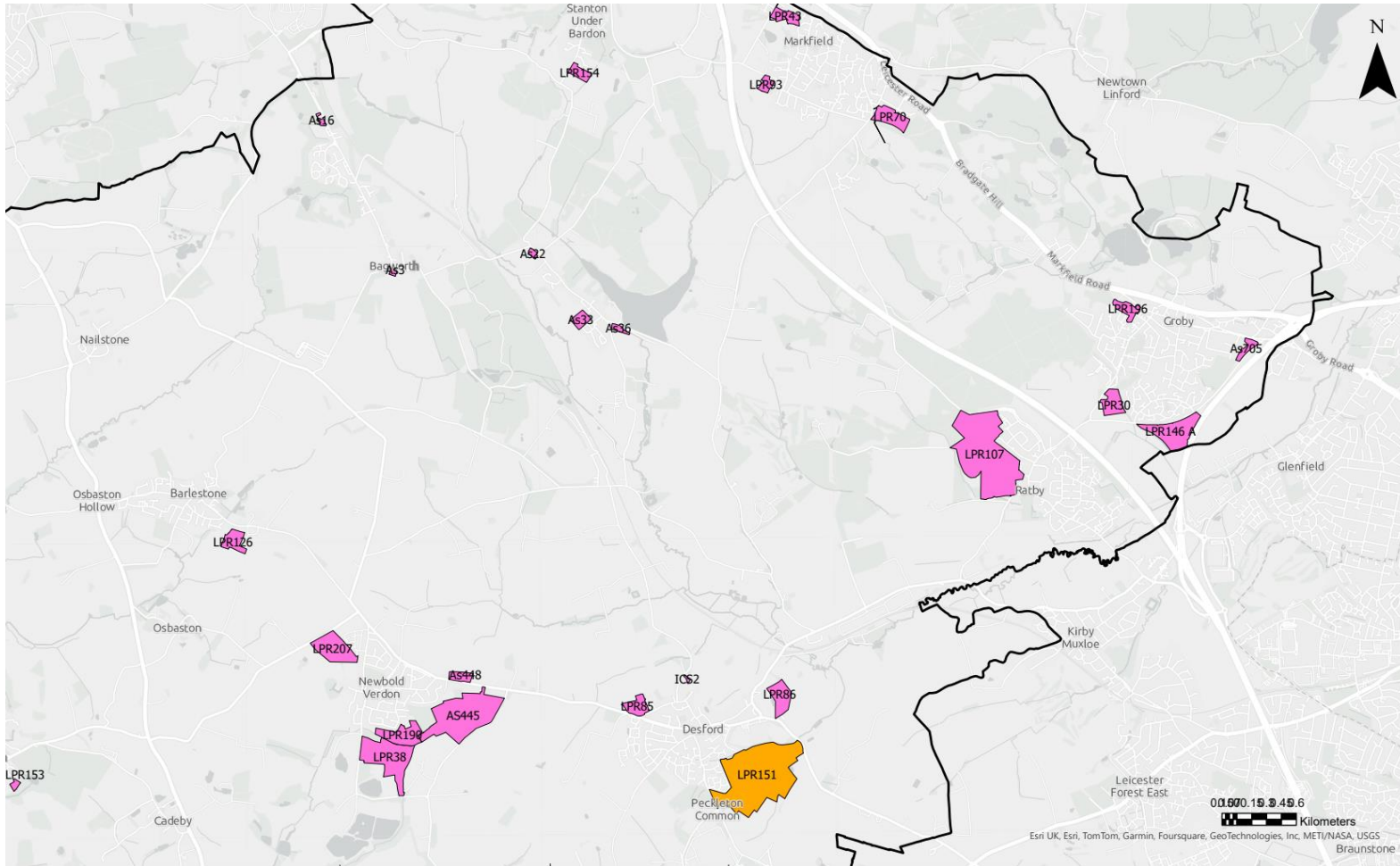
<p><b>ARUP</b>                  East West Building, 1, Tolhouse Hill,                  Nottingham, NG1 5AE                  T +44 (0)115 948 4711                  www.arup.com</p>				
<p>Client:                  Hinckley and Bosworth Borough Council</p>				
<p>Draft</p>	<p>27/03/2024</p>	<p>AD</p>	<p>RW</p>	<p>1x</p>
Rev	Date	By	Chkd	Appd

<p>Project Title:  <b>Hinckley and Bosworth Infrastructure Capacity Study</b></p>
<p>Drawing Title:                  Strategic and Non Strategic Sites - Hinckley, Barwell, Earl Shilton and surroundings</p>

<p>Scale at A3:  <b>1:38,912</b></p>	
<p>Role:                  _____</p>	
<p>Subsidiary:                  _____</p>	
<p>Arup Job No:  <b>266619-02</b></p>	<p>Rev:  <b>Draft</b></p>
<p>Drawing Number</p>	

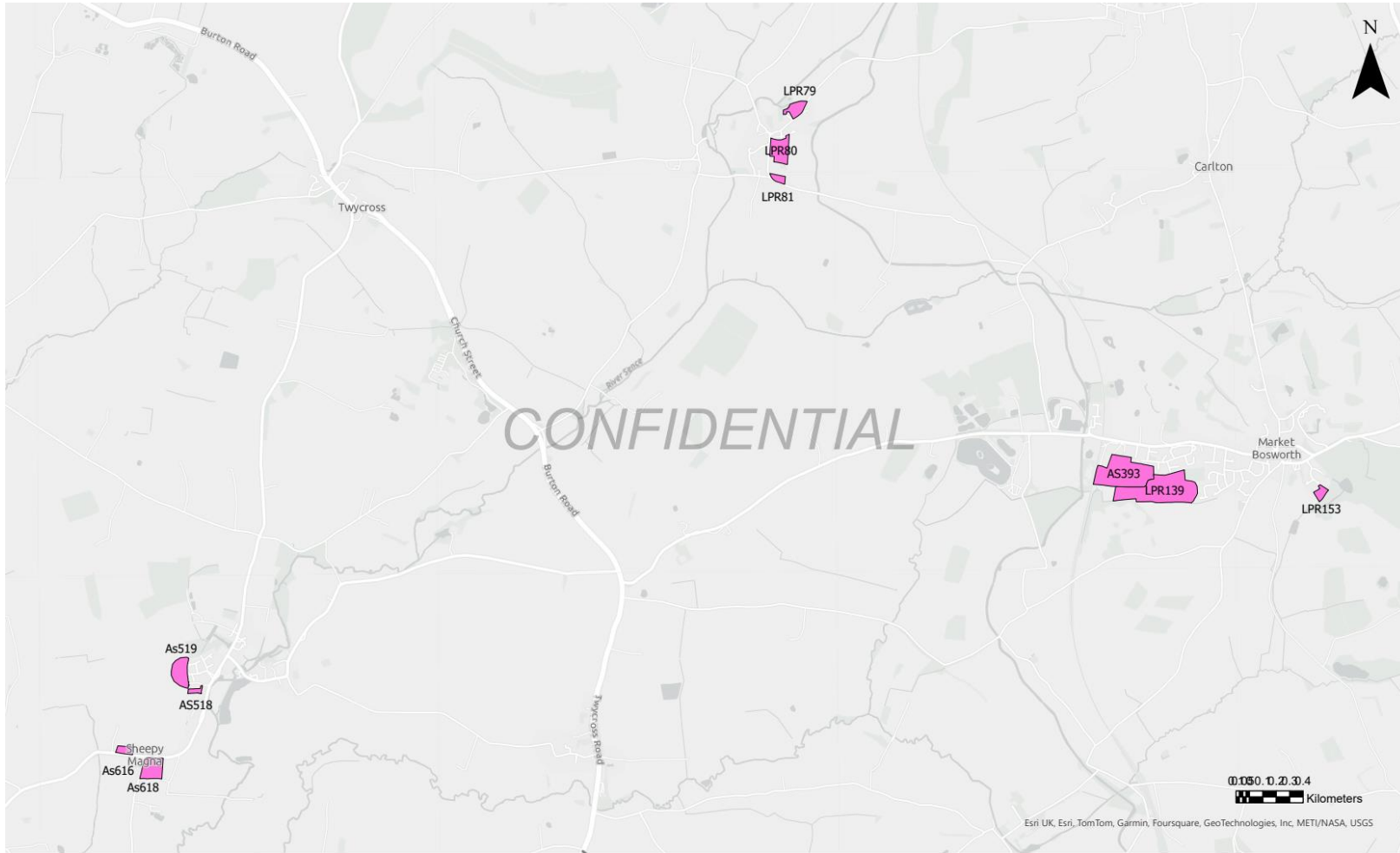


## A.1.2 East (Newbold Verdon, Ratby, Groby, Markfield and surroundings)



<p><b>Legend</b></p> <p>  Hinckley and Bosworth District Council Boundary   Non Strategic Sites   Strategic Sites         </p>	<p><b>ARUP</b></p> <p>East West Building, 1 Tolhouse Hill Nottingham, NG1 5AT T +44 (0)115 948 4711 www.arup.com</p> <p>Client: Hinckley and Bosworth Borough Council</p> <table border="1"> <tr> <td>Draft</td> <td>27/03/2024</td> <td>AG</td> <td>RW</td> <td>CR</td> </tr> <tr> <td>Rev</td> <td>Date</td> <td>By</td> <td>Check</td> <td>Appr</td> </tr> </table>	Draft	27/03/2024	AG	RW	CR	Rev	Date	By	Check	Appr	<p>Project Title <b>Hinckley and Bosworth Infrastructure Capacity Study</b></p> <p>Drawing Title Strategic and Non Strategic Sites - Newbold Verdon, Ratby, Groby, Markfield and surroundings</p>	<p>Scale at A3 <b>1:34,000</b></p> <p>Role _____</p> <p>Suitability _____</p> <table border="1"> <tr> <td>App. Job No <b>266619-02</b></td> <td>Rev <b>Draft</b></td> </tr> <tr> <td>Drawing Number</td> <td></td> </tr> </table>	App. Job No <b>266619-02</b>	Rev <b>Draft</b>	Drawing Number	
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Rev	Date	By	Check	Appr													
App. Job No <b>266619-02</b>	Rev <b>Draft</b>																
Drawing Number																	

### A.1.3 West (Market Bosworth and surrounding villages)



#### Legend

- Hinckley and Bosworth District Council Boundary
- Non Strategic Sites
- Strategic Sites

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Client:  
Hinckley and Bosworth Borough Council

Draft	27/03/2024	AD	RW	CR
Rev	Date	By	Clkd	Appd

#### Project Title Hinckley and Bosworth Infrastructure Capacity Study

Drawing Title  
Strategic and Non Strategic Sites -  
Market Bosworth and surrounding  
areas

Scale at A3	<b>1:25,000</b>
Role	
Suitability	
Arup Job No	<b>266619-02</b>
Drawing Number	<b>Draft</b>