

Hinckley & Bosworth Borough  
Council

## Infrastructure Capacity Study

### Phase 1: Baseline Capacity Assessment Report

Final | May 2020

---

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 266619-00

**Ove Arup & Partners Ltd**  
1st Floor  
City Gate West  
Tollhouse Hill  
Nottingham NG1 5AT  
United Kingdom  
[www.arup.com](http://www.arup.com)

**ARUP**

# Document Verification

<b>Job title</b>		Infrastructure Capacity Study		<b>Job number</b>	
				266619-00	
<b>Document title</b>		Phase 1: Baseline Capacity Assessment Report		<b>File reference</b>	
<b>Document ref</b>					
<b>Revision</b>	<b>Date</b>	<b>Filename</b>	Report.docx		
Draft 1	19 August 2019	<b>Description</b>	First draft		
			Prepared by	Checked by	Approved by
		Name	Rob Webster	Vicky Evans	Vicky Evans
		Signature			
Final (Not published)	October 2019	<b>Filename</b>			
		<b>Description</b>	Updated to reflect client comments on first draft		
			Prepared by	Checked by	Approved by
		Name	Emily Avery	Rob Webster	Vicky Evans
		Signature			
Final Amended	May 2020	<b>Filename</b>			
		<b>Description</b>	Amended to incorporate further discussions with Leicestershire County Council Education and Cadent Gas, and reflect revised timescales for production of the Local Plan.		
			Prepared by	Checked by	Approved by
		Name	Giovanni Loperfido	Rob Webster	Vicky Evans
		Signature			
		<b>Filename</b>			
		<b>Description</b>			
			Prepared by	Checked by	Approved by
		Name			
		Signature			

Issue Document Verification with Document



# Contents

---

	Page
<b>Executive Summary</b>	<b>1</b>
<b>1 Introduction</b>	<b>6</b>
1.1 Overview	6
1.2 Role of the Infrastructure Capacity Study	7
1.3 Rationale for producing an Infrastructure Capacity Study	8
1.4 Document Structure	8
<b>2 Understanding the Policy Context</b>	<b>9</b>
2.1 Introduction	9
2.2 National Planning Policy Context	9
2.3 Hinckley & Bosworth Local Policy Context	14
2.4 Local Enterprise Partnerships	15
2.5 Duty to Cooperate and Cross-boundary issues	16
<b>3 Study Methodology</b>	<b>24</b>
3.1 Scope of study	24
3.2 Phase 1: Baseline Capacity Assessment	25
3.3 Phase 2	32
<b>4 Baseline Infrastructure Position</b>	<b>36</b>
4.1 Transport	36
4.2 Utilities and Environment	52
4.3 Education and Community Services	67
4.4 Healthcare and Emergency Services	85
4.5 Open Space, Recreation and Green Infrastructure	99
<b>5 Baseline Infrastructure Capacity Findings</b>	<b>119</b>
5.1 Boroughwide Baseline Infrastructure Capacity Summary	119
5.2 Settlement-Level Baseline Infrastructure Capacity	120
5.3 Infrastructure Considerations for a New Settlement	141

# Executive Summary

---

## Introduction

Arup has been commissioned by Hinckley & Bosworth Borough Council (HBBC) to undertake an Infrastructure Capacity Study for the borough. This will help to inform the development of the Council's new Local Plan, which will cover a plan period from 2016 through to 2036. The Council recognises the importance of infrastructure provision to the creation of efficient, well-run places; which help to support residents' quality of life and underpin the success of the borough's businesses.

The Infrastructure Capacity Study is comprised of three separate and interlinked documents. This reflects the parallel development of the Local Plan by the Council. These stages are:

- Phase 1: Baseline Capacity Assessment Report (this document)
- Phase 2a: Development Viability Assessment
- Phase 2b: The Infrastructure Delivery Schedule

This Phase 1 document was initially drafted in October 2019, but subsequently amended to reflect further discussions with Leicestershire County Council and Cadent Gas, regarding the borough's education and gas supply provision respectively. For all other infrastructure types, the baseline positions reflected in this report as correct as of October 2019.

## Structure and role of this Phase 1 Baseline Capacity Assessment Report

This report provides the baseline context for existing infrastructure capacity in Hinckley & Bosworth. It will inform the Council's subsequent selection of a preferred growth option, by doing the following:

- Engaging with infrastructure and service providers to understand their investment plans;
- Engaging with duty-to-cooperate bodies to understand implications for cross-boundary infrastructure provision;
- Providing an understanding of infrastructure services, networks and facilities in Hinckley & Bosworth, and identifying existing capacity surpluses and deficits on a boroughwide basis and a settlement-by-settlement basis where possible;
- Identifying how these infrastructure capacity constraints might have implications for the Local Plan and preferred growth option, including setting out any issues that might be a barrier to future growth; and
- Assessing the potential to deliver a new settlement within the borough, based on an understanding of infrastructure necessary to support it.

It is set out across five chapters – an introduction to the Study as a whole (Chapter 1), analysis of local and national policy context and duty-to-cooperate considerations (Chapter 2), details of scope and methodology (Chapter 3), consideration of the baseline position for each of the 32 infrastructure types across five broad themes (Chapter 4) and summary of the infrastructure capacity implications for future growth in the borough (Chapter 5).



## Cross boundary and duty-to-cooperate implications

In undertaking this Study, we have engaged with all six of Hinckley & Bosworth's neighbouring authorities, as well as Leicester City Council (which is around a mile beyond the borough boundary). This has drawn out several key infrastructure considerations, several of which reflect priorities in the new Leicestershire Strategic Growth Plan:

### Transport

- Mutual reliance on the highly-constrained A5 is a key shared concern for North Warwickshire, Nuneaton & Bedworth and Rugby – whilst piecemeal mitigation and enhancement schemes are coming forwards, the road will remain highly constrained and growth implications need to be considered on a route-wide regional basis;
- The advancement and delivery of the proposed A46 expressway around the south and east of Leicester, which would relieve the existing route around the north and west of the city, is an important shared priority with Blaby and Charnwood;
- Improvements to strategic corridors into Leicester, particularly junction capacity, where Leicester City Council hopes to work more closely with Leicestershire County Council and its districts to address issues on a cross-boundary basis; and
- Leicester City Council has also identified mutual reliance on the Leicester to Birmingham rail route which passes through Hinckley, on which Leicester City Council is lobbying for improved services including direct services to Coventry;

### Education and Healthcare

- There are several localised cross-boundary movements for people to be able to meet their day-to-day needs, such as visits to school and GP surgeries. These include:
  - Movements primarily from Rural Villages out of the borough, e.g. from Witherley to Atherstone in North Warwickshire;
  - Movements into the borough's Urban Centres, e.g. from Stoney Stanton in Blaby to Hinckley; and
  - Movements into the borough specifically for secondary education, e.g. from Blaby and Leicester to Bosworth Academy in Desford; and from Charnwood to Groby Community College.

### Utilities, Environment and Green Infrastructure

- There is significant cross-boundary reliance on utility infrastructure, given the regional basis on which these are planned and provided; and
- Given the more localised nature of green infrastructure assets there are generally much lower levels of cross-boundary interaction, although green corridors such as Burbage Common and the Ashby Canal do have cross-boundary implications.

## Baseline positions by infrastructure type

In undertaking this Study, we have held discussions with most of the organisations responsible for infrastructure provision within Hinckley & Bosworth. This has enabled an understanding of

constraints from their perspective, and the extent to which any constraints will have implications for future growth in the borough. For infrastructure types where it has not been possible to hold discussions with an infrastructure provider (flood management, waste management, libraries, fire services and ambulance services), our findings are based solely upon our review of existing strategies and on information provided to us by the Council.

To inform our discussions with infrastructure providers, we have discussed a notional level of growth of 12,000 homes over the plan period to 2036. However, because of the baseline stage of this Phase 1 report, it has not been possible to be more specific about the exact quantum or future locations and distribution for development. In some cases, this has meant that infrastructure providers have needed to qualify their responses, or only provide responses at a relatively high level. It will therefore be necessary to carry out further stakeholder engagement throughout Phase 2 of the Study.

We have identified four particular infrastructure types with capacity constraints at the current time, which could have the potential to limit the potential for growth in the borough. These are:

- Highways, particularly the A5, where the need to address capacity constraints is unanimously agreed amongst neighbouring local authorities, Leicestershire and Warwickshire County Councils and Highways England;
- Electricity, for which the entire region's supply infrastructure is constrained and will struggle to cope with growth without mitigation;
- Primary and secondary schools, the majority of which are currently exceeding their capacity, and could therefore restrict the ability of some settlements to grow by any significant degree if not expanded; and
- Primary health surgeries, several of which are in need of expansion and/or in premises which are life expired and no longer fit-for-purpose.

However, despite the existence of these constraints, none of the infrastructure providers who we have spoken to have expressed any fundamental concerns about the level of growth proposed – nor their abilities to undertake improvements to support growth. However, the delivery of infrastructure improvements will still be dependent upon the availability of funding contributions from developers.

Further detail on those levels of funding, and their impacts on the viability and deliverability of development in Hinckley & Bosworth, will be explored further in Phase 2 of the Infrastructure Capacity Study.

## Settlement level baseline infrastructure capacity

We have sought to prioritise each of the infrastructure types considered in the study, based on their likely impact upon the growth of a settlement going forward. Of the 32 infrastructure types in the study:

- 17 are considered 'critical' – in their absence, development would either be unsustainable or impossible altogether;
- 9 are considered 'essential' – whilst development could potentially come forwards without them, they help to facilitate development and add to its sustainability; and

- 6 are considered ‘desirable’ – whilst beneficial to have, their absence is unlikely to harm the delivery or sustainability of development.

For those infrastructure types which are ‘critical’, we have further sought to set out whether there is any specific impact on growth potential at a settlement level. However, for many critical higher-order infrastructure types (such as secondary healthcare and police services), provision is planned on a wider county or regional scale and is therefore less relevant to settlement growth considerations. There are also some critical infrastructure types for which settlement-level capacity will not be known until subsequent stages of the Infrastructure Capacity Study, once the level of growth is known – for example gas and electricity.

This leaves four infrastructure types which may impact on growth capacity at a settlement level:

### *Highways*

From our discussions with Leicestershire County Council as highway authority, highway capacity constraints are likely to need to be addressed in order for significant amounts of development to come forward in:

- Burbage and Hinckley (around Rugby Road on the border between the two, and also around the A5);
- Desford (at Desford Crossroads on the A47); and
- Groby and Markfield (with respect to the A50/A511 Corridor).

### *Primary Education*

Based on an analysis of data provided to us by Leicestershire County Council as education authority, primary school capacity across the borough is relatively constrained. This is likely to prevent a significant amount of development from coming forwards in many settlements without the provision of new primary schools, or additional capacity in existing primary schools.

In order to viably fund and provide a sufficient pupil yield to utilise new primary school capacity, a sufficient quantum of development may need to be allocated to affected primary school catchments.

### *Secondary Education*

Based on an analysis of data provided to us by Leicestershire County Council as education authority, secondary school capacity across the borough is very constrained. As a result, significant growth in any of the borough’s settlements will require the provision of a new secondary school or additional capacity in existing secondary schools.

Because secondary schools have wider catchments than primary schools and do not typically only serve the settlement in which they are located, new provision could be in a location best suited to proposed distributions of growth.

### *Primary Healthcare*

From our discussions with the West Leicestershire Clinical Commissioning Group, growth across the borough is likely to need to be supported by new surgery capacity, to include expansion or replacement. Whilst there is no objective means by which to establish which of the borough’s existing surgeries are operating above capacity (because surgeries are not generally able to close

their registers to new patients), surgeries in Desford, Markfield and Ratby are understood to no longer be fit for purpose and therefore in need of replacement, expansion and/or relocation during the plan period.

## Infrastructure considerations for a new settlement

Given the Council's wish to explore options to deliver new growth in Hinckley & Bosworth through the provision of a new settlement, we have considered the potential infrastructure implications of such an approach. We have done this based on two potential settlement sizes – 4,000 homes or 1,500 homes. These are notional sizes, presented as examples, and are respectively based on the comparable size of Lubbesthorpe in Blaby and the approximate smallest size of settlement which is likely to be self-sufficient and sustainable.

- A 4,000-home settlement would be relatively self-contained – it would be capable of providing for all its own day-to-day infrastructure needs and would also be able to provide some larger scale infrastructure such as secondary schools, GP surgeries, comprehensive public transport, and utilities provision such as sewage treatment and district heating.
- A 1,500-home settlement would still be able to provide day-to-day infrastructure needs such as a primary school and green infrastructure but would be less self-contained and is unlikely to be of sufficient scale to viably fund (and utilise) any larger scale infrastructure.

A new settlement of a smaller size than this is unlikely to be able to provide for any significant level of infrastructure on site at all and would be reliant on other settlements nearby to provide for its infrastructure needs. A smaller settlement than this is therefore unlikely to be sustainable in infrastructure terms.

# 1 Introduction

---

## 1.1 Overview

Hinckley & Bosworth Borough Council (referred to throughout as ‘HBBC’ and ‘the Council’) has commissioned Ove Arup and Partners Limited (Arup) to undertake an Infrastructure Capacity Study for the Hinckley & Bosworth local authority area.

HBBC are currently working on a new Local Plan for the borough, which will set out site allocations as well as new policies for the determination of planning applications. It will cover the period from 2016 to 2036. The process of preparing the new plan started in 2017, and two early-stage public consultations have already been held – a Scope, Issues and Options Consultation in January and February 2018, and a New Directions for Growth Consultation from January to March 2019. The next stage of preparation will be the publication of a full Draft Local Plan for consultation later in late 2020/early 2021, to set out the Council’s preferred spatial strategy and policy approach. The plan is scheduled for adoption in late 2021/early 2022.

The Infrastructure Capacity Study will form a key element of HBBC’s evidence to support the Local Plan. The Council set out in its 2018 Scope, Issues and Options consultation that *‘with development comes a need for infrastructure for transport, health, education, leisure and social needs. Through further work and evidence building, we will seek to ensure that these are identified and provided in a timely manner’*. There is a clear recognition by the Council that future development needs to be undertaken in a way that responds to infrastructure constraints – and also that infrastructure needs related to new development are addressed as far as possible.

By bringing together data and the views of expert stakeholders on current infrastructure provision; future infrastructure requirements; projected costs and funding mechanisms; and development viability, the Infrastructure Capacity Study will set out the infrastructure requirements necessary to support future growth within the Borough. Within the context of limited and diminishing Council funding, establishing a reliable and concise infrastructure evidence base document will ensure aligned investment decisions, which have greatest effect and offer certainty to service providers, funders and developers.

The Infrastructure Capacity Study is comprised of three separate and interlinked documents. This reflects the parallel development of the Local Plan by the Council, These stages are:

- Phase 1: Baseline Capacity Assessment Report (This document)
- Phase 2a: Development Viability Assessment
- Phase 2b: The Infrastructure Delivery Schedule

This Phase 1 document was initially drafted in October 2019, but subsequently amended to reflect further discussions with Leicestershire County Council and Cadent Gas, regarding the borough’s education and gas supply provision respectively. For all other infrastructure types, the baseline positions reflected in this report as correct as of October 2019.

## 1.2 Role of the Infrastructure Capacity Study

The purpose of this Study is to inform the preparation of the new Local Plan for Hinckley & Bosworth, and form evidence underpinning and justifying the Local Plan as it progresses towards its examination in public. It will also be used by the Council as part of the Development Management process, to underpin future negotiations for developer contributions and their ongoing monitoring through the use of an Infrastructure Funding Statement.

Each phase of the study has a distinct purpose:

Phase 1: Baseline Capacity Assessment: This phase, comprising this document, provides the baseline context for existing infrastructure capacity in Hinckley & Bosworth. It will inform the Council's subsequent analysis of growth, by doing the following:

- Engaging with infrastructure and service providers to understand their investment plans;
- Engaging with duty-to-cooperate bodies to understand implications for cross-boundary infrastructure provision;
- Providing an understanding of infrastructure services, networks and facilities in Hinckley & Bosworth, and identify existing capacity surpluses and deficits on a boroughwide basis and a settlement-by-settlement basis where possible;
- Identifying how these infrastructure capacity constraints might have implications for the Local Plan and projected growth, including setting out any issues that might be a barrier to future growth; and
- Assess the potential to deliver a new settlement within the borough, based on an understanding of infrastructure necessary to support it.

Phase 2: Infrastructure Delivery Schedule: The second phase will set out further detail on the infrastructure requirements of the development strategy to be consulted upon in the Council's Draft Local Plan, to be confirmed following Phase 2. It will include:

- The necessary infrastructure; and for each infrastructure item the details of the responsible infrastructure service provider, capacity required, likely phasing period, likely cost, and the trigger mechanism for it;
- A clear identification of the methodology taken to identifying infrastructure surpluses and deficits, the methodology by which costs have been calculated, and the limitations of forecasting infrastructure requirements;
- Policy recommendations to enable the delivery of infrastructure necessary to support the development strategy, particularly for key strategic development sites, including approaches to the development management process;
- Identification of potential funding streams for the infrastructure needs identified;
- Recommendations for progressing the Community Infrastructure Levy within Hinckley & Bosworth, particularly how its implementation would contribute towards the delivery of the development strategy; and
- A viability assessment in accordance with national guidance, to inform decisions as to whether the growth option is viable and deliverable.

## 1.3 Rationale for producing an Infrastructure Capacity Study

There is a well-established and well-documented connection between the proper planning and delivery of infrastructure alongside development and growth, to ensure well-being and economic prosperity. Development without proper infrastructure planning is unlikely to result in successful and harmonious places.

Since the production of the first National Infrastructure Plan in 2010, and then through the National Infrastructure Delivery Plan (2016 – 2021) which was produced in March 2016 and updated in December 2016<sup>1</sup>, Central Government have sought to underline the importance of infrastructure provision, particularly where it will support growth and create jobs, raise the productive capacity of the economy, drive efficiency and boost international competitiveness.

Paragraph 16 of the National Planning Policy Framework requires Local Plans to be shaped by early, proportionate and effective engagement between plan-makers and infrastructure providers and operators as well as statutory consultees; and NPPF Paragraph 20 requires Local Plans to set out an overall strategy with sufficient provision for infrastructure.

National Planning Practice Guidance<sup>2</sup> further indicates that local authorities should work to understand infrastructure deficits and requirements in their area at an early stage in the plan-making process through the preparation of an Infrastructure Funding Statement. Planning Practice Guidance also emphasises the importance of evidence in demonstrating the deliverability and developability of large scale strategic development sites in a Local Plan, having regard to infrastructure requirements among other matters. This study responds to these requirements.

## 1.4 Document Structure

Whilst self-contained to allow immediate use in the Council's selection of development quantum, this Phase 1 Baseline Capacity Assessment is intended to be read in combination with the Phase 2a and Phase 2b documents (once complete). Together, these will constitute the completed Infrastructure Capacity Study.

Within this document:

- **Chapter 2** sets out the local and national policy context of relevance to the production of an Infrastructure Capacity Study;
- **Chapter 3** sets out the scope and methodology of the Infrastructure Capacity Study (across all Phases for completeness);
- **Chapter 4** sets out the baseline infrastructure position affecting Hinckley & Bosworth (including cross-boundary infrastructure issues), across all infrastructure types in the scope of the study, and sets out general implications for growth at a boroughwide level; and
- **Chapter 5** forms the conclusion to Phase 1 of the Infrastructure Capacity Study and sets out the ability of infrastructure to accommodate new development within Hinckley & Bosworth, on a settlement-by-settlement level.

---

<sup>1</sup> <https://www.gov.uk/government/publications/national-infrastructure-and-construction-pipeline-2016>

<sup>2</sup> Planning Practice Guidance: Plan-Making (2019)



## 2 Understanding the Policy Context

---

### 2.1 Introduction

The following section outlines the national and local planning policy context for infrastructure planning within Hinckley & Bosworth. This includes consideration of Local Enterprise Partnerships, and cross-boundary planning matters with respect to neighbouring authorities in both Leicestershire and Warwickshire.

### 2.2 National Planning Policy Context

The updated National Planning Policy Framework 2019 (NPPF) and its supporting Planning Practice Guidance strongly underline the need for the proper planning and delivery of infrastructure as part of the plan making process. The requirements of the NPPF, and the advice set out in the Planning Practice Guidance, have informed the approach of this Infrastructure Capacity Study.

#### National Planning Policy Framework

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

The NPPF 2019 identifies the crucial role of the Local Plan process in planning appropriately to meet infrastructure needs, including those arising as a result of new development. Paragraph 20 states that:

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

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

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

- Chapter 6, Building a strong competitive economy – Paragraph 81 *“Planning policies should: ... C) seek to address potential barriers to investment, such as inadequate infrastructure”;*
- Chapter 8, Promoting healthy and safe communities – Paragraph 91: *“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and*



*support healthy lifestyles, especially, where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure”;*

- Chapter 9, Promoting sustainable transport – Paragraph 102: *“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities for existing or proposed transport infrastructure are realised”*
- Chapter 9, Promoting sustainable transport – Paragraph 104: *“Planning policies should provide for high quality walking and cycling networks and supporting facilities such as cycle parking”*; and *“Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to suppose their operation”*; and
- Chapter 10, Supporting high quality communications – Paragraph 112: *“Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks”*.

The NPPF 2019 also identifies the need for local authorities to work collaboratively to deliver new infrastructure. At Paragraph 16 it sets out the requirement for Local Plans to be *“shaped by early, proportionate and effective engagement”* with infrastructure providers and operators. At Paragraph 26, it also states that:

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

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

The 2019 revision to the NPPF places much greater emphasis on the importance of understanding viability at the plan-making stage (rather than on a case-by-case basis through the determination of planning applications). This allows it to be demonstrated from the outset that planning policies are realistic, and that the ‘costs’ to developers of those policies (such as infrastructure provision and affordable housing) do not render development unviable and unachievable. Paragraph 57 states that:

*“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in*

*national planning guidance, including standardised inputs, and should be made publicly available.”*

## National Planning Practice Guidance

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

*“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.*

*At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:*

- *Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *Take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas<sup>3</sup>.*

Following the introduction of the 2018 revision to the NPPF, Planning Practice Guidance was also updated to reflect the new emphasis on understanding the viability of development at the plan-making stage. Paragraph 001 of the guidance on Viability states that *“policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy and Section 106”<sup>4</sup>.*

Paragraph 002 of the guidance of Viability emphasises the collaborative nature of this process – *“it is the responsibility of site promoters to engage in plan making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant”<sup>5</sup>.* Accordingly, local planning authorities and developers should both now be able to emerge from the plan making process with certainty about each party’s requirements and commitments in terms of the funding of new infrastructure. Further detail of the contents of the Planning Practice Guidance with respect to viability will be set out in the Viability Assessment, which forms Phase 2b of the overall Infrastructure Capacity Study.

<sup>3</sup> <https://www.gov.uk/guidance/plan-making>, Paragraph 059 – Reference ID: 61-026-20190315

<sup>4</sup> <https://www.gov.uk/guidance/viability>, Paragraph 001 – Reference ID: 10-001-21090509

<sup>5</sup> <https://www.gov.uk/guidance/viability>, Paragraph 002 – Reference ID: 10-002-20190509

## Other National Infrastructure Context

Since the production of the first National Infrastructure Plan in 2010, the National Infrastructure Delivery Plan (2016 – 2021)<sup>6</sup> and the National Infrastructure and Construction Pipeline 2018<sup>7</sup>, has set out infrastructure interventions which seek to support growth and create jobs, raise the productive capacity of the economy, drive efficiency and boosting international competitiveness. The Plan details intended investment in infrastructure by central government over the next 10 years; including in transport, energy, communications, flood and coastal erosion, science and research, water and waste, social infrastructure, housing and regeneration.

In November 2018, the National Infrastructure Delivery Plan was supplemented by the National Infrastructure and Construction Pipeline. This contains nearly 700 projects, programmes and investments with a total value of more than £600 billion<sup>8</sup>. None of these projects are specifically within Hinckley & Bosworth, although some are East Midlands-wide (for example £16m of investment in police forces across the East Midlands).

## Recent changes to policy and legislation

Regulation 123(3) of the Community Infrastructure Levy Regulations 2010 previously imposed a ‘pooling restriction’ on local authorities seeking to fund infrastructure through Section 106 contributions on planning applications. Whilst intended to drive the take-up of the Community Infrastructure Levy (CIL) as a means to funding infrastructure, for authorities who have not yet been able to introduce CIL in their area (including Hinckley & Bosworth) this meant that a maximum of five developments could make a contribution to any one single item of infrastructure. This could make the provision of infrastructure such as new schools, the need for which arises incrementally as more development comes forward, somewhat challenging. In extreme cases, it could also mean that otherwise acceptable development was refused planning permission, because the local authority had no means left to mitigate the impacts on infrastructure.

This pooling restriction was lifted on 1 September 2019, with the commencement of The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019<sup>9</sup>. In its response to the consultation on the change, the Government reasoned that “*lifting the pooling restriction will address the uncertainty, complexity and delay that the restriction creates*”<sup>10</sup>.

The 2019 CIL Regulations have also introduced a new requirement of all local authorities to publish an Infrastructure Funding Statement by the end of December each year (starting from December 2020). This has replaced the previous requirements for the publication of Regulation 123 lists, which are specific to authorities which have adopted CIL charging schedules, and set out the infrastructure specifically intended to be funded through CIL. The new Infrastructure Funding Statements are still required to do this, but also set out the following in relation to Section 106 contributions:

---

<sup>6</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/520086/2904569\\_n\\_idp\\_deliveryplan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/520086/2904569_n_idp_deliveryplan.pdf)

<sup>7</sup> <https://www.gov.uk/government/publications/national-infrastructure-and-construction-pipeline-2018>

<sup>8</sup> <https://www.gov.uk/government/publications/national-infrastructure-and-construction-pipeline-2018>

<sup>9</sup> <http://www.legislation.gov.uk/ukdsi/2019/9780111187449/contents>

<sup>10</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/806284/Developer\\_contributions\\_government\\_response.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/806284/Developer_contributions_government_response.pdf)

- The total amount of money to be provided under any planning obligations which were entered into during the reported year;
- The total amount of money under any planning obligations which was received during the reported year;
- The total amount of money under any planning obligations which was received before the reported year and has not yet been allocated by the authority;
- Summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of—
  - In relation to affordable housing, the total number of units which will be provided;
  - In relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided;
- The total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure;
- The total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend);
- In relation to money (received under planning obligations) which was allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of money allocated to each item;
- In relation to money (received under planning obligations) which was spent by the authority during the reported year (including transferring it to another person to spend), summary details of—
  - The items of infrastructure on which that money (received under planning obligations) was spent, and the amount spent on each item;
  - The amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part);
  - The amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations;
- The total amount of money (received under any planning obligations) during any year which was retained at the end of the reported year, and where any of the retained money has been allocated for the purposes of longer term maintenance (“commuted sums”), also identify separately the total amount of commuted sums held.

## 2.3 Hinckley & Bosworth Local Policy Context

The Development Plan for Hinckley & Bosworth is currently made up of four boroughwide development plan documents: The Core Strategy DPD, Site Allocation & Development Management Policies DPD, Hinckley Town Centre Area Action Plan (AAP) DPD and the Earl Shilton & Barwell AAP DPD. There are also two adopted neighbourhood plans – the Market Bosworth Neighbourhood Development Plan, and Sheepy Parish Neighbourhood Plan.

### Current Local Plan 2006 to 2026

The Core Strategy was adopted in December 2009. This forms the overarching Development Plan Document (DPD) in the Local Plan 2006 – 2026 and sets out the overall spatial strategy and vision for development in Hinckley & Bosworth.

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

The Hinckley Town Centre AAP was adopted in March 2011 and sets out the strategy for the future of the town centre including the allocation of sites for development. The Earl Shilton and Barwell AAP was adopted in September 2014 and fulfils a similar role across the two settlements. It allocates land for housing, employment, retail, and community facilities within two sustainable urban extensions – one to the north-west of Barwell, and one to the south-east of Earl Shilton.

There are no adopted supplementary planning documents within Hinckley & Bosworth that are relevant to the Infrastructure Capacity Study.

### Neighbourhood Plans

There are currently two adopted neighbourhood plans, which form part of the overall Development Plan in their respective areas of Hinckley & Bosworth:

- The Market Bosworth Neighbourhood Development Plan covers the town of Market Bosworth, and surrounding hamlets and countryside within Market Bosworth Parish. It sets out a number of development management policies and allocates a site for development.
- The Sheepy Parish Neighbourhood Plan covers the village of Sheepy Magna, and surrounding hamlets and countryside within Sheepy Parish. It sets out a number of development management policies, in addition to small-scale housing allocations.

At the time of writing ten other neighbourhood areas have been designated across Hinckley & Bosworth<sup>11</sup>, with Burbage, Desford and Newbold Verdon having reached the pre-submission stage. Burbage is the only one of the borough's four Urban Centres which has been designated as a neighbourhood area – Hinckley, Barwell and Earl Shilton are therefore not currently covered by any proposed neighbourhood plans.

---

<sup>11</sup> [https://www.hinckley-bosworth.gov.uk/info/200246/neighbourhood\\_planning/898/more\\_about\\_neighbourhood\\_development\\_plans\\_ndps/3](https://www.hinckley-bosworth.gov.uk/info/200246/neighbourhood_planning/898/more_about_neighbourhood_development_plans_ndps/3)

## Local Plan Review 2016 to 2036

Paragraph 33 of the NPPF now requires that “*policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years*”. As a result, the 2009 Core Strategy now needs to be reviewed, and the 2016 Site Allocation and Development Management Policies DPD will also require review in the short term.

This Infrastructure Capacity Study forms part of the review of the Local Plan, which will cover a plan period from 2016 through to 2036. Three stages of the plan-making process have been undertaken to date:

- Growth workshops in January 2016, seeking views on a range of options for the provision of development within the borough beyond 2026;
- Scope, issues and options consultation between January and March 2018, seeking views on the broader scope of the local plan review and the issues that needed to be addressed; and
- New directions for growth consultation between January and March 2019, setting out potential spatial options for meeting the borough’s growth needs including the provision of a new settlement. This consultation was followed by a call for sites, in order to identify the broadest possible array of potential development sites for the new Local Plan.

The publication of the Infrastructure Capacity Study will inform the further iteration of development options ahead of a consultation on a draft plan in late 2020/early 2021.

## 2.4 Local Enterprise Partnerships

Hinckley & Bosworth Borough is within the area covered by the Leicester and Leicestershire Enterprise Partnership (LLEP). LLEP’s Strategic Economic Plan<sup>12</sup> (SEP) sets out the shared ambition of the businesses and local authorities within Leicester and Leicestershire to transform the region’s economy. The SEP sets out how LLEP intends to bring together European Structural and Investment Fund funding, City Deal funding and Growth Deal funding in order to bring about positive change in the area. It is also used to support other bids for funding.

The focus of the SEP is threefold – investing in places, investing in businesses, and investing in people. The delivery of infrastructure is a key part of the SEP, and particularly underpins the investment in place. Specific aims in the SEP of relevance to Hinckley & Bosworth include:

- Unlocking key housing and employment sites;
- Developing high quality transport infrastructure to unlock development opportunities and reduce congestion; and
- Helping to deliver the MIRA Technology Park Enterprise Zone, creating a world class transport-oriented research and development centre for the UK.

The SEP designates much of Hinckley & Bosworth as part of its South West Leicestershire Growth Area and includes a specific funding priority for the improvement of the A47/B582 Desford Crossroads. This currently acts as a pinch-point on these routes, and its improvement

<sup>12</sup> [https://www.llep.org.uk/wp-content/uploads/2015/03/SEP\\_-\\_full\\_document.pdf](https://www.llep.org.uk/wp-content/uploads/2015/03/SEP_-_full_document.pdf)



would help to facilitate the delivery of development in Earl Shilton and Barwell as well as outside Hinckley & Bosworth at Lubbesthorpe in Blaby District.

Given its location adjacent to the boundary with Warwickshire, Hinckley & Bosworth is also adjacent to the area covered by the Coventry & Warwickshire Local Enterprise Partnership. Its own SEP<sup>13</sup> identifies the importance of the A5 corridor in supporting the wider Coventry and Warwickshire economy, although it clearly also supports the Leicestershire economy as well. The SEP incorporates the scheme to address a longstanding bottleneck on the A5 between Hinckley and Nuneaton, through the dualling between The Long Shoot and Dodwells junctions. The scheme will also include improvements for pedestrians and cyclists.

## 2.5 Duty to Cooperate and Cross-boundary issues

There are six local authorities which are directly adjacent to Hinckley & Bosworth – three in Leicestershire, and three in Warwickshire. The administrative area of the City of Leicester also comes to within one mile of the easternmost edge of Hinckley & Bosworth, resulting in a total of seven local authorities with the potential for cross-boundary infrastructure linkages with Hinckley & Bosworth. The spatial relationships of these authorities are shown in Figure 1 below.

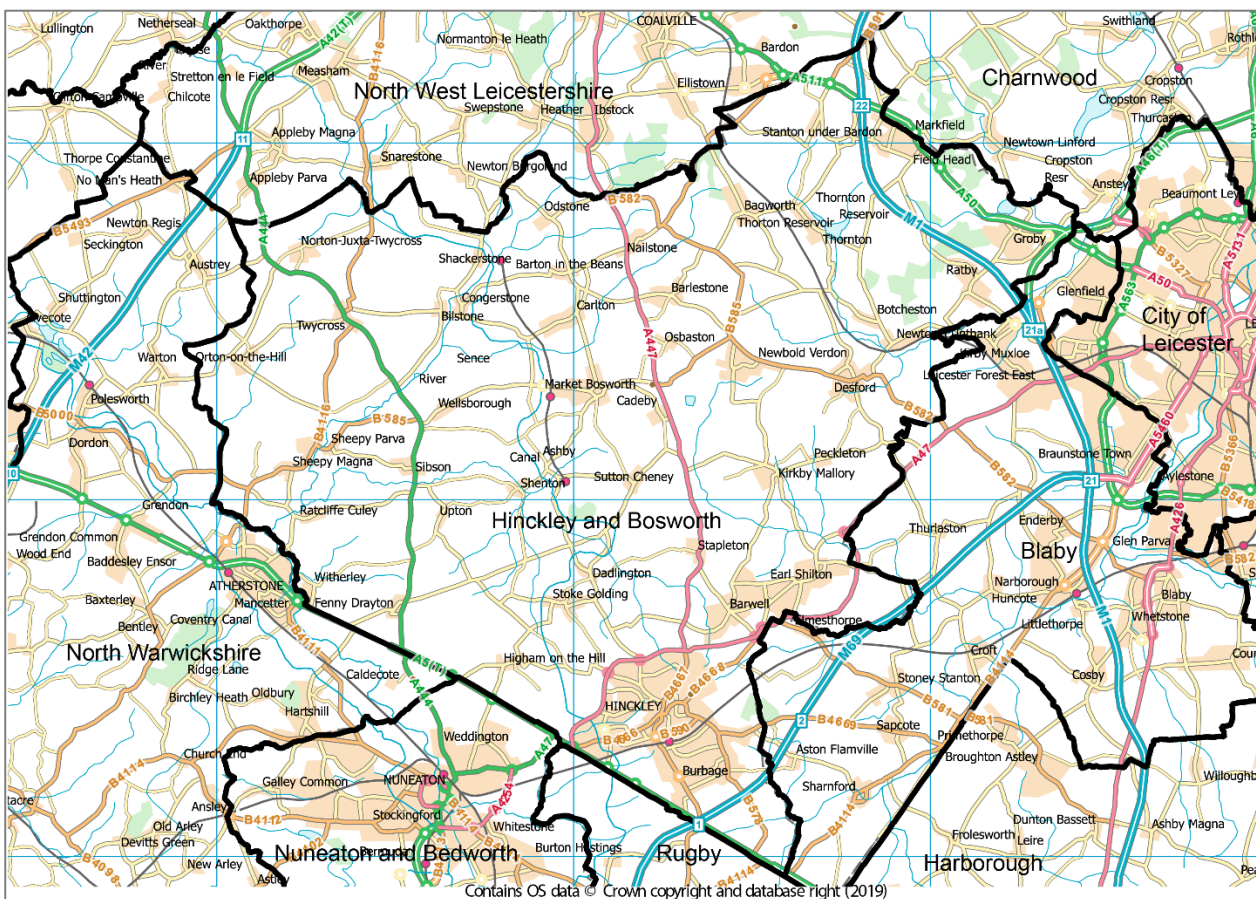


Figure 1 – Location of Hinckley & Bosworth in relation to neighbouring authorities

<sup>13</sup> [https://www.cwlep.com/sites/default/files/cw\\_lep\\_strategic\\_economic\\_plan\\_2016.pdf](https://www.cwlep.com/sites/default/files/cw_lep_strategic_economic_plan_2016.pdf)

As part of the process of producing this baseline document, we have held discussions with planning policy officers at each of the seven authorities adjacent or close to Hinckley & Bosworth. Through these discussions, summarised below, we have sought to establish the following:

- What is the nature of the spatial relationship between these authorities and Hinckley & Bosworth – to what extent does each rely on the other for the provision of infrastructure?
- What is the current status of each authority’s Local Plan, and how does that inter-relate with the plan review process underway in Hinckley & Bosworth?
- Are there any cross-boundary infrastructure issues which this study needs to be mindful of, or which might more broadly need to be reflected in Hinckley & Bosworth’s plan review?

We have also considered the implications of the Leicestershire Strategic Growth Plan.

### Blaby District Council, Leicestershire

Blaby is situated to the south-east of Hinckley & Bosworth. Its main urban settlements include Blaby, Narborough, Leicester Forest East and Glenfield; all of which have close functional relationships with the southern and western edges of the City of Leicester. They are also close to the Hinckley & Bosworth villages of Ratby and Groby. The south of Blaby District is more rural, although the small villages of Stoney Stanton and Sapcote are close to Hinckley and Earl Shilton.

The key cross-boundary infrastructure linkages identified through discussion with planning officers at Blaby District Council are:

- Mutual reliance on the A47 corridor between Hinckley/Barwell/Earl Shilton and Leicester, via Leicester Forest East in Blaby. The corridor is experiencing significant development and growth, although the sustainable urban extension at Lubbethorpe has secured improvements to the route which will be of mutual benefit;
- Mutual reliance on J2 of the M69 between Burbage in Hinckley & Bosworth and Sapcote in Blaby, where there is the potential to add ‘missing’ south-facing slip lanes as part of the proposed Hinckley National Rail Freight Interchange<sup>14</sup>;
- Overlapping primary school catchment areas between Ratby/Groby in Hinckley & Bosworth and Kirby Muxloe/Glenfield in Blaby;
- Significant reliance on Bosworth Academy in Desford to meet the secondary education needs of pupils living in nearby parts of Blaby. Lubbethorpe, an urban extension of around 4,250 new homes around two miles south-east of Desford, will eventually include a new secondary school that may balance some of these cross-boundary flows;
- Overlapping GP surgery catchments between Earl Shilton in Hinckley & Bosworth and Stoney Stanton in Blaby, where the GP surgery is currently being extended;
- Reliance of residents in Blaby’s southern rural villages (Stoney Stanton and Sapcote) on nearby Hinckley for general day-to-day services, and the resultant orientation of bus services from that area towards Hinckley more so than other parts of Blaby; and

---

<sup>14</sup> <https://www.hinckleynrfi.co.uk/>



- Green infrastructure linkages between the two authority areas, including Burbage Common and the Rothley Brook cycleway which straddle the two.

Blaby District Council has an adopted Core Strategy dating from 2013, and recently (2019) adopted its Delivery Development Plan Document. The Council has now commenced a review of its Local Plan and intends to consult on a revised strategy in late 2020. Its spatial strategy is focussed on the development of the new settlement at Lubbethorpe.

Blaby District Council is eager for the development of Hinckley & Bosworth's new Local Plan to take a careful approach to the utilisation of road capacity on the A47 into Leicester, given the mutual reliance on the route by both authorities. The Council is also eager to continue working with Hinckley & Bosworth, alongside other Leicestershire authorities, on proposals for an A46 expressway around the south and east of Leicester.

## Charnwood Borough Council, Leicestershire

Charnwood is situated to the north-east of Hinckley & Bosworth. Its main urban settlements include the large town of Loughborough and smaller town of Shepshed, both around 10 miles north of Hinckley & Bosworth, and towns and villages along the A6 corridor into the northern suburbs of Leicester which are several miles east of the closest parts of Hinckley & Bosworth. The part of Charnwood immediately adjacent to Hinckley & Bosworth is primarily rural, although the large village of Anstey is only one mile north of the Hinckley & Bosworth village of Groby.

By virtue of the distance between major settlements in Hinckley & Bosworth and major settlements in Charnwood, planning officers at Charnwood Borough Council have not identified any notable cross-boundary infrastructure linkages. Although villages such as Groby and Anstey are relatively close to one another, their primary infrastructure relationships are along the radial routes into and out of Leicester. However, in common with Blaby, Charnwood is eager to continue working with Hinckley & Bosworth and other Leicestershire authorities on proposals for an A46 expressway around the south and east of Leicester.

Charnwood Borough Council has an adopted Core Strategy dating from 2015, with a development strategy focused on a small number of large urban extensions. It had intended to follow on with a detailed site allocations development plan document but is now undertaking a full Local Plan review instead. The Council consulted on a range of development options ranging from 8,000 to 15,000 dwellings in early 2018 and will be undertaking Regulation 18 consultation on a preferred future development strategy in Summer 2019.

## Leicester City Council

Leicester is situated to the east of Hinckley & Bosworth and is the largest settlement in Leicestershire. The administrative area of the City is located around one mile (beyond Blaby District) from the villages of Ratby and Groby, which are the closest parts of Hinckley & Bosworth. The city is almost entirely urbanised and significantly underbounded – large areas of contiguous suburbs around the City within the administrative areas of Blaby, Charnwood, Harborough and Oadby & Wigston. Unlike the other districts surrounding Hinckley & Bosworth, which are lower-tier authorities covered by County Councils (either Leicestershire or Warwickshire), Leicester City Council is a unitary authority.

The key cross-boundary infrastructure linkages identified through discussion with planning officers at Leicester City Council are:

- Substantial reliance of Hinckley & Bosworth on highway linkages into Leicester, as a result of Leicester's draw on the wider sub-region for employment. Leicester City Council is looking to work more closely with Leicestershire County Council and surrounding district councils in the future, in order to understand and better plan for highway capacity needs across the wider urban area. The Council has also identified the growth benefits of the Leicester North West Project<sup>15</sup>, which involves junction improvements on the radial A50/A511 corridor in the north-west of the city as it heads towards Groby and Markfield;
- Rail services – Hinckley is located on the route from Leicester to Nuneaton and Birmingham/Coventry, where Leicester City Council is lobbying for improved services;
- Reliance of residents in Hinckley & Bosworth on hospitals in Leicester for secondary healthcare provision, particularly from the eastern half of the borough.

Leicester City Council has an adopted Core Strategy dating from 2014. It is currently in the process of carrying out a full review of its Local Plan and intends to carry out Regulation 18 consultation on a revised strategy in Autumn 2019. Going forward, Leicester's primary planning challenge will be how its growth needs are accommodated – the Council expects to be unable to meet its own development needs in full, although the scale of the unmet need is not yet known. Cross-boundary working across Leicester and Leicestershire is therefore crucial and has led to the Leicestershire Strategic Growth Plan process (further detail on page 17).

## North Warwickshire Borough Council

North Warwickshire is situated to the west and south-west of Hinckley & Bosworth. Its main urban settlement is the small town of Atherstone, immediately adjacent to the borough boundary, although the adjoining area of Hinckley & Bosworth is largely rural (with the exception of the village of Witherley which is effectively contiguous with Atherstone). The remainder of North Warwickshire is primarily rural – the only other major settlement in close proximity to Hinckley & Bosworth is the village of Polesworth, several miles to the west close to Tamworth.

The key cross-boundary infrastructure linkages identified through discussion with planning officers at North Warwickshire Borough Council are:

- The A5, which links Hinckley to Atherstone and also forms part of the boundary between the two authorities. In addition to its local function the A5 is also part of the national Strategic Road Network, linking Staffordshire and Warwickshire to southern England and acting as a diversionary route for the M6. Warwickshire County Council has recently submitted a bid<sup>16</sup> for £55 million to the Government's Housing Infrastructure Fund, to fund junction improvements and dualling to the west of Atherstone towards Tamworth;
- Bus service provision between Hinckley and Atherstone along the A5 – these are of particular importance in linking to employment locations at MIRA near Hinckley and Aldi's national headquarters and distribution centre in Atherstone, as well as in providing student access to Hinckley and MIRA following the closure of North Warwickshire and South Leicestershire College's Atherstone Campus;

<sup>15</sup> <https://www.llep.org.uk/projects-and-programmes/growth-deal/lgf-draft-project-page-a50-a6-leicester-north-west-major-transport-corridor/>

<sup>16</sup> Warwickshire County Council Cabinet, 7 March 2019 – <https://democratic.warwickshire.gov.uk/cm15/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4185/Committee/468/Default.aspx>

- Active travel linkages between Witherley and Atherstone, which are reliant upon the A5 but currently suffer from a lack of pedestrian crossings across the road which is a dual carriageway at that point;
- Reliance of the rural south-west of Hinckley & Bosworth on the Queen Elizabeth Academy in Atherstone for secondary education provision; and
- Flood management issues around the River Anker, which separates Witherley in Hinckley & Bosworth from Atherstone in North Warwickshire.

North Warwickshire Borough Council is currently in the final stages of examination for its new Local Plan. The proposed development strategy is focussed upon the A5; with sites for residential development located west of Atherstone and south of Polesworth, and a new site for employment development to the east of Atherstone close to MIRA. North Warwickshire Borough Council is eager for the development of Hinckley & Bosworth's new Local Plan to take a holistic approach to the A5, with opportunities maximised to obtain funding from new development towards the improvement of the route. It particularly identifies challenges and frustrations arising from an otherwise piecemeal approach to development along the A5.

## North West Leicestershire District Council

North West Leicestershire is situated to the north of Hinckley & Bosworth. Its main urban area is Coalville, situated around three miles north of Hinckley & Bosworth, although the smaller villages of Ibstock, Ellistown and Bardon Hill are very close to the borough boundary – and the Hinckley & Bosworth villages of Nailstone, Bagworth, Thornton and Markfield. The remainder of North West Leicestershire is primarily rural, including the area north of the Hinckley & Bosworth villages of Congerstone and Twycross.

Although there are settlements within both authority areas close to the boundary between the two, planning officers at North West Leicestershire District Council have not identified any significant cross-boundary infrastructure linkages with Hinckley & Bosworth. The only matter raised was secondary school catchment areas – Ibstock Community College serves some of the rural north of Hinckley & Bosworth.

North West Leicestershire District Council adopted its Local Plan in 2017 and has now commenced a review of the plan following Leicester's declaration of unmet housing need and the publication of the Leicestershire Strategic Growth Plan. The Council consulted on emerging development options in late 2018 and is anticipating undertaking consultation on a full draft plan later in 2019.

## Nuneaton & Bedworth Borough Council, Warwickshire

Nuneaton & Bedworth is situated to the south of Hinckley & Bosworth. Although the border between the two is Hinckley & Bosworth's shortest with another neighbour, it is among the most significant – the large town of Nuneaton is separated from the south-western edge of Hinckley by a gap of around half a mile, with ribbon development along the A47 and A5 very nearly merging the two together. The smaller town of Bedworth is situated to the south of Nuneaton and merges in turn into Coventry – there is relatively little open countryside within the borough.

The key cross-boundary infrastructure linkages identified through discussion with planning officers at Nuneaton & Bedworth Borough Council are:

- The A5, which multiplexes with the A47 linking Hinckley to Nuneaton for a short distance and also forms the entirety of the boundary between the two authorities. In addition to its local function the A5 is also part of the national Strategic Road Network, linking Staffordshire and Warwickshire to the south of England as well as acting as a diversionary route for the M6. The half-mile multiplex section of the A5 and A47 – between the Dodwells Roundabout (Hinckley) and Longshoot Traffic Lights (Nuneaton) – is subject to a £25 million Highways England junction improvement and dualling scheme, anticipated to be implemented in 2020/21;
- Bus service provision between Hinckley and Nuneaton via MIRA – these are of particular importance given the reliance of Nuneaton & Bedworth on Hinckley as a destination for employment;
- Rail services, which link Hinckley to Nuneaton but are also accessed directly in Nuneaton (i.e. by Hinckley & Bosworth residents driving there) given Nuneaton’s location on the West Coast Main Line and much broader range of destinations that can be reached directly, including London; and
- Reliance of residents in Hinckley & Bosworth on Nuneaton’s George Eliot Hospital for secondary healthcare provision, particularly from the western half of the borough.

Nuneaton & Bedworth Borough Council has recently adopted its new Local Plan. The development strategy includes a substantial single development of 4,500 homes to the north of Nuneaton, close to the A5 and the boundary with Hinckley & Bosworth. This development will primarily be accessed from the A5, with a new junction which has been justified through the plan process as well as an outline planning application. In common with North Warwickshire Borough Council, Nuneaton & Bedworth Borough Council is eager for the development of Hinckley & Bosworth’s new Local Plan to take a holistic approach to the A5.

## Rugby Borough Council, Warwickshire

Rugby is situated to the south of Hinckley & Bosworth. Its only major settlement is the large town of Rugby itself, some 15 miles south of Burbage and Hinckley which are the closest settlements in Hinckley & Bosworth. The area of Rugby closest to the borough boundary is entirely rural, with only the small village of Wolvey and Gamecock Barracks having any notable populations.

By virtue of the distance of major settlements in Rugby from Hinckley & Bosworth, planning officers at Rugby Borough Council have not identified any cross-boundary infrastructure linkages. However, in common with North Warwickshire Borough Council and Nuneaton & Bedworth Borough Council, Rugby is eager to see a more holistic approach taken to development along and either side of the A5. Rugby Borough Council have identified challenging cumulative impacts created by progressive piecemeal development further along the route to the south, particularly east of Rugby and around the distribution hubs at Magna Park (Lutterworth) and Daventry Intermodal Rail Freight Terminal.

Rugby Borough Council has very recently (Summer 2019) adopted its new Local Plan. The plan’s settlement strategy directs the vast majority of new development to Rugby itself, with very small scale development (approximately 100 dwellings) in Wolvey.

## Leicestershire Strategic Growth Plan

The Leicestershire Strategic Growth Plan<sup>17</sup> (SGP) has been prepared by the ten partner organisations in Leicestershire – the City Council, Leicester County Council, the seven boroughs and districts, and the Leicester and Leicestershire Enterprise Partnership. The SGP has been prepared to provide a long-term vision addressing future challenges and opportunities across the county, looking far beyond Local Plan timescales through to 2050. It is also to some extent ‘blind’ to the administrative boundaries within the county. For these reasons, the growth projections set out in the SGP are not directly comparable with those in Hinckley & Bosworth’s existing or future Local Plan. Nevertheless, Local Plans will have a crucial role in interpreting and helping to deliver the SGP’s vision and objectives.

The Plan indicates a Vision that *‘By 2050, Leicester and Leicestershire will have established itself as a driver of the UK economy, exploiting opportunities for linkages across its diverse economic base, supporting its urban and rural centres, and taking advantage of its exceptional location’*. With this, it focuses on four key matters delivering new housing; supporting the economy; identifying essential infrastructure; and protecting the environment and built heritage.

The Strategic Growth Plan covers the period from 2011-2050. As it is not possible to produce accurate estimates of the scale of growth that is likely to be required for the whole of the period up to 2050, the Growth Plan splits this period into stages. Up to 2036, government statistics and economic forecasts inform plans with some confidence. Beyond 2036, an estimate of ‘notional needs’ for housing is used to inform how much growth may have to be accommodated for. These notional needs have been produced by projecting forward the annual needs arising up until 2036. For this period, it is projected that an additional 90,500 dwellings will be needed across Leicester and Leicestershire. These results will require monitoring and review as Government statistics become available, but they are considered by the SGP partners to be a reasonable basis to proceed.

The SGP indicates that much of the required housing and employment land is already provided for by existing Local Plans covering the period through to 2031. Only Leicester City Council has declared that it will be unable to meet its housing needs over this period, however, it is considered that this can be met in other areas. The Growth Plan considers that beyond 2031, neither Leicester City Council nor Oadby & Wigston Borough Council will be able to accommodate their needs. The Plan therefore sets out a strategy to satisfy these additional needs by development in strategic locations and reducing the amount of new development that takes place in existing towns, villages and rural areas.

The strategy includes several growth areas around Leicestershire. One such growth area is the ‘A5 Improvement Corridor’ – whilst not precisely defined, this is shown as covering the section of the A5 from Atherstone to Lutterworth, via Hinckley. The SGP notes that: *“Improvement of the A5 is essential to reduce congestion in the area, to deliver already planned housing growth and to support delivery of major industrial sites which already have local plan allocations and/or planning permission”*. It also highlights the long-standing proposals to improve the A5 from Dodwells to Longshoot near to Hinckley, as well as the wider aspirations of the A5 Consortium to upgrade the whole of the A5 to expressway standard as part of a strategic route avoiding the M1 and M6.

The Plan also makes provision for significant investment in infrastructure and services to support the proposed new development. The Plan commits to addressing the lack of essential

---

<sup>17</sup> [https://www.llestrategicgrowthplan.org.uk/download/pdf\\_document/final\\_plan\\_docs/Strategic-Growth-Plan-September-2018-Final-for-governance.pdf](https://www.llestrategicgrowthplan.org.uk/download/pdf_document/final_plan_docs/Strategic-Growth-Plan-September-2018-Final-for-governance.pdf)

infrastructure needed to accelerate the speed of development, for example through the development of a Strategic Transport Plan. Four priorities for the plan have been identified:

- Creating conditions for investment and growth – balancing the need for new housing and jobs with protection of the environment and built heritage;
- Achieving a step change in the way that growth is delivered – focussing more development in strategic locations and less on non-strategic sites;
- Securing essential infrastructure that is needed to make this happen – taking advantage of proposals to improve national and regional networks and maximising the benefits from them;
- Maintaining the essential qualities of Leicester & Leicestershire and delivering high quality development.

The common agenda of the Plan is delivering 21<sup>st</sup> century garden towns, villages and suburbs within the growth areas to reflect the settlement pattern of the city and county. The Spatial Strategy identifies Leicester as a ‘central city’ which should be developed to support the surrounding market towns and rural areas. The Plan offers, in return for government investment in infrastructure, a commitment to maximise the benefits that can be achieved from commitments that are already made in the Midlands Engine and Midlands Connect Strategies. It is proposed that by working with government agencies, the growth planned in the strategy can be achieved.



## 3 Study Methodology

### 3.1 Scope of study

This Infrastructure Capacity Study incorporates a broad array of infrastructure types within its scope. These have been identified by Hinckley & Bosworth Borough Council as those necessary in order to secure the proper delivery and funding of infrastructure in the borough over the new plan period and are set out in Table 1 below.

Category	Infrastructure Type
<b>Transport</b>	Highways
	Car Parking Management
	Bus Services
	Rail Services
	Active Travel and Cycling Provision
<b>Utilities/ Environment</b>	Gas
	Electricity
	Telecommunications
	Water Supply and Sewerage
	Flood Management
	Waste Management Facilities
<b>Education/Community</b>	Primary and Secondary Schools
	Special Educational Needs
	Further Education
	Early Years Provision
	Libraries
	Public Conveniences
<b>Healthcare/Emergency Services</b>	Primary Healthcare
	Secondary Healthcare
	Social and Care Services
	Ambulance Services
	Police Services
	Fire Services
<b>Open Space and Recreation</b>	Formal Parks and Gardens
	Natural Open Space
	Amenity Green Space
	Children/Teenage Provision
	Indoor Sports Provision
	Outdoor Sports Provision
	Allotments
	Cemeteries and Churchyards
Green Corridors	

Table 1: Infrastructure types considered in the Infrastructure Capacity Study

As noted in the introduction, there are two distinct phases to the Infrastructure Capacity Study:

**Phase 1 Baseline Capacity Assessment:** This phase, comprising this document, provides the baseline context for existing infrastructure capacity in Hinckley & Bosworth. It will inform the Council's subsequent development of growth definition.

Phase 2 Infrastructure Delivery Schedule: This second phase will set out the infrastructure requirements of the development strategy to be consulted upon in the Council's Draft Local Plan, selected based upon the findings of Phase 1. It will also include an assessment of the viability and deliverability of the development strategy.

This phased approach is intended to allow Hinckley & Bosworth's new Local Plan to genuinely be informed by infrastructure capacity considerations, with progressive decisions around settlement strategy and site selection as a result of the findings of each phase. The incorporation of a full viability assessment of the emerging plan into Phase 2 is also intended to reflect the NPPF's heightened emphasis on viability at the plan making stage, ensuring that the eventual Infrastructure Delivery Schedule is informed by viability and deliverability considerations – as well as that the assessment of viability is fully informed by infrastructure requirements.

## 3.2 Phase 1: Baseline Capacity Assessment

In setting out the baseline infrastructure capacity position in Hinckley & Bosworth, Phase 1 of the Infrastructure Capacity Study has two key roles:

- For each infrastructure type, to consider the overarching policy and strategy context and current levels of provision to establish the implications for future growth at a boroughwide level. This forms Chapter 4 of the Phase 1 report.
- Utilising the conclusions for each infrastructure type from Chapter 4, to establish the potential future development capacity in each of the borough's settlements and also consider the infrastructure requirements of an entirely new settlement. This forms Chapter 5 of the Phase 1 report.

### Stage 1: Review of existing strategies

We have carried out a thorough desk-based review of relevant published evidence base documents and strategies from the full breadth of infrastructure providers and public sector agencies. This has provided a crucial broad understanding of the local infrastructure picture, in order to establish the issues we are likely to need to explore further throughout the Infrastructure Capacity Study (ICS). Specifically, we have sought to understand:

- The methodology used to assess future infrastructure requirements;
- The adequacy of baseline provision and whether there is an existing deficit or oversupply;
- Whether the infrastructure plan timeframes and assumed development levels adequately provide for the levels of growth envisaged; and
- Whether there are priority infrastructure projects that should be highlighted in the Infrastructure Capacity Study.

Details of the documents and strategies considered are set out within the section for each infrastructure type, throughout Chapter 4 of this report.



## Stage 2: Consultation with infrastructure providers

Our experience producing other infrastructure studies demonstrates the value of consultation with infrastructure providers, both in the private or public sector. This approach is generally successful in drawing out important evidence and reflects the emphasis in Planning Practice Guidance.

We have sought to discuss local infrastructure provision with infrastructure providers relevant to every infrastructure type within the scope of the ICS. In the majority of cases this has been in the form of a structured 30-45-minute phone call, with follow-up correspondence if required. However, for the two most important infrastructure themes (as identified by the Council) we have held longer face-to-face meetings – these concerned transport provision and primary healthcare. For logistical reasons, a face-to-face meeting was also undertaken with internal Hinckley & Bosworth Borough Council services. Details of the meetings held are set out in Table 2 below.

Infrastructure Type	Infrastructure Provider	Format	Date held
Highways	Leicestershire CC Transport Strategy	Face-to-face	May 2019
Bus Services			
Rail Services			
Active Travel and Cycling			
Highways	Highways England	Phone call	May 2019
Bus Services	Arriva	Phone call	April 2019
Rail Services	Network Rail	Email	May 2019
Car Parking Management	Hinckley & Bosworth BC Parking Services	Face-to-face	April 2019
Electricity	Western Power Distribution	Email	April 2019
Gas	Cadent Gas	Email	March 2020
Telecommunications	Superfast Leicestershire (Leicestershire CC)	Phone call	April 2019
Water Supply and Sewerage	Severn Trent Water	Phone call	March 2019
Primary and Secondary Schools	Leicestershire CC Education	Phone calls	April 2019 and April 2020
Special Educational Needs			
Further Education			
Early Years Provision			
Primary Healthcare	West Leics. Clinical Commissioning Group	Face-to-face	June 2019
Secondary Healthcare			
Social and Care Services	Leicestershire CC Social Care	Phone call	May 2019
Police Services	Leicestershire Police	Phone call	June 2019
Formal Parks and Gardens	Hinckley & Bosworth BC Recreation Services	Face-to-face	April 2019
Natural Open Space			
Amenity Green Space			
Children/Teenage Provision			
Indoor Sports Provision			
Outdoor Sports Provision			
Allotments			
Cemeteries and Churchyards			
Green Corridors			
Active Travel and Cycling	Canal & River Trust	Phone call	April 2019
Green Corridors			

Table 2: Details of consultation with infrastructure providers whilst preparing the ICS

Our discussions with each infrastructure provider were tailored to our understanding of the likely issues concerning their infrastructure type, and the particular priorities which each infrastructure provider wished to draw out. However, to allow a consistent understanding of the baseline position on each infrastructure type, we sought to cover the following key questions in each case:

- The current pattern of provision for each infrastructure type across Hinckley & Bosworth;

- The current performance of each infrastructure network within Hinckley & Bosworth, including any particular constraints, shortfalls or issues;
- Any existing development or improvement plans in relation to that infrastructure type which are relevant to Hinckley & Bosworth (including schemes of relevance located beyond the borough boundary);
- Where known, the extent to which existing infrastructure provides capacity for new development, and the likely thresholds that would trigger a need for the provision of significant new infrastructure or the extension/refurbishment of existing infrastructure;
- Where known, the likely costs of providing new infrastructure, and any challenges such as the availability of sites and timescales that threaten the provision of this infrastructure.

Because the Phase 1 report is intended solely as a baseline document, it has not been possible to be specific with infrastructure providers at this stage about where future growth will be located. In some cases, this has meant that infrastructure providers have had to qualify their responses about the future capacity of their infrastructure networks, or to provide relatively high-level responses, and it will therefore be necessary to carry out further stakeholder engagement throughout Phase 2 of the ICS process.

However, in order to provide infrastructure providers with some basis on which to respond at Phase 1, we have sought to indicate a broad quantum of development that might be anticipated at a boroughwide level. On the advice of the Council, we have utilised the approximate future housing requirement of 500 dwellings per annum to do this, with a 20% buffer added for a resultant 600 dwellings per annum. This equates to 12,000 dwellings per annum in total over the 20-year plan period from 2016 to 2036.

There are some infrastructure types where, despite the best efforts of Arup and the Council, it has not been possible to hold discussions with an infrastructure provider. These are:

- Flood Management
- Waste Management Facilities
- Libraries
- Fire Services
- Ambulance Services

For these infrastructure types, the findings of this Phase 1 report have been based solely upon our review of existing strategies and information provided to us by the Council. In progressing to Phase 2 we will continue to attempt to engage with the relevant infrastructure providers for these infrastructure types, in order to ensure that the ICS robustly reflects their needs.

### Stage 3: Consultation with duty-to-cooperate bodies

We recognise that infrastructure provision does not respect administrative boundaries. The successful cross-boundary resolution of infrastructure matters is a key requirement of national policy, and also essential to demonstrate compliance with the duty-to-cooperate.

Whilst there will be some reliance on the Borough's infrastructure by residents and businesses in adjoining areas, as a largely rural area we would anticipate that Hinckley & Bosworth is more reliant on infrastructure elsewhere. We have therefore carried out a similar programme of consultation to that undertaken with infrastructure providers, with planning policy officers at neighbouring authorities as well as the Leicester and Leicestershire Enterprise Partnership. The

outcomes of that consultation are set out in Section 2.5 of this report and reflected in the infrastructure-type and settlement-specific conclusions set out in Chapters 4 and 5. Details of the consultation are set out in Table 3 below – in addition to the Leicester and Leicestershire Enterprise Partnership, we have been successful in speaking to all neighbouring authorities:

Duty-to-cooperate body	Format	Date held
Blaby District Council	Phone call	April 2019
Charnwood Borough Council	Phone call	March 2019
Leicester and Leicester Enterprise Partnership	Phone call	April 2019
Leicester City Council	Phone call	April 2019
North Warwickshire Borough Council	Phone call	April 2019
North West Leicestershire District Council	Phone call	April 2019
Nuneaton & Bedworth Borough Council	Phone call	March 2019
Rugby Borough Council	Phone call	April 2019

Table 3: Details of consultation with duty-to-cooperate bodies whilst preparing the ICS

Our discussions with each duty-to-cooperate body were in the form of a 30-45 minute call, tailored to our understanding of the likely issues concerning the relationship with that duty-to-cooperate body, and the particular priorities which they wished to draw out. However, in order to allow a consistent understanding of the baseline position on each infrastructure type, we sought to cover the following key questions in each case:

- What is the nature of the spatial relationship between these authorities and Hinckley & Bosworth – to what extent does each rely on the other for the provision of infrastructure?
- What is the current status of each authority’s local plan, and how does that inter-relate with the plan review process underway in Hinckley & Bosworth?
- Are there any cross-boundary infrastructure issues which this study needs to be mindful of, or which might more broadly need to be reflected in Hinckley & Bosworth’s plan review?

## Stage 4: Understanding the quantum of growth beyond the baseline

As noted above, as part of our consultation with infrastructure providers we have sought to provide a degree of clarity about the likely extent of development over the new plan period from 2016 to 2036. Clearly though, as a 2019-based piece of evidence, the ICS needs to reflect that a certain quantum of development has already been completed within the plan period and is therefore within the baseline.

In addition, any development which has planning permission (but which has not yet been built-out) at the time of writing has also had its infrastructure requirements considered and deemed to be acceptable by the planning process. These also therefore form part of the baseline. Table 4 sets out the quantum of *additional* homes which the new Local Plan needs to plan for, and which the ICS needs to consider the capacity for.

Notional plan period housing requirement	LESS: Completions in plan period to date (2016-2019)	LESS: Sites with planning permission	LESS: Sites with resolution to grant permission	EQUALS: Housing capacity to plan for
12,000	1,483	2,352	2,605	5,560

Table 4: Calculation of housing capacity to plan for, based on existing completions and commitments as of 31 March 2019. NOTE: This table does not include allocated sites without a planning application. (Hinckley & Bosworth Borough Council data)

Housing is not the only type of development that is likely to impact infrastructure capacity. Commercial development such as new employment and retail floorspace is likely to have some impact on demand for infrastructure types within the transport and utility categories, although clearly a much lesser impact on education, healthcare and green infrastructure.

At the time of preparing this document, the Council is still in the process of establishing its future needs for employment and retail floorspace, and it is therefore not possible to consider these. The Phase 1 baseline component of the ICS therefore only considers the infrastructure impacts of housing growth. The levels of need for employment and retail floorspace will however be known in advance of Phase 2 of the ICS, and they will therefore be incorporated at that stage.

## Stage 5: Settlement-specific growth potential

Given the role of Phase 1 to form a basis for the selection of development sites for further testing as the Local Plan develops, an analysis of the growth considerations in individual settlements is a crucial output – and forms the conclusion to the Phase 1 report, as reported in Chapter 5.

Throughout Chapter 4, we have categorised infrastructure types as either critical, essential or desirable – whilst there is not generally any hierarchy of infrastructure, and all infrastructure types play an important role in supporting development, this allows a process of prioritisation to be undertaken. For all infrastructure types graded as critical, Chapter 5 considers the impacts on growth potential at a settlement level.

Whilst noted as not prescriptive, we have generally categorised infrastructure types as follows:

- Critical – Integral to the effective day-to-day function of the borough, with provision necessary to meet statutory requirements and/or ensure public safety;
- Essential – Important to support the day-to-day function of the borough and residents' quality of life, but less critical to supporting growth; or
- Desirable – Beneficial to the function of the borough and to residents' quality of life, but not critical to supporting growth.

We have considered settlements in line with the existing settlement hierarchy for Hinckley & Bosworth, set out in the 2009 Core Strategy. Figure 2 on page 31 shows this and the spatial relationship of the settlements in more detail. From discussions with the Council, we understand that whilst the settlement strategy will be reviewed as part of the emerging Local Plan, no significant changes are currently anticipated to the hierarchy. We have therefore utilised the existing hierarchy to determine which settlements need to be considered.

Sub Regional Centre – Hinckley is the only sub-regional centre within Hinckley & Bosworth, with a population of around 31,000 at the time of the 2011 Census. It provides a mix of higher-order retail, cultural, educational, employment and healthcare needs to the whole of the borough, as well as to a wider geographical area outside the borough (particularly western Leicestershire and northern Warwickshire). It has the borough's only railway station, and bus services to a wide array of nearby settlements.

Urban Centres – There are three other Urban Centres within Hinckley & Bosworth. These each have populations of around 10,000-15,000 people, and provide a wide range of day-to-day retail, educational, employment and healthcare needs to their residents as well as to wider catchments in

surrounding villages. All are served by bus services to a wide array of nearby settlements. The Urban Centres are:

- Barwell
- Burbage
- Earl Shilton

Key Rural Centres – There are ten Key Rural Centres within Hinckley & Bosworth – all are villages, except for Market Bosworth which is generally referred to as a small market town. These typically have populations of between 1,000 and 5,000 people; and each has a primary school, shops, GP surgery, community facilities, bus services and some degree of employment provision. Some also have higher-order facilities, such as secondary schools. The Key Rural Centres are:

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

Rural Villages – There are six settlements with Hinckley & Bosworth classed as Rural Villages. These all have populations smaller than 1,000, but still include small-scale infrastructure provision such as primary schools, community facilities and bus services. The Rural Villages are:

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

Rural hamlets and other isolated rural development – Rural Hamlets are the lowest level in the settlement hierarchy. They typically have populations of fewer than 500 dwellings, and whilst they do provide isolated facilities such as churches and public houses, they have very limited infrastructure provision. They are therefore not likely to be considered for any significant level of development as part of the Local Plan review, and their growth potential has not been assessed.

To establish the potential future development capacity of each settlement within Hinckley & Bosworth for the 2016 to 2036 plan period, dwelling completions since 2016 and dwelling commitments with planning permission have needed to be established. With this known, we have been able to establish the baseline position from which further new development in that settlement would begin to consume any existing infrastructure capacity.



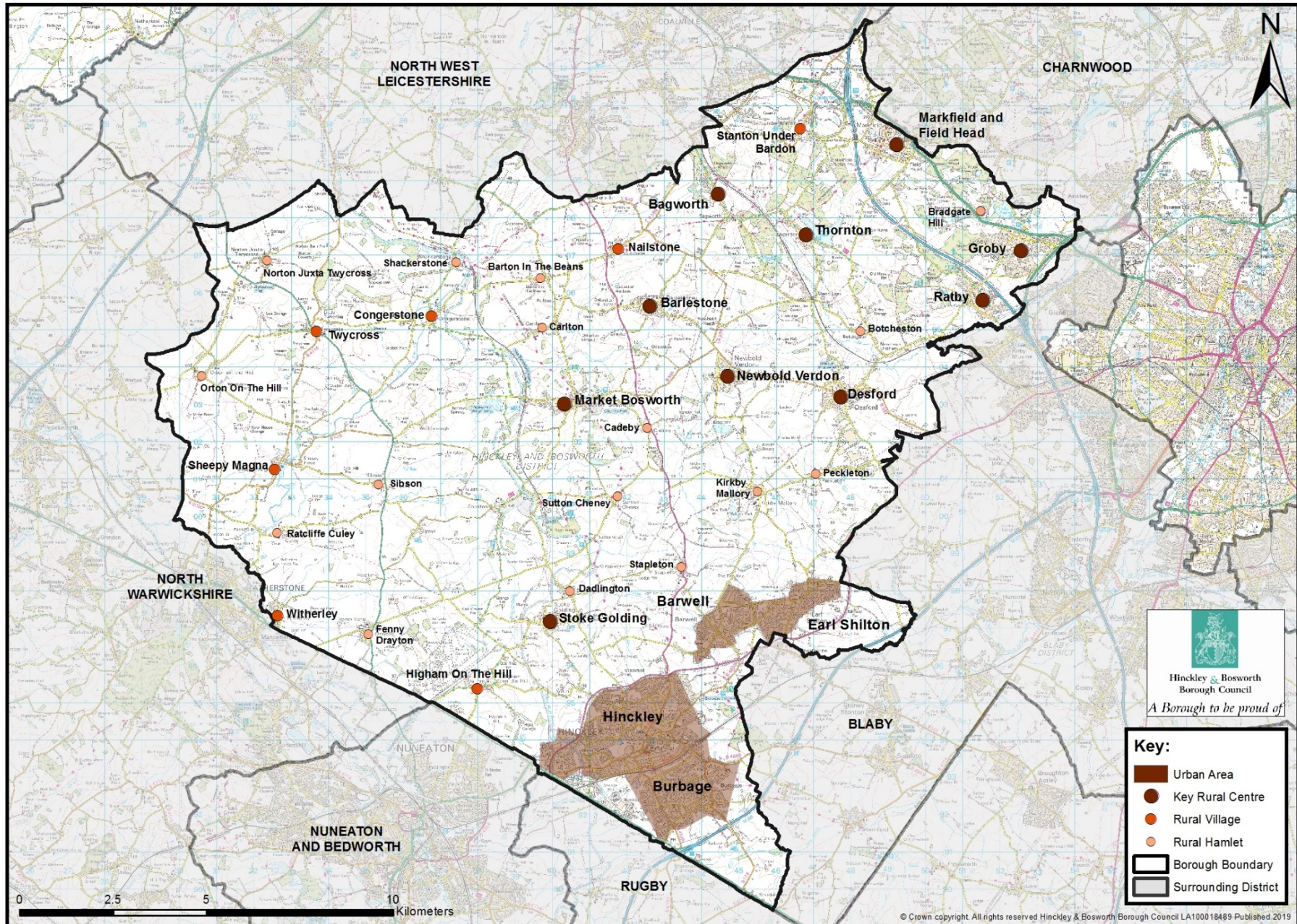


Figure 2 – Hinckley & Bosworth Settlement Hierarchy



In addition to considering the infrastructure capacity of existing settlements, Phase 1 of the ICS will also consider the level of infrastructure provision necessary to support any new settlement options that might come forward through the call for sites process supporting the Local Plan review. To allow for a range of possibilities of new settlement sites that might come forward, this has been done based on notional settlement sizes of 4,000 dwellings and 1,500 dwellings. These are presented on a notional basis as the approximate largest and smallest settlement sizes that are likely to be achievable in the borough, whilst still ensuring self-sustainability.

A settlement of around 4,000 dwellings is the largest that is likely to be realistic, in view of the Council's capacity to find around 5,700 dwellings (page 28) and likely desire to still provide for some growth needs in other areas of the borough. This is comparable in size to the new Lubbesthorpe development within Blaby District.

A settlement of around 1,500 dwellings is the smallest that is likely to be realistic, in view of the need for such a settlement to be reasonably self-sustaining in its infrastructure provision. A settlement of this size would have a population of around 4,000 people based on current population-to-household ratios and would therefore be likely to form a new Key Rural Centre within the Council's existing settlement hierarchy. This would be comparable in size to Desford or Newbold Verdon currently.

## 3.3 Phase 2

### Phase 2a: Infrastructure Delivery Schedule

At this stage we would forecast demand for infrastructure on the basis of the agreed growth option identified by the Council and establish any resultant shortfalls in infrastructure provision – including any arising from a potential new settlement.

For certain infrastructure types it will be possible to set infrastructure benchmark standards. These can be used to derive estimates of the amount of provision that is required, for instance a new primary school in a particular location, and an estimate of the capital cost for the new infrastructure. This tends to apply to the social and community infrastructure types, where benchmarking information has been used to derive national or local standards. Other infrastructure types such as utilities, transport and flood risk management are more reliant on modelling and infrastructure design information available from infrastructure providers.

Our approach will be based on a combination of the application of standards/benchmarks where possible, and outputs from modelling. In order to sense-check the conclusions of this process in relation to the growth option, we will anticipate some continued consultation with infrastructure providers at this stage.

We will also identify potential phasing and dependency considerations, including the identification of relevant triggers for key infrastructure measures.

### Sifting and prioritisation

In establishing the borough's future infrastructure needs, we will undertake the following steps:

- Drawing together the infrastructure assessment information from the previous phases of the ICS, we will provide a cost estimate for the additional infrastructure provision required to support the agreed growth levels and distribution and address identified deficits. Costs would be based on up-to-date national standards;

- We will undertake a review to be able to identify which infrastructure needs would meet the legal tests for use of Section 106, particularly within the context of the forthcoming relaxation of the restrictions on the pooling of contributions. We will then estimate likely levels of funding that could be sourced through these planning obligations. This will be based on the viability work undertaken by Aspinall Verdi;
- Following this, we will (on the basis of any further consultation with infrastructure and service providers and published studies, as required) identify relevant sector-specific sources of funding for infrastructure provision;
- We will undertake a high-level assessment of whether the infrastructure requirements highlighted in the assessment are likely to impact on viability of development, in accordance with the work undertaken by Aspinall Verdi; and
- As a result of any issues identified, we will prioritise infrastructure interventions in terms of the contribution that their delivery would make to facilitating growth.

## Production of the Schedule

Arising from this work will be a process of prioritisation and broad phasing against the likely distribution of growth across the borough. This would be summarised within an Infrastructure Delivery Schedule which, for each infrastructure type, will set out:

- The type and title of the infrastructure required
- The settlement and/or development site to which it relates
- The infrastructure service provider(s) responsible for its delivery
- Estimated costs for the infrastructure required
- Potential sources of funding or obstacles to funding
- Timescales for delivery, including any triggers/thresholds and phasing

## Means of delivery

To support the Council in implementing and delivering infrastructure and its overall development strategy, we will conclude Phase 2a by setting out recommended policy approaches on sites proposed for allocation and also approaches to support delivery through the ongoing development management process. This will be done in a manner which can help to support the eventual adoption of CIL in Hinckley & Bosworth, if the Council subsequently chooses to do so.

## Phase 2b: Viability and deliverability assessment

For the full Local Plan viability component of the project, we have partnered with property regeneration consultations Aspinall Verdi. The methodology to be used is intended to be collaborative and consultative, and encompasses five key stages:

- Stage 1: Reviewing existing evidence and alignment of assessments
- Stage 2: Setting the viability and deliverability assumptions
- Stage 3: Information gathering and viability modelling
- Stage 4: Viability appraisals and tests
- Stage 5: Review outputs, refine and revise the modelling

The methodology for the viability assessment will be set out more fully within the separate Phase 2b report but is summarised below.



**Stage 1:** The available evidence base will be reviewed, including the SHLAA and previous affordable housing and viability studies to ensure consistency and to build upon previous evidence. A review of emerging Local Plan policy will be undertaken, outputting to a Policies Matrix which will indicate how its impacts are factored into the viability model. Real cost data (for example past Section 106 agreements) will be reviewed to act as an affordability, which would be fed into an established spreadsheet template.

**Stage 2:** Development typologies will be set out in a Typologies Matrix with regard to available evidence, the policy review, the proposed site allocations and a property market review. This will set out numbers of units, density, unit mix and affordable housing expectations on each site. The viability model will then be established, with affordable housing and infrastructure and planning obligations taken out of the increase in land value resulting from the grant of planning permission. This uplift will be calculated using a Residual Land Value (RLV) approach, with a scheme considered viable if the total of all costs of development (including land acquisition, planning obligations and profit) are less than the Gross Development Value (GDV) of the scheme. However, just because a scheme is viable it will not necessarily come forward – landowners will have differing motivations. In order to advise on the viability of the Local Plan, RLVs will therefore be benchmarked against Benchmark Land Value (BLV). A bespoke Excel-based model will be used – this is not a ‘black box’ model and will have clearly defined input areas. Aspinall Verdi has created similar bespoke excel models on many other area-wide viability assessments, and all of these bespoke models have been required to stand up to independent examination.

In order to particularly interrogate the deliverability of the strategic site allocations (100+ dwellings) that will underpin the Local Plan, as well as their viability, further work will be taken to de-risk them. This will provide important evidence for the subsequent examination of the Plan. In order to do this, detailed consultation will be undertaken with the promoters of strategic sites being considered for allocation.

Given that we currently understand there to be around 40 strategic sites, the most effective format for this will be to facilitate a workshop session at the Council offices, with all landowners invited. At the workshop Aspinall Verdi will set out the information required, explain its importance to the Local Plan process, and facilitate discussion around these points. For each strategic site, a detailed strategic site questionnaire and infrastructure/S106 cost assumptions spreadsheet will then be issued to each landowner in order to establish expectations and how those will inform deliverability. It will be made clear that the information provided is confidential. In order to ensure that the strategic sites are subsequently appraised on the same basis, the infrastructure cost schedules will subsequently be moderated, in order to produce broad typologies from the information across the 40 sites. Such an approach has previously been used successfully by Aspinall Verdi for other local plans.

**Step 3:** At this stage, other inputs for the financial model will be gathered. This will include:

- Land Registry residential sales values on a £ per square metre basis (to be illustrated using GIS on the basis of housing value zones);
- Benchmarked 5-year historic construction costs (which will be consulted on and benchmarked against those already agreed locally, for example the Earl Shilton SUE);
- Benchmark Land Values (BLV) which would be monitored from the moment of appointment in order to establish a database of transactions (whilst national policy places greater emphasis on the Existing Use Value (EUV) + Premium approach, best practice requires that this is still ‘sense checked’ against market values); and

- Indirect costs – finance costs would be modelled at a high level, depending on the source of funding and perceived risk of individual sites, and sensitivities around the 15-20% profit indicated in the 2019 PPG will be assessed in consultation with stakeholders.

Consultation will be carried out on various outputs (Residential Property Market review paper, Benchmark Land Values review paper, Policies Matrix, Typologies Matrix and Draft Appraisals), including by holding a further stakeholder workshop in order to seek buy-in to all assumptions. The views gathered will be reflected in the eventual report in the interests of genuine transparency, and assumptions updated prior to finalization of the model.

**Step 4:** The next stage is to prepare the financial viability models for the generic typologies. Sophisticated sensitivity scenarios will be produced, illustrating the effects of specific decisions which could be made in order to alter outcomes – for example, various combinations of affordable housing contribution (%) versus site-specific S106 infrastructure costs. This is a powerful tool for both the Council and stakeholders to see the how infrastructure provision and affordable housing might be traded-off. This approach could also be used to inform the potential for any potential future CIL charge, should the Council wish to introduce one.

**Step 5:** The sensitivity tables that will be produced make it very easy to see the effect on viability of various policy changes and changes to appraisal assumptions. Following any feedback, revisions would be made to the baseline appraisal assumptions prior to reporting.

## 4 Baseline Infrastructure Position

---

This chapter of the report sets out the baseline infrastructure position affecting Hinckley & Bosworth (including cross-boundary infrastructure issues), across all infrastructure types within the scope of the study. For each infrastructure type, it sets out in turn:

- The overarching policy and strategy context which governs that infrastructure type, including coverage of the relevant infrastructure providers and their responsibilities;
- The current levels of provision for that infrastructure type within Hinckley & Bosworth, including any notable capacity issues which have been identified; and
- The implications for accommodating future growth at a boroughwide level, as a result of the consideration of these first two items.

The subsequent Chapter 5 then sets out the overall implications for accommodating growth within each of the borough's individual settlements, in order to inform the preferred growth projections for further consideration in Phase 2 of the ICS.

### 4.1 Transport

This section considers the full spectrum of transport infrastructure provision within Hinckley & Bosworth – private transport, public transport and active transport. Transport infrastructure of one form or another is likely to be utilised by almost every resident of the borough on a daily basis, as well as by every visitor to the borough. It therefore has a crucial impact on how Hinckley & Bosworth operates as a place – on its economy, and on quality of life.

This section will consider the following transport infrastructure types:

- Highways
- Car park management
- Bus services
- Rail services
- Active travel and cycling provision

#### 4.1.1 Highways

##### Policy and context

Highways within Hinckley & Bosworth are the responsibility of two organisations. Highways England manages the strategic road network, comprising motorways and major A roads. Leicestershire County Council manages the remainder of the borough's A roads, as well as all B roads and unclassified roads. Whilst evidently not within the borough, Warwickshire County Council manages roads immediately beyond the boundaries with North Warwickshire, Nuneaton & Bedworth and Rugby. Midlands Connect, the transport arm of the Government's Midlands Engine initiative, also has a role in helping to develop and promote new highway projects which will provide economic and social benefits for the Midlands. The key policies and strategies of these organisations are set out across the following documents:

Highways England Strategic Business Plan 2015-2020<sup>18</sup>: This sets out Highways England's approach to the modernisation, maintenance and operation of the strategic road network. Noteworthy schemes include the wider rollout of smart motorways (with 400 miles of route network delivered over a five year period), upgrade of key non-motorway routes to the Government's new 'expressway' standard (an intermediate level between a standard dual carriageway and full-scale motorway) and improving facilities for non-vehicular users on non-motorway routes managed by Highways England.

Midlands Connect Strategy 2017<sup>19</sup>: This is Midlands Connect's overarching transport strategy. It sets out the intention to establish a rolling 25-year programme of strategic transport improvements, but particularly targets on early priorities including:

- Upgrade of the M1 to a smart motorway from Junction 19 (Leicester) to Junction 23a (East Midlands Airport);
- Development of a business case for the upgrade of the A46/M69 corridor, from Leicester to the M40 in Warwickshire;
- Development of a business case for the upgrade of the A5, from the A38 in Lichfield to the M1 in Northamptonshire.

Midlands Connect Priorities for Road Investment Strategy 2 2019<sup>20</sup>: This sets out Midlands Connect's specific priorities relating to the strategic road network to inform the Government's RIS2 programme from 2020-2025, which has an available budget of up to £25 billion to be distributed nationally. Those of relevance to Hinckley & Bosworth are:

- The upgrade of the M1 to a smart motorway from Junction 19 (Leicester) to Junction 23a (East Midlands Airport), which has been developed as part of the previous RIS1 programme;
- The priority upgrade of the A5 between the M42 (Tamworth) and M69 (Hinckley), to address particular capacity constraints on this section;
- Continuing development of a business case for the upgrade of the wider A5 corridor from the A38 in Lichfield to the M1 in Northamptonshire.

A5 Strategy 2018-2031<sup>21</sup>: This has been produced by the A5 Partnership; which comprises Highways England, Midlands Connect, County Councils along the route (Leicestershire, Northamptonshire, Staffordshire and Warwickshire), Local Enterprise Partnerships along the route, and district and borough councils along the route (including Hinckley & Bosworth). It seeks to address the dual (and often competing) strategic and local roles of the A5, in the context of likely levels of future development along the route. It sets out three key strategic interventions:

- The initial upgrade set out above between the M42 (Tamworth) and M69 (Hinckley), which would consist of a combination of on- and off-line dualling as part of a future A5 Expressway. This is specifically intended to combat the impacts of housing growth and facilitate the expansion of the Horiba MIRA site to the west of Hinckley;

---

<sup>18</sup> <https://www.gov.uk/government/publications/highways-england-strategic-business-plan-2015-to-2020>

<sup>19</sup> <https://www.midlandsconnect.uk/media/1224/midlands-connect-strategy-march-2017.pdf>

<sup>20</sup> <https://www.midlandsconnect.uk/media/1563/ris-2-priorities-final-online-20032019.pdf>

<sup>21</sup> [https://www.hinckley-bosworth.gov.uk/info/10020/strategies\\_plans\\_and\\_policies/1272/a5\\_partnership/4](https://www.hinckley-bosworth.gov.uk/info/10020/strategies_plans_and_policies/1272/a5_partnership/4)

- Further phases of on- and off-line dualling along the remainder of the A5 corridor, to be delivered subsequently;
- A strategy to make better use of the M6 Toll, with improved signage and information to promote it as a strategic route in favour of through trips utilising the M1, M6 and A5.

Leicestershire County Council Prospectus for Growth 2019<sup>22</sup>: This echoes the voice of Midlands Connect and the A5 Partnership in putting forward the case for improvements to the A5, and also highlights the benefits that upgrades of the A42 and A46 corridors to the new expressway standard would have in helping to support growth. For the A46 corridor, this includes a new route to the south and east of Leicester first set out in the Leicester and Leicestershire Strategic Growth Plan (see page 17). Whilst this would be outside Hinckley & Bosworth, such a scheme would be likely to reduce congestion on the M69, M1 and existing A46 relied upon by the eastern side of the borough in particular.

Leicestershire County Council Local Transport Plan 3, 2011-2026<sup>23</sup>: This long term strategy sets out LCC's approach to network improvement and management on roads within its control. It sets out a number of broad goals; such as supporting growth and reducing the county's carbon footprint. Specific interventions include:

- Addressing infrastructure issues which create congestion hotspots and pinch points;
- Refining the approach taken to on-street parking, in order to ease congestion;
- Exploring the possibility for new roads, where there is clear evidence that these would help to facilitate economic and/or population growth;
- Engaging with the planning process to ensure that development is located in areas already well served by walking, cycling and public transport;
- Helping to secure the funding for and/or provision of transport infrastructure (including any new roads) required to support new development.

Leicestershire County Council Local Transport Plan 3 Implementation Plan 2015/16<sup>24</sup>: This sets out the means by which LCC's interventions above will be implemented. Whilst intended to be published more frequently, the 2015/16 Implementation Plan is the most recent available.

## Current levels of provision

Hinckley & Bosworth is effectively circled by a 'ring' of strategic routes managed by Highways England – the M69 to the south-east, A5 to the south-west, M42 and A42 to the north-west and M1 to the north-east. This provides a relatively good level of strategic connectivity in all directions. However, all of these routes already suffer a degree of congestion, as set out in the Policy and Context section above, with particular challenges on the A5 given its dual role in providing local access around Hinckley and between Hinckley, Nuneaton, MIRA and Atherstone.

<sup>22</sup> <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/2/18/prospectus-for-growth-high-resolution2019.pdf>

<sup>23</sup> [https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/Local\\_transport\\_plan.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/Local_transport_plan.pdf)

<sup>24</sup> [https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/ltp3\\_implementation\\_plan\\_2015-16\\_0.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/ltp3_implementation_plan_2015-16_0.pdf)



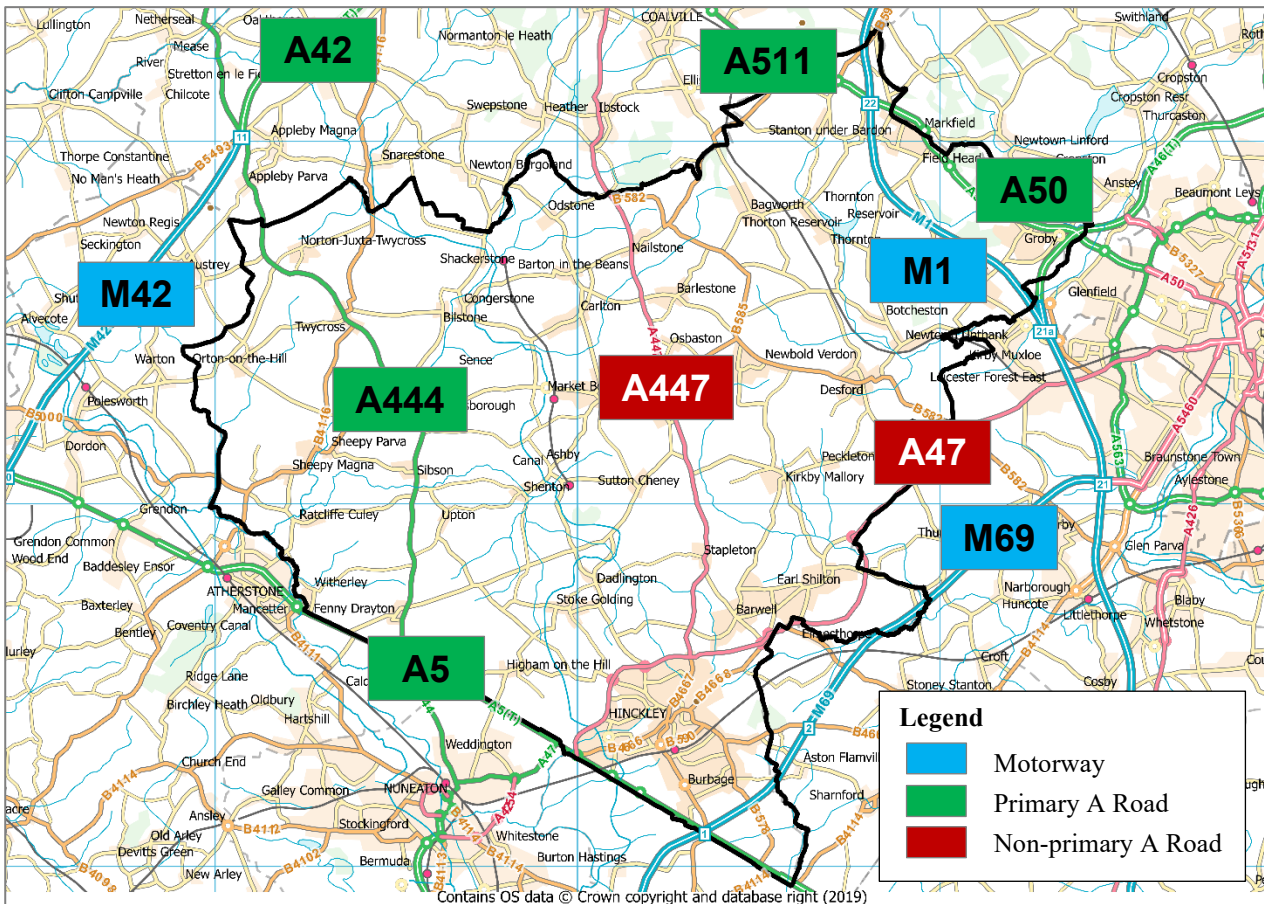


Figure 3: Highway network within Hinckley & Bosworth and neighbouring authority areas

Four non-strategic A roads also serve the borough:

- The A47, from Nuneaton to the west via the edges of Hinckley, Barwell and Earl Shilton en route to Leicester Forest East and Leicester itself to the east;
- The A444, from Nuneaton to the south via Twycross en route to the A42 and Swadlincote/Burton-on-Trent to the north;
- The A447, from Hinckley via the edges of Barlestone and Nailstone en route to Ibstock and Coalville to the north;
- The A50/A511 corridor, from Leicester to the south via the edges of Groby and Markfield en route to the M1 and Coalville to the north.

It is notable that only one of these four routes runs east-to-west, with the other three running north-to-south. By passing through the centre of the borough, the A444 and A447 are also both largely rural in character and serve relatively little of the borough's population. Whilst all of the borough's Urban Centres are served by A roads; Barlestone, Groby and Markfield are the only Key Rural Centres with that distinction. Desford and Newbold Verdon are served by B roads (the B582 and B585 respectively); whilst Bagworth, Market Bosworth, Ratby, Stoke Golding and Thornton are only served by unclassified roads.

As part of our discussions with transport strategy officers at Leicestershire County Council, the following key highway capacity issues have been identified on LCC-managed routes:

- Desford Crossroads, where the A47 meets the B582 around two miles south-east of Desford (marginally outside Hinckley & Bosworth in Blaby District), where the existing traffic lights are a pinch point resulting in congestion at peak times;
- The Flying Horse Junction on the A511 north west of Markfield and M1 J22, a roundabout which is unable to deal with peak traffic volumes and is the poorest performing junction on the corridor as a whole;
- Rugby Road (B590) in the south of Hinckley towards Burbage, where narrow road width and a height restriction under the railway bridge restricts lane capacity and results in excess queueing.

## Implications for future growth

We categorise highways as a **critical** infrastructure type. The existence (or lack) of highway capacity within a settlement is likely to be a key factor in determining the quantum of growth that can be accommodated within it. Indeed, highway capacity could reasonably form a basis on which to determine whether growth can be accommodated in a settlement at all.

It is evident that capacity on the A5 is a significant challenge to the delivery of future growth – not just in Hinckley & Bosworth, but in other authority areas along the route given the mutual levels of interdependence. The relatively piecemeal historic approach to development along the route has compounded these issues and has been identified as a concern by several of Hinckley & Bosworth’s neighbouring authorities. Although this section has drawn out a number of emerging proposals to upgrade the A5, these remain largely unfunded and uncommitted and will require the ongoing lobbying of organisations such as Midlands Connect and the A5 Partnership in order to leverage necessary funding from Government.

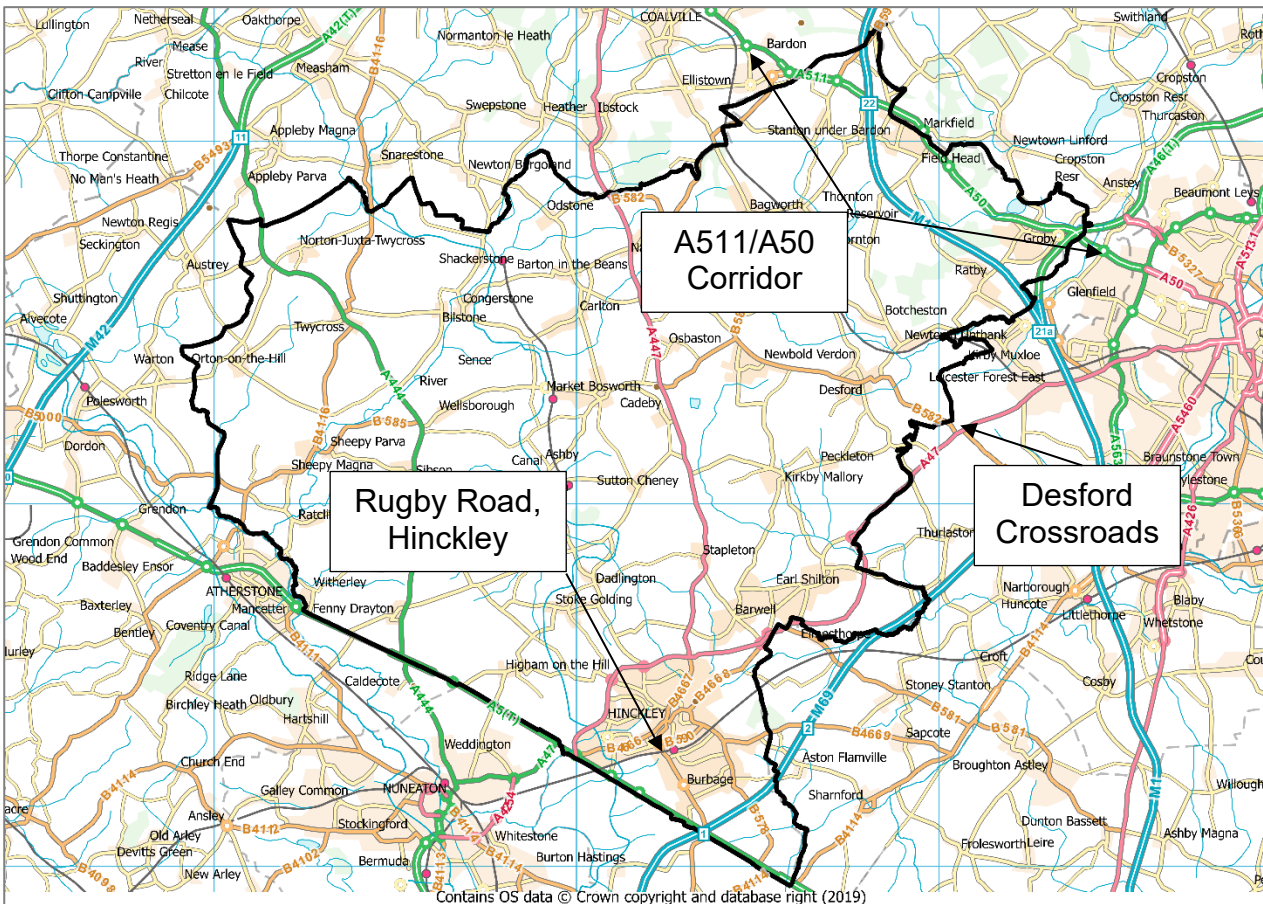
Notwithstanding this, our discussions with Highways England to inform the baseline report have not identified any fundamental inability for the A5 to accommodate the levels of future growth anticipated within Hinckley & Bosworth. For Hinckley, which has the closest spatial relationship with the A5 of settlements in the borough, the impact of development will be mitigated by the one A5 improvement scheme which is currently committed – dualling and junction improvements along a half-mile section between the Dodwells Roundabout and Longshoot Junctions with the A47 between Hinckley and Nuneaton. This £25 million scheme is scheduled to be implemented in 2020/21<sup>25</sup>.

Similarly, officers at Leicestershire County Council have not expressed any fundamental concerns about the levels of growth likely to come forward in the borough, nor with the delivery of that growth in any particular location. The existence of any more localised issues and levels of likely intervention will be more fully understood through the separate transport modelling process, once the preferred growth option has been defined.

LCC’s Transport Capital Programme<sup>26</sup> for the period from 2019 to 2023 already includes a number of schemes of relevance to Hinckley & Bosworth, which will address existing capacity issues as well as preparing for future growth (based upon levels of growth set out existing Core Strategies and Local Plans across Leicestershire). Schemes of relevance to Hinckley & Bosworth are set out in Figure 4 below.

<sup>25</sup> <https://highwaysengland.co.uk/projects/a5-dodwells-to-longshoot-widening/>

<sup>26</sup> <https://politics.leics.gov.uk/documents/s145112/Appendix%20A%20-%20Environment%20and%20Transport%20Highways%20Capital%20Programme%202019-20%20to%202022-23%20-%20Draft.pdf>



Scheme Location	Scheme Details	Committed Cost
A47 Desford Crossroads	Development of a scheme to address congestion issues	£50,000 <sup>27</sup>
A511/A50 Growth Corridor	Development of schemes along corridor to support growth	£200,000 - £1 million
Rugby Road, Hinckley	Delivery of junction improvement scheme	£3.5 million

Figure 4 – Highway improvement schemes relevant to Hinckley & Bosworth committed in LCC’s Transport Capital Programme

Additional growth capacity may also be unlocked as part of DB Symmetry’s proposed Hinckley National Rail Freight Interchange<sup>28</sup>, a short distance to the east of the borough boundary in Blaby District. If approved, this would see the construction of south-facing slip lanes at M69 J2, which currently only provide access to/from Leicester and the M1 to the north. However, whilst this would allow traffic from Barwell, Earl Shilton and Burbage to reach the southbound M69 without having to travel through Hinckley, it is also likely to increase the level of traffic on more rural routes near J2. This scheme will be considered and determined through the Nationally Significant Infrastructure Project (NSIP) process in due course by the Planning Inspectorate.

### 4.1.2 Car park management

#### Policy and context

Car parking is not generally considered to be a form of infrastructure in its own right, as it is either provided on individual sites to serve the needs of that site or on a public basis to serve walkable

<sup>27</sup> Officers at LCC have indicated provisional costs of around £5-6 million for the replacement of Desford Crossroads with a roundabout. However, this is not currently funded and is not part of the Transport Capital Programme.

<sup>28</sup> <https://www.hinckleynrffi.co.uk/>



areas (such as village and town centres). However, in response to specific issues in Hinckley Town Centre, the scope of this study includes potential infrastructure to manage the utilisation of car parking in Hinckley Town Centre.

The 2017 Car Parking Assessment of Hinckley Town Centre<sup>29</sup>, produced for Hinckley & Bosworth Borough Council, identified issues with the varying popularity of car parking provision at different times – for example, excess weekend demand for car parks closest to shops, whilst nearby car parks closest to the health surgeries on the south side of the town centre are largely empty. It set out a proposed sub-division of the town centre into three parking zones, with a scheme of variable message signs to direct drivers to the appropriate zone, as well as considering potential future shortfalls in town centre car parking capacity and means to address these.

## Current levels of provision

There are currently 16 public car parks within Hinckley Town Centre, shown in Figure 5 below:



Figure 5 – Locations of car parks in Hinckley Town Centre, showing walking times from the Britannia Centre

Extracted from *Car Parking Assessment of Hinckley Town Centre*, © AECOM 2016

Cumulatively these provide 1,854 car parking spaces, although this total is dominated by two large retail-oriented car parks – the Crescent/Sainsburys (550 spaces) and Britannia Centre (248 spaces). Analysis within the Car Parking Assessment indicates that the total car park capacity across the town centre only exceeds an 85% capacity threshold at midday on a Saturday, with weekday midday space occupancy ranging from 60-75%. However, as noted above there are clearly spatial peaks and troughs in this demand, with a need established for this to be better distributed.

<sup>29</sup> [https://www.hinckley-bosworth.gov.uk/downloads/file/5576/car\\_parking\\_assessment](https://www.hinckley-bosworth.gov.uk/downloads/file/5576/car_parking_assessment)

Looking further forward, the Car Parking Assessment has forecast an anticipated shortfall in peak town centre car parking capacity of 118 spaces by 2036. It therefore recommends the provision of additional car parking by adding ‘decks’ to existing car parks, providing new standalone car parks, and making further compensatory provision if any existing car parks are redeveloped.

Discussions with Council officers have also highlighted concerns about a lack of electric vehicle charging points in the town centre, as well as more widely across the borough as a whole. Data from Open Charge Map<sup>30</sup> indicates that there are no publicly available electric vehicle charging points in Hinckley & Bosworth at the time of writing, and an April 2019 analysis by BBC News<sup>31</sup> indicated that the borough is one of only four local authorities in the UK in this position.

## Implications for future growth

We categorise car park management as a **desirable** infrastructure type. Whilst important to the efficient functioning of Hinckley Town Centre, the management of car parking capacity will not be a key factor in determining whether growth can be accommodated within any settlement, nor to the selection of individual development sites.

In the context of the need to better distribute car parking demand identified in the 2017 Car Parking Assessment, the key consideration in the context of this study is therefore ensuring that opportunities exist to pool contributions towards the funding of car park management infrastructure, if desired. It is understood that the cost to implement a Visual Messaging Sign (VMS) system of the type set out in the 2017 Car Parking Assessment would be around £500,000.

In terms of the potential unmet future demand for car parking by 2036, we would suggest this needs to be considered in the round as part of wider aspirations around travel to the town centre (such as public transport provision) before it is deemed a target for developer contributions.

In terms of addressing the lack of electric vehicle charging infrastructure, this would be relatively affordable and could readily be funded by developer contributions in addressing future growth. It may also be beneficial for a development management policy in the new Local Plan to address.

### 4.1.3 Bus Services

#### Policy and context

Since the enactment of the Transport Act 1985, local bus services across most of the UK have been provided by private operators. The role of local authorities, in this case Leicestershire County Council, is primarily to help to support the provision of high quality bus operations in their area and provide passenger information. LCC also provides a degree of financial support to allow private operators to run services which fulfil an important social purpose, but which are not otherwise financially viable.

LCC has recently published its new Passenger Transport Strategy<sup>32</sup>, setting out the basis on which it will carry out these responsibilities. In particular, it deals with the challenge of a reduced availability of funding to provide financial support for bus services, and sets out the means by which funding opportunities will be assessed.

---

<sup>30</sup> <https://map.openchargemap.io/#/search>

<sup>31</sup> <https://www.bbc.co.uk/news/uk-47696839>

<sup>32</sup> <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/5/10/Passenger%20Transport%20Strategy.pdf>



The Passenger Transport Strategy also sets out how LCC will work with local planning authorities and developers to provide services within new developments. This could be through funding contributions to support new or improved services, although this will only be sought in cases where there is a reasonable prospect of the new or improved service becoming viable in the long-term once the developer's funding contribution stops. LCC's preference is therefore for developers to engage directly with bus operators in order to design developments that facilitate viable and sustainable bus services from the outset where possible.

Looking to the future, Demand Responsive Transport (DRT) is likely to increasingly supplement more traditional forms of bus service provision. DRT services are typically provided by minibuses with around 15 seats, operating without fixed routes or timetables, and are bookable via an app, online or by phone. They can therefore be considered something of a bus/taxi hybrid. Whilst this means that they have a lower passenger capacity, they are more flexible and can be set up more quickly and therefore lend themselves to providing a public transport offer in the early stages of a new development. Arriva is currently piloting its new 'Arriva Click' service on this basis<sup>33</sup>, at Lubbethorpe within Blaby District – the first such use of DRT in the UK.

## Current levels of provision

Figure 6 on the following page sets out the broad pattern of bus service provision within south-west Leicestershire, and Figure 7 shows bus routes within Hinckley itself.

Bus services in Hinckley & Bosworth typically fall into one of four categories:

Interurban core service – These run along the core interurban bus corridor from Coventry/Nuneaton in the south-west, through Hinckley, Barwell and Earl Shilton, and on to Leicester to the north-east. The core bus corridor is served by multiple bus operators, with buses at least every 10 minutes on Monday-Saturday daytimes, as well as services through until late evening and most of the day on Sundays.

Leicester commuter services – These operate from the Key Rural Centres on the eastern edge of the borough (Desford, Groby, Markfield and Ratby) into Leicester, typically at frequencies of around one bus every 20 minutes on Monday-Saturday daytimes in addition to services through until late evening and on Sundays. These services also continue onwards to provide links from the Key Rural Centres of Newbold Verdon, Barlestone and Market Bosworth into Leicester, but at a lower frequency.

Town services – These operate either solely within Hinckley, or extend out to nearby urban areas or employment destinations (Barwell, Earl Shilton and MIRA). They typically operate hourly or half-hourly on Monday-Saturday daytimes, but do not operate in the evenings or on Sundays.

Rural services – These provide services to the Rural Villages, and operate at lower frequencies of around five buses per day from Monday to Saturday. These services typically travel to Hinckley or Leicester, with the exception of those through Congerstone, Twycross and Sheepy Magna which are on a route from Measham (North West Leicestershire) to Atherstone (North Warwickshire).

---

<sup>33</sup> <https://news.arriva.co.uk/news/arrivaclick-brings-sustainable-transport-to-new-development>

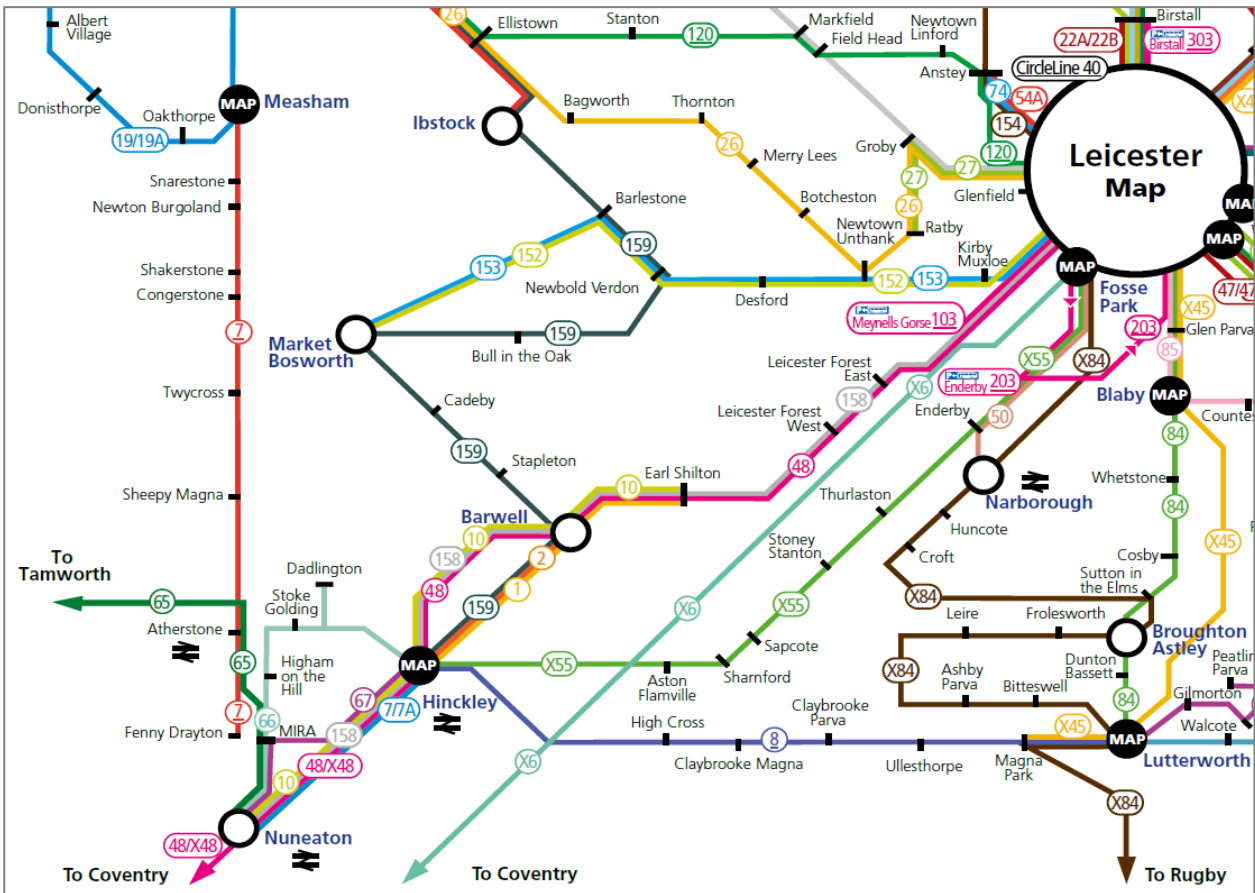


Figure 6 – Leicestershire bus route diagram, showing services in south-west Leicestershire  
 Source – <http://www.choosehowyoumove.co.uk/everyday/public-transport/>

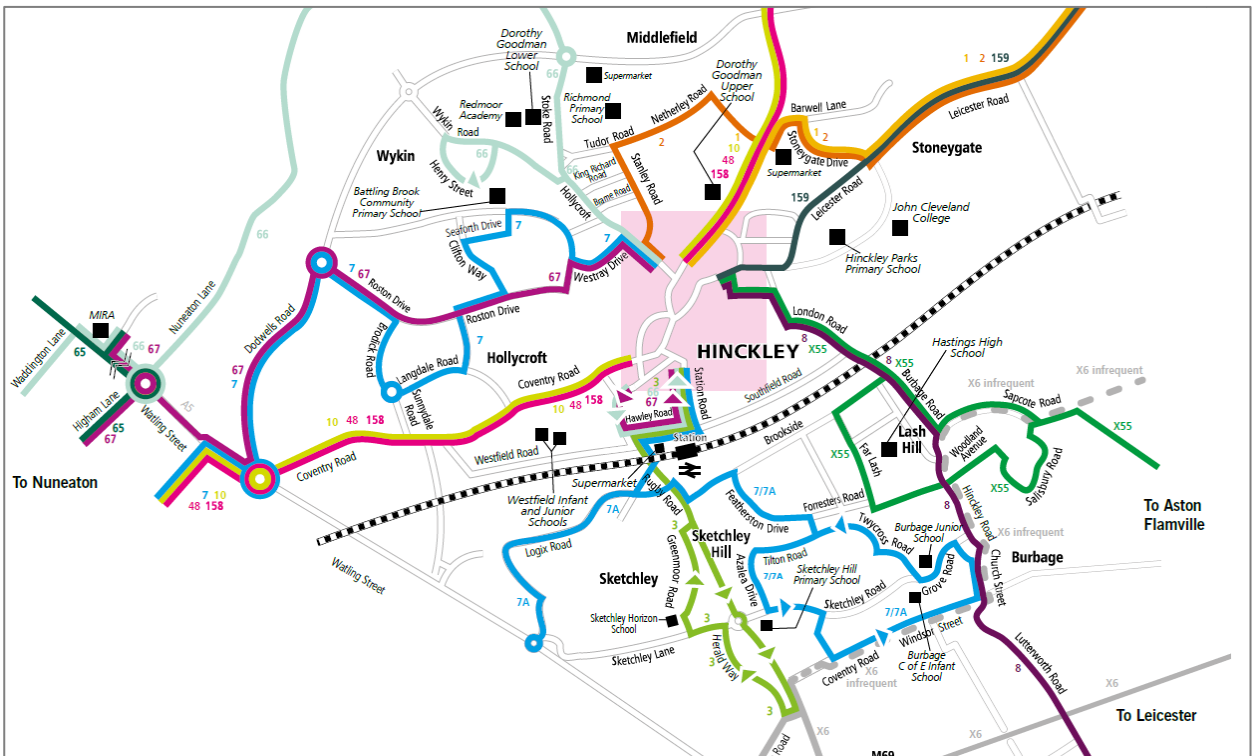


Figure 7 – Extract of Hinckley bus route map  
 Source – <http://www.choosehowyoumove.co.uk/everyday/public-transport/>

Our discussions with Arriva have sought to understand the current provision of services in Hinckley & Bosworth from an operator perspective, given the reliance placed upon private operators by the UK's current commercially-oriented bus service operating model. This has indicated that the interurban and commuter services above typically perform well, but the town services and rural services have an uncertain future in the context of difficulties attracting passengers and rising costs. This is also compounded by the forthcoming expiration of Section 106 funding from the DPD International Gateway development, which currently helps to support Service 7A within Burbage and Hinckley.

## Implications for future growth

We categorise bus service provision as a **critical** infrastructure type, because it will generally be the only form of public transport provision in new developments. The quality and level of bus service provision in a settlement, or the ability for those bus services to be enhanced or added to, should therefore inform site selection decisions to a degree. However, because our engagement with service providers has not indicated any challenges in meeting existing demand, a lack of bus service capacity is unlikely to be a constraint on development.

The key consideration for bus service provision in the context of this study is therefore to ensure that service demands arising from new development are met, and that opportunities are taken to support the viability of existing services where those are challenged. As set out in LCC's Passenger Transport Strategy, this will most effectively be achieved by ensuring that new development makes appropriate provision for new or enhanced bus services and is planned in collaboration with bus operators – potentially through the inclusion of policies in the new Local Plan. The imposition of planning contributions to fund new bus services may be possible, but issues around the imminent expiration of funding from the DPD International Gateway demonstrates the futility of these arrangements if they are not sustainable in the long term.

Demand Responsive Transport (DRT) could also potentially have a role in supporting new development in Hinckley & Bosworth and could be a better target for planning contributions from developers. Whilst Arriva has indicated that the minimum settlement size able to be supported by a DRT scheme is commercially sensitive, it is understood that developments of a smaller size than Lubbesthorpe (4,250 dwellings) may still be commercially viable for DRT depending on their location and the likely journey patterns of residents.

### 4.1.4 Rail Services

#### Policy and context

Rail service provision in the UK is highly complex, with a number of agencies involved. Governance and oversight is generally the responsibility of the public sector, with franchise and service specification undertaken by the Department for Transport (although there are varying degrees of opportunity for local authority involvement in this process), and regulatory oversight provided by the Office for Road and Rail. Strategies for the usage of the network are produced by Network Rail, a public-sector organisation, which is also responsible for the day-to-day maintenance and upgrade of the network. The actual operation of train services is the responsibility of a number of private-sector Train Operating Companies (TOCs) and Freight Operating Companies (FOCs).

Network Rail’s 2016 East Midlands Route Study<sup>34</sup> provides the overarching strategy for future service provision in the region, looking at a period through to 2043. It analyses likely levels of passenger and rail freight growth across routes within the study area, and establishes a number of potential infrastructure intervention options to address the impacts of growth. In each case it also presents likely costings against the benefits of each scheme, and suggests levels of prioritisation.

More locally, the Leicester and Leicestershire Rail Strategy<sup>35</sup> considers measures necessary to address what it considers to be poor existing rail connectivity in the county. It considers potential uplift in the county’s GVA in order to establish three priorities for future rail service provision:

1. Faster journeys to London and Birmingham
2. The provision of new direct services from Leicester to Coventry – with more frequent services as a result at South Wigston, Narborough and Hinckley – as well as other new direct services to the Thames Valley, Manchester and West Yorkshire
3. Reduced east-west journey times, with more trains east of Leicester towards Peterborough and Cambridge, meaning additional services to those destinations via Hinckley

Midlands Connect has also recently (June 2019) published its new Midlands Rail Hub<sup>36</sup> vision. It seeks to bring the economic centres of the Midlands closer together, with faster and more frequent passenger services and more capacity for freight. It also makes the case for new direct services from Leicester to Coventry (via Hinckley), and more services from Leicester to Birmingham. Additionally, provision of a new multi-modal station located between Nuneaton and Hinckley, Nuneaton Parkway, has been proposed during recent consultation on the Draft Warwickshire Rail Strategy (2019-2034)<sup>37</sup>. This would provide local and strategic improved connectivity to Coventry, Leicester and Nottingham.

## Current levels of provision

There are two rail routes under the management of Network Rail within Hinckley & Bosworth:

- The Birmingham to Leicester line, which runs through the southern corner of the borough. The borough’s only railway station – Hinckley – is located on this route. Train services are operated by CrossCountry, and typically provide an hourly service west to Birmingham New Street via Nuneaton and east to Leicester via Narborough. Some additional trains stop at Hinckley in peak hours on the longer-distance Birmingham to Cambridge/Stansted Airport route (via Leicester and Peterborough), but for much of the day these pass Hinckley without stopping.
- The Leicester to Burton-on-Trent “Ivanhoe” line, which runs through the north-eastern corner of the borough. Although this has been the subject of numerous proposals for re-opening to passenger services over recent decades (including a railway station near Desford), it currently only provides freight services to quarries around Coalville and Bardon Hill and a diversionary route away from busier routes. Its prospects for reopening are limited by severe speed restrictions on the route, and the need for trains to reverse on the outskirts of Leicester in order to access Leicester Railway Station, although there remain ongoing local interests in reviving the route.

---

<sup>34</sup> <https://cdn.networkrail.co.uk/wp-content/uploads/2016/11/East-Midlands-Route-Study.pdf>

<sup>35</sup> <https://www.leicester.gov.uk/media/180873/rail-strategy-march-2017.pdf>

<sup>36</sup> <https://www.midlandsconnect.uk/media/1571/midlands-rail-hub-summary-report-final-june-2019.pdf>

<sup>37</sup> [https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/supporting\\_documents/WRIS%20DRAFT%20for%20consultation%20201934%20FINAL.pdf](https://ask.warwickshire.gov.uk/communities/draft-warwickshire-rail-strategy-2019-2034/supporting_documents/WRIS%20DRAFT%20for%20consultation%20201934%20FINAL.pdf)

The south and west of the borough is also served to an extent by railway stations in Atherstone and Nuneaton, which are on the West Coast Main Line. London North Western Railway provides fast hourly services on this route, south to London Euston via Rugby and north to Crewe via Tamworth. Some additional peak hour services are also operated by Virgin Trains from Nuneaton, south to London Euston and north as far as Liverpool and Holyhead.

Levels of crowding on rail services through Hinckley are already challenging, with particular issues into Birmingham in the morning peak and out of Birmingham in the evening peak. Some more limited overcrowding also occurs into Leicester in the morning peak and back out of Leicester in the evening peak. The analysis by route in Appendix A5 of Network Rail's East Midlands Route Study forecasts a worsening of this existing position, with nearly half of daily services through Hinckley being over 100% of their seating capacity (i.e. with passengers standing) on departure from Birmingham by 2023. By 2043 almost all services will be over 100% seating capacity on leaving Birmingham, with most still having passengers standing by the time they arrive at Hinckley.

## Implications for future growth

We categorise rail service provision as a **desirable** infrastructure type, by its limited existing provision across Hinckley & Bosworth and the very substantial cost of rail infrastructure improvement. Rail capacity is therefore very unlikely to be a key factor in determining whether growth can be accommodated within any settlement, although the benefit of access to rail services does help to emphasise the sustainability of Hinckley as a location for development.

In the context of the rail capacity issues set out above, the key consideration in the context of this study is therefore ensuring that opportunities are taken to align Hinckley & Bosworth behind supporting and facilitating any necessary infrastructure improvements. It may also be possible for developer contributions to 'top-up' levels of funding for schemes that would benefit rail service provision through Hinckley, although the costs identified in the East Midlands Route Study make it almost impossible for these to be funded by contributions to any significant degree. Government funding, for which Midlands Connect continues to make the case, is therefore likely to be the only means by which these schemes can be delivered:

- Additional signalling and four-tracking around Croft (between Hinckley and Nuneaton), necessary to support to provision of additional rail services, are estimated to cost £15-35 million and £50-100 million respectively;
- A wider scheme to provide additional rail capacity around Leicester and support the levels of passenger growth anticipated by 2043 is estimated to cost £600 million - £1 billion;
- The provision of around 10 new carriages to lengthen train services through Hinckley would help to alleviate overcrowding but cost £10-20 million and is considered to have a low value for money business case in the East Midlands Route Study.

## 4.1.5 Active Travel and Cycling Provision

### Policy and context

Active travel encompasses a variety of non-motorised transport modes, including walking, but cycling in particular has the greatest potential to effect modal shift by virtue of its ability to compete with car journey times within urban areas. Cycling infrastructure has historically been



relatively well developed by virtue of the 1999 Hinckley Area Cycling Network Plan, which included measures to develop segregated cycle routes, on-road cycle routes on traffic calmed roads, and the facilitation of crossings of busy roads. 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.

Leicestershire County Council’s Local Transport Plan 3 2011-2026<sup>38</sup> sets out a number of specific measures by which active travel and cycling provision will be improved:

- Engaging with the masterplanning process to ensure that new developments are supported by high quality pedestrian and cycling infrastructure;
- Improving the quality of walking and cycling infrastructure around the county, and provide information to help to promote its use;
- Producing a Rights of Way Improvement Plan<sup>39</sup>; focussed on waymarking and signage, network promotion, the removal of physical barriers and vegetation cutbacks;
- Seeking to improve cycling connectivity and interchange at railway stations;
- Addressing personal safety issues that may prevent people from choosing to active travel.

### Current levels of provision

As can be seen in Figures 8 and 9, the borough benefits from a relatively extensive network of segregated and on-street cycle routes, with particularly high levels of provision in Hinckley.

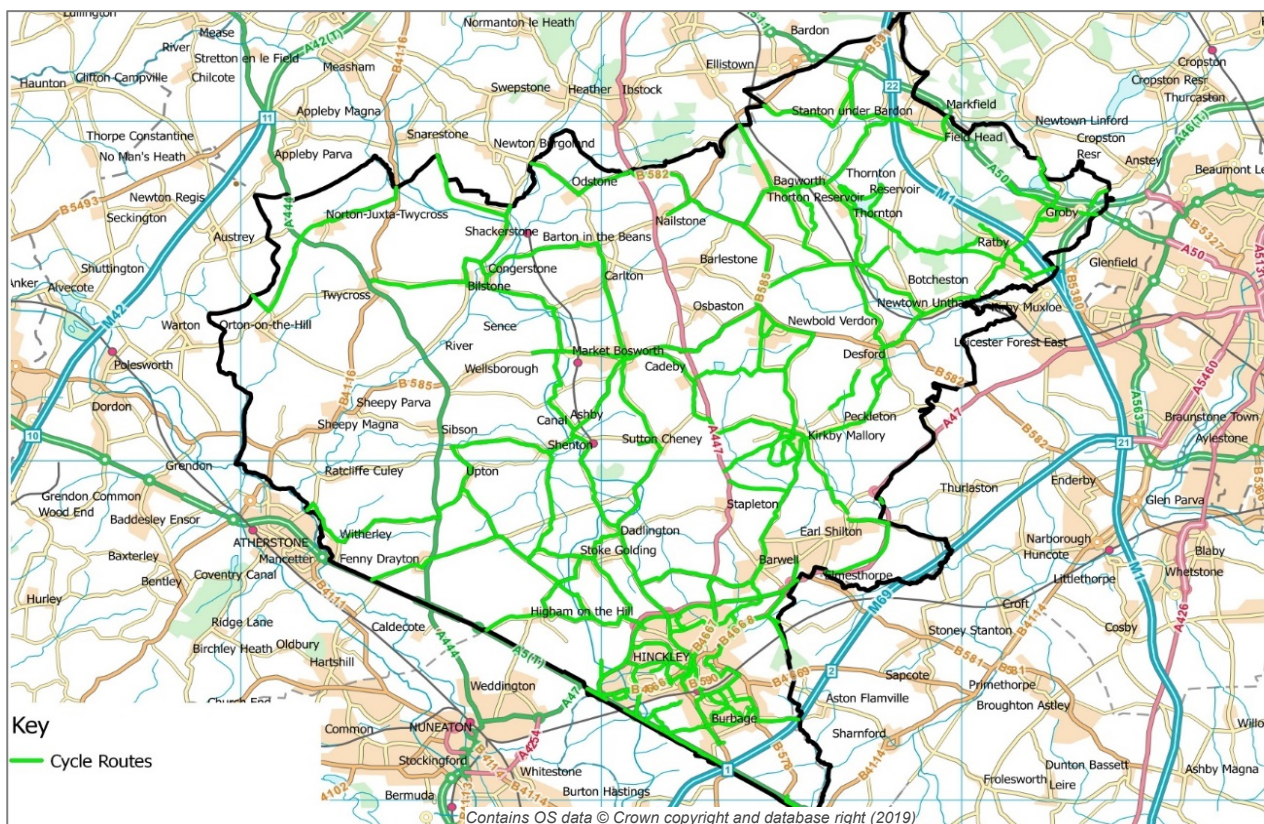


Figure 8 – Extent of cycle routes across Hinckley & Bosworth

<sup>38</sup> [https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/Local\\_transport\\_plan.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2017/1/9/Local_transport_plan.pdf)

<sup>39</sup> [https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2015/12/8/leics\\_rowip2.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2015/12/8/leics_rowip2.pdf)

## Implications for future growth

We categorise active travel provision as an **essential** infrastructure type. The existence (or lack) of active travel provision within a settlement is unlikely to be a key factor in determining whether growth can be accommodated within that settlement, but it should still inform site selection decisions when considering infrastructure provision in the settlement as a whole.

The key consideration for this infrastructure type in the context of the Infrastructure Capacity Study is therefore to ensure that new development is designed in a manner which helps to genuinely facilitate active travel and help it to ‘compete’ with the car to become the preferred mode for short-distance intra-urban journeys. This could be achieved by providing suitable policy hooks within the new Local Plan to ensure that sufficient means exist to secure this or producing additional guidance if required. This could also help to secure contributions towards the improvement of wider active travel corridors offsite, in order to further build a network of active travel routes around the borough.



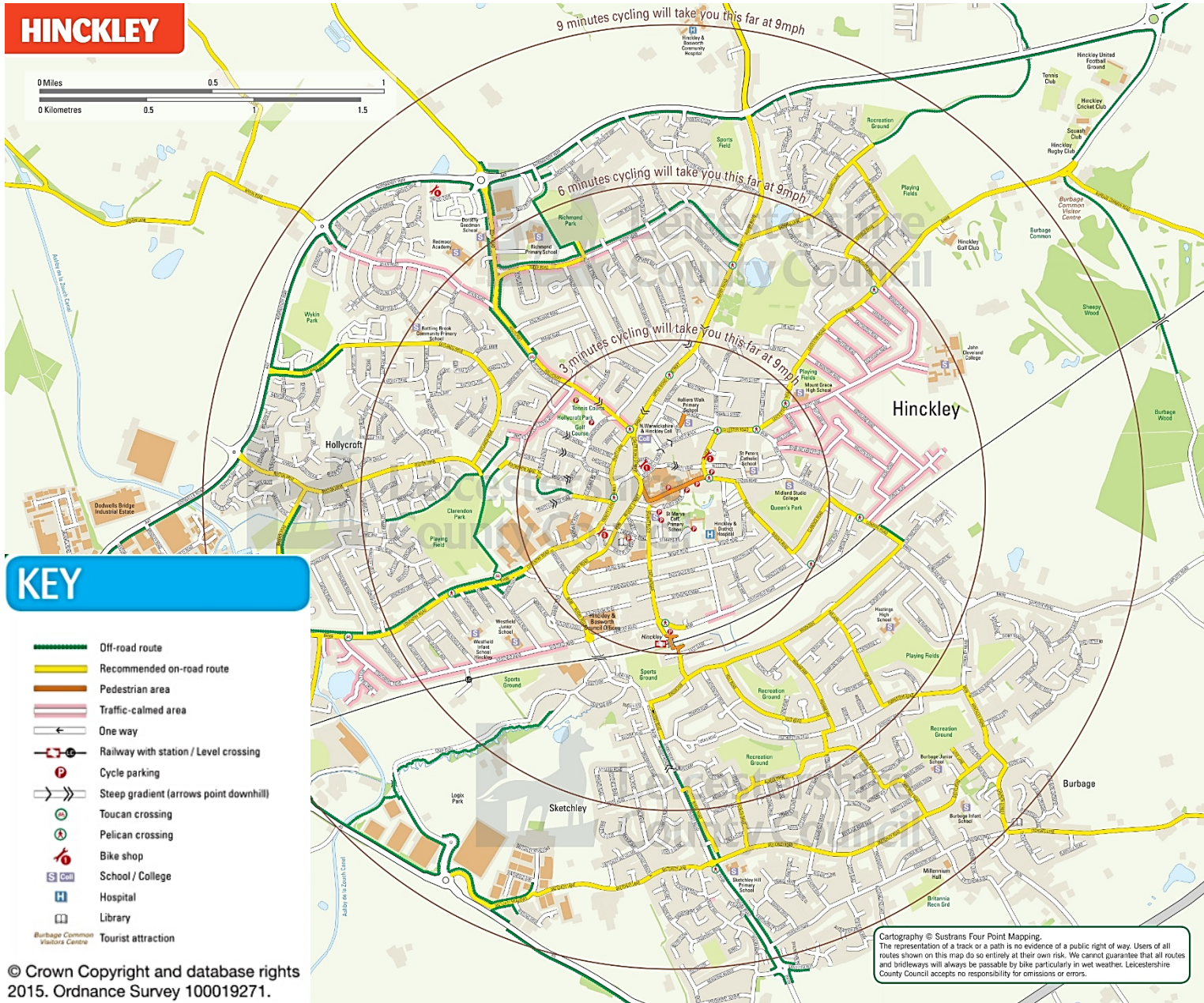


Figure 9 – Extent of off-road cycle routes within Hinckley (green lines) and on-road quiet routes (yellow lines)  
 Map source – Leicestershire County Council Choose How You Move

© Crown Copyright and database rights 2015. Ordnance Survey 100019271.

## 4.2 Utilities and Environment

This section considers the full spectrum of utility provision within Hinckley & Bosworth, as well as infrastructure provision crucial to protecting the environment. These forms of infrastructure are generally unseen and unnoticed by the general public but are all absolutely essential to the effective and efficient day-to-day functioning of the borough.

This section will consider the following transport infrastructure types:

- Gas supply
- Electricity supply
- Telecommunications
- Water supply and sewerage
- Flood management
- Waste management

### 4.2.1 Gas

#### Policy and Context

Gas is provided nationally through the National Transmission System (NTS) which is managed by National Grid. Gas is distributed locally by Cadent Gas which owns and operates the local gas distribution network covering the East Midlands. The Office of Gas and Electricity Markets (OFGEM) monitor and regulate the gas transmission and distribution networks.

Gas consumption in the domestic sector is likely to decrease slightly over the next decade due to energy efficiency initiatives (for example the Green Deal). Since the Renewable Heat Incentive was introduced for gas to grid production in 2011, there has been an acceleration in biomethane connections to the network. Alongside accommodating entry gas, National Grid are looking for opportunities to support gas injections into the grid, which Cadent (the local Gas Distribution Network for Hinckley and Bosworth Borough) have been leading. This is hoped to bolster gas capacity at peak and off-peak times.

Cadent Gas produce Long Term Development Plans (LTDP)<sup>40</sup> in order to forecast their demand and supply for the next ten years. According to the 2018 LTDP, gas demand forecast shows minimal change over the next ten years. Annual gas demand is decreasing year on year primarily due to the continued increase in energy efficiency within the domestic sector. Even though overall consumption is going down, investment is required on exiting capacity because of possible local constraints within the networks, to help meet Local Authority strategic development proposals. The report highlights that gas networks are at the centre of our energy system, providing 85% of UK households with their primary source of heating, and 40% of power.

Paragraph 148 of the NPPF requires the planning system "to support the transition to a low carbon future in a changing climate", and goes on to state that LPAs should have a positive strategy to promote energy from renewable and low carbon sources and should consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such. It also states that local authorities should identify

---

<sup>40</sup> Cadent Gas, Long Term Development Plan (October 2018). Source: <https://cadentgas.com/nggdwsdev/media/media/reports/futureofgas/Long-term-development-plan-2018.pdf>

opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

## Current Levels of Provision

Cadent provides universal connections to the gas network across Hinckley & Bosworth. Cadent are responsible for 'Exit Connections' (new demand for gas) for domestic connections and alterations. In fuel poverty areas, they also provide free or discounted connections to their network (dependant on meeting certain criteria).

We have only been able to discuss current levels of gas infrastructure provision across the borough with Cadent briefly to inform this study. We understand that Hinckley's system is fairly robust, although there are capacity restraints on the Medium Pressure Network (heading south from the railway line down to Junction 1 of the M69 and then onto Wolvey). Any areas of development here will require reinforcement.

## Implications for Future Growth

We categorise gas as a **critical** infrastructure type. Cadent advised that for strategic connection points, the network could accommodate a further 5,000 homes in the Hinckley area before any issues are encountered. However, for this study and in the absence of exact growth forecasts, Cadent were unable to provide any more specific advice.

Notwithstanding this, based on the information provided by Cadent to date and given the general picture of decreasing demand for gas, we do not currently anticipate any implications for future growth.

Cadent caution that when quoting for connections onto the network, capacity is assessed on a first-come first served basis, and so capacity quoted when a development is originally planned may not be available when a development is complete. Where Cadent are given visibility of Local Plans early they are better able to factor in longer term demand when developing reinforcement options, and so enable efficient investment into the gas network and minimise future disruption.

We will continue to explore opportunities to hold discussions during the subsequent phases of the Infrastructure Capacity Study, in order to clarify the implications for future growth and allow Cadent to fully factor demand from the borough into its future service provision.

## 4.2.2 Electricity

### Policy and Context

The regional distribution network operator for the borough is Western Power Distribution (WPD). They are responsible for maintaining, repairing and reinforcing the electricity network, which is utilised by consumer-facing electricity companies to 'sell' electricity.

The current Western Power Distribution Business Plan details the period 2015-2023. The eight-year period aligns with the current Office of Gas and Electricity Markets (OFGEM) regulatory price control review period. WPD will be investing £1.9 billion across the East Midlands during this period. This includes expenditure to maintain, extend and reinforce the region's electricity



network<sup>41</sup> The largest amount of expenditure is on asset replacement (£590 million) – investment to reinforce the network (i.e. deal with demand increases) is more modest at £270 million.

In general terms, unlike gas, electricity usage is forecast to increase in the future as part of the transition to a lower-carbon future. Whilst improved appliance efficiency and the rollout of smart meters are helping to dampen ‘traditional’ household electrical usage, this is more than offset by several anticipated sources of increased demand set out in WPD’s Business Plan:

- An approximate 1% per annum increase in the number of connections to the electricity network;
- The impacts of consumer take-up of low carbon technologies, such as ground-source heat pumps and electric vehicles;
- The continuing growth of less centralised forms of energy generation (solar, wind, biomass and incineration).

WPD has undertaken modelling to understand the likely implications on future demand for electricity across each of its regions. For the East Midlands, this results in a likely load growth forecast of around 1.7% per annum by 2023. Whilst less than some other regions (the forecast for the South West is 2.1% per annum by 2023), the smaller size and greater existing load of its electricity network means that the East Midlands is forecast to be worst affected.

Utilisation of the electricity network is presented based upon a ‘load index’ score:

- LI1 – Significant spare capacity
- LI2 – Adequate spare capacity
- LI3 – Highly utilised
- LI4 – Fully utilised, mitigation requires consideration
- LI5 – Fully utilised, mitigation required

Figure 10 on the following page sets out the forecast Load Index scoring for each of WPD’s regions and demonstrates the extent to which the East Midlands primary electricity distribution network is anticipated to be constrained, even with investment. These levels of constraint have been identified as concerns by some neighbouring authorities during our discussions with them.

## Current Levels of Provision

WPD provides universal connections to the electricity network across Hinckley & Bosworth and the wider East Midlands, with some 72,000km of overhead lines and underground cables throughout the region.

Through our discussions with them, WPD have indicated that the majority of the borough’s existing electricity network is either constrained or very constrained. The north and east of the borough is fed from sub-stations and supply points in Coalville, where there is very little remaining capacity. The centre and south of the borough are fed from sub-stations and supply points in Hinckley, where there is also very little remaining capacity – although works to provide some additional capacity in Hinckley have now commenced. However, WPD have not been able to provide settlement-level information on capacity and loading at this stage and will require details of the growth forecast at Phase 2 of the Infrastructure Capacity Study before it can do this.

---

<sup>41</sup> Western Power Distribution (2013) WPD East Midlands Business Plan Summary [Online], Available: <https://www.westernpower.co.uk/docs/About-us/Stakeholder-information/Our-future-business-plan/Single-page-summaries/East-Midlands-single-page-summary.aspx>



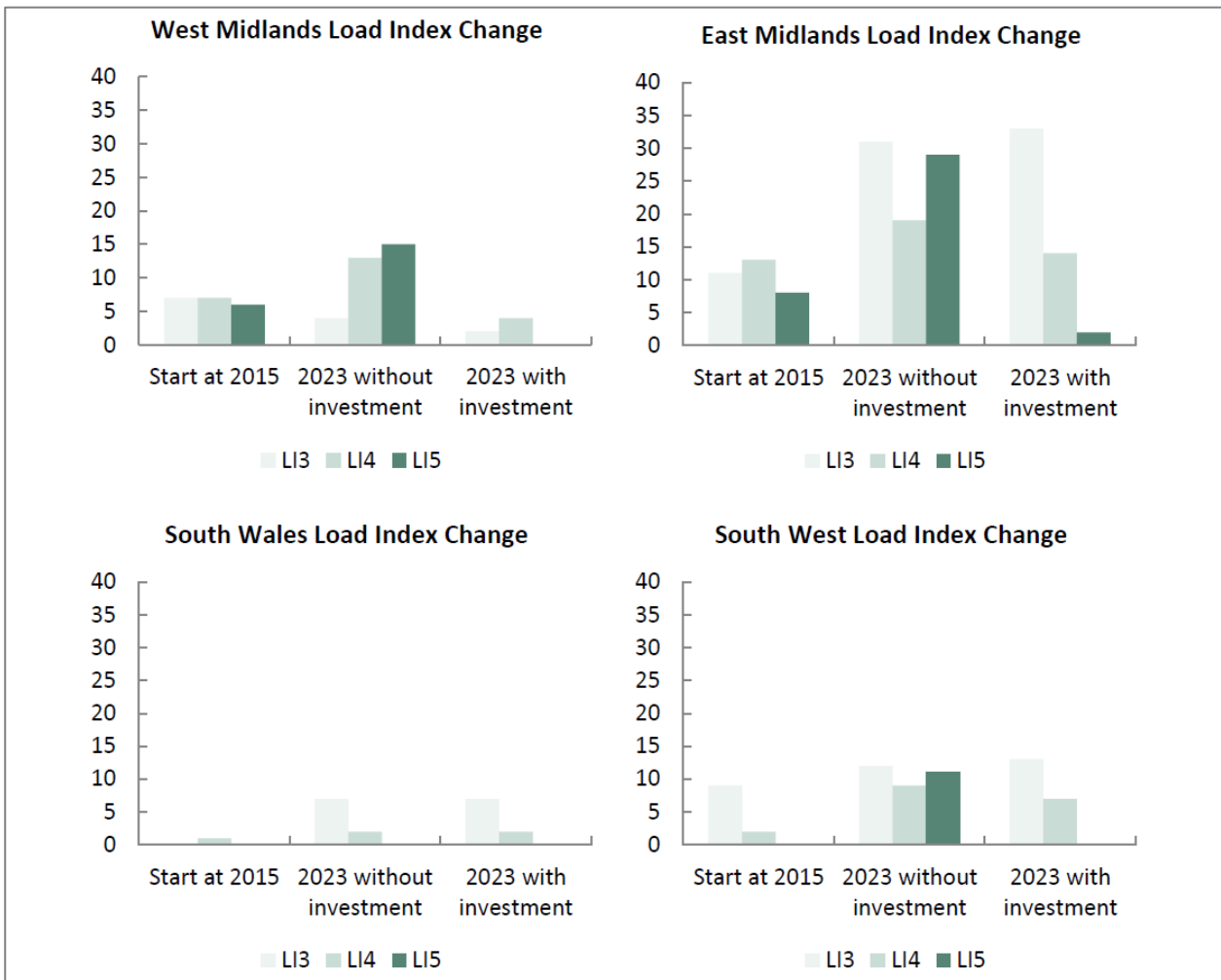


Figure 10 – Forecast changes in Load Index across each of Western Power Distribution’s (WPD) four regions. Source – WPD Business Plan 2015-2023

## Implications for future growth

We categorise electricity as a **critical** infrastructure type. Because settlement-level network capacity is not yet available, we do not yet have any basis on which to form conclusions on the settlement-level implications for future growth. However, it is evident that electricity networks across the borough as a whole are constrained, and it is apparent from the forecasting in WPD’s Business Plan that this situation is only going to worsen in the future if further investments in capacity are not made.

WPD has indicated that it is currently unable to support any significant additional load on the borough’s electricity network without undertaking major reinforcement and/or reconfiguration works. Nevertheless, WPD has not expressed any fundamental concerns about its ability to do this and therefore accommodate the electricity needs of likely levels of future growth. It has indicated that necessary infrastructure works would be planned for at the stage where developers apply for new connections for their individual schemes, with the responsibility for funding these works falling to developers as part of a process of negotiation between them and WPD. Necessary electrical infrastructure improvement works would then take place once developer funding is in place, typically concurrently with the build-out of that development site.

## 4.2.3 Telecommunications

### Policy and Context

Wired telecommunications services are provided across the UK by a range of internet service providers; however, most residential and business subscribers are served by one of the five major providers – BT, Sky, Virgin Media, TalkTalk and EE. BT Openreach own most of the underlying telecoms infrastructure, including cables and exchanges, which these internet service providers pay usage fees for. Virgin Media maintains its own separate fibre optic cable network.

The provision of superfast broadband is a key priority for the Leicester and Leicestershire Enterprise Partnership (LLEP), which defines it as “*essential core infrastructure that is critical for business growth and innovation*”<sup>42</sup>. Superfast broadband is defined as 24 megabytes per second (mbps) by the UK Government and 30mbps by the European Union. In order to seek to achieve a greater penetration of superfast broadband across Leicester and Leicestershire, Leicestershire County Council inaugurated its Superfast Leicestershire programme in 2011. This is an £18.8m scheme, part funded by the European Regional Development Fund, Regional Growth Fund, the LLEP, county and district councils and BT Openreach.

Superfast Leicestershire has so far implemented the following:

- The delivery of superfast broadband to 96% of properties in Leicester and Leicestershire, through Phases 1 and 2 of the programme with hundreds of miles of new fibre optic cable laid in order to reach around 90,000 additional properties;
- Helping to implement the Government’s Rural Gigabit Voucher<sup>43</sup> scheme, which can provide funding of up to £3,500 per business and £1,500 per resident in order to help to provide superfast broadband in hard to reach areas;
- Signposting wireless radio broadband providers for areas which cannot yet be reached by superfast broadband.

These measures have resulted in an increase in the coverage of superfast broadband across Leicestershire from around 86% in 2011 to 96% today. However, Superfast Leicestershire recognises the increasing difficulty and cost of providing service to the hardest to reach residents – its so-called ‘final 4%’. These will be targeted by Phase 3 of the Superfast Leicestershire programme over the coming years, with approximately £12 million of additional funding earmarked. However, in our discussions, Superfast Leicestershire has noted that this is unlikely to be sufficient to reach 100% coverage across the county. The Government has however, now produced guidance aiming to deliver superfast broadband connectivity to new build homes in the UK, and this is a Council priority<sup>44</sup>.

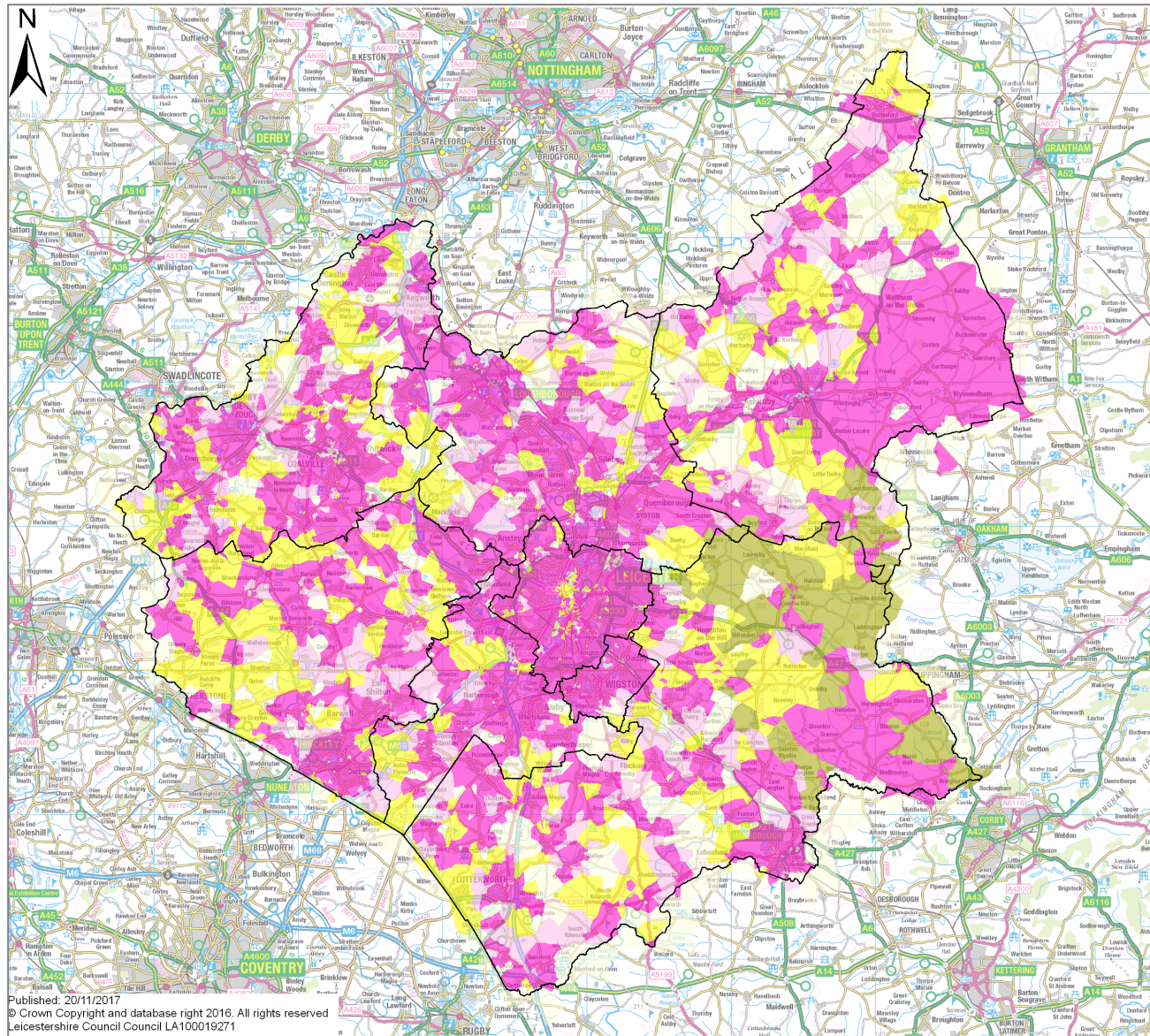
Commercial mobile telecommunications services are provided by a number of mobile phone operators utilising masts and satellite infrastructure provided by one of four infrastructure operators – EE, O2, Three and Vodafone. Mobile telecommunications not subject to the same level of emphasis by LLEP and Leicestershire County Council, which are prioritising wired telecommunications. The key current development in mobile telecommunications is the rollout of 5G technology, which will allow speeds of up to 200mbps – far in excess of the superfast broadband standard. This is currently in the very early stage of implementation and being pursued separately by each mobile infrastructure operator. There are no current plans for coverage in

---

<sup>42</sup> <https://www.llep.org.uk/projects-and-programmes/growth-deal/superfast-leicestershire/>

<sup>43</sup> <https://gigabitvoucher.culture.gov.uk/rural/>

<sup>44</sup> <https://www.gov.uk/government/publications/new-build-homes-superfast-broadband-connectivity-options>



# Get faster broadband Superfast Leicestershire

Deployment Map Update  
November 2017

## Superfast Leicestershire Boundaries

- District Boundaries
- Superfast broadband is now available in this area
- Superfast broadband is available in parts of this area
- Superfast broadband plans in this area are not yet confirmed. The County Council is seeking solutions for all unserved premises
- Planning and survey work underway or happening soon.
- Superfast broadband expected in this area between now and September 2018
- Superfast Broadband plans for this area to be delivered commercially within the next 2 years

Published: 20/11/2017  
© Crown Copyright and database right 2016. All rights reserved  
Leicestershire Council LA100019271



Figure 11: Coverage and rollout of superfast broadband across Leicestershire, November 2017 (Source: Superfast Leicestershire, <https://www.superfastleicestershire.org.uk/when-and-where/>)



Hinckley & Bosworth, although it is understood that some operators hope to launch in Leicester and Coventry by the end of 2019.

## Current Levels of Provision

Superfast Leicestershire has indicated that 95.2% of properties in Hinckley & Bosworth were able to receive superfast broadband in April 2018 (the latest date for which full figures are available), with a total of 2,700 properties currently uncovered. This is slightly lower than the 96% county-wide average, reflecting the borough's more rural nature. The extent of coverage in 2018 is shown in Figure 11 on the previous page.

Whilst the properties not covered by superfast are primarily rural, this is not exclusively the case – Superfast Leicestershire has highlighted the example of Olympic Way in Hinckley, built in the early 2010s. A lack of provision for superfast broadband by the developer has left it commercially prohibitive for BT Openreach to provide that access itself, with either Superfast Leicestershire or the residents of the estate itself needing to provide the necessary funding.

## Implications for Future Growth

We categorise telecommunications as a **critical** infrastructure type. However, it is not an infrastructure type where capacity within existing networks is typically affected by new development, and is therefore unlikely to be a factor in determining the ability of individual settlements within the borough to accommodate new growth.

The key consideration for telecommunications provision in the context of this study is therefore to ensure that new development is fully equipped and future-proofed to provide superfast broadband provision. Superfast Leicestershire has particularly highlighted the role which planning policies can play in securing this – the installation of fibre optic cables within new developments is a service which BT Openreach will generally provide to developers free of charge, but if not appropriately-timed it becomes prohibitively expensive.

## 4.2.4 Water Supply and Sewerage

### Policy and Context

Water supply and the treatment of wastewater in the borough is the responsibility of Severn Trent Water as the statutory undertaker as set out in the Water Industry Act (1991). Severn Trent Water serves over 8 million people and businesses across the Midlands and mid-Wales.

Severn Trent's strategy for future water supply and sewerage provision is set out across the following documents:

Draft Water Resource Management Plan 2018<sup>45</sup>: Water companies are required to publish a Water Resource Management Plan every five years. It sets out Severn Trent's understanding of population growth, drought, environmental obligations and climate change, and how it will therefore balance supply and demand. By virtue of these environmentally-focussed outcomes, the Plan sets out proposed measures (such as addressing leakage and changing customer behaviour)

---

<sup>45</sup> <https://www.severntrent.com/content/dam/stw-plc/water-resource-zones/WRMP-main-narrative.a.pdf>

that will reduce the amount of water needing to be put into the supply, and for the remaining sources of supply taking measures to improve habitats and avoid environmental degradation.

Drainage and Wastewater Management Plan 2018<sup>46</sup>: This is Severn Trent’s first such plan for dealing with future sewerage needs across its area. Although not required to be published until 2022/23, Severn Trent has chosen to publish a plan now in order to demonstrate its commitment to long term planning for the sewerage network. It sets out investments needed over a five year period from 2020 to 2025, and a wider 25-year wastewater strategy. The process of producing the plan incorporates modelling of sewer management and flood water routing, in order to identify locations of stress and requirements for investment. The Plan splits Severn Trent’s area into several Strategic Planning Areas, with Hinckley & Bosworth falling into two:

- The Soar Strategic Planning Area, which covers 35% of the borough, and includes Desford, Groby, Markfield and Ratby;
- The Trent Confluence Strategic Planning Area, which covers 65% of the borough, and includes Hinckley, Barwell, Burbage, Earl Shilton and Market Bosworth.

The Environment Agency also has a responsibility to monitor and regulate water companies’ environmental related activities. This includes the issuing of Environmental Permits for wastewater discharge from sewage works, discharge of trade effluent, the supply of drinking water and monitoring of water quality.

## Current Levels of Provision

For Water Supply, Hinckley & Bosworth falls within Severn Trent Water’s Strategic Grid Water Resource Zone. This is the largest of the 15 zones that were created following the implementation of the 1991 Water Industry Act and covers a significant area of the Midlands. This grid is served by a number of water input sources and allows variances in demand in different locations to be met. Because of Severn Trent’s historic reductions in the amount of water being added to the supply despite population growth, and the proposals for this to continue in the future as set out in the Draft Water Resource Management Plan, our discussions with Severn Trent have indicated that water supply in Hinckley & Bosworth is not constrained.

For wastewater, Hinckley & Bosworth is served by 11 sewage treatment works – seven located within the borough itself, and four located in various directions beyond. The key destinations for the borough’s wastewater and sewerage are Hinckley, Earl Shilton and Wanlip – the destinations typically reflect the topography of land downhill (typically downstream following river routes) from those settlements. The settlements served by each sewage treatment works are set out in Table 5 below:

Settlement	Sewage Treatment Works Location	Sewage Works Local Authority
Bagworth	Wanlip	Charnwood
Barlestone	Barlestone	Hinckley & Bosworth
Barwell	Earl Shilton	Hinckley & Bosworth
Burbage	Hinckley	Hinckley & Bosworth
Congerstone	Bilston	Hinckley & Bosworth
Desford	Wanlip	Charnwood
Earl Shilton	Earl Shilton	Hinckley & Bosworth
Groby	Wanlip	Charnwood

<sup>46</sup> [https://www.stwater.co.uk/content/dam/stw/about\\_us/pr19-documents/sve\\_appendix\\_a9\\_drainage\\_and\\_wastewater\\_management\\_plan.pdf](https://www.stwater.co.uk/content/dam/stw/about_us/pr19-documents/sve_appendix_a9_drainage_and_wastewater_management_plan.pdf)

Settlement	Sewage Treatment Works Location	Sewage Works Local Authority
Higham-on-the-Hill	Earl Shilton	Hinckley & Bosworth
Hinckley	Earl Shilton	Hinckley & Bosworth
	Hinckley	Hinckley & Bosworth
Market Bosworth	Market Bosworth	Hinckley & Bosworth
Markfield	Snarrows (Coalville)	North West Leicestershire
	Wanlip	Charnwood
Nailstone	Ibstock	North West Leicestershire
Newbold Verdon	Newbold Verdon	Hinckley & Bosworth
Ratby	Wanlip	Charnwood
Sheepy Magna	Earl Shilton	Hinckley & Bosworth
Stanton Under Bardon	Ibstock	North West Leicestershire
Stoke Golding	Earl Shilton	Hinckley & Bosworth
Thornton	Wanlip	Charnwood
Twycross	Twycross	Hinckley & Bosworth
Witherley	Atherstone	North Warwickshire

Table 5: Settlements within Hinckley & Bosworth, and the sewage treatment works serving each

From our discussions with Severn Trent, none of the sewage treatment works serving the borough are understood to be constrained at the present time. In terms of future development, there are emerging proposals to close Hinckley’s sewage treatment works and divert flow to Nuneaton’s sewage treatment works which is more readily capable of future expansion.

## Implications for Future Growth

We categorise water supply and sewerage as a **critical** infrastructure type. The existence (or lack) of wastewater and sewerage capacity within a settlement could be a factor in determining the quantum of growth that can be accommodated within it, and in cases of extreme constraint could be a basis to determine whether growth can be accommodated in a settlement at all.

In terms of water supply, our discussions with Severn Trent have indicated that water supply in Hinckley & Bosworth will have very limited implications for future growth. Whilst new development sites will evidently need to be connected to the strategic water supply grid, this is required for all developments and does not place any particular constraint on development or any impact upon the wider water supply network.

In terms of wastewater and sewerage, Severn Trent has highlighted the conclusions in its Drainage and Wastewater Management Plan for each individual sewage treatment works, set out in Table 6 below. Typically, for those settlements where there is a risk of the eventual sewage treatment works capacity being exceeded, Severn Trent has also identified medium or high risks of more localised sewerage infrastructure being adversely affected by development.



Sewage Treatment Works	Settlements Served	Population Served	Risk of Exceeding Capacity?
Wanlip	<b>H&amp;B</b> – Bagworth, Desford, Groby, Markfield, Ratby, Thornton <b>Elsewhere</b> – Leicester, Syston, Sileby, Mountsorrel	644,600	Yes
Hinckley	<b>H&amp;B</b> – Burbage, Hinckley	48,000	Yes
Snarrows (Coalville)	<b>H&amp;B</b> – Markfield <b>Elsewhere</b> – Coalville, Bardon Hill	45,800	Yes
Earl Shilton	<b>H&amp;B</b> – Barwell, Earl Shilton, Higham-on-the-Hill, Hinckley, Sheepy Magna, Stoke Golding	23,300	Yes
Atherstone	<b>H&amp;B</b> – Witherley <b>Elsewhere</b> – Atherstone	16,600	Yes
Ibstock	<b>H&amp;B</b> – Nailstone, Stanton Under Bardon <b>Elsewhere</b> – Ibstock	7,500	Yes
Newbold Verdon	<b>H&amp;B</b> – Newbold Verdon	3,400	No
Barlestone	<b>H&amp;B</b> – Barlestone	2,900	No
Market Bosworth	<b>H&amp;B</b> – Market Bosworth	2,600	No
Bilstone	<b>H&amp;B</b> – Congerstone	600	No
Twycross	<b>H&amp;B</b> – Twycross	300	No

Table 6: Risks of sewage treatment work capacities being exceeded as a result of new development within the catchment area of each, over a 25-year time horizon

Despite the level of potential constraint identified above, Severn Trent has not expressed any fundamental concern in its ability to address demands arising from new development. It has stated the following in response to the Council’s recent Strategic Housing Land Availability Assessment:

*“As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments. Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a development will go ahead. We do this to avoid making investments on speculative developments to minimise customer bills.*

*Once detailed plans are available and we have modelled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.”*

## 4.2.5 Flood Management

### Policy and Context

The NPPF sets out the need for development to take full account of flood risk and help places to minimise vulnerability and improve resilience (Paragraph 148). It states that plans should take a proactive approach to flood risk and new development should avoid an increase in vulnerability (Paragraphs 149 and 150). It also requires in Paragraph 156 that strategic policies should be informed by a Strategic Flood Risk Assessment (SFRA). Accordingly, the Council has

commissioned the 2019 SFRA<sup>47</sup> as part of the process of reviewing its Local Plan. The conclusions of the SFRA are explored further below. Finally, of relevance of this Infrastructure Capacity Study, in Paragraph 157 the NPPF requires that the Local Plan process should “*use opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques)*”.

In addition to national planning policy, the following documents are key for any development to adhere to and consider:

- The National Flood and Coastal Erosion Risk Management Strategy for England<sup>48</sup>, which provides the overarching framework for future action by all risk management authorities to tackle flooding and coastal erosion in England.
- The Humber River Basin Management Plan<sup>49</sup>, which provides an assessment of river basin characteristics, a review of the impact on human activity, statuses of water bodies, and an economic analysis of water use.
- Leicestershire County Council’s 2015 Standing Advice to Local Planning Authorities;
- The 2017 Leicester City and Leicestershire Strategic Water Cycle Study<sup>50</sup>, to assist HBBC in selecting and developing sustainable development allocations where there is minimal impact on flood risk, amongst other factors.

Risk Management Authorities (RMAs) are organisations responsible for flood risk management in Hinckley & Bosworth, namely:

- **Environment Agency**, which has a strategic overview of all sources of flooding, setting out long term approaches to risk management, producing Flood Risk Management Plans with others and allocating funding to projects.
- **Leicestershire County Council**, as the Lead Local Flood Authority (LLFA) is responsible for managing the risk of flooding from surface water, groundwater, and ordinary watercourses. The LLFA is responsible for the local flood risk management strategy, emergency planning and recovery, engaging with local communities and has a statutory consultee role for planning.
- **Hinckley & Bosworth Borough Council**, as the Local Planning Authority, is a key partner in planning local flood risk management, working in partnership with the EA, LLFA and landowners to develop flood risk management works on minor watercourses ensure risks are managed effectively.

---

<sup>47</sup> Strategic Flood Risk Assessment (2019) JBA Consulting for HBBC. Available at: [https://www.hinckley-bosworth.gov.uk/downloads/file/6551/strategic\\_flood\\_risk\\_assessment\\_sfra\\_2019\\_main\\_report](https://www.hinckley-bosworth.gov.uk/downloads/file/6551/strategic_flood_risk_assessment_sfra_2019_main_report)

<sup>48</sup> Understanding the risks, empowering communities, building resilience: the national flood and coastal erosion risk management strategy for England (2011) Environment Agency, DEFRA. The Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/228898/9780108510366.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/228898/9780108510366.pdf)

<sup>49</sup> Humber River Basin Management Plan (2018) Environment Agency. Available at: <https://www.gov.uk/government/publications/humber-river-basin-district-river-basin-management-plan>

<sup>50</sup> Leicester City and Leicestershire Strategic Water Cycle Study (2017) JBA. Available at: [https://www.l1strategicgrowthplan.org.uk/download/pdf\\_document/2017s5956-Leicester-City-and-Leicestershire-Water-Cycle-Study-Final-v5.0.pdf](https://www.l1strategicgrowthplan.org.uk/download/pdf_document/2017s5956-Leicester-City-and-Leicestershire-Water-Cycle-Study-Final-v5.0.pdf)

- **Seven Trent Water** have a major role in managing flood risk with regard to the management of water supply and sewerage facilities to help reduce flood risk.

Together the RMA's work together to help mitigate and manage flood risk and therefore are important stakeholders regarding future current and future provision.

## Current Levels of Provision

The Strategic Flood Risk Assessment<sup>51</sup> (SFRA) indicates that surface water and culverted watercourses are the primary sources of flooding in HBBC. The report found that historically, urban areas are worst affected (including Hinckley, Barwell, Earl Shilton, Desford, Ratby and Groby).

The SFRA outlines the primary source of fluvial flood are the River Anker and River Sence, in addition to numerous smaller watercourses, such as those in Hinckley and Burbage, the Battle Brook, Rothley Brook, Harrow Brook and Sketchley Brook. The key areas at risk of fluvial flooding are generally Rural Villages including Sheepy Magna, Shackerstone and Witherley, as well as the Key Rural Centres of Groby and Ratby (page iv).

In terms of groundwater flooding, the SFRA states areas around Stoke Golding, Newbold Verdon and Desford along the River Sence are among the most susceptible. Generally, most of the Borough falls within the <25% susceptible classification and is therefore at a lower risk of groundwater flooding.

The Ashby Canal has the potential to contribute to flood risk as in the past, it has interacted with other watercourses, becoming a flow path during flood events. Previously, this led to canal breach incidents between Congerstone and Shenton, and overtopping incidents in Stoke Golding and Hinckley (page v).

There are four reservoirs within HBBC and whilst no records of flooding from reservoirs exist, there is a residual risk of a reservoir breach and this risk should be considered in any site-specific Flood Risk Assessments where relevant (page v).

The SFRA in Appendix E provides a summary of flood risk in HBBC, highlighting that Hinckley Clarendon Ward is the only ward with an existing flood defence, in the form of a storage area to the east of the Ashby Canal and the west of Brodwick Road (page 96).

## Implications for Future Growth

We categorise flood management infrastructure as a **critical** infrastructure type. However, it is not an infrastructure type where capacity within existing networks is typically affected by new development and is therefore unlikely to be a factor in determining the ability of individual settlements within the borough to accommodate new growth.

The existing Core Strategy provides details of areas which would benefit from flood management improvements. 'Policy 9: Rothley Brook Meadow Green Wedge', requires the retention and enhancement of the corridor as a flood plain and infiltration basin. 'Policy 20: Green Infrastructure', sets out that flood prevention measures (e.g. ponds and green roofs) will be supported in Hinckley town centre, in addition to the retention and enhancement of storage ponds along the Battling Brook and management of the River Sence corridor to reduce flood risk.

---

<sup>51</sup> Strategic Flood Risk Assessment (2019) JBA Consulting for HBBC. Available at: [https://www.hinckley-bosworth.gov.uk/downloads/file/6551/strategic\\_flood\\_risk\\_assessment\\_sfra\\_2019\\_main\\_report](https://www.hinckley-bosworth.gov.uk/downloads/file/6551/strategic_flood_risk_assessment_sfra_2019_main_report)

Pursuant to this, the SFRA addresses a cumulative impact analysis of areas that would benefit from mitigation and suggests policy recommendations that will be transposed into the Council's new Local Plan:

- **Policy Recommendation 1: High risk Catchments draining towards Local Authorities:** identifies Rothley Brook in neighbouring Charnwood as a high-risk catchment which presents fluvial flood risk to Glenfield in the north east of the district.
- **Policy Recommendation 2: High risk urban catchments:** identifies Sketchley brook from Source to River Anker as a high-risk catchment, within which, Hinckley town centre lies.
- **Policy Recommendation 3: High risk large urban rural catchments with localised flood risk issues:** identifies the Carlton Brook as a high-risk catchment.
- **Policy Recommendation 4: Applicable across the borough to minimise cumulative impact:** applies to all catchments that received a medium-risk or low risk catchment rating in the Cumulative Impact Assessment.

Mitigation strategies identified in these Policy Recommendations include:

- Close working with neighbouring Local Authorities, the Lead Local Flood Authority, the Environment Agency and other relevant bodies;
- Preparation of a detailed drainage strategy in a Level 2 SFRA or detailed local area Strategic Drainage Studies;
- Site specific Flood Risk Assessments and Surface Water drainage Strategies;
- Exploration of the potential for site designations e.g. Critical Drainage Areas and safeguarding of sites for future natural flood management;
- Promote environmental land management practices and community resilience;
- Developers should incorporate SuDS where ground conditions and other key factors show them to be technically feasible.

The SFRA also sets out locations with no existing defence, but which may benefit from some form of works – these are 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 (from page 96). In addition, some roads in Groby are at risk of flooding.

Flood defence and mitigation schemes can be costly. A summary of potential funding sources for flood risk management schemes is set out below:

- **DEFRA Grant:** Most funding for flood management is provided from grants Defra provide to the Environment Agency.
- **FCERM GiA:** Flood and Coastal Erosion Risk Management Grant in Aid is administered by the EA on behalf of DEFRA. Schemes are assessed according to how much public benefit they will give, with shortfalls in 'Grant in Aid' funding being made up through local levy, local businesses, organisations or communities who will benefit from the scheme. This means that schemes can receive some 'grant in aid' so long as they can find necessary partnership funds.
- **Local Levy:** There is the possibility for LCC to use this as funding for future schemes and maintenance.
- **Water Company Planning:** This includes the water company investment in infrastructure which is covered within the five-year asset management plan six, soon to be seven (2020-2025).

- **Leicester and Leicestershire Enterprise Partnership (LLEP) Funding:** Local Enterprise Partnership provides access to European funding, through the European Regional Development Fund.

If these means are not able to fund any necessary or desired flood risk infrastructure, developer contributions via Section 106 or any potential future CIL charging schedule would also provide an appropriate means of funding for flood management infrastructure.

## 4.2.6 Waste Management Facilities

### Policy and Context

Hinckley and Bosworth Borough Council is the Waste Collection Authority for the borough. As such it is responsible for the collection of municipal solid waste. It also offers a commercial waste collection service to businesses and organisations producing that classification of waste.

Leicestershire County Council (LCC) is the statutory Waste Disposal Authority for its area and is responsible for the management and disposal of municipal waste. As Waste Disposal Authority, LCC is obligated to provide places at which persons resident in its area may deposit their household waste and for the disposal of waste so deposited, such places are known locally as Recycling and Household Waste Sites (RHWS).

LCC is also the Waste Planning Authority and has responsibility for land-use planning control for waste management in Leicestershire. It is responsible for preparing planning policies for waste and determining planning applications for waste development. The adopted Leicestershire and Leicester Waste Development Framework sets out the Core Strategy and Development Control policies up to 2021. The emerging Leicestershire Minerals and Waste Local Plan sets out policies up to 2031. This emerging plan has been through examination and been found sound by its inspectors and is therefore expected to be adopted and replace the current plan imminently.

### Current Levels of Provision

Based on recycling (and composting) targets set out in the Leicestershire Municipal Waste Management Strategy and anticipated levels of growth within the county, the emerging Minerals and Waste Local Plan indicates there is sufficient capacity to manage local authority collected waste (LACW) through to 2031<sup>52</sup>. However, for commercial and industrial (C&I) waste 3 new mid-scale recycling sites will be required by 2031, or one large facility. Currently, two sites within the county benefit from unimplemented extant planning permission for some 89,000 tonnes per annum (tpa) of recycling capacity, which could accommodate the shortfalls.

Once the recycling targets are reached there remains an element of LACW and C&I waste which should be diverted away from landfill. At present, there are two extant planning permissions granted for the recovery of 35,000 tonnes per annum (tpa) of food waste and 350,000 tonnes of residual non-inert non-hazardous wastes, although neither is yet operational. Although sufficient capacity has been approved to accommodate the shortfall set out below, the County Council will keep provision under review and if by 2020/21 these facilities (in particular the 350,000 tpa) are not operational, and no further capacity has come forward, the Council will review the Local Plan.

Once recycling, composting and recovery requirements have been met, an amount of residual LACW and C&I waste will remain requiring disposal. It is estimated that by 2030/31 around 360,000 tpa of this waste will need to be disposed of. The minimum requirement for new landfill

<sup>52</sup> <http://www.hwa.uk.com/site/wp-content/uploads/2018/02/SUB1-Minerals-and-Waste-Local-Plan-2018.pdf>



capacity of non-inert waste, taking into account existing permitted non inert landfill capacity, is 140,000 tonnes per annum by 2020/21 and onwards. If the two extant planning permissions for recovery come forward, this additional capacity would not be required for LACW and C&I waste.

For Construction and Demolition (C&D) waste, existing operational recycling capacity together with sites permitted for C&D recycling but not yet operational, would be sufficient to meet off-site recycling requirements throughout the plan period assuming that there will be no growth in arisings. The average amount of C&D waste going to landfill between 2008 and 2014 was 580,000 tonnes per annum. Allowing for a 70% recovery rate for C&D waste other than excavated soils, it is estimated that some 530,000tpa of inert landfill capacity is needed. Based on inert landfill capacity that is currently available, there will be a shortfall at key years of 85,000 tonnes at 2020/21, 290,000 tonnes at 2025/26, and 440,000 tonnes at 2030/31. Allocations in the emerging Leicestershire Minerals and Waste strategy have the potential to provide additional landfill capacity of up to 600,000 tpa. Depending on the phasing of operations and actual input rates, these sites could enable the predicted shortfalls to be met. However, there is also the possibility of a shortfall of inert waste disposal capacity by 2030/31 of some 190,00 tpa in which case an additional inert waste disposal site beyond those allocated and permitted would be needed.

Hazardous waste is produced within all three major waste streams (LACW, C&I and C&D) and includes substances such as asbestos and oil but also more everyday items such as TVs, fridges and batteries. Leicestershire is generally a net exporter of hazardous waste. To move towards self-sufficiency there is the need for a new site of some 2,000 tpa, however due to the variety and complexity of much hazardous waste, a number of smaller scale sites are anticipated to be a more appropriate solution to the shortfall.

Hinckley is highlighted in the Leicestershire Minerals and Waste Local Plan<sup>53</sup> as a potentially suitable site for future large-scale waste facilities, if required.

## Implications for Future Growth

We categorise waste management as a **critical** infrastructure type. However, because it is planned on a county-wide basis, levels of capacity within the county's existing provision will not have any bearing on decisions around which settlements are able to accommodate growth.

Should extant permissions for recycling and residual waste not be taken forward, then by 2021 waste management facility capacity may become a constraint on future growth across Leicestershire as a whole. A large scale and concentrated increase in construction activity could also result in capacity issues in the county's ability to deal with C&D waste. However, the emerging Minerals and Waste Local Plan sets out clear approaches to dealing with these situations if and when they arise, including the potential provision of additional waste management facilities and/or an early review of the Plan. This is likely to mean that there is no implication for future growth in Hinckley & Bosworth.

---

<sup>53</sup> <http://www.hwa.uk.com/site/wp-content/uploads/2018/02/SUB1-Minerals-and-Waste-Local-Plan-2018.pdf>

## 4.3 Education and Community Services

In comparison to some of the other infrastructure categories in this study, education and community services are not relied upon by as wide a sub-section of the population. However, for those who benefit from these services – notably education for children and young people, but also very importantly including adult education – they form a crucial part of their day-to-day lives.

This chapter will consider six infrastructure types:

- Primary and secondary schools
- Special educational needs
- Further education
- Early years provision
- Libraries
- Public conveniences

### 4.3.1 Primary and secondary schools

#### Policy and context

In accordance with the Education Act 1996, Leicestershire County Council (LCC) is the body with a statutory responsibility for education provision for children and young people between the ages of 5 and 19 in Hinckley & Bosworth. This requires that:

*“A local authority shall (so far as their powers enable them to do so) contribute towards the spiritual, moral, mental and physical development of the community by securing that efficient primary education, secondary education and, in the case of a local authority in England, further education, are available to meet the needs of the population in their area.”<sup>54</sup>*

LCC has a duty to secure a sufficient supply of school places in buildings that are fit for purpose and located in the right area. Hinckley & Bosworth Borough Council also has a part to play in that process – Paragraph 94 of the NPPF requires local authorities to take a proactive, positive and collaborative approach to meeting education requirements – and to allowing development that will widen choice in education. Specifically, the NPPF expects local authorities to give great weight in decision making to the need to create, expand or alter schools – and of relevance to this Infrastructure Capacity Study, to *“work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted”*.

Other recent legislation, notably the Academies Act 2010, has reflected the Government’s desire to develop a more diverse and more locally accountable school system, supported by a wider range of providers than in the past – particularly academy trusts and other organisational sponsors. Academies and free schools operate under a contract with the Secretary of State for Education, rather than being directly maintained and overseen by the local authority. Since the introduction of the Academies Act, approximately 25 schools in the borough have converted to academies.

However; regardless of whether schools have academy status, are free schools, county schools or others, LCC remains the responsible authority for ensuring that there are a sufficient number of school places available to meet the educational needs of the population. LCC’s education strategy for Leicestershire is set out in the following key documents:

---

<sup>54</sup> Department of Education (1996) Education Act - Section 13: <http://www.legislation.gov.uk/ukpga/1996/56/contents>

‘Working together for the benefit of everyone’ – Leicestershire County Council Strategic Plan 2018-22<sup>55</sup> – The Council’s overarching strategic plan includes three outcome ambitions which relate to education in Leicestershire:

- Every child gets the best start in life
- Every child has access to good quality education
- Everyone is able to aim high and reach their full potential

It includes a number of monitoring indicators by which progress against these outcomes will be tracked, including the number of 2-4 year olds taking up Free Early Education Entitlement (FEEE), attainment gaps in early years education, the proportion of schools being rated Good or Outstanding by Ofsted, and levels of absence from schools. Performance against these indicators is monitored through LCC’s Annual Delivery Report<sup>56</sup> – in 2018, performance was generally improved on all indicators. However, it is notable that the proportion of pupils being offered their first choice primary and secondary schools are below the Council’s target – and for secondary schools, fewer pupils were offered their first choice than in 2017. This potentially points to a degree of capacity constraint in schools across Leicestershire.

‘In the Right Place’ - A strategy for the organisation of school and other learning places in Leicestershire, 2014-2018<sup>57</sup> – In the Right Place sets out further detail on LCC’s ambitions for education over a four-year period. This document is currently under review, but all of its policies and strategies are still being followed until the review has been completed. The strategy seeks to deliver against LCC’s statutory duty to provide a strong supply of high-quality school places, in buildings that are fit for purpose. Its specific priorities of relevance to Hinckley & Bosworth are:

- To provide additional primary school places required across Leicestershire, and to identify the capital budget necessary to meet this need before allocating any other expenditure.
- To ensure there is a good supply of secondary places in each locality, offered through well planned, sustainable and viable solutions, underpinned by robust funding arrangements.
- To ensure that money allocated to LCC for education is targeted towards meeting the need for additional places arising from increased births and general demographic change.
- To seek to support opportunities to address structural change to the pattern of education, where this can be linked to basic need requirements in the locality, and where there is a robust case for change.
- To work with district and borough councils, housing developers, maintained schools and academies to ensure that appropriate contributions are received for new school places; proportionate to the scale of development, and used in a way which provides for the best educational solution.

In The Right Place sets out methodologies and approaches which will be taken across Leicestershire when planning for future primary and secondary school provision. From initial pupil forecasts, informed by known future development proposals as well as wider demographic trends, LCC also details its policy considerations around school size, viability and sustainability.

---

<sup>55</sup><https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/6/27/LCC-Strategic-Plan-2018-22.pdf>

<sup>56</sup><https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/12/12/Annual-delivery-report2018-performance-compendium.pdf>

<sup>57</sup><https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/1/21/In-the-right-place-school-places-strategy.pdf>

## Current levels of provision

Settlement	Age Group	Name	Capacity	Management
Barlestone	Primary (4-11)	Barlestone Primary School	203	Academy
Barwell	Primary (4-7)	Barwell Infant School	180	Local authority
	Primary (7-11)	Barwell Academy	300	Academy
Burbage	Primary (5-7)	Burbage Infant School	270	Local authority
	Primary (7-11)	Burbage Junior School	376	Local authority
	Primary (4-11)	Sketchley Hill Primary School	630	Local authority
	Secondary (11-16)	Hastings High School	800	Academy
Congerstone	Primary (4-11)	Congerstone Primary School	157	Local authority
Desford	Primary (5-11)	Desford Primary School	420	Local authority
	Secondary (11-19)	Bosworth Academy	1,353	Academy
Earl Shilton	Primary (4-11)	Newlands Primary School	280	Local authority
	Primary (4-11)	St Simon and St Jude Primary School	210	Academy
	Primary (4-11)	St Peter's Academy	210	Academy
	Primary (4-11)	Townlands Primary School	315	Academy
	Secondary (11-19)	Heath Lane Academy	600	Academy
Groby	Primary (4-11)	Elizabeth Woodville Primary School	210	Local authority
	Primary (4-11)	Lady Jane Grey Primary School	210	Academy
	Primary (5-11)	Martinshaw Primary School	315	Local authority
	Secondary (11-14)	Brookvale High School	663	Academy
	Secondary (14-19)	Groby Community College	900	Academy
Higham-on-the-Hill	Primary (4-11)	Higham-on-the-Hill Primary School	77	Academy
Hinckley	Primary (4-11)	Battling Brook Primary School	595	Academy
	Primary (4-11)	Hinckley Parks Primary School	630	Academy
	Primary (4-11)	Richmond Primary School	420	Academy
	Primary (4-11)	St Mary's Primary School	315	Local authority
	Primary (4-11)	St Peter's Primary School	210	Academy
	Primary (4-7)	Westfield Infant School	295	Local authority
	Primary (7-11)	Westfield Junior School	385	Local authority
	Secondary (11-16)	Redmoor Academy	555	Academy
	Secondary (11-18)	Hinckley Academy & Sixth Form	1,860	Academy
Market Bosworth	Primary (4-11)	St Peter's Primary School	252	Academy
	Secondary (11-16)	The Market Bosworth School	672	Academy
	Through (4-18)	Dixie Grammar School	575	Independent
Markfield	Primary (4-11)	Mercenfield Primary School	324	Academy
Nailstone	Primary (4-11)	Dove Bank Primary School	110	Local authority
Newbold Verdon	Primary (4-11)	Newbold Verdon Primary School	249	Local authority
Ratby	Primary (4-11)	Ratby Primary School	420	Academy
Sheepy Magna	Primary (5-11)	Sheepy Magna Primary School	105	Local authority
Stanton-u-Bardon	Primary (4-11)	Stanton und. Bardon Primary School	120	Academy
Stoke Golding	Primary (5-11)	St Margaret's Primary School	210	Academy
	Secondary (11-16)	St Martin's Academy	580	Academy
Thornton	Primary (4-11)	Thornton Primary School	140	Academy
Twycross	Primary (5-8)	Twycross House Pre-Prep School	156	Independent
	Through (8-18)	Twycross House School	414	Independent
Witherley	Primary (5-11)	Witherley Primary School	105	Local authority
(Outside settlement)	Secondary (11-16)	South Charnwood High School	714	Academy

Table 7: Primary and secondary school provision in Hinckley & Bosworth



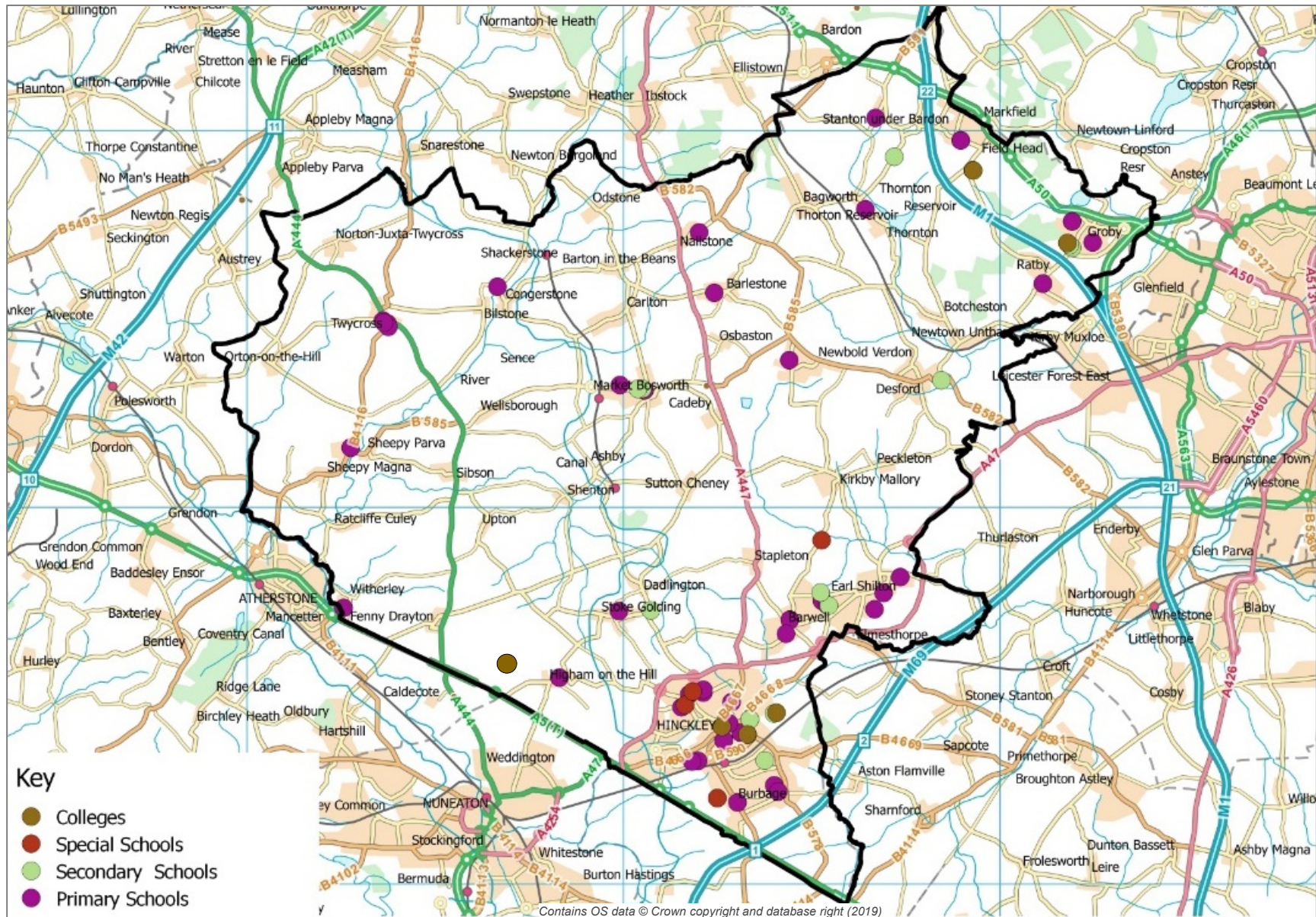


Figure 12 – Location of educational establishments across Hinckley & Bosworth



Figure 12 on the previous page and Table 7 on page 69 set out the current geographical distribution of primary and secondary schools across Hinckley & Bosworth.

There is a total of 46 schools across the borough, comprised of:

- 33 state primary schools – the majority of which serve ages from 4 or 5 through to 11, although some settlements have separate infant (ages 4 to 7) and junior (ages 7 to 11) schools. Around half of these primary schools remain under local authority control, whilst the other half have converted to academy status;
- 10 state secondary schools – five serve ages from 11 to 16, whilst four also include sixth forms and serve pupils up to the age of 19. In Groby, there remains a traditional high school serving ages from 11 to 14. All the borough’s secondary schools have converted to academy status;
- 3 independent (private) schools – two of which are ‘through schools’ (i.e. serving children from primary through to secondary ages), with the other a pre-preparatory school for children aged from 5 to 8.

There are primary schools in all Urban Centres, Key Rural Centres and Rural Villages within the scope of this study, except for Bagworth (although Bagworth is served by the primary school in nearby Thornton). However, Twycross is also only served by independent schools, and is therefore reliant on nearby Congerstone, Market Bosworth or Sheepy Magna for primary state school provision.

All the borough’s Urban Centres are served by secondary schools, as well as the Key Rural Centres of Desford, Groby, Market Bosworth and Stoke Golding. One secondary school – South Charnwood High School – is not situated within any settlement. However, it is closest to (and serves) Markfield.

## Implications for future growth

We categorise schools as a **critical** infrastructure type. The existence (or lack) of school provision within a settlement is likely to be a key factor in determining the quantum of growth that can be accommodated within it. Indeed, school capacity could reasonably form a basis on which to determine whether growth can be accommodated in a settlement at all.

We have obtained data from LCC in order to understand the available level of capacity within each of the borough’s state schools (i.e. excluding the three independent schools) based on the most up-to-date available data (end of 2017/18 academic year). This is set out within Table 8 on the following page, and also shown in Figure 13 on page 73.

Settlement	Age Group	Name	Capacity	Actual	%
Barlestone	Primary (4-11)	Barlestone Primary School	203	182	90%
Barwell	Primary (4-7)	Barwell Infant School	180	186	103%
	Primary (7-11)	Barwell Academy	300	262	87%
Burbage	Primary (5-7)	Burbage Infant School	270	273	101%
	Primary (7-11)	Burbage Junior School	376	377	100%
	Primary (4-11)	Sketchley Hill Primary School	630	435	69%
	Secondary (11-16)	Hastings High School	800	823	103%
Congerstone	Primary (4-11)	Congerstone Primary School	157	156	99%
Desford	Primary (5-11)	Desford Primary School	420	364	87%
	Secondary (11-19)	Bosworth Academy	1,353	1,345	99%
Earl Shilton	Primary (4-11)	Newlands Primary School	280	285	102%
	Primary (4-11)	St Simon and St Jude Primary School	210	205	98%
	Primary (4-11)	St Peter's Academy	210	No data	
	Primary (4-11)	Townlands Primary School	315	302	96%
	Secondary (11-19)	Heath Lane Academy	600	568	95%
Groby	Primary (4-11)	Elizabeth Woodville Primary School	210	216	103%
	Primary (4-11)	Lady Jane Grey Primary School	210	216	103%
	Primary (5-11)	Martinshaw Primary School	315	206	65%
	Secondary (11-14)	Brookvale High School	663	725	109%
	Secondary (14-19)	Groby Community College	900	846	93%
Higham-on-the-Hill	Primary (4-11)	Higham-on-the-Hill Primary School	77	83	108%
Hinckley	Primary (4-11)	Battling Brook Primary School	595	615	103%
	Primary (4-11)	Hinckley Parks Primary School	630	482	77%
	Primary (4-11)	Richmond Primary School	420	458	109%
	Primary (4-11)	St Mary's Primary School	315	311	99%
	Primary (4-11)	St Peter's Primary School	210	209	100%
	Primary (4-7)	Westfield Infant School	295	302	102%
	Primary (7-11)	Westfield Junior School	385	384	100%
	Secondary (11-16)	Redmoor Academy	555	916	165%
	Secondary (11-18)	Hinckley Academy & Sixth Form	1,860	1,265	68%
Market Bosworth	Primary (4-11)	St Peter's Primary School	252	254	101%
	Secondary (11-16)	The Market Bosworth School	672	800	119%
Markfield	Primary (4-11)	Mercenfield Primary School	324	330	102%
Nailstone	Primary (4-11)	Dove Bank Primary School	110	114	104%
Newbold Verdon	Primary (4-11)	Newbold Verdon Primary School	249	249	100%
Ratby	Primary (4-11)	Ratby Primary School	420	362	86%
Sheepy Magna	Primary (5-11)	Sheepy Magna Primary School	105	108	103%
Stanton-u-Bardon	Primary (4-11)	Stanton und. Bardon Primary School	120	107	89%
Stoke Golding	Primary (5-11)	St Margaret's Primary School	210	221	105%
	Secondary (11-16)	St Martin's Academy	580	656	113%
Thornton	Primary (4-11)	Thornton Primary School	140	113	81%
Witherley	Primary (5-11)	Witherley Primary School	105	112	107%
(Outside settlement)	Secondary (11-16)	South Charnwood High School	714	797	112%

Table 8 – Capacity (2017/18 data from Leicestershire County Council) across schools in Hinckley & Bosworth. The percentage column indicates the proportion of places in each school that are filled – percentages higher than 100% indicate schools which are over capacity.

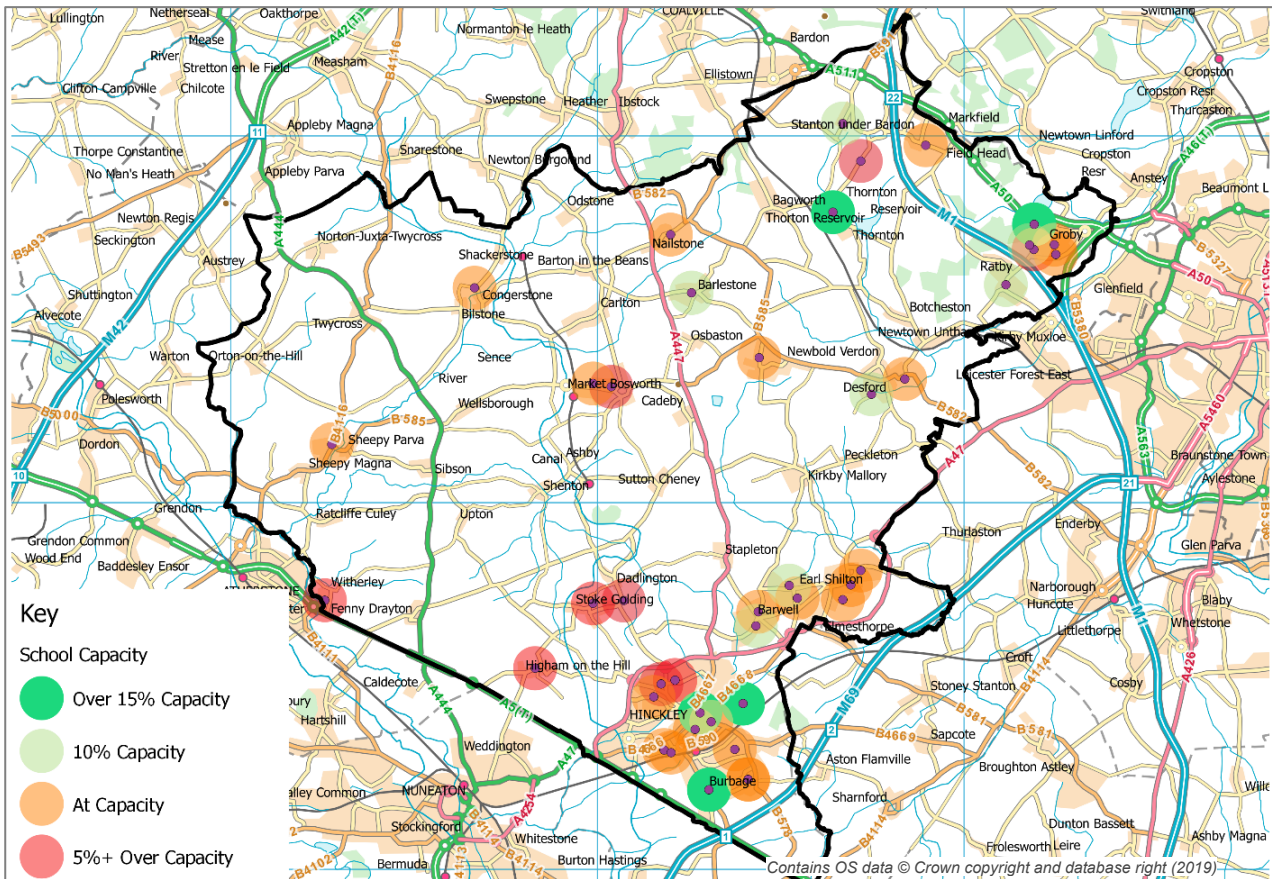


Figure 13 – Capacity (2017/18 data from Leicestershire County Council) across schools in Hinckley & Bosworth

It is evident that a small number of schools (shaded green) currently have some capacity available to accommodate growth. This most notably includes the Hinckley Academy which only operates at 68% of its capacity, and primary schools in Hinckley, Burbage, Groby and Thornton. However, schools are more broadly either at capacity (shaded orange) or above capacity (shaded red). The five most acutely overcrowded schools are all secondary schools – Redmoor Academy in Hinckley (165% of its capacity), Market Bosworth School (119%), St Martins Academy in Stoke Golding (113%), South Charnwood High School near Markfield (112%) and Brookvale High School in Groby (109%).

Full details of school capacity on a settlement-by-settlement basis, and their implications for growth, are set out in Chapter 5. However, it is notable that the majority of primary schools in the Key Rural Centres and Rural Villages are at or above capacity. This will clearly have implications for growth in those settlements.

It is important to consider that capacity figures reflect a single point in time and published figures may not be fully representative of actual capacity. Appropriate caution should therefore be applied when utilising capacity figures. This Phase 1 Study provides an initial assessment of provision and capacity for the purposes of establishing a baseline. The assessment will be refined as part of Phase 2, in the context of HBBC’s development strategy.

It should also be noted that schools which have converted to academy status are more entitled to run themselves over capacity if they choose to do so. From discussions with LCC, it is understood that this is often anecdotally the case where schools have reputations for excellence and thereby attract pupils from a wider catchment – this includes Bosworth Academy in Desford which attracts pupils from the western side of Leicester, and Market Bosworth High School which draws pupils

from around the borough and beyond. The reallocation of applicants to schools within their catchment area could potentially be addressed through individual Local Plans in order to accommodate growth. The potential for individual local authorities to accommodate this approach could be tested through a Catchment Area Retention Study.

Looking forward, LCC have indicated several planned improvements. These include:

- A new primary school in the Barwell Sustainable Urban Extension;
- A new primary school to the west of Hinckley;
- Expansion of Newbold Verdon Primary School by 0.5 forms of entry;
- Small-scale expansion to Dove Bank Primary School in Nailstone.

Whilst these schemes will help to address some of the capacity issues identified in Figure 13, it should be noted that these are being planned on the basis of existing committed development and demographic change only. The impacts of further growth arising as a result of the current local plan review therefore still need to be modelled. As set out on page 26, of the upper-level potential dwelling capacity of 12,000 for the new Local Plan, 6,440 dwellings are already committed. We have therefore calculated the educational demands of 5,560 additional dwellings.

LCC's 2019 Planning Obligations Policy sets out pupil yield ratios as follows:

School type	Pupil yield per 100 2+ bedroom family houses	Pupil yield per 100 2+ bedroom flats	Pupil yield per 100 1 bedroom flat
Primary Age Pupils	30	4.3	NIL
Either 11-16 years	16.7	2.67	NIL
and Post 16 years	3.3	0.53	NIL
Or 11-14 years	10	1.6	NIL
and 14-19 years	10	1.6	NIL
Or 11-19 years	20	3.2	NIL

Table 9 – LCC pupil yield assumptions by dwelling type, per 100 dwellings

Over a 10 year period from 2009 to 2019, 95% of new dwellings built in Hinckley & Bosworth have been 2+ bedroom family houses, with 2% being 2+ bedroom flats and 3% being 1 bedroom flats. Whilst it is not yet known whether these ratios will continue going forwards, they are a useful proxy and will be revised at Phase 2 of the Infrastructure Capacity Study once the preferred growth option has been defined. Dividing the 5,560 additional dwellings anticipated through the new Local Plan based upon these ratios would result in 5,282 2+ bedroom family houses, 111 2+ bedroom flats and 167 1 bedroom flats. The resultant boroughwide pupil yields from these assumptions are set out in Table 10 below.

Pupil age	Boroughwide pupil yield estimates			
	2+ bedroom houses	2+ bedroom flats	1 bedroom flat	Total
<b>Primary Age Pupils</b>	<b>1,585</b>	<b>5</b>	<b>0</b>	<b>1,590</b>
Either 11-16 years	882	3	0	885
and Post 16 years	174	1	0	175
Or 11-14 years	528	2	0	530
and 14-19 years	528	2	0	530
<b>Or 11-19 years</b>	<b>1,056</b>	<b>4</b>	<b>0</b>	<b>1,060</b>

Table 10 – LCC pupil yield assumptions by dwelling type, per 100 dwellings

These result in notional estimated pupil yields of 1,590 primary age pupils, and 1,060 secondary age pupils. In terms of forms of entry (established on the assumption of 30 pupils in each form,

across seven years from the start to finish at both primary and secondary levels), this equates to 7.6 forms of entry at primary school level, and 5.0 forms of entry at secondary school level as a result of development above that already committed. On a ratio basis this equates to 1 form of primary entry per 732 dwellings, and 1 form of secondary entry per 1,112 dwellings. These are closely aligned with indicative rates provided to us by LCC.

It may however be necessary for new development taking place within the borough to accommodate a greater number of forms of entry than this, particularly where there are capacity constraints as a result of committed development or demographic change. Within its In The Right Place Strategy, LCC sets out its desired primary school sizes – a minimum of 1 form of entry, ideally 2 forms of entry, and a maximum of 3 forms of entry. Even where a development creates an insufficient pupil yield to justify 2 forms of entry initially, LCC seeks to futureproof by securing sites of sufficient size to eventually accommodate a 2 form of entry primary school. Given their larger size and the rarity by which new secondary schools are built, LCC does not have an adopted size standard for them. However, 6-8 forms of entry would generally be typical.

In addition to the number of school forms of entry, a key consideration for school provision in the context of this study is the means by which they can be funded. LCC’s 2019 Planning Obligations Policy sets out standard evidence-based contribution requirements towards schools, for new developments of 100 or more dwellings.

<b>Pupil age</b>	<b>Cost multiplier per pupil</b>
<b>Primary Age Pupils</b>	£14,592
Either 11-16 years	£17,876
and Post 16 years	£17,876
Or 11-14 years	£18,118
and 14-19 years	£18,355
<b>Or 11-19 years</b>	£19,327

*Table 11 – LCC contribution requirements for schools, per pupil (Index linked)*

In October 2018, LCC consulted on a revised Planning Obligations Policy. This was adopted in July 2019 and defines contribution levels for education which are broadly in line with those above (once inflation is taken into account).

In practice, the funding levels set out in the Planning Obligations Policy are benchmarks. Individual circumstances, such as the need for developers to provide land for new schools rather than funding towards them (or a combination of the two), may necessitate variation – this would be negotiated by local authorities in conjunction with LCC on a case-by-case basis.

### 4.3.2 Special educational needs

#### Policy and context

The Children and Families Act 2014 places a statutory requirement upon Leicestershire County Council as the appropriate body for provision in Hinckley & Bosworth, to use best endeavours to secure special education provision. This includes the designation of an appropriate member of staff within a state maintained school or nursey as a Special Education Needs (SEN) coordinator, responsible for pupils with those needs. The Equalities Act 2010 further requires that schools do not discriminate current or prospective students on grounds of their disability, and seeks to ensure that reasonable adjustments are made by education providers where possible to allow children with disabilities the ability to participate in education.



Leicestershire County Council's SEN Strategy 2017-20<sup>58</sup> sets out the strategy for SEN provision in the county over the current three year period. The policy has four key priorities, and states that *“our vision for children with special educational needs and disabilities is the same as for all children and young people – for them to achieve well in their education, to be cared for in safe and supportive families, participate and be involved in their communities and lead happy, safe and fulfilled lives.”*

The four priorities in the SEN Strategy are to:

- Improve multi-agency working and co-ordination of services to safeguard children with special educational needs / disabilities and help them to reach their potential;
- Increase the involvement of parents, carers, children and young people and their families, at every level of service design and provision;
- Improve the quality and sufficiency of SEN provision and services by first supporting mainstream schools to develop their SEN provision, and secondly developing more specialist services to ensure that a continuum of needs are provided for;
- Improve the transition to adulthood for children with SEN.

The County Council's wider In The Right Place education strategy seeks to deliver this, by identifying sufficient capital funding to fulfil LCC's commitment to the programme of Area Special School development. This specifically includes the completion of a new school for special educational needs in Wigston.

## Current levels of provision

There is currently a range of provision for SEN within Hinckley & Bosworth, reflecting the range of different approaches necessary to varying degrees of pupil need:

- Dorothy Goodman School in Hinckley, which is controlled by Leicestershire County Council, and is a special school for ages from 4 to 19;
- SEN units within Westfield Infant School and Westfield Junior School in Hinckley, and at Newbold Verdon Primary School;
- Meadow View Farm School near Barwell, an independent school in a rural farm setting providing for ages from 4 to 11;
- Sketchley School in Burbage, Dovetree School in Hinckley and Clovelly House School near Thornton, independent schools providing for children up to the age of 19.

The locations of these schools are shown in Figure 12 on page 70.

The majority of the borough's SEN provision is located within Hinckley and Burbage, with very limited provision in other settlements. However, this reflects the more specialised nature of provision, and its planning and provision at much larger catchment areas. LCC plans SEN provision on a county-wide basis, and the borough's SEN provision listed above (particularly the independent schools) also caters for pupils in Warwickshire.

---

<sup>58</sup> <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/1/9/Leicestershire-SEND-Strategy-2017-20.pdf>

## Implications for future growth

We categorise special educational needs provision as a **critical** infrastructure type. However, the existence (or lack) of SEN provision within a settlement is unlikely to be a key factor in determining the quantum of growth that can be accommodated within it, given the much wider area over which SEN are typically catered for. The key consideration for SEN provision in the context of this study is therefore to ensure that demands arising from new development are met.

We have obtained data from LCC in order to understand the available level of capacity within the borough's existing SEN provision, based on the most up-to-date available data (end of 2017/18 academic year). This is set out within Table 12 below.

School name	School type	Pupil age	Capacity	Actual	%
Dorothy Goodman School, Hinckley	Local authority school	4-19	290	269	93%
Westfield Infant School, Hinckley	Local authority unit	4-7	18	18	100%
Westfield Junior School, Hinckley	Local authority unit	7-11	23	25	109%
Newbold Verdon Primary School	Local authority unit	4-11	24	24	100%
Meadow View Farm School, near Barwell	Independent school	4-11	36	36	100%
Sketchley School, Burbage	Independent school	8-19	65	60	92%
Dovetree School, Hinckley	Independent school	8-18	50	No data	
Clovelly House School, near Thornton	Independent school	10-18	10	No data	

*Table 12 – Capacity of SEN provision across Hinckley & Bosworth (2017-18 academic year)*

Although there remains some spare SEN capacity within Hinckley & Bosworth (primarily at the Dorothy Goodman School), it is apparent that most local SEN provision is constrained. The additional capacity currently being provided in Wigston will help to alleviate this situation, but LCC has indicated that some additional provision for SEN will need to be provided (planned for at a county-wide level) in response to growth across Leicestershire. There is understood to be no specific scheme developed at the current time, and there is therefore no way to know whether this will be provided within Hinckley & Bosworth.

LCC has recently started increasing SEND capacity and is preparing a strategy for future provision which may be available to inform Phase 2 of the study. This includes consideration of a new large SEND School which would both increase provision and free up capacity at existing schools. LCC is also considering the potential to make provision on the Hinckley Parks Primary School site. This would be in line with LCC's intentions to include SEND provision on new primary school sites in the future.

The impacts of further growth arising as a result of the current local plan review therefore still need to be modelled. As set out on page 26, of the upper-level potential dwelling capacity of 12,000 for the new Local Plan, 6,440 dwellings are already committed. We have therefore calculated the educational demands of 5,560 additional dwellings.

LCC's 2019 Planning Obligations Policy sets out SEN pupil yields of **0.363** primary age pupils and **0.4** secondary age pupils per 100 2+ bedroom dwellings. Over a 10 year period from 2009 to 2019, 95% of new dwellings built in Hinckley & Bosworth have been 2+ bedroom family houses, with 2% being 2+ bedroom flats. Dividing the 5,560 additional dwellings anticipated through the new Local Plan based upon these ratios would result in **5,407** 2+ bedroom family houses, and **111** 2+ bedroom flats.

These result in total notional estimated pupil yields of **20** primary age pupils and **22** secondary age pupils. Because of the specialised nature of SEN provision, these figures do not readily convert

into a number of forms of entry – but are indicative of the levels of growth that might need to be accommodated.

A key consideration for SEN provision in the context of this study is the means by which it can be funded. LCC’s 2019 Planning Obligations Policy sets out standard evidence-based contribution requirements towards SEN provision, for new developments of 100 or more dwellings. These are significantly higher than mainstream primary and secondary education provision, reflecting the specialised nature of SEN provision.

Pupil age	Cost multiplier per pupil
Primary Age Special Educational Needs	£65,664
Secondary Age Special Educational Needs	£81,531

Table 13 – LCC contribution requirements for schools, per pupil (Index linked)

In practice, the funding levels set out in the Planning Obligations Policy are benchmarks. Individual circumstances, such as the need for developers to provide land for new schools rather than funding towards them (or a combination of the two), may necessitate variation – this would be negotiated by local authorities in conjunction with LCC on a case-by-case basis.

### 4.3.3 Further education

#### Policy and context

Further education provision encompasses all post-school education, outside of the higher education (universities) sector. Whilst often typically thought-of as education for the 16-19 year age group, further education provision also encompasses adult and lifelong learning. It includes a diverse range of specialist, vocational and lifelong learning, from essential core skills through to highly complex technical skills. Provision is the responsibility of the Department for Education, although Leicestershire County Council has a local role in terms of adult education provision.

In 2015, the Government announced a rolling programme of local area reviews, covering all general further education and sixth form colleges in England. These were particularly targeted at ensuring the financial stability of colleges in the long term, their efficient operation, and ability to meet future needs (both of students themselves and employers). The review for Leicestershire<sup>59</sup>, published in 2017, seeks to broaden the offer of individual colleges through mergers and amalgamations – for example, of relevance to Hinckley & Bosworth, the merger of Stephenson College in Coalville with Hinckley’s North Warwickshire and South Leicestershire College.

The Leicester and Leicestershire Enterprise Partnership also has a role in ensuring that the further education needs of the county and its businesses are met. Its 2018 Skills for the Future<sup>60</sup> report particularly seeks to ensure that skill levels in the county’s workforce respond to the types of high-skill business growth forecast. This is particularly pressing amongst younger components of the workforce, and apprenticeship growth is seen as key.

#### Current levels of provision

Further education across Hinckley & Bosworth current consists of:

<sup>59</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/634666/Leicester\\_and\\_Leicestershire\\_Area\\_Review\\_Report\\_FINAL.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/634666/Leicester_and_Leicestershire_Area_Review_Report_FINAL.pdf)

<sup>60</sup> <https://www.llep.org.uk/wp-content/uploads/2018/12/Skills-for-the-Future-2018-2030-Report.pdf>

- North Warwickshire and South Leicestershire College, which in addition to campus locations in Nuneaton and Wigston has the following campuses within the borough:
  - The Hinckley Campus in Hinckley Town Centre, which hosts the College’s Higher Education Hub and all creative arts provision;
  - The Harrowbrook Campus on Nuffield Road in Hinckley, which hosts the College’s construction, trades and logistics courses;
  - The MIRA Technological Institute, located within the MIRA site, which hosts the College’s automotive engineering courses;
- Groby Community College, where Leicestershire County Council provides key skill adult education courses;
- Sixth form colleges at Bosworth Academy in Desford, Heath Lane Academy in Earl Shilton, Groby Community College and Hinckley Academy & Sixth Form.

The location of this further education provision is shown in Figure 12 on page 70.

## Implications for future growth

We categorise standalone further education as a **critical** infrastructure type. However, it is delivered across a much wider catchment area than individual settlements, and the existence (or lack) of further education provision within a settlement is therefore unlikely to be a key factor in determining whether or not growth can be accommodated. It could however still inform site selection decisions when considering infrastructure provision in a settlement as a whole.

The key consideration for further education service provision in the context of this study is therefore to ensure that service demands arising from new development are met. This is likely to be achieved through the improvement of existing further education provision, given the large size of colleges and the very limited prospect that entirely new provision could be supported by development. However, there is no policy requirement to fund further education provision (i.e. colleges), as this is directly funded by the DfE. Therefore, LCC do not require developer contributions for college provision, only for post-16 education in secondary schools (i.e. sixth forms).

### 4.3.4 Early years provision

#### Policy and context

Leicestershire County Council’s In The Right Place education strategy does not set out any explicit methodology for the future planning of early years provision. However, on page 21 it does set out LCC’s desire for any new early years provision to “*provide direct progression through to mainstream provision*” and “*have strong educational links to establishments in the locality*”. The Leicestershire Children and Families Partnership Plan 2018-2021 also identifies in its ‘Priorities’ the aim to “*develop an Early Years Pathway to ensure the needs of vulnerable children are identified*”. The DfE have also expressed a desire for early years provision on primary School sites.

Funding for early years education is provided by central government through the Free Early Education Entitlement (FEEE). This provides funding for all three and four year olds from the start of the next term set by the DfE following the child’s third birthday. The FEEE provides up to



30 hours of flexible provision per week over 38 weeks of the year. There is also some funding for children at two years old to receive 15 hours of flexible provision per week over 38 weeks of the year. This provision is subject to parents/ guardians meeting certain criteria.

Delivery of early years education provision can be through a range of providers including nurseries, pre-schools, nursery classes, nursery schools and child-minders – and all can be covered by FEEE funding. In Leicestershire, almost all of the FEEE is delivered through private, voluntary and independent sector early years education providers – there is very little local authority-maintained early years provision.

## Current levels of provision

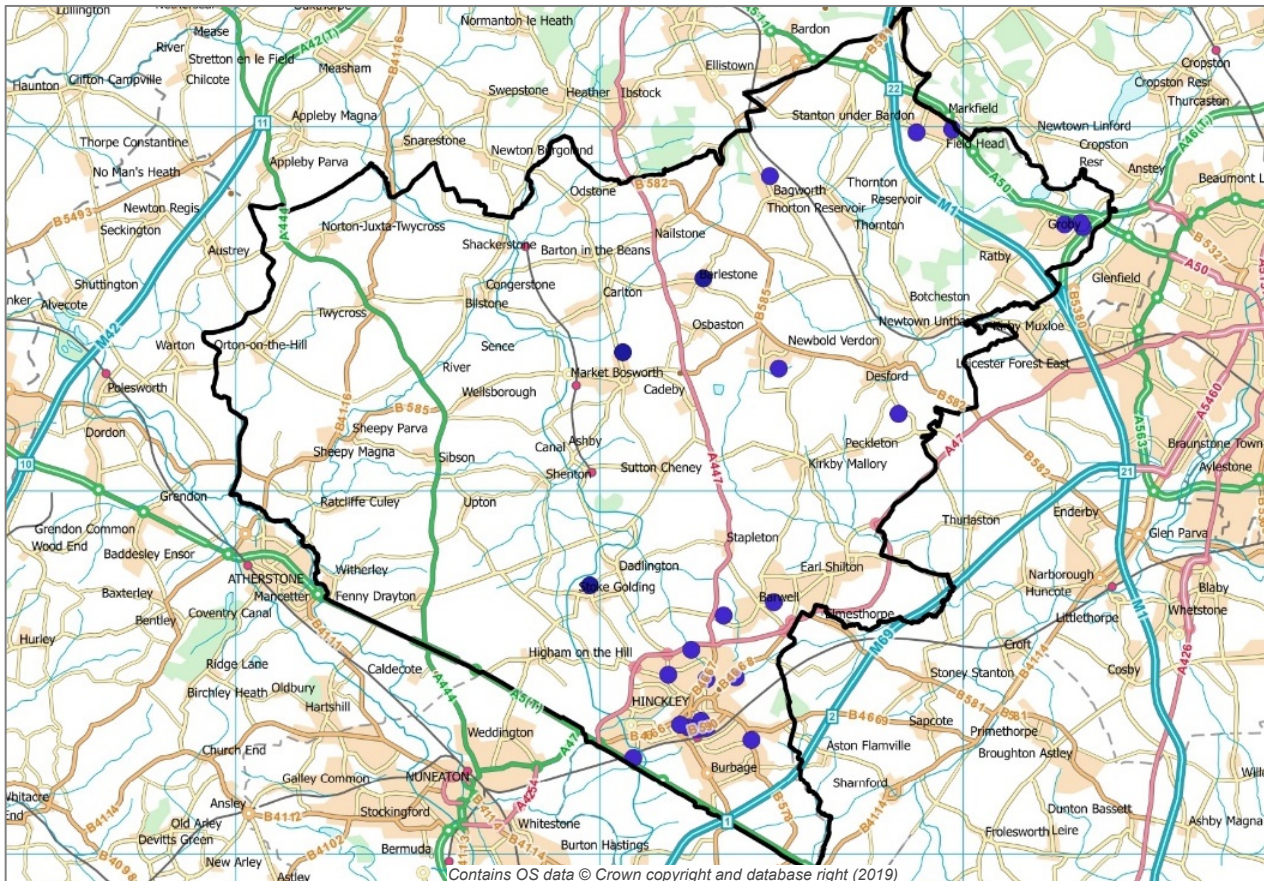


Figure 14 – Location of early years establishments across Hinckley & Bosworth

Figure 14 above sets out the distribution of early years provision across the borough. There is a total of 25 registered providers around the borough; with provision in all of the Urban Centres, most of the Key Rural Centres and some Rural Villages. It is however notable that no provision exists across any of the Rural Villages in the western side of the borough.

## Implications for future growth

We categorise early years provision as an **essential** infrastructure type. Its provision is much more bespoke and lifestyle-oriented – whilst it can be provided close to a child’s home, it might also be provided close to a parent’s workplace. It is also of a much smaller scale than other forms of educational provision, and it is therefore not preventatively difficult to provide. The existence (or lack) of early years provision within a settlement should therefore not be a factor in determining whether or not growth can be accommodated within it.



The key consideration for early years provision in the context of this study is therefore to ensure that service demands arising from new development are met. This could be achieved through the expansion of existing facilities, or creation of entirely new facilities. LCC seeks to encourage developers to incorporate provision in a designated space within district centres, because new development often lacks availability of buildings that can be converted retrospectively.

LCC's 2019 Planning Obligations Policy defines a standard evidence-based contribution requirement for new developments of 100 or more dwellings in cases where it can reasonably be demonstrated that there is no capacity for existing local providers to meet demand. In such cases, the policy would propose contributions of £8,907 per early years place provided, based on a yield rate of 8.5 places per 100 2+ bedroom dwellings. In the absence of new provision, developer contributions would be sought and assessed on a case-by-case basis, in the context of existing provision and demand.

### 4.3.5 Libraries

#### Policy and context

In accordance with the Public Libraries and Museums Act 1964, Leicestershire County Council (LCC) is the body with a statutory responsibility for the provision of a comprehensive and efficient library service in Hinckley & Bosworth. In addition to the 'traditional' library function of lending books, contemporary library service provision includes other media and e-downloads – as well as the provision of physical venue spaces for community use. LCC does not have a specific published strategy in relation to its future library service provision, but the Council's Strategic Plan 2018-22<sup>61</sup> has specific indicators covering the usage of library services, as well as the number of Community Managed Libraries across the county.

Monitoring against these indicators is undertaken in LCC's Annual Delivery Report<sup>62</sup>. In 2018 the total number of visits to libraries across Leicestershire fell by 3% when compared to 2017, to 980,000. However, over the same time period the number of physical documents issued rose by 2% to 1.51 million, whilst e-downloads rose by some 81% to 139,000. With the exception of e-download issues where LCC does anticipate a substantial increase, the 2018 Annual Delivery Report indicates that LCC anticipated a small decrease in library usage year-on-year.

The indicator for the number of communities running their own library reflects LCC's desire to transition to this operating model in order to streamline its provision of library services and reduce the number of libraries it operates itself. This approach was approved by the Council's Cabinet in November 2014<sup>63</sup>. As part of its streamlining and cost-saving programme, LCC has also introduced unstaffed 'self-access' hours across libraries remaining under its management, with members of the public able to obtain access with their library card.

#### Current levels of provision

There are currently nine libraries spread out across Hinckley & Bosworth – the locational distribution of these set out in Figure 15 below. Three of the four Urban Centres (Hinckley,

---

<sup>61</sup> <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/6/27/LCC-Strategic-Plan-2018-22.pdf>

<sup>62</sup> <https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/12/12/Annual-delivery-report2018-performance-compendium.pdf>

<sup>63</sup> [https://politics.leics.gov.uk/Published/C00000135/M00003995/AI00039942/\\$5FutureStrategyfortheDeliveryofLibraryServices.docxA.ps.pdf](https://politics.leics.gov.uk/Published/C00000135/M00003995/AI00039942/$5FutureStrategyfortheDeliveryofLibraryServices.docxA.ps.pdf)

Burbage and Earl Shilton) have a library, however LCC closed Barwell Library in June 2018 following unsuccessful efforts<sup>64</sup> to convert it to a Community Managed Library. Most of the Key Rural Centres also have libraries – they are located in Desford, Groby, Market Bosworth, Markfield, Newbold Verdon and Ratby.

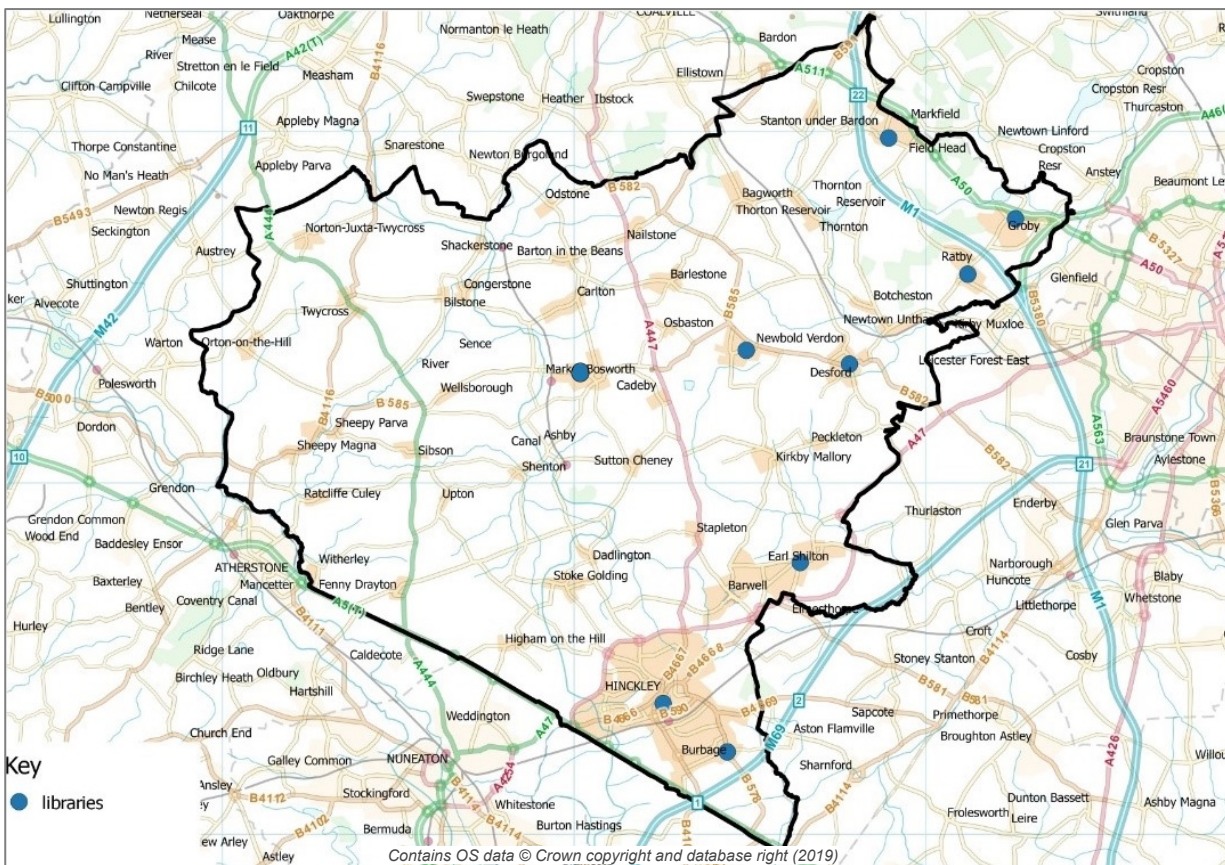


Figure 15 – Location of libraries across Hinckley & Bosworth

The libraries in Hinckley and Earl Shilton are directly managed by LCC, whilst the other operate as Community Managed Libraries. Weekly opening hours range from 14 at Burbage Library up to 65 at Hinckley Library, with all libraries opening for at least part of the day on a Saturday.

LCC also operates three mobile libraries, which make monthly visits to a wide variety of locations across the borough which are not served by the ten physical libraries in the map above<sup>65</sup>. This includes all of the Key Rural Centres and Rural Villages within the scope of this study which do not have a physical library:

- Bagworth (two locations)
- Barlestone (six locations)
- Congerstone
- Higham on the Hill (four locations)
- Nailstone (two locations)
- Sheepy Magna (four locations)
- Stanton under Bardon (three locations)
- Stoke Golding (two locations)

<sup>64</sup>[https://politics.leics.gov.uk/documents/s116840/Appx%20A%203\\_March\\_Future%20Strategy%20for%20the%20Delivery%20of%20Library%20Services%20App%20A.pdf](https://politics.leics.gov.uk/documents/s116840/Appx%20A%203_March_Future%20Strategy%20for%20the%20Delivery%20of%20Library%20Services%20App%20A.pdf)

<sup>65</sup> <https://www.leicestershire.gov.uk/leisure-and-community/libraries/mobile-library-routes>

- Thornton (two locations)
- Twycross
- Witherley (two locations)

The mobile library service also currently visits two locations in Barwell on a weekly basis, following the closure of its physical library in June 2018.

## Implications for future growth

We categorise libraries as an **essential** infrastructure type. The existence (or lack) of library service provision within a settlement is very unlikely to be a key factor in determining whether or not growth can be accommodated within that settlement, although it could still inform site selection decisions when considering infrastructure provision in a settlement as a whole.

The key consideration for library service provision in the context of this study is therefore to ensure that service demands arising from new development are met. This is likely to be achieved through the improvement of existing library facilities, although if the preferred future development strategy for Hinckley & Bosworth were to feature a new settlement then it might also be possible to accommodate a new Community Managed Library within that.

LCC’s 2019 Planning Obligations Policy sets out standard evidence-based contribution requirements towards library services for new developments of 10 or more dwellings. This is split across two components – physical and mobile library buildings/facilities, and library materials.

Dwelling size	Buildings/Facilities	Library Materials <sup>66</sup>	Combined Contribution
1 bed dwelling	£91.35	£15.09	<b>£106.44</b>
2+ bed dwelling	£182.70	£30.18	<b>£212.88</b>
1 bed student accommodation	£60.90	£10.06	<b>£70.96</b>

Table 14 – LCC contribution requirements for library services, per dwelling (Index linked)

## 4.3.6 Public Conveniences

### Policy and context

There are no statutory obligations in relation to the provision of public conveniences, although their provision has typically fallen to local authorities. Whilst once widespread – partly in response to the lack of toilets in homes and workplaces – numbers of toilets have been in gradual decline, with a more pronounced decline in recent years. Research by The Guardian found that 1-in-7 public conveniences closed nationally between 2010 and 2013<sup>67</sup>.

The Royal Society for Public Health has called for the provision of public conveniences in new development to be made compulsory<sup>68</sup>, and some local authorities have included policies to this effect in their local plans. If desired, such an approach could be taken in Hinckley & Bosworth. Other alternative measures to increase the availability of public conveniences include voluntary community toilet schemes, where businesses or other organisations make their existing toilet facilities available to the general public free of charge.

<sup>66</sup> Based upon upper threshold in 2014 Planning Obligations Policy

<sup>67</sup> UK councils are selling off public toilets – We need a loo coup:

<https://www.theguardian.com/commentisfree/2016/jun/02/councils-selling-public-toilets-loo-coup>

<sup>68</sup> Taking The P\*\*\*, Royal Society for Public Health:

<https://www.rsph.org.uk/uploads/assets/uploaded/459f4802-ae43-40b8-b5a006f6ead373e6.pdf>

## Current levels of provision

There are currently four standalone public conveniences located around Hinckley & Bosworth – Station Road and Hollycroft Park in Hinckley, Back Lane in Market Bosworth, and Top Town in Barwell. The public convenience at Top Town in Barwell is maintained by Barwell Parish Council and Back Lane in Market Bosworth maintained by Market Bosworth Parish Council whilst the others are the responsibility of the Borough Council.

Toilets are also available at a number of other locations in the borough; for example, in leisure centres, supermarkets and railway stations. Whilst these can generally be accessed without challenge, their use is intended for the customers of those premises and they are therefore not formally available to the public.

## Implications for future growth

We categorise public conveniences as a **desirable** infrastructure type – whilst beneficial to have, the existence (or lack) of public convenience provision within a settlement should not be a factor in determining whether or not growth can be accommodated within it.

The key consideration for the provision of public conveniences in the context of this study would therefore be to ensure that service demands arising from new development are met, subject to the existence of a sufficient policy ‘hook’ to justify the collection of contributions towards it.



## 4.4 Healthcare and Emergency Services

This section considers all forms of healthcare and emergency service provision within Hinckley & Bosworth. Whilst these forms of infrastructure will be used infrequently by most of the borough's residents, they can be of life-or-death importance when they are required. They are clearly therefore of critical importance to the borough.

This section will consider the following healthcare and emergency service infrastructure types:

- Primary healthcare
- Secondary healthcare
- Social and care services
- Ambulance services
- Police services
- Fire services

### 4.4.1 Primary healthcare

#### Policy and context

Primary healthcare encompasses all day-to-day healthcare and is generally the first port of call for an individual's healthcare needs. It principally encompasses GP and nurse provision at health surgeries. Primary healthcare provision also includes other frontline services such as pharmacists, opticians and dentists – however, because these are provided on a commercial basis in response to demand they are not covered within this Infrastructure Capacity Study.

Following the abolishment of Primary Care Trusts (PCTs) by the Health and Social Care Act in April 2013, Clinical Commissioning Groups (CCGs) came into being. In Hinckley & Bosworth the relevant CCG is the West Leicestershire CCG, which also covers Charnwood and North West Leicestershire. The responsibility of the CCGs and their relationship with other governance structures is set out as follows:

- **Clinical Commissioning Groups** are responsible for commissioning healthcare including mental health services, urgent and emergency care, elective hospital services and community care.
- **NHS England** is responsible for supporting the development of the CCGs and ensuring that they are fit for purpose. NHS England is also responsible for the provision of highly specialised services and for commissioning the contracts for a number of more centralised healthcare services.
- **Local Authorities** are now responsible for public health and wellbeing, to achieve lifestyle enhancements and behavioural change within the local community. Health and Wellbeing Boards are responsible for developing Joint Strategic Needs Assessments and improving public health in their areas through lifestyle advice.

At a national level, the strategic direction for primary healthcare is set out in the following documents:



General Practice Forward View 2016<sup>69</sup>: This reports on the challenge of primary healthcare provision, at a time when patient expectations are rising alongside patient demand. It was arguably the first central recognition of a need to address recent underinvestment in primary care, both in terms of staff and estates. It also sets out proposals to improve technology and reduce staff workloads and give patients more control over their health outcomes.

NHS Long Term Plan 2019<sup>70</sup>: The new Long Term Plan continues in the same vein as the General Practice Forward View, recognising the need to improve the financial sustainability of the NHS and transforming it for the future. It includes a number of key themes:

- Ensuring that patients receive joined up care in the right setting, with measures such as online GP appointments to reduce the demand on healthcare staff and physical premises;
- A greater focus on preventing illness rather than curing it, including targeting inequalities;
- Better addressing modern healthcare priorities; including cancer, diabetes and mental health;
- Tackling workforce pressure and better supporting staff;
- Upgrading the technology and digital capability of the NHS.

At a more local level, the West Leicestershire CCG's strategic direction for primary healthcare is set out across the following documents:

Leicester, Leicestershire and Rutland Primary Care Strategy 2019-2024<sup>71</sup>: This new strategy is a partnership between the West Leicestershire CCG and its counterparts covering other parts of the county – the Leicester City CCG, and East Leicestershire and Rutland CCG. It reflects an increasing national drive for CCGs to work more collaboratively, in order to streamline their operations, and was submitted to NHS England on 30 June 2019. Its future ambitions include:

- Work towards the development of Primary Care Networks – more formal collaborative working between surgeries across 'neighbourhoods', pooling resources and adding resilience, and actively contributing to patient care across a specific geography. There are four proposed covering Hinckley & Bosworth:
  - North West Leicestershire, which includes Barlestone and Markfield in the north of the borough in addition to the rest of North West Leicestershire District;
  - Bosworth, which includes most of the centre of the borough;
  - Hinckley Central, which includes most of Hinckley;
  - Fosseway, which includes eastern Hinckley, Barwell and Burbage in addition to the southernmost parts of Blaby District.
- Maintaining the central role of general practice surgeries to primary care, with comprehensive services provided to patients depending on their needs;
- Providing patients with access to urgent on-the-day primary care services every day of the week, from an appropriate clinical team member within their locality;

---

<sup>69</sup> <https://www.england.nhs.uk/wp-content/uploads/2016/04/gpfv.pdf>

<sup>70</sup> <https://www.longtermplan.nhs.uk/wp-content/uploads/2019/01/nhs-long-term-plan-june-2019.pdf>

<sup>71</sup> At the time of writing, formal publication of the new Primary Care Strategy was still awaited

- Involving patients as an active part of the ‘practice team’, allowing them to take greater responsibility for their own health and wellbeing to reduce demand on primary care.

Leicester, Leicestershire and Rutland Blueprint for General Practice 2017<sup>72</sup>: This plan sets out measures towards the local implementation of the national General Practice Forward View. It covers similar matters to the new Primary Care Strategy in terms of the general service delivery model going forward, but also specifies the estate requirements for general practice going forwards. This includes specific investments secured through the national Estates and Technology Transformation Fund (set out under Implications for Future Growth below). The West Leicestershire CCG has recently commissioned additional work to understand the needs of the estate going forward in the context of future growth, but it is understood that this will not be available until the end of 2019.

### Current Levels of Provision

There are currently 16 surgeries in Hinckley & Bosworth, shown on Figure 16 below:

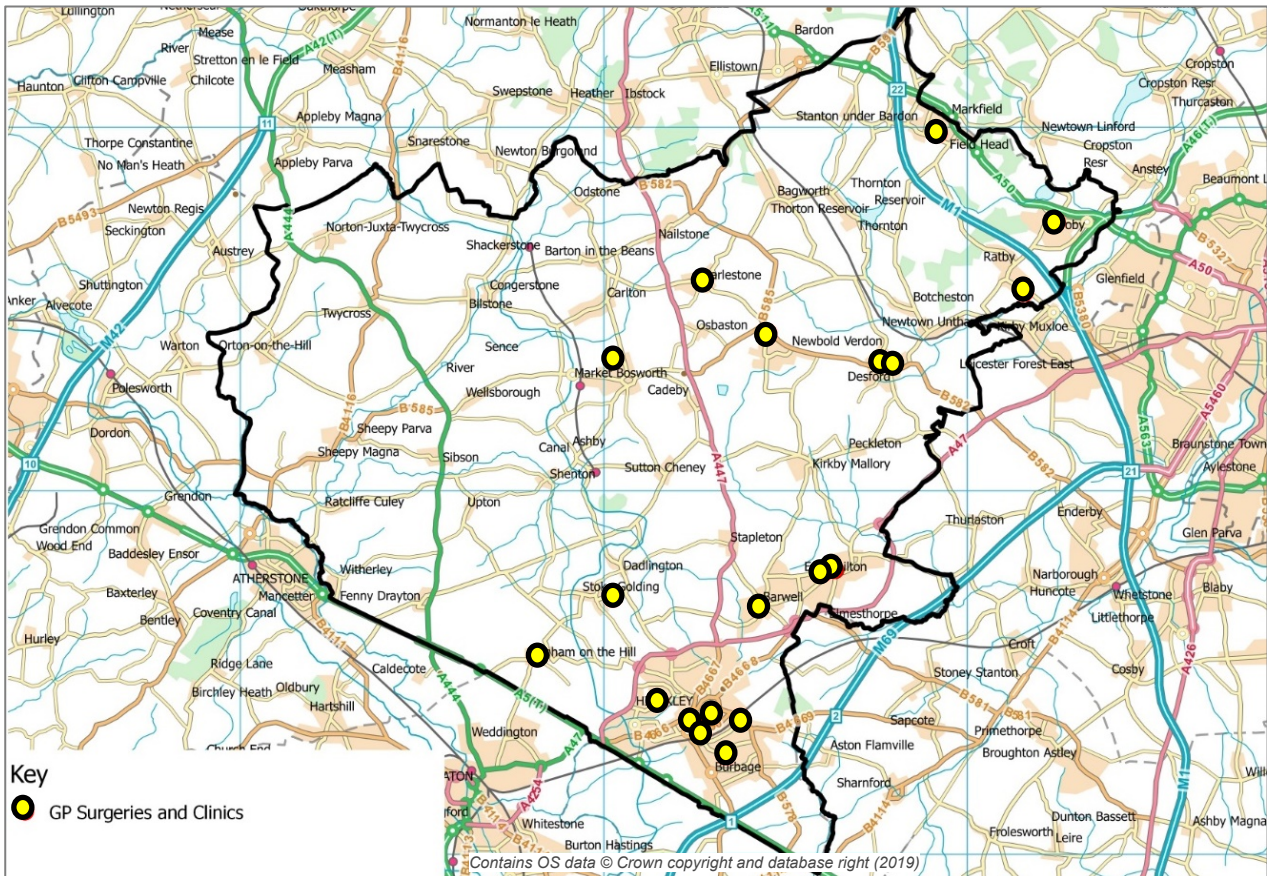


Figure 16 – GP surgery locations within Hinckley & Bosworth

<sup>72</sup> <https://www.westleicestershireccg.nhs.uk/publications/corporate-documents/strategies-and-plans/94-gp5yfv-llr/file>

Surgery Name	Settlement	N° of patients	Opening Hours	CQC Rating
Ibstock & Barlestone Surgery <sup>73</sup>	Barlestone (Westfields)	10,660	8:30-6pm Mon-Fri	Good
Barwell & Hollycroft Medical Centre	Barwell (Jersey Way)	13,062	8-6:30pm Mon-Fri	Good
	Hinckley (Clifton Way)		8-6:30pm Mon-Fri	
Burbage Surgery <sup>74</sup>	Burbage (Tilton Road)	10,952	8-6:15pm Mon-Fri	Good
Desford Medical Centre	Desford (Main Street)	4,624	8-6:30pm Mon-Fri	Good
Heath Lane Surgery	Earl Shilton (Heath Lane)	14,522	8-6:30pm Mon-Fri	Good
Groby Surgery	Groby (Rookery Lane)	3,559	8:30-5:30pm Mon-Fri	Good
Castle Mead Medical Centre	Hinckley (Hill Street)	10,396	8-6:30pm Mon-Fri	Good
	Stoke Golding (Pine Close)		8:15-2pm Mon-Fri	
Centre Surgery	Hinckley (Hill Street)	5,485	8-6:30pm Mon-Fri	Good
Maples Family Medical Practice	Hinckley (Hill Street)	10,342	8:30-6pm Mon-Fri	Inadequate
Station View Health Centre	Hinckley (Southfield Road)	12,520	8-6pm Mon-Fri	Good
Markfield Medical Centre	Markfield (Chitterman Way)	7,082		Good
Newbold Verdon Medical Practice	Market Bosworth (Back Lane)	11,244	8-6pm Mon 8-17:30pm Tue-Fri	Good
	Newbold Verdon (Barlestone Road)		8-6:30pm Mon-Fri 8:30-11:30am Sat	
Ratby Surgery	Ratby (Station Road)	3,656	8-6:30pm Mon-Fri	Requires improvement

Table 15 – Hinckley & Bosworth surgery locations, surgery sizes and latest CQC ratings

There are currently GP surgeries in all of the borough’s Urban Centres, as well as in all of the Key Rural Centres with the exception of Bagworth and Thornton. There are no GP surgeries in any of the borough’s rural villages, which are reliant on their nearest Urban Centre or Key Rural Centre for primary healthcare provision. Most of the borough’s surgeries are located on a single site, but four are part of group practices which have formed from mergers over time.

There is a significant degree of catchment area overlap – for example, the catchments of Groby Surgery and Ratby Surgery include the westernmost suburbs of Leicester, and Heath Lane Surgery in Earl Shilton includes all of Barwell, part of Hinckley, and Stoney Stanton in Blaby District. Within Hinckley itself, the four closely co-located practices around Hill Street and Southfield Road all have catchment areas which cover the majority of the town. These allow patients a significant degree of choice over which surgery they register at.

<sup>73</sup> Also has surgery location in Ibstock (North West Leicestershire District), which is included in number of patients

<sup>74</sup> Also has surgery locations in Sapcote and Sharnford (Blaby District) and Wolvey (Rugby District), which are included in number of patients



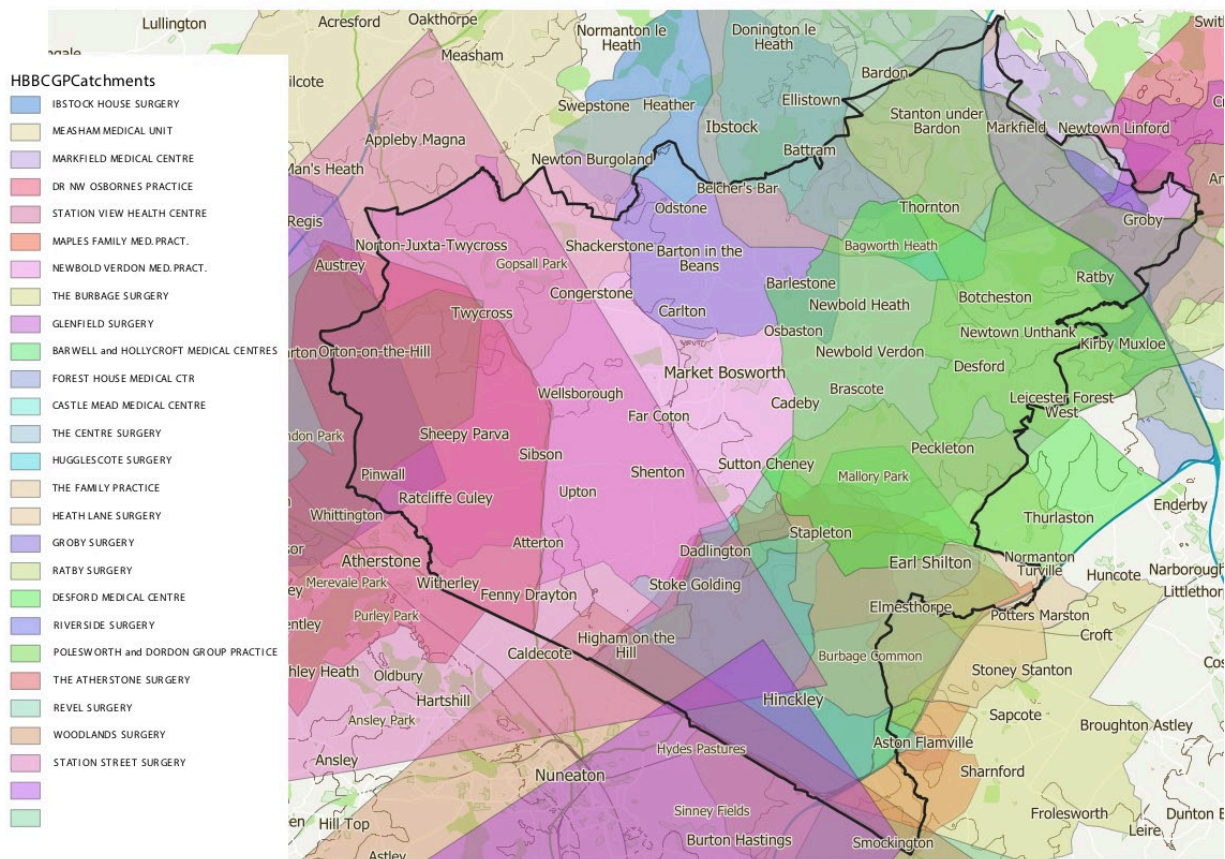


Figure 17 – GP Catchments within Hinckley & Bosworth

Inevitably, this results in surgeries which are under greater pressure than others and highlights the importance of the new Primary Care Networks proposed by the CCG in distributing patient demand. However, because surgeries are only able to stop registering new patients in exceptional circumstances, the CCG has advised that it does not currently have any objective means by which to comment on how constrained individual surgeries are. One measure of surgeries ability to cope is its Care Quality Commission (CQC) Rating, set out in Table 15 above. These are based upon five metrics to establish the performance of surgeries and the extent to which they are meeting patient expectations – the safety of their care, and the effectiveness of their care, the extent to which staff show care, the responsiveness of services, and the quality of leadership and management. It can be seen that the majority of the borough’s surgeries have been rated “good” by the CQC on their most recent inspection, with one surgery requiring improvement and only one other having formally been rated as inadequate.

## Implications for Future Growth

We categorise primary healthcare as a **critical** infrastructure type. The existence (or lack) of primary healthcare provision within a settlement is considered to be a factor able to determine the suitability of a settlement for growth, and the specific quantum of growth that can be accommodated within that settlement.

As noted above, there is no objective means by which the CCG can comment on the extent to which existing surgeries are operating in excess of capacity – and the future workforce, organisational and technological changes outlined in the previous section are likely to allow greater patient needs to be accommodated within the same primary care estate. However, the CCG

has identified a number of constraints on primary care going forwards, which are likely to need to be addressed over the new plan period through to 2036:

- Surgeries in the Key Rural Centres of Desford, Markfield and Ratby will be very challenging to expand, and there are some concerns about the ability of existing premises to cope with additional demand in those settlements;
- The surgeries in Desford and Ratby are located in converted former dwellings, which are increasingly inappropriate environments for modern primary healthcare provision;
- Ratby Surgery is known to have invested in land to allow for the relocation of the existing surgery. However, there have been no further discussions regarding this;
- In order to accommodate the quantum of development anticipated within the borough through to 2036, at least one new surgery or branch surgery is likely to be required. Despite this, the CCG has concluded that these issues could be overcome and are not a constraint to development at this stage.

These requirements are in addition to the extension of Burbage Surgery and Heath Lane Surgery in Earl Shilton, and the relocation and enlargement of Barwell Surgery. These schemes are already being developed and are being partly subsidised through Section 106 contributions from new development in their vicinity.

The CCG does not have any published adopted basis on which the cost of new primary healthcare capacity is established and relies upon case-by-case assessments. However, in order to establish an approximate benchmark, we have looked at the healthcare needs identified by the CCG in 2018 as part of the preliminary discussions for the Land East of Peckleton Lane development, in order to fund the extensions required to Heath Lane Surgery in Earl Shilton. The established additional number of treatment rooms and medical staff required were as follows:

Minimum dwellings in development	80
Additional patients (Local average of 2.42 per dwelling)	194
Additional annual GP patient contacts (Local average of 5.26 per annum)	1020.44
Additional weekly GP patient contacts (Assuming surgery open for 50 weeks per year)	20.41
Additional GP hours required per week (Assuming 4 patients per hour)	5.10
Additional GP surgery sessions required per week (Assuming 4.5 hour sessions with paperwork)	1.13
<b>Total number of additional GPs and treatment rooms required (Assuming 10 sessions per week)</b>	<b>0.11</b>
Additional weekly nurse patient contacts (Assuming 20% of total for GPs)	204.08
Additional nurse hours required per week (Assuming 3 patients per hour)	1.36
Additional nurse surgery sessions required per week (Assuming 3 hour sessions)	0.45
<b>Total number of additional nurses and treatment rooms required (Assuming 10 sessions per week)</b>	<b>0.05</b>

*Table 16 – Notional requirements for new GPs, nurses and treatment rooms, based upon numbers of patients and patient contacts expected to arise within the Land East of Peckleton Lane development.*

These were used to establish capital costs of **£2,250** for a new clinical building (excluding land costs) which would provide additional accommodation for 484 patients. This equates to **£52,380** for the entire 80 dwelling development and translates to an approximate benchmark developer contribution of **£654.75** per dwelling towards primary healthcare.



## 4.4.2 Secondary Healthcare

### Policy and Context

Secondary healthcare encompasses more specialist healthcare provision, with patients generally referred into secondary healthcare from an initial contact with a primary healthcare professional. By virtue of its specialised nature, secondary healthcare is generally provided on a more centralised basis. NHS Trusts – such as those responsible for running and managing individual hospitals, or the Leicestershire Partnership NHS Trust which is responsible for providing mental health, community health and sexual health services across the county.

Much of the policy and context relevant to primary healthcare is equally relevant to current trends in secondary healthcare – notably the NHS Long Term Plan, which aims to ensure that patients are able to obtain treatment at the most appropriate level. In particular, it is seeking to relieve pressure on emergency hospital care by:

- Embedding a new Clinical Assessment Service within NHS 111, ambulance dispatch and GP out-of-hours services from 2019/20, to ensure that patients are better directed to the most appropriate destination for treatment;
- Provision of consistent levels of out-of-hospital emergency care nationwide by 2020, reducing the numbers of patients who need to attend hospital for treatment;
- Implementing new diagnostic and treatment practices, increasing the number of patients in hospitals who can be treated and discharged within the same day rather than being admitted to a hospital ward;
- Improving integration with social care providers, allowing patients requiring further care to leave the hospital environment more quickly.

Outside of the NHS, private healthcare providers also have a role in the delivery of secondary healthcare – and are a sector which has been thriving in the context of increasing hospital waiting times. Whilst in many cases this is at the patient's choice and expense, the West Leicestershire CCG does also commission some secondary healthcare provision through private providers – either to reflect particular specialist expertise, or simply assist with capacity.

### Current Levels of Provision

There are two hospitals in the borough, both located within Hinckley:

- Hinckley & District Hospital, run by the University Hospitals of Leicester NHS Trust, which provides a range of general non-acute and non-emergency healthcare;
- Hinckley & Bosworth Community Hospital, run by the Leicestershire Partnership NHS Trust, which provides rehabilitation, palliative and end-of-life care.

For most acute and all emergency healthcare needs, Hinckley & Bosworth residents need to travel to hospitals outside the borough. The choice of hospital will typically depend on proximity, although could also reflect patient choice. The main hospitals serving the borough are:

- Glenfield Hospital and Leicester Royal Infirmary within Leicester to the east of the borough, run by the University Hospitals of Leicester NHS Trust;

- George Eliot Hospital in Nuneaton to the south-west of the borough, run by the George Eliot Hospital NHS Trust.

Leicestershire’s mental health provision is provided by the Leicestershire Partnership NHS Trust, through a range of facilities within Leicester and elsewhere in the county – none are located within Hinckley & Bosworth.

As with primary healthcare, secondary healthcare providers are only able to stop accepting new patients in exceptional circumstances, and the West Leicestershire CCG has therefore advised that it does not currently have any objective means by which to comment on how constrained local secondary healthcare provision is. Ratings by the Care Quality Commission do provide a proxy of the extent to which each Trust is coping with demand – the University Hospitals of Leicester, George Eliot Hospital and Leicestershire Partnership NHS Trusts have all been rated as requiring improvement i.e. the service is not performing as well as it should and the service has been told how it must improve.

## Implications for Future Growth

We categorise secondary healthcare as a **critical** infrastructure type. However, because of the county-wide and regional basis on which secondary healthcare services are provided, levels of capacity within existing provision will not form a basis on which to determine whether particular settlements within Hinckley & Bosworth are able to accommodate growth.

It is evident that local secondary healthcare is struggling to meet demand, and we are aware of efforts by NHS Trusts to seek contributions from new development to fund both the capital and revenue costs of hospital provision. However, unlike primary care which is much more closely linked to a locality (and hence demand for services is closely linked to the construction of new homes), secondary healthcare is planned for across much wider geographic areas. The residents of new homes are therefore reasonably likely to already live within the same hospital catchment area, and there is therefore a less clear basis on which to justify contributions from developers. It is therefore essential that any requests for contributions continue to be appraised on a case-by-case basis – with the onus for funding improvements otherwise falling to national government or other more centralised means.

### 4.4.3 Social and Care Services

#### Policy and Context

Adult social care provision exists to provide practical and emotional support to people in need and allow them to continue to live an active life. There are typically three types of provision:

- Sheltered or supported housing, which provides residents with a community environment and some degree of assistance (such as wardens and community alarm access) but otherwise allows them to continue to live an independent life;
- Extra care housing which provides a more comprehensive level of on-site care and facilities such as a restaurant and hairdresser, but in which residents still live in self-contained flats or apartments;
- Care homes in which residents are provided with a higher degree of care for their day-to-day needs, in a more clinical environment with a relatively low level of independence.

Leicestershire County Council (LCC) has a statutory responsibility to plan for and commission adult social care within Leicestershire. It is also a provider of adult social care, in addition to that provided by local authorities and housing associations (typically sheltered and supported housing) and the private sector (typically extra care housing and care homes).

LCC's overarching strategy is set out in Promoting Independence, Supporting Communities<sup>75</sup>, its vision and strategy for adult social care from 2016 to 2020. In recognising the significant pressures on adult social care over coming years as a result of longer life expectancies, it sets out a number of key principles for its future service model:

- Ensuring that people who need better support are identified and prioritised;
- Increasing resilience for adult social care and maximising independence;
- Ensuring that care is provided in the most appropriate place – whether in an individual's home, in the community or in a specialist environment – depending on their needs and what is most cost-effective;
- Delivering just enough support to help people and keep them safe, without over-providing;
- Working more effectively with the family and friends of individuals with care needs, as well as with other organisations, to deliver more joined-up and cost-effective care.

In order to support the strategy, LCC is preparing a Social Care Investment Plan and Development Prospectus, covering an 18-year period to 2037. This considers the future needs and anticipated gaps in future provision for the county as a whole as well as within each district and is based on demographic changes as well as anticipated housing growth. A draft of the Investment Plan was presented to LCC's Cabinet in June 2019<sup>76</sup>, and will be formally adopted in due course (and is anticipated to be reviewed annually thereafter).

## Current Levels of Provision

Adult social care provision across Hinckley & Bosworth currently comprises the following:

### Sheltered and supported housing:

- There are 21 sheltered living (retirement) complexes, providing a total of 835 flats. These are primarily located within the Urban Centres, although complexes are also located in the Key Rural Centres of Barlestone, Market Bosworth, Markfield and Newbold Verdon;
- There are 23 supported living (disability) schemes, providing a total of 96 flats. These are much smaller in scale, typically catering to individual disability types, and located in various locations around the borough; and
- There are currently three pipeline schemes for supported living, which will provide a total of 15 additional flats.

### Extra care housing:

- There is currently only one extra care scheme in the borough – Ashby Court in Hinckley, which provides 50 flats.

---

<sup>75</sup> [https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/3/23/ASC\\_Strategy\\_2016\\_2020\\_0.pdf](https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2016/3/23/ASC_Strategy_2016_2020_0.pdf)

<sup>76</sup> <http://politics.leics.gov.uk/documents/s146564/Appendix%20-%20Capital%20Investment%20into%20soc%20care%20accomm%20based%20support%20services.pdf>

## Care homes:

- There are 17 registered care homes in the borough for older people, providing a total of 657 beds – LCC is responsible for commissioning provision at all. These are primarily located within the Urban Centres, although care homes are also located in the Key Rural Centres of Market Bosworth, Markfield and Ratby as well as in Botcheston near Desford;
- There are 9 registered care homes in the borough for working-age adult disability needs, providing a total of 88 beds. LCC is also responsible for commissioning provision at all. These are much smaller in scale, typically catering to individual disability types, and are located in various locations around the borough;
- One older person care home is currently under construction at Kingsfield Court in Earl Shilton, which will provide an additional 70 beds.

Despite the well-established national pressures on adult social care provision, LCC has indicated through discussion with us that adult social care provision across the county is not generally constrained at the present time.

## Implications for Future Growth

We categorise adult social care as a **critical** infrastructure type. However, because of the county-wide basis on which adult social care is planned for and commissioned by LCC, levels of capacity within existing provision will not form a basis on which to determine whether particular settlements within Hinckley & Bosworth are able to accommodate growth. As noted above, LCC also does not consider its current supply of adult social care accommodation to be constrained.

LCC's emerging Social Care Delivery Plan and Investment Prospectus sets out anticipated gaps in the future supply of adult social care provision in the county. This includes two scenarios – a projected demand scenario based solely on planned growth in existing Core Strategies and Local Plans as well as forecast demographic changes, and a modified growth scenario based on policy desires to reduce reliance on residential care home provision by boosting more independent supported living and extra care provision. These are set out in Table 17 on the following page.

In order to respond to the shortfalls in the modified demand scenario, the Delivery Plan and Investment Prospectus indicates a need for 250 units of supported living accommodation, 330 units of extra care accommodation, and around 100 units of more specialist provision (such as for dementia care) between 2019 and 2023. There are no identified needs for additional care home provision, reflecting the very substantial oversupplies. These requirements are on the basis of need at a county-wide level and will be implemented on a county-wide basis. It is therefore not yet known whether any of this additional provision will need to be within Hinckley & Bosworth.

New adult social care infrastructure can be provided through extensions to existing sites, new standalone sites, or also form part of the provision within major developments such as urban extensions or new settlements. In such cases, required new provision can be delivered through developer land 'gifts' secured through Section 106 agreements, as was the case for the recent Triumph site redevelopment in Hinckley. In other cases, LCC has sought capital contributions from developers towards offsite provision. LCC's 2019 Planning Obligations SPD does not include any fixed cost schedules for adult social care provision in new development, and indicates that contributions will be sought based upon individual circumstances on a case-by-case basis.

Adult care type	Supply/Demand	2018	2022	2027	2032	2037
Supported living	Countywide provision	331	488	488	488	488
	Projected demand	299	328	337	348	363
	Oversupply/shortfall	32	160	151	140	125
	Modified demand	569	580	591	601	619
	Oversupply/shortfall	-238	-92	-103	-113	-131
Extra care	Countywide provision	253	403	403	403	403
	Projected demand	173	191	215	250	290
	Oversupply/shortfall	80	212	188	153	113
	Modified demand	884	973	1,102	1,276	1,485
	Oversupply/shortfall	-631	-570	-699	-873	-1,082
Care homes	Countywide provision	4,314	4,378	4,378	4,378	4,378
	Projected demand	1,447	1,500	1,565	1,644	1,751
	Oversupply/shortfall	2,867	2,878	2,813	2,734	2,627
	Modified demand	1,151	1,194	1,245	1,308	1,393
	Oversupply/shortfall	3,163	3,184	3,133	3,070	2,985

Table 17: Anticipated levels of oversupply or shortfall in Leicestershire's future capacity for adult social care for 2019-2037, broken down by care type and demand scenario.

(Data adapted from LCC's Draft Social Care Delivery Plan and Investment Prospectus)

#### 4.4.4 Ambulance Services

##### Policy and Context

Ambulance services within Hinckley & Bosworth Borough are provided by the East Midlands Ambulance Service (EMAS) NHS Trust. It was established in July 2006 as part of the wider reconfiguration of the UK's ambulance trusts. EMAS are a designated Category 1 Responder under the Civil Contingencies Act, therefore they are required to fully comply with a range of statutory duties.

National policy direction for ambulance services is set out in the new NHS Long Term Plan, which recognises current challenges in ambulance resourcing brought about by delays at hospitals in handing over patients. In 2018/19, EMAS lost 64,000 hours to pre-hospital handover delays<sup>77</sup>, equivalent to 15 shifts each day. In common with its emphasis for other parts of the health system, the Long Term Plan is also seeking to ensure that paramedics are less reliant on hospitals to treat their patients, with care undertaken in other settings wherever possible. This will be facilitated through national capital investment in ambulance vehicles.

##### Current Levels of Provision

EMAS provide emergency and urgent services for 4.8 million people, covering approximately 6,452 square miles across Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire and Rutland. EMAS operate 70 facilities, including one ambulance station within Hinckley and Bosworth Borough, in Hinckley. It also maintains two Emergency Operations Centres in Nottingham and Lincoln, training and support team offices and workshops.

<sup>77</sup> EMAS Annual Report 2018-19 - <https://www.emas.nhs.uk/about-us/trust-documents/>



Frontline accident and emergency ambulance crews operate a fleet of over 660 vehicles, including emergency ambulances, fast response cars, specialised and driver training vehicles and urgent care and patient transport vehicles. Response to emergency calls is supported by Community First Responder schemes (mainly in more rural areas), and Emergency First Responder schemes that are operated with fire services.

In terms of response times, EMAS's Annual Report 2018-19 indicates that the Trust is currently meeting its 7 minute average response time targets for Category 1 life-threatening calls. However, it is some way away from meeting the target average response time of 18 minutes for Category 2 emergency calls – its actual average response time in 2018/19 was 31 minutes. As a result, there is clearly a level of constraint within EMAS provision (although these figures are for the entire region, so not necessarily reflective of local response times within Hinckley & Bosworth).

EMAS is no longer responsible for non-emergency patient transport services across much of the region. Within Hinckley & Bosworth, as with all parts of Leicestershire, this service is provided by TASL – a private outsourced operator.

## Implications for Future Growth

We categorise ambulance services as a **critical** infrastructure type. However, because of the regional basis on which ambulance services are provided, levels of capacity within existing provision will not form a basis on which to determine whether particular settlements within Hinckley & Bosworth are able to accommodate growth. Whilst we have not been able to discuss growth implications directly with EMAS, the West Leicestershire CCG has not identified any particular challenges to us.

EMAS is relatively well equipped to deal with growth through its two-year investment programme, which will increase frontline staff numbers by 500 by 31 March 2020. Subsequent years will then continue to focus on maintaining funded workforce establishment, delivering the aspirations of the Clinical Model and increase the registered skill mix by 2025. Nationally, there are not enough qualified paramedics, therefore EMAS have been developing their own education programmes, creating a new training centre at Nottingham Trent University's Clifton Campus.

### 4.4.5 Police Services

#### Policy and Context

Policing for Hinckley & Bosworth is provided by Leicestershire Police, under the direction of the Police and Crime Commissioner (PCC) for Leicestershire.

Key priorities for the Police and Crime Commissioner are set out in 'Making our diverse community safer: Police and Crime Plan 2017-2021'<sup>78</sup>. The plan covers Leicester, Leicestershire, and Rutland, and focuses on reducing offending and re-offending, supporting victims and witnesses, making communities and neighbourhoods safer, protecting the vulnerable, crime prevention, and simplification of the Commissioning Framework.

---

<sup>78</sup> <https://www.leics.pcc.police.uk/DOCUMENT-LIBRARY/Planning-and-Money/Police-and-Crime-Plan/2017-2021/Police-and-Crime-Plan-2017-2021.pdf>

The strategy for the operation of Leicestershire Police is set out in the Force Management Statement Summary 2019. It sets out an overview of the force, its financial state, and its policing priorities.

## Current Levels of Provision

There is now only one police station in Hinckley & Bosworth, located in Hinckley. This acts as the hub for all response types and neighbourhood policing for the borough, although facilities there have also reduced over recent years. From our discussions with Leicestershire Police, the future focus for policing in the county is on a flexible workforce, rather than on physical assets such as police stations.

Leicestershire Police has a mixed workforce comprising police officers and police staff. Its capacity is bolstered by a significant number of volunteers (Police Support Volunteers, Special Constables and Police Cadets). The number of police officers has been decreasing since 2010. The force is going through a period of cultural and behavioural change set out in Blueprint 2025<sup>79</sup>, which has been in place since mid-2018. The need for this programme is based on the assumption that the force has insufficient resource to meet peaks in demand. Demand has increased year on year from 2017-2018 to 2018-2019, with 999 calls increasing by 8.4%, and online reports increasing by 280%.

A new Target Operating Model has been developed as part of Blueprint 2025 to implement a flexible policing model that allows the force to move resources more easily and manage priorities as effectively as possible. A demand management model has been developed to deal with demand earlier, reduce ‘hand-offs’, increase ownership, improve outcomes and enhance victim satisfaction. Technology and digital innovation is being used to increase efficiency by freeing up time and increasing capacity in the police workforce, to enable them to do a little more than they currently can with greater accuracy whilst located anywhere.

## Implications for Future Growth

We categorise police services as a **critical** infrastructure type. However, because of the county-wide basis on which police services are provided, levels of capacity within existing provision will not form a basis on which to determine whether particular settlements within Hinckley & Bosworth are able to accommodate growth.

The force already has an ambition to increase police officer numbers to over 1,900 by the end of 2020/21. There will be 80 new police officer posts created during 2019/20, and a further 27 in early 2020/21, however this would still be 18.5% lower than in 2010.

Response policing is protected by central government and will be required to be maintained with any future growth. However, neighbourhood policing and civilian support is not protected in the same way and has been reorganised to reflect changing funding availability. Leicestershire Police are actively considering bids for S106 funding to help support neighbourhood policing in the context of population growth (and the creation of entirely new neighbourhoods) – in particular for innovation, control room improvement, accommodation improvements, volunteer training or off-road vehicle capability. From our discussions, Leicestershire Police have indicated that it is very unlikely that new police stations will be provided within the borough over the plan period.

---

<sup>79</sup> <https://www.leics.pcc.police.uk/DOCUMENT-LIBRARY/Transparency/Meetings/Ethics-Integrity-and-Complaint-Committee/23rd-June-2017/Item-5-Appendix-1-Blueprint-2025-and-Darwin.pdf>

## 4.4.6 Fire Services

### Policy and Context

The Leicestershire Fire and Rescue Service (LFRS) is the provider of fire and rescue services for Leicestershire. The Combined Fire Authority (CFA) is the governing body of the LFRS and is made up of 17 elected members who are councillors from Leicester City, Leicestershire County and Rutland County Councils.

The Fire and Rescue Service National Framework<sup>80</sup> sets out priorities that all fire services must undertake, including understanding foreseeable risk; making provision for fire prevention; collaboration with other emergency services and partner organisations; ensuring accountability to communities; and develop and maintaining a workforce that is professional, resilient, skilled, flexible and diverse.

The Core Plan: LFRS 2018-2021<sup>81</sup> sets out the planning priorities and objectives for the three year period, considering how key risks and challenges will be met. Five strategies support the plan, focussing on safer communities, response, finance and resources, people, and governance. Delivery is set out through the Service Development Programme and Departmental and District Plans.

LFRS is going through a period of change to realign the service to reflect changes in demand and risk over the last ten years, namely fewer fires but more complex situations. Austerity and legislative change has placed broader duties on the fire service, and requires greater collaboration with other services (such as the police or ambulance service) to increase efficiency and effectiveness.

### Current Levels of Provision

LFRS have 20 fire stations and a fleet of fire engines and other operational vehicles, serving over one million people. They employ 692 staff, 574 of whom are operational staff, and attend over 8,000 emergency incidents each year.

Within Hinckley and Bosworth Borough there are two fire stations, in Hinckley and Market Bosworth. Hinckley station houses two firefighting vehicles on a whole-time and on-call basis, while Market Bosworth houses one firefighting vehicle on an on-call basis. These two stations cover the majority of the borough, but the northernmost parts will also be served by Coalville Fire Station and the eastern villages will be served by Leicester's Western Fire Station in Glenfield. The western edge of the borough is also served by Atherstone Fire Station, operated by Warwickshire Fire and Rescue Service.

The majority of Hinckley and Bosworth Borough is deemed to be at low or very low risk for a serious incident, based on LFRS's Community Risk Model set out in its Core Plan. However, part of the rural area between Market Bosworth and Hinckley is deemed to be at medium risk. This is based on a combination of the overall level of deprivation and historic incident data, to identify localities which are more likely to require a fire service response.

---

<sup>80</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/705060/National\\_Framework\\_-\\_final\\_for\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/705060/National_Framework_-_final_for_web.pdf)

<sup>81</sup> <https://leics-fire.gov.uk/wp-content/uploads/2019/03/our-plan-corporate-and-irmp-2018-2021.pdf>

## Implications for Future Growth

We categorise fire services as a **critical** infrastructure type. However, because of the county-wide basis on which fire services are provided, levels of capacity within existing provision will not form a basis on which to determine whether particular settlements within Hinckley & Bosworth are able to accommodate growth.

Whilst we have not been able to discuss the implications for future growth in the borough with LFRS, we consider that fire services are very unlikely to constrain future growth, particularly if it is focused within the areas at low or very low risk identified in LFRS's Community Risk Model. We also do not currently anticipate any need for development to fund improvements in fire service infrastructure, although we will continue to seek to explore this with LFRS through subsequent stages of the Infrastructure Capacity Study process.

However, it is noted that Warwickshire Fire and Rescue Service has recently consulted on proposals to potentially relocate fire stations within Nuneaton & Bedworth and North Warwickshire in response to new site allocations in those authority's Local Plans<sup>82</sup>. Whilst not necessarily providing additional fire and rescue capacity, this would ensure that fire stations remain located in places which allow fast and efficient responses to all residents and businesses in their areas. Depending on the locations of new development within Hinckley & Bosworth (as well as other neighbouring authorities), it is conceivable that similar measures may need to be considered by LFRS.

## 4.5 Open Space, Recreation and Green Infrastructure

This section considers all forms of open space and recreation within Hinckley & Bosworth. These forms of infrastructure are not typically considered integral to the efficient functioning of the borough, but are highly valued and play a key role in the borough's sense of place and identity. They also have an important role in ensuring the health and wellbeing of the borough's residents.

This section will consider the following open space and recreation infrastructure types:

- Formal parks and gardens;
- Natural open space;
- Amenity green space;
- Facilities for children and teenagers;
- Indoor sports provision;
- Outdoor sports provision;
- Allotments;
- Cemeteries and churchyards; and
- Green corridors.

At a national level, the NPPF seeks to promote healthy and safe communities. Paragraph 92 sets out:

*'to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (...sports venues, open space, cultural buildings...) and other local services to enhance the sustainability of communities and residential environments' (page 27).*

---

<sup>82</sup> <https://ask.warwickshire.gov.uk/fire-and-rescue/nuneaton-and-north-warwickshire-stations/>

This proves the important role that open space and recreation can contribute in fostering a sense of community and place throughout HBBC. The NPPF provides protection to open space and recreational uses in Paragraph 97, outlining that:

*'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

- *An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use' (page 28).*

In addition, the Core Strategy (2009) through Spatial Objective 9 (Identity, Distinctiveness and Quality of Design) and 10 (Natural Environment and Cultural Assets) already seeks to ensure that development in Hinckley & Bosworth contributes to local distinctiveness, delivers a linked network of green infrastructure and encourages appreciation (page 21).

The Open Space and Recreation Study 2016 (OSRS) sets out the Natural England Accessible Natural Green Space Standard (ANGSt) for all new households to be within:

- *300 metres (5-minute walk) of an accessible green space at least 2 ha;*
- *5 km of at least accessible 100 ha site; and*
- *2 km of at least one accessible 20 ha site.*

The OSRS also sets out the Fields in Trust recommended benchmark guidelines for new developments to achieve the following green space and play provision standards per 1000 population:

- *Equipped/designated play areas: 0.25 ha.*
- *Parks and gardens: 0.80 ha.*
- *Amenity Green Space: 0.60 ha.*

This target will help to ensure that any new development will provide sufficient open space and recreational infrastructure for the residents of Hinckley & Bosworth.

Furthermore, in accordance with the Localism Act 2011, community rights are set out in a manner to enable locals to have a major role in shaping and helping to manage green spaces<sup>83</sup>. Therefore, Central government expects local authorities to maintain strong links with voluntary and community groups as means of managing green infrastructure.

Management and maintenance responsibilities of open space in Hinckley & Bosworth are undertaken by several organisations, including HBBC, Leicestershire County Council, numerous parish councils and volunteer groups. HBBC is predominantly responsible for strategic forms of provision such as key parks, play sites and burial provision and the parish councils provide a significant proportion of allotment and play provision.

---

<sup>83</sup> Department for Communities and Local Government (2012) Potential Funding for Green Spaces Report [Online], Available: <https://www.gov.uk/government/publications/potential-funding-for-community-green-spaces>



For all of this chapter, the Council’s existing 2016 Open Space and Recreation Study<sup>84</sup> provides policy and context, which we have reflected here for the purposes of the Infrastructure Capacity Study. Other policy and context documents are referred to throughout.

## 4.5.1 Formal Parks and Gardens

### Policy and Context

This section analyses formal parks and gardens throughout the Borough, covering district parks and green spaces, neighbourhood parks in urban and rural locations, which are mostly used for informal recreation and community events. Formal parks are a highly valued type of open space in the Borough as they are frequently used by residents and are generally perceived to be of high quality. Parks and gardens are afforded protection through policy DM8 of the Site Allocations and Development Management Policies DPD, and through the NPPF, Paragraph 97, outlined earlier. The OSRS sets out minimum standards developments are expected to meet.

### Current Levels of Provision

There are a variety of types of formal park and garden within Hinckley & Bosworth, but these can typically be broken down into two categories:

- Urban Parks, such as Hollycroft Park and Queens Park in Hinckley;
- Country Parks, such as Market Bosworth Country Park.

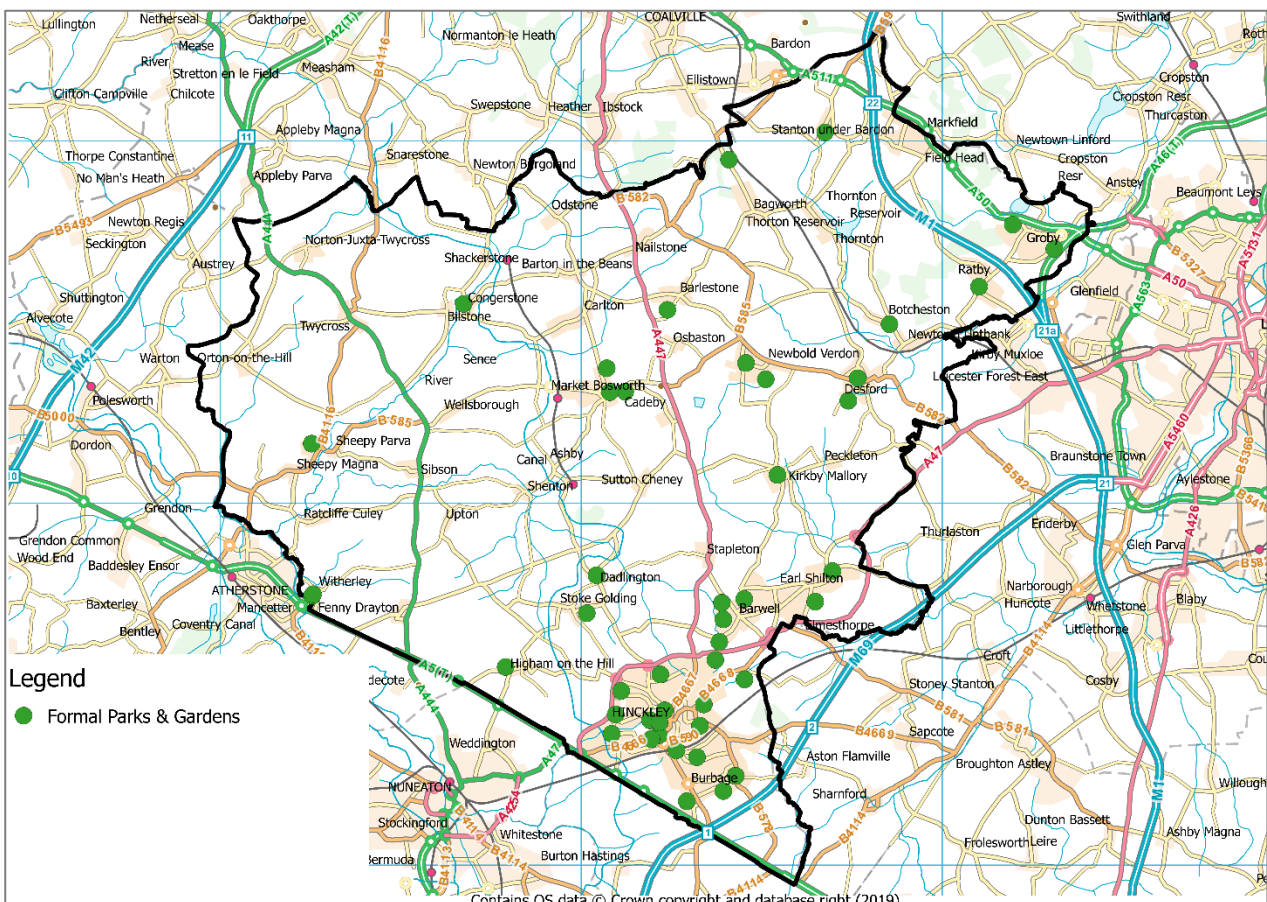


Figure 18: Provision of formal parks and gardens around Hinckley & Bosworth

<sup>84</sup> <https://www.hinckley-bosworth.gov.uk/.../open-space-and-recreation-study-2016.pdf>

Accessibility to open spaces is vital to consider if a space is considered inaccessible and/or located at a distance outside what people are willing to travel, it would be of limited value. According to the Open Space and Recreational Study (OSRS)<sup>85</sup>, current accessibility to formal parks and gardens (600m/12-minute walk to a formal park and 18-minute drive to a county park) across HBBC is as follows:

- Residents to the north of Bagworth, Higham on the Hill, Nailstone, Sheepy Magna and Stanton Under Bardon are within the catchment of a formal park;
- Residents in Barlestone, Barwell, Burbage, Desford, Groby, Hinckley, Markfield, Newbold Verdon and Stoke Golding nearly all have access to a formal park;
- Nearly all residents in the Paddock Way Estate in Hinckley are outside of a catchment, as is the area to the east of Ashby Road/North of Derby Road;
- All residents in southern Bagworth, south-western Earl Shilton, southern Groby, western Market Bosworth, north-western Ratby, eastern and western Stoke Golding, Thornton, Twycross and Witherley are outside the catchment of a formal park.

Generally, the quality of country parks is considered excellent. Hollycroft Park and Argents Mead in Hinckley and Market Bosworth Country Park have achieved a Green Flag award, and Bosworth Battlefield Country Park is also highly regarded.

## Implications for Future Growth

We categorise formal parks and gardens as an **essential** infrastructure type; therefore, all existing sites should be protected from development. The OSRS sets out the need to monitor existing spaces in line with population increase and the potential for new provision required in the longer term (page 202). The report also required a programme of strategic improvements to the quality of formal parks and opportunities to improve accessibility through the development of the Green Infrastructure Network for which opportunities will be identified in the new Green Infrastructure Strategy currently under preparation by the Council.

Country Parks should also be protected from development and enhanced where possible. That said, it is clear that improvements should be sought for residents in southern Bagworth, south-western Earl Shilton, southern Groby, western Market Bosworth, north-western Ratby, eastern and western Stoke Golding, Thornton, Twycross and Witherley, who are outside of the catchment area.

In addition, the standards set out in the OSRS provides a means of standards for future development to meet and strive towards:

- 0.83 hectares per 1000 population; within 600 metres (equivalent to circa 12 minutes' walk); and with all sites gaining an 80% quality score.

Including:

- **Parks and Gardens:** all households should be within 710 metres of an open which provides general facilities for recreational activity within a landscaped setting;

---

<sup>85</sup> Hinckley & Bosworth Borough Council (2016), Open Space and Recreational Study. Available at: [https://www.hinckley-bosworth.gov.uk/downloads/file/6520/open\\_space\\_and\\_recreation\\_study\\_2016](https://www.hinckley-bosworth.gov.uk/downloads/file/6520/open_space_and_recreation_study_2016)

- **Amenity Green Space:** all households should be within 480 metres of an open space which provide general facilities for recreational activity.

## 4.5.2 Natural Open Space

### Policy and Context

This section covers publicly accessible woodlands, urban forestry, scrub, grasslands (for example downlands, commons, meadows), wetlands, open and running water and wastelands. These sites are important for wildlife conservation, biodiversity, for environmental and education awareness, amongst providing accessible open spaces for people to engage with nature in a different environment perhaps to their everyday interactions and gain a sense of biophilia.

Charnwood Forest under, ‘Policy 22: Charnwood Forest’ in the 2009 Core Strategy, specifically sets out the requirements to retain the working landscape, maintain the cultural heritage, enhance the open spaces and connectivity, and to provide new recreational facilities and non-vehicular access. In addition, ‘Policy 21: National Forest’, sets out HBBC support of the implementation of this in the north east of the Borough. Finally, given the nature of this type of open space, environmental designations such as wildlife sites are often also afforded to protect against unsuitable uses and excessive development in natural environments as well as policy such as the National Forest Strategy and National Forest Guide for Planners and Developers<sup>86</sup>.

### Current Levels of Provision

One of the key sites in the Borough is Manor Farm in Bagworth (7.39 ha), which consists mostly of rough grass sloping to a pond, often grazed by cattle. Three footpaths allow access to the site, with plans to include a community orchard. Bagworth Heath Woods and Maynards Walk are popular places that encompass natural and semi natural additional typologies. According to the OSRS, accessibility to natural open space (700m/14-minute walk for sites under 10ha and 18-minute drive for those over 10ha) across HBBC is as follows:

- All residents have access to a natural or semi natural open space in Bagworth, Congerstone, western Market Bosworth, Markfield, and Stanton Under Bardon.
- Burbage Common provides a substantial amount of natural open space (over 10ha) for Hinckley and Burbage, although the north and west of Hinckley and south and east of Burbage are outside of its catchment. Similarly, nearly all residents in Thornton are outside any catchment, although the settlement is adjacent to Thornton Reservoir which provides over 10 hectares of natural and semi natural open space. Residents of Market Bosworth have access to Market Bosworth Country Park, although because of its location on the settlement boundary its catchment does not cover the whole town.
- Residents in Barlestone, Barwell, Desford, Earl Shilton, eastern Groby, Newbold Verdon, Stoke Golding, Twycross, Witherley are all outside of the catchment area of a natural or semi-natural open space.

<sup>86</sup> <https://www.nationalforest.org/sites/default/files/2018-08/Planners%20Guide%202018.pdf>

## Implications for Future Growth

We categorise natural open space as an **essential** infrastructure type that should therefore be protected from development. This is due to the roles natural and semi natural open space contribute to recreation, biodiversity and conservation. Opportunities to enhance the quality of natural and semi natural open space should be taken, particularly where sites are identified as being in need of improvement and/or outside of a catchment area (Barlestone, Barwell, Desford, Earl Shilton, eastern Groby, Newbold Verdon, Stoke Golding, Twycross and Witherley).

The amount of natural and semi natural open space should be increased in the identified areas of deficiency. This could be achieved by locating natural open space within larger sites, such as parks. The Hinckley / Barwell / Earl Shilton / Burbage Green Wedge also offer the opportunity to provide recreational natural and semi natural open space and address deficiencies identified in the OSRS in Barwell. Improvements to access routes to and within existing natural and semi natural spaces (as well as to the nearby accessible countryside) will be instrumental in maximising usage of natural open space.

The OSRS will provide standards for future development to meet and strive towards:

- 2.00 hectares per 1000 population (new development only should not be used to assess current deficiencies); within 700m (equivalent to circa 14 minutes' walk) for sites under 10 hectares, 18 minute drive time for sites over 10 hectares (encompassing country parks); and with all sites gaining an 80% quality target.

### 4.5.3 Amenity Green Space

#### Policy and Context

Amenity green spaces are commonly (but not exclusively) found in residential areas and includes informal recreation green spaces, SUDS and village greens. These spaces allow for informal activities close to home or work and can enhance the appearance of the spaces they encompass. Therefore, amenity green space is often the most local type of open space provided. A high-quality space is likely to discourage misuse and encourage a culture of respect. Furthermore, Core Strategy 'Spatial Objective 9: Identity, distinctiveness and Quality of Design', reinforces this outlining the importance of identity in settlements to encourage pride, which amenity green spaces can make a strong contribution to.

In particular, Core Strategy 'Policy 11: Key Rural Areas Stand Alone', in the Local Plan, highlighted a need to improve the quality of amenity green space in Stoke Golding and other spaces throughout the Borough are afforded protection through policy DM8 of the Site Allocations and Development Management Policies DPD, and through the NPPF, Paragraph 97, outlined earlier. The OSRS, sets out minimum standards developments are expected to meet.

#### Current Levels of Provision

Amenity green space is predominantly located within the Urban Areas and Key Rural Centres. According to the OSRS report, accessibility to amenity green space (300m/7-minute walk) across HBBC is as follows:

- All residents in Bagworth, Congerstone, Markfield, Thornton, and Twycross have access to an amenity green space;

- Nearly all residents in Barlestone, Groby, Market Bosworth, Nailstone, Newbold Verdon and Ratby have access to an amenity green space;
- Residents in the south east of Barwell, northern Burbage, northern Desford, northern Earl Shilton, Higham on the Hill, north of Hollycroft and west of Ashby Road in Hinckley, Sheepy Magna, Stanton Under Bardon, west of Hinckley Road in Stoke Golding and in southern Witherley are outside the recommended catchment of a site.

## Implications for Future Growth

We categorise amenity green space as a **desirable** infrastructure type – whilst it plays an important role in the character and attractiveness of a settlement, it is not essential in infrastructure terms. Nevertheless, the OSRS recommends that valuable amenity green space sites should be protected from development; particularly those sites that are the only type of informal open space within the settlement. It also found new developments must contribute towards the provision of amenity space to improve existing quantitative shortfalls.

‘Policy 19: Green Space and Play Provision’, in the Local Plan sets out that all households should be within 300 metres of a small formal or informal area of open space. The OSRS sets out a standards for new development of 0.6 hectares per 1,000 population (equivalent to circa 7 minutes’ walk). If these requirements are met, all future developments will make an acceptable level of provision.

Consideration should also be given to the need to allocate new amenity green space sites to the east of Hinckley town centre. Demand for amenity green space in the rural villages and hamlets should be assessed and new sites allocated if a demand is indicated. That said, it is evident existing residents in the south east of Barwell, northern Burbage, northern Desford, northern Earl Shilton, Higham on the Hill, north of Hollycroft and west of Ashby Road in Hinckley, Sheepy Magna, Stanton Under Bardon, west of Hinckley Road in Stoke Golding and in southern Witherley require facilities within an accessible catchment.

## 4.5.4 Facilities for Children and Teenagers

### Policy and Context

This section covers areas designed primarily for play and social interaction involving children and young people. This can range from equipped play areas and ball courts to skateboard areas and shelters/hangouts. Play England have developed a guide to creating successful play spaces<sup>87</sup> providing ten principles for designers, but also applicable for planning officers to consider when assessing:

1. *Are ‘bespoke’;*
2. *Are well located;*
3. *Make use of natural elements;*
4. *Provide a wide range of play experiences;*

---

<sup>87</sup> Play England (2008) Design for Play: A Guide to Creating Successful Play Spaces [online]. Available at: <http://www.playengland.org.uk/resource/introducing-design-for-play-ten-design-principles/>



5. Are accessible to both disabled and non-disabled children
6. meet community needs;
7. Allow children of different ages to play together;
8. Build in opportunities to experience risk and challenge;
9. Are sustainable and appropriately maintained; and
10. Allow for change and evolution.

Whilst the principles are set out for play spaces, most are important to consider when providing facilities for teenagers. The guide emphasises that well designed play spaces has benefits for all the community. Generally, spaces throughout the borough are afforded protection through policy DM8 of the Site Allocations and Development Management Policies DPD, and through the NPPF, Paragraph 97, outlined earlier. The OSRS sets out minimum standards for development.

### Current Levels of Provision

Various facilities are provided throughout the borough to meet resident's needs. Queens Park is one of Hinckley's oldest parks and more recently a new play area was installed for toddlers and juniors and skate ramps for older children. An outdoor gym area was installed also, which is free to use for all over fourteen years of age. Richmond Park is home to the Hinckley Club for Young People, a state-of-the-art leisure complex and youth building. In addition, Wykin Community Park in Hinckley provides popular facilities for children under fourteen.

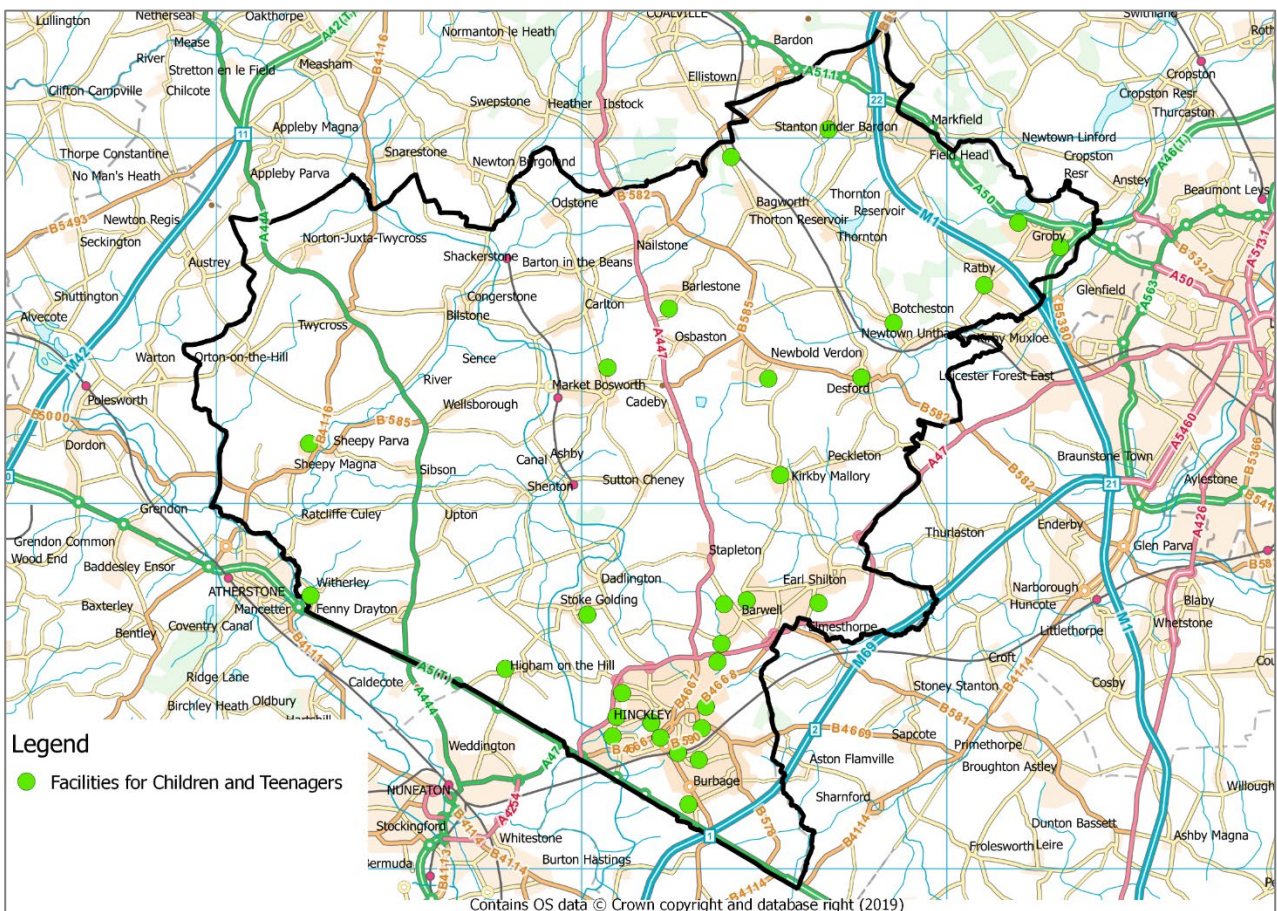


Figure 19: Provision of facilities for children and teenagers around Hinckley & Bosworth

Figure 19 above sets out the distribution of this provision for children and teenagers within the borough. According to the OSRS report, compliance with the relevant catchment (400m/8-minute walk) across each settlement is as follows:

- All residents in Bagworth, Congerstone, Higham on the Hill, Nailstone, Stanton Under Bardon, Thornton and Witherley have access to a play area;
- Nearly all residents in Barlestone, Barwell, Desford, Earl Shilton, Markfield, Newbold Verdon, Ratby, Sheepy Magna and Twycross have access to a play area;
- Residents in northern Burbage, central Groby, Hinckley town centre, eastern Market Bosworth (although Market Bosworth Country Park has a children's play area) and eastern and western Stoke Golding are outside the catchment of a play area.

With respect to facilities for young people, according to the OSRS report, accessibility across settlements (500m/11-minute walk) is as follows:

- All residents of Higham on the Hill are within the catchment of a facility for young people;
- Nearly all residents in Barlestone, Congerstone, Markfield, Newbold Verdon, Ratby, Stanton Under Bardon, Stoke Golding and Twycross have access to a facility;
- Gaps in access exist in eastern Burbage, Desford and Earl Shilton;
- Residents in southern Barwell, eastern Barlestone, northern Bagworth, central Groby, Hinckley town centre, central and eastern Market Bosworth, Nailstone, Sheepy Magna, eastern Stoke Golding, southern Thornton and Witherley all fall outside of the catchment of a facility for young people.

## Implications for Future Growth

We categorise facilities for children and teenagers as an **essential** infrastructure type. It is important to ensure that play facilities are enhanced to provide exciting and challenging facilities for children. This involves seeking to provide a variety of different play types (creative, dramatic, locomotor, role, symbolic, etc.) to foster children's social, mental and physical development in different ways. To meet existing deficiencies new children's play areas should be sought within the locations where residents are outside of the catchment area.

There is a need to provide additional facilities for young people in the borough. It is also important to ensure that new facilities for young people provide exciting and challenging opportunities. Any refurbishments to existing facilities should also encompass these principals. Access to facilities for young people should be increased through the creation of improved public footpath and cycle routes. Locating new facilities near public transport is also a key means of improving access to facilities for young people.

To support this, 'Policy 19: Green Space and Play Provision' in the Local Plan requires:

- **Equipped Children's Play Space:** a minimum of 0.15 ha/1000 population (excluding buffer zones); and
- **Casual/Informal Play Space:** a minimum of 0.7 ha/1000 population.

The standards set out in the OSRS will provide a means of standards for future development to meet and strive towards:

- Provision for Children – Urban Areas 0.039 hectares per 1000 population, Rural Centres 0.074 hectares per 1000 population, Rural Villages and Hamlets 0.140 hectares per 1000 population; 400m (equivalent to circa 8 minutes’ walk); and with all sites gaining an 80% quality target; and
- Provision for young people – 0.038 hectares per 1000 population; 500m (equivalent to circa 11 minutes’ walk); and with all sites gaining an 80% quality target.

Overall, HBBC are keen to support the development of high quality, inclusive, accessible play opportunities, stating it will do so by<sup>88</sup>:

- Providing clean and interesting environments for children to play;
- Engaging positively with children, young people and the voluntary and community sector;
- Encouraging participation in healthy lifestyles;
- Encouraging social development and interaction; and
- Raising the profile of play in the borough.

This support should be focused in the areas more in need. Additional and or/improved access for children's facilities is required in northern Burbage, central Groby, Hinckley town centre, eastern Market Bosworth (although Market Bosworth Country Park has a children's play area) and eastern and western Stoke Golding. For young persons in southern Barwell, eastern Barlestone, northern Bagworth, central Groby, Hinckley town centre, central and eastern Market Bosworth, Nailstone, Sheepy Magna, eastern Stoke Golding, southern Thornton and Witherley, additional provision should be provided and/or existing facilities made more accessible.

## 4.5.5 Indoor sports provision

### Policy and context

This section assesses places that provide opportunities for participation in indoor sport and recreation, including sports halls, swimming pools, health and fitness facilities, indoor bowls, indoor tennis and community halls. Often, community centres and schools play an important role in helping to provide enough facilities in localities and bring together local communities.

Across the borough, separate to new development brought forward by the private sector, plans to improve some existing facilities have already been considered. The Local Plan sets out in ‘Policy 2: Development in Earl Shilton’, the council will improve the quality of the William Bradford/Heathfield/Newlands indoor facilities (page 33). ‘Policy 3: Development in Barwell’, provides the council will redesign and rebuild the Squash Club Pavilion to support regeneration in the area (page 35). In addition, ‘Policy 11: Key Rural Centres Stand Alone’, provides that the council will seek improvements to the high school indoor sports facilities (page 48).

### Current levels of provision

The Community, Tourism and Cultural Facilities Review<sup>89</sup> was undertaken to inform the Site Allocations Plan and the Earl Shilton and Barwell Area Action Plan. The data to populate the report was gathered from Parish and Ward Councillors to ensure factually accurate information

<sup>88</sup> Hinckley & Bosworth Borough Council website – Play in Hinckley & Bosworth: [https://www.hinckley-bosworth.gov.uk/info/200017/children\\_and\\_family\\_care/856/play\\_in\\_hinckley\\_and\\_bosworth](https://www.hinckley-bosworth.gov.uk/info/200017/children_and_family_care/856/play_in_hinckley_and_bosworth)

<sup>89</sup> Hinckley & Bosworth Borough Council (2013) Community, Cultural and Tourism Facilities Review. Available at: [https://www.hinckley-bosworth.gov.uk/info/856/local\\_plan\\_2006\\_to\\_2026/925/community\\_cultural\\_and\\_tourism\\_facilities\\_review](https://www.hinckley-bosworth.gov.uk/info/856/local_plan_2006_to_2026/925/community_cultural_and_tourism_facilities_review)



was presented. Whilst activity timetables may since have changed, it provides a good overview of the potential some of the spaces have. The OSRS sets out a number of types of indoor sports facilities across the borough, which range from village halls and community centres (with sports provision such as yoga, martial arts and indoor bowls) through to fully fledged leisure centres.

It identifies indoor sports provision in all of the settlements within the scope of this study, except for the Rural Villages of Congerstone, Nailstone and Witherley.

## Implications for future growth

We categorise indoor sports provision as an **essential** infrastructure type. As outlined above, the current provision of indoor facilities across the borough can be considered relatively good, with various fitness activities and sports teams located throughout the borough. That said, opportunities exist to improve on and further develop for future growth. The Council's Playing Pitch Strategy (2019) outlines that during winter months, there is an increased demand for indoor training facilities, particularly for cricket. Leicester County Cricket Club were said to highlight this requirement, providing indoor facilities are particularly important to develop juniors (page 34). It was also noted that although indoor cricket is increasing in popularity in secondary schools, the education sector is less likely to provide facilities than other sports (page 35).

The Playing Pitch Strategy outlines the Bowls Development Alliance Whole Sport Plan which seeks to increase participation in the sport, particularly amongst those over 55 and those over 16 with a disability (page 67). As this sport can be played indoors, there may be opportunities to work in partnership to provide better facilities in HBBC.

There is also an opportunity to provide additional indoor sports provision to increase participation in disability football. Teams primarily use indoor facilities (and AGPs), making it more inclusive for those who live further from Barwell, where most teams are located (Playing Pitch Strategy report, page 150).

Finally, existing facilities that require improvements already set out in the Local Plan (outlined above) should be prioritised. Any future development proposals for large scale residential schemes should undertake an appropriate assessment to allow a contribution to existing and new facilities.

## 4.5.6 Outdoor Sports Provision

### Policy and Context

This section analyses outdoor sports facilities which includes natural and artificial surfaces, either publicly or privately owned used for sport and recreation, including school playing fields. The Playing Pitch Strategy<sup>90</sup> (2018 - 2036) covers football, cricket, rugby, golf, hockey, tennis and bowls sports provision, including natural or artificial surfaces either publicly or privately owned used for sport and recreation. The detailed report sets out the current supply of facilities, current demand, likely future demand, overall adequacy of provision and the key issues for the Playing Pitch Strategy to address. From a planning perspective, the report seeks to:

---

<sup>90</sup> Neil Allen Associates (for Hinckley & Bosworth Borough Council), Playing Pitch Strategy Assessment Report 2019. Available at: [https://www.hinckley-bosworth.gov.uk/downloads/file/6515/playing\\_pitch\\_strategy\\_assessment\\_report\\_2019](https://www.hinckley-bosworth.gov.uk/downloads/file/6515/playing_pitch_strategy_assessment_report_2019)

- *‘Inform the development and implementation of planning policy by adding to the evidence base for the review of the Local Plan and associated documents;*
- *Inform the assessment of planning applications that affect playing fields or propose creation of new facilities; and*
- *Improve evidence to help protect and enhance existing provision’ (page 2).*

In addition, Sport England sets out 12 Planning-For-Sport Principles<sup>91</sup>, including an emphasis on ‘protect, enhance and provide’ in order to help people live more active and healthier lifestyles.

## Current Levels of Provision

Some of the key facilities across HBBC include:

- Clarendon Park in Hinckley provides several sports pitches (predominantly for football) an artificial cricket wicket, multi-use games area and an area for toddlers and juniors;
- Swallows Green is an open space, home to Hinckley Cricket Club, also providing a multi-use games area, junior play space and a toddler play area; and
- Richmond Park provides an outdoor gym area, multi-use games area and football pitches.

## Implications for Future Growth

We categorise outdoor sports provision as an **essential** infrastructure type. In addition to the requirement in Policy 19: Green Space and Play Provision of the Local Plan to provide a minimum of 1.6 ha/1000 population for outdoor sports provision, the Playing Pitch Strategy and Action Plan set out the following key issues that must be addressed across the borough:

The report further details of the implications of increasing population, provides a ‘New Development Calculator’ and sets out an action plan, to ensure outdoor sports facilities are adequately provided for in the short, medium- and long-term future. The action plan recommends a series of activities to address capacity issues and to re-establish an effective network of pitches, including:

- The provision of a network of 3g pitches across the borough. These will be provided on sites that also contain several grass pitches and will function as hub sites. They will also include full changing and welfare facilities;
- Negotiation of long term secure formal access agreements to school sites;
- Improvements to maintenance procedures;
- Linking with long term improvements to maintenance, investment to address quality issues to maximise the long-term capacity of key sites; and
- Creation of extended facilities (page 72).

---

<sup>91</sup> Sport England, Planning for Sport. Available at: <https://www.sportengland.org/facilities-and-planning/planning-for-sport/planning-for-sport-guidance/>



Sport	Key Issues to Address	Protect	Provide	Enhance
Cricket	Protection of existing cricket pitches is required			
	The number of facilities is largely adequate, but levels of play on some sites is high and there is limited spare capacity at peak time. There are also low levels of participation in junior and female cricket, which if addressed, may see demand rise in future years			
	Availability of facilities for training (particularly off field) is poor. Few sites contain playable non-turf wickets / nets. This is a key issue for development as well as club satisfaction and is the immediate priority.			
	There are some site-specific quality issues to be addressed (maintenance / machinery / pavilion).			
Tennis	There is an aspiration to continue to support increases in participation in cricket. This may have a knock-on impact for the longer term development of facilities.			
	There is a need to retain appropriate facilities to ensure that a strong infrastructure is maintained for tennis in Hinckley and Bosworth			
	There are opportunities to increase the use of public courts through the introduction of new and innovative ways of providing access to facilities			
	There is a need to support clubs in the improvement of their facilities – this might include relocation or expansion for Hinckley Tennis Club, as well as qualitative works to Sport in Desford			
Bowls	There is a desire to support initiatives to increase the number of tennis players across the Borough. This will include enhancing marketing and promotion, working with schools and seeking to develop new participation initiatives at public parks.			
	There is a need to address recent decline and subsequently increase participation in order to ensure that the existing infrastructure remains sustainable. There are significant opportunities to promote bowls to a wider target audience and to increase the social and health benefits derived from bowls			
	There is a need to protect existing greens to ensure that there are sufficient facilities to meet future demand			
Golf	Quality issues have been identified at several sites that may impact on current and future participation if not addressed. There is a need to ensure that clubs have a strong enough awareness of maintenance practices, and that ongoing training and monitoring is undertaken. Succession planning should also be considered.			
	There is a need to retain the existing golf courses and golf driving ranges			
	There is potential to develop a pay and play course targeting new golfers			
Rugby Union	There is requirement for practice / coaching facilities with casual access			
	There is a need to protect the existing facilities that are available for rugby union clubs			
	There are some capacity issues at clubs which need to be addressed if future participation is not to be inhibited. While there is scope to enhance maintenance to improve capacity at all sites, investment into drainage is also required at both Hinckley RFC and Market Bosworth RFC. Capacity issues at Hinckley RFC cannot be dealt with by improvements to maintenance alone and a feasibility study into the provision of a 3g pitch (and / or access to further grass pitches) is therefore also required.			
	On pitch training is generally focused on one pitch, generating overplay and creating compaction. There is a need to increase the amount of floodlit pitches available to ensure that all clubs are equipped to manage on site training.			
Football	Issues relating to both training and grass pitch capacity for matches mean that there may be opportunities to create a 3g AGP that is suitable for rugby union. The level of action needed to address other issues will be dependent upon whether proposals to deliver a 3G pitch are successful.			
	The ancillary facilities available to rugby clubs are also in need of improvement, with investment required at both Hinckley RFC and Burbage RFC			
	There is a need to protect all existing football pitches due to the pressures that currently exist on the facility stock			
	There are concerns about the role of unsecured sites - several school bases hosting large clubs are unsecured. Loss of these sites would generate further gaps in the facility stock and would destabilise clubs. Maintaining relationships with these providers is crucial.			
	There are pressures across the grass pitch stock and insufficient pitches overall, particularly for youth and 9v9 teams. Several clubs are at capacity and more are approaching this level. There is also a clear lack of facilities for training, which is exacerbating the pressures on the grass pitches. There is an aspiration to address this through the provision of a network of 3g pitches creating hub sites.			
	Some clubs are required to improve their facilities in order to meet with ground grading criteria.			
	There are quality issues at numerous sites and the quality of pitches is perceived to be deteriorating amid concerns about the maintenance of pitches. Many of the issues identified are exacerbated by heavy usage and improvements should therefore go hand in hand with improvements to the capacity in the borough.			
Ancillary facilities are also insufficient on some sites and there is a need to ensure that facilities are appropriate, taking into account health and hygiene requirements. There is a need in particular to ensure that hub sites include access to good quality changing accommodation.				
Hockey	Linking with the FA strategy, there are opportunities to increase participation through the retention of existing players and development of new forms of the game.			
	There is a need to protect facilities required for hockey - this means retaining at least one hockey pitch for club and regional development activity.			
	There is a need to ensure that the quality of the pitch at Dixie Grammar School is retained through the continuation of appropriate maintenance procedures as well as the establishment of a sinking fund			

Table 18: Summary of key issues to address in terms of outdoor sports provision<sup>92</sup>

<sup>92</sup> Hinckley & Bosworth Borough Council (2019) Playing Pitch Strategy and Action Plan, pages 33 & 34. Available at: [https://www.hinckley-bosworth.gov.uk/downloads/file/6516/playing\\_pitch\\_strategy\\_action\\_plan\\_2019](https://www.hinckley-bosworth.gov.uk/downloads/file/6516/playing_pitch_strategy_action_plan_2019)

## 4.5.7 Allotments

### Policy and Context

Allotments provide opportunities for those people who wish to do so to grow their own produce as part of the long-term promotion of sustainability, health and social inclusion. Allotment provision may include shared ‘urban farms’ but excludes the growing of produce in private gardens. The provision of allotments has a number of benefits:

- Giving people the option to access fresh and local produce;
- Providing opportunities to grow food organically;
- Allowing people to know if chemicals are being used;
- Encouraging more active lifestyles;
- Assisting with the weekly finances;
- Helping children to learn about the environment; and
- Reducing transportation of food products.

The provision of allotments is supported by ‘Policy 6: Hinckley/Barwell/Earl Shilton/Burbage Green Wedge’ and ‘Policy 9: Rothley Brook Meadow Green Wedge’, in the Core Strategy, provided it does no damage the function of the Green Wedge.

The need to improve existing provision is conveyed in ‘Policy 20: Green Infrastructure’, which sets out the desire to enhance the semi abandoned allotment site that separates Burbage and Hinckley as part of the east-west recreational corridor linking the Ashby Canal, Sketchley Brook, Burbage Allotments and Burbage Common (page 63). In addition, the Stoke Golding Parish Plan identified the need to provide additional allotments (page 50).

### Current Levels of Provision

The use of allotments for home grown fruit and vegetables are now very popular and very much in demand. In this area public allotments are managed by Hinckley & Bosworth Borough Council, individual parish/town councils or by private companies.

Borough Council allotment locations are as follows:

- Earl Shilton: Heath Court allotments (5 plots);
- Hinckley: Hollycroft allotments (14 plots);
- Hinckley: Langdale Road allotments (37 plots);
- Hinckley: Middlefield Lane allotments (12 plots);
- Hinckley: Wykin Road allotments (19 plots); and
- Markfield: Hill Hole Quarry allotments (36 plots).

Allotments managed by parish and town councils are as follows:

- Bagworth: Park Lane;
- Barlestone: Newbold Road;
- Burbage: Woodland Avenue and Blackway Meadow;
- Desford: Hunts Lane;
- Groby: Ratby Road and Orchard Close;
- Ratby: Taverner Drive;
- Stanton under Bardon: Main Street top and Main Street bottom; and
- Thornton: Main Street top and Main Street bottom.

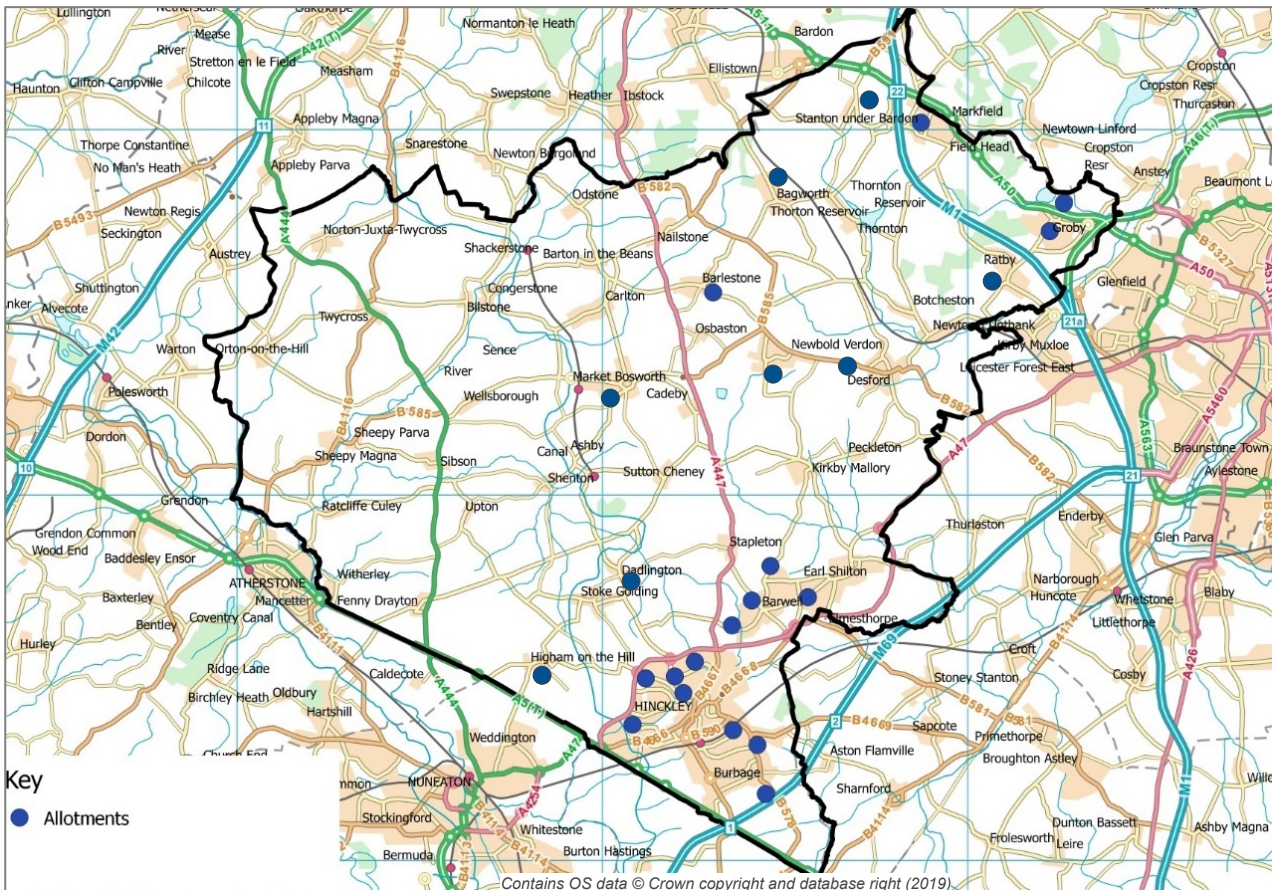


Figure 20: Allotment provision around Hinckley & Bosworth

According to the OSRS, accessibility to allotments (500m/10-minute walk) across HBBC is as follows:

- All residents in Stanton Under Bardon and Stoke Golding are located within the catchment area of an allotment;
- Nearly all residents in Bagworth, Groby, Higham on the Hill, Market Bosworth, Markfield, Newbold Verdon, Ratby and Thornton are within the recommended catchment for an allotment;
- Most residents in Barwell, Burbage, Desford and Earl Shilton are outside an allotment catchment, with widespread deficiencies within the south and east of Hinckley; and
- All of Barlestone, Nailstone, northern Newbold Verdon, Sheepy Magna, Twycross and Witherley are outside the catchment of an allotment.

## Implications for Future Growth

We categorise allotments as a **desirable** infrastructure type. They serve a relatively limited cross-section of society; are to an extent a ‘lifestyle’ service for residents who desire it; and therefore not critical to the delivery of growth in the borough. However, as outlined above there are a number of social, economic and environmental benefits to allotment provision. There are therefore significant benefits in protecting existing provision and providing for future growth, which is likely to increase as people become more environmental conscious.

Contains OS data © Crown copyright and database right (2019)



This is particularly the case in those settlements which do not currently have any allotments – Barlestone, Nailstone, Sheepy Magna, Twycross and Witherley – as well as in Barwell, Burbage, Desford and Earl Shilton which are mostly outside the catchment of an allotment.

The standards set out in the OSRS will provide a means of standards for future development to meet and strive towards – 0.31 hectares per 1000 population; 500m (equivalent to circa 10 minutes' walk); and with all sites gaining an 80% quality target.

## 4.5.8 Cemeteries and Churchyards

### Policy and Context

This section analyses cemeteries and churchyards, including disused churchyards and other burial grounds. Such spaces provide somewhere for quiet contemplation, burial of the dead, wildlife conservation and promotion of biodiversity.

There is no legal statutory duty for HBBC or any other body to provide burial space, however, authorities have legal powers to do so, and have legal duties and responsibilities to maintain existing cemeteries in good condition. There are other burial grounds available, i.e. churchyards, which are under the remit of the Church of England and subject to ecclesiastical legislation.

'Policy 11: Key Rural Centres Stand Alone', of the Core Strategy outlined HBBC's intention to allocate land for a new cemetery to ensure future provision in Barlestone and provide a car park at the existing cemetery in Newbold Verdon to improve accessibility (pages 48, 49). As set out in the following sections, the current provision broadly meets current demand.

### Current Levels of Provision

The largest cemetery is the Hinckley Cemetery situated on Ashby Road, owned and managed by Hinckley & Bosworth Borough Council. The vast majority of the borough's settlements also contain standalone cemeteries or churchyards capable of burial, either managed by parish councils or churches themselves. Table 19 below sets out this cemetery and churchyard provision, a calculation of remaining years of burial capacity and proposals to increase burial land.

Hinckley Area, Town, Parish Council(s) (Population, Census 2011)	Cemetery	Area m2 (Remaining Plots, calculated at 5.06m2)	Average burials per year New -New plots RO - Reopen plots	Calculated remaining Years (Parish estimates)	Plan to increase burial land / Comments
HBBC (HAC) (30681)	Ashby Rd Cemetery	10366 (2049 plots)	New 19 RO 48	108 yrs (108 yrs)	Not necessary
Stoke Golding PC (1684)	Hinckley Rd Cemetery	18 (4)	New 1 RO 2	4 yrs N/A	New facility at Wykin Lane
Stoke Golding PC	Wykin Lane Cemetery	2393 (473 plots)	New 4 RO None so far	118 yrs (119 yrs)	Not necessary
Higham On The Hill PC (840)	PC no facilities St Peter Churchyard				Open Churchyard
Barlestone PC (2481)	Barlestone Cemetery	750 (148 plots)	New 6 RO info not Provided	25 yrs (25 yrs)	Yes
Barwell PC (9022)	Kirkby Rd Cemetery	829 (164 plots)	New 8 RO 7	20 yrs (3 yrs)	Yes, dependant on future allocation of land
Cadeby PC (169)	No response				
Nailstone PC (514)	No response				
Carlton PC (305)	Carlton Parish Cemetery	232 (46 plots)	New 2 RO None so far	23 yrs (23 yrs)	No
Shackerstone PC (921)	No response				PC purchasing land to extend 2 cemeteries
Bagworth & Thornton (2605)	PC no facilities 2 Churchyards				No info provided
Desford PC (3930)	Hunts Lane (B582) Desford	1669 (330)	New 15 RO 17	22 yrs	Yes when necessary - have secured adjacent field
Earl Shilton PC (10047)	Mill Lane Cemetery	750 (148 plots)	New 8 RO 2	19 yrs (50 yrs)	No
Sutton Cheney (538)	PC no facilities Shenton & Sutton Cheney Churchyards				Churchyards open
Osbaston PC (255)	PC no facilities				Parishioners use Nailstone or Barlestone Cems
Market Bosworth PC (2097)	Shenton Lane Cemetery	2530 (500 plots)	New 5 to 8 RO 3 to date	100 yrs (100 yrs)	Not necessary. Current cemetery opened 10yrs
Market Bosworth PC	St Peter Parish Church				Part open / part closed Churchyard
Groby PC (7389)	Groby Village Cemetery	1030 (204 plots)	New 4 RO 3	51 yrs	Not necessary
Markfield PC (4454)	100 Leicester Rd Markfield	1152 (227 plots)	New 3 RO 7	75 yrs 30 yrs +	No
Stanton Under Bardon (634)	PC no facilities St Mary's Churchyard				Ashes only Churchyard
Peckleton PC (1067)	PC no facilities Peckleton, Stapleton & Kirkby Mallory				3 Churchyards open
Ratby PC (4468)	PC no facilities St Philip & James Churchyard				Open Churchyard
Sheepy PC (1174)	PC no facilities				1 Churchyard open
Twycross PC (850)	PC no facilities				3 Churchyards open
Witherley PC (1373)	PC no facilities St Peter's Churchyard				Churchyard open
Burbage PC (14568)	Burbage Cemetery	3036 (600)	New 20 RO 10	30 yrs (30 yrs)	No
Newbold Verdon PC (3012)	Newbold Verdon Cemetery	1020 (200)	New 10 RO 10	20 yrs (15 yrs)	Yes

Table 19: Summary of burial land within Hinckley & Bosworth<sup>93</sup>

The spatial distribution of standalone cemeteries through the Borough can be seen below in Figure 21. Whilst areas in the west and north-east of the Borough do not have standalone cemetery provision, no reports of shortages in these areas have emerged through the Council's Provision of Burial Ground report. As conveyed in Table 19, some settlements contain a churchyard which is likely to be used for burial purposes.

<sup>93</sup> Source: Hinckley & Bosworth Borough Council (February 2017), Provision of Burial Ground with the Authority. Accessible from: <http://moderngov.hinckley-bosworth.gov.uk/documents/s7414/Burial%20Land.pdf>



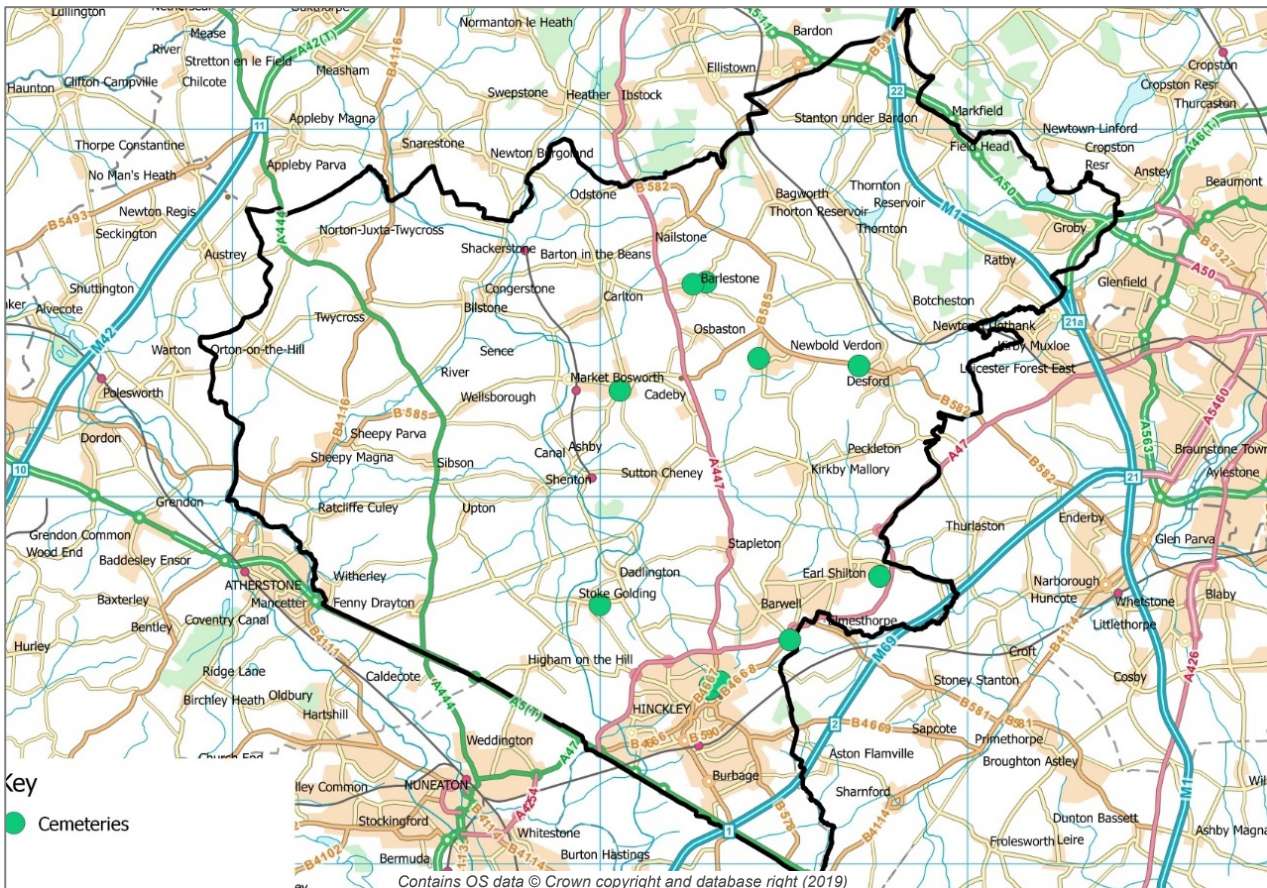


Figure 21: Spatial distribution of standalone cemeteries across the borough

The nearest currently available crematoria to the borough are located in Nuneaton, in Loughborough and in Countesthorpe in Blaby District. Planning permission was granted on 22<sup>nd</sup> January 2019 for the development of crematorium on the A47 outside Hinckley, which will provide an alternative affordable cremation facility with reduced waiting times for services and reduced traveling times for Hinckley & Bosworth residents. A burial ground was also granted planning permission in 2019 at Crabtree Farm, Barwell.

## Implications for Future Growth

We categorise cemeteries and churchyards as an **essential** infrastructure type. Whilst as noted above there is no legal or statutory duty on the Council to ensure provision, which can be the responsibility of a number of providers, they are clearly of high importance in a particular phase of life.

The ‘Provision of Burial Ground with the Authority’<sup>94</sup> report commissioned by HBBC, concluded that short term, enough burial land is available, however, in the medium term (3-5 years), certain Parish Councils should be exploring opportunities to extend existing facilities or develop new cemeteries. This will remain necessary to pursue in order to ensure that the burial needs of the borough can continue to be effectively provided for.

<sup>94</sup> As above.

## 4.5.9 Green Corridors

### Policy and Context

The primary function of green corridors is to provide segregation from built form, creating opportunities for biodiversity gain and creating spaces for recreational uses. This includes towpaths along canals and riverbanks, cycleways, rights of way and disused railway lines.

‘Policy 20: Green Infrastructure’ in the Local Plan states the implementation of the Green Infrastructure Network (as outlined on the Key Diagram) is a key priority for HBBC. Many areas and corridors have been identified as suitable to create, expand on and improve green the networks across the Borough. For example, Burbage Common and Woods, Hinckley Town Centre, Sketchley Brook Corridor, Barwell Sustainable Urban Extension (SUE), Bosworth Battlefield, Shackerstone to Ibstock Multifunctional Corridor and improved access around Thornton Reservoir are some of the identified priority areas. The schemes mostly relate to improving accessibility between and to large sites, providing and/or improving pedestrian and cyclist links, biodiversity enhancement and tourism benefits.

Furthermore, green corridors are closely linked with ‘Spatial Objective 12: Climate Change & Resource Efficiency’, in the Local Plan, where an investment in green infrastructure is referred to.

### Current Levels of Provision

The OSRS provides evidence that green corridors are ‘secondary’ open space types, i.e. not the primary function, which is likely due to the interdependency of this type of infrastructure. The following were identified as ‘primary’, conveying existing provision: Sketchley Brook Green Corridor and Recreational Corridor, the Spinney, the Old Mineral Line, Waterside Green Corridor, Ashby Canal Green Corridor, Battling Brook Green Corridor and Dadlington Bathpiece Picnic Area.

Sheepy Parish Council responded to the OSRS to state that the quality, accessibility and usage of green corridors are good (page 173). Carlton Parish Council provided green corridors in proximity to their parish as of average quality (page 80), however, accessibility and usage was good, similarly to Desford. Barlestone Parish Council indicated that the Green Corridors in its area were not sufficient (page 52).

The OSRS report summarises that although there is an extensive network of green corridors throughout the Borough, some gaps were identified exist in the network. It outlines this is particularly evident around Hinckley and routes in Market Bosworth were fragmented (page 208).

### Implications for Future Growth

We categorise green corridors as a **desirable** infrastructure type. Whilst they play an important role in the character and attractiveness of places and help to turn individual components of green infrastructure into wider networks, they are not essential in infrastructure terms. Nevertheless, there are clear benefits from the development of green corridors.

Overall, residents in the borough have a positive perception of the quality of existing green corridors. Whilst green corridors are desirable infrastructure assets, they can provide an important means of access both between settlements and within settlements. Therefore, this infrastructure can support the shift towards more sustainable transport patterns, if residents can feel enabled to

travel on bike or walking. In addition, such can create sociable and pleasant spaces for people to meet and spend time together.

Policies set out a series of required interventions at regional, county and local level, outlined in the Highway Design Guide, Public Rights of Way Improvement Plan (PROWIP) and in the Hinckley & Bosworth Green Infrastructure Strategy which should be implemented. However, given the lengthy list of proposals and opportunities, some of the identified green corridors should be prioritised and viewed as 'essential' to ensure delivery and help gain any necessary funding.

In our discussions with them, the Canal & River Trust has also highlighted the need for towpath improvements along the Ashby Canal within the borough. It has identified the potential for planning contributions to assist with funding these, and also the potential for continuing support in the new Local Plan for the role that green corridors can play in creating healthy, liveable places.

## 5 Baseline Infrastructure Capacity Findings

---

### 5.1 Boroughwide Baseline Infrastructure Capacity Summary

The previous chapter of this report has set out the policy and context, baseline levels of provision and implications for future growth across five infrastructure categories and 32 individual infrastructure types.

Of these infrastructure types, there are four where our discussions with infrastructure providers and neighbouring local authorities have drawn out challenges in terms of meeting future demand:

- Highway capacity on the A5, where neighbouring local authorities have expressed concern about previously disjointed and piecemeal approaches to addressing increasing levels of demand on the route. This is also recognised by Hinckley & Bosworth Borough Council, through its membership of the A5 Partnership. **However**, Highways England has not expressed any fundamental concern to the level of growth anticipated within the borough and considers it likely that impacts can be mitigated in response to individual development proposals – although this will continue to perpetuate the piecemeal approach.
- A lack of capacity in the borough’s electricity supply infrastructure, which also affects neighbouring local authorities by virtue of the regionally-organised nature of the network, all of which Western Power Distribution considers to be constrained. **However**, Western Power Distribution has also not expressed any fundamental concern to the level of growth anticipated within the borough and considers that impacts will generally be able to be mitigated incrementally using developer contributions as sites come forward.
- A lack of capacity in a number of the borough’s primary and secondary schools, which is likely to limit the amount of housing able to come forward in some settlements without the provision of new or enlarged schools. **However**, Leicestershire County Council has not at this stage indicated any fundamental concerns with the delivery of this new education capacity, subject to developer contributions, although this position will need to be reviewed once the final development strategy is assessed in Phase 2 of the ICS.
- Whilst the West Leicestershire Clinical Commissioning Group does not have fixed capacities for the borough’s primary health surgeries, it is clear that many are constrained and likely to need expansion in order to accommodate growth. A number of existing premises are also no longer fit for purpose and are likely to need to be replaced during the plan period. **However**, the CCG has not indicated any concerns with the ability to deliver these investments, subject to the availability of developer contributions.

As can be seen, despite these constraints, there are no infrastructure types for which our discussions with infrastructure providers have indicated a fundamental inability to accommodate the likely levels of growth anticipated over the new plan period to 2036. Whilst varying degrees of infrastructure improvement and investment will be needed to mitigate the impacts of development, at a high level these are considered to be feasible and deliverable.

For all infrastructure types it will therefore be important to ensure that the emerging Local Plan includes suitable policy ‘hooks’ to ensure that the Council has means available to ensure the provision of that infrastructure – and that necessary contributions to help to provide and fund it can be secured as far as possible. This will be considered in greater detail in Phase 2 of the Infrastructure Capacity Study.



## 5.2 Settlement-Level Baseline Infrastructure Capacity

This Phase 1 baseline component of the Infrastructure Capacity Study needs to help to inform the Council’s selection of potential site allocations for the new Local Plan. In our consideration of the implications for future growth across each infrastructure type, we have therefore sought to categorise each as either critical, essential or desirable – Table 20 shows that the vast majority fall into one of the two former categories. This categorisation allows the beginnings of a process of prioritisation for infrastructure delivery.

For those infrastructure types that are considered to be critical in their role in serving the needs of the borough, we have further sought to set out whether there is a specific impact on growth potential at a settlement level. As Table 20 shows, certain critical infrastructure types (such as waste management facilities and special educational needs) require provision to be addressed at a multi-settlement, boroughwide or even countywide level, and therefore have no specific impact on the capacity for development in a particular settlement.

Infrastructure Type	Necessity	If critical, impact on settlement growth potential?
Highways	Critical	Yes – Highway capacity is location-specific
Bus Services	Critical	No – Bus services in the borough are not constrained
Gas	Critical	No – Settlement-level capacity not yet available
Electricity	Critical	No – Settlement-level capacity not yet available
Telecommunications	Critical	No – Issues not linked to location of growth
Water Supply and Sewerage	Critical	No – Issues to address are at wider catchment area level
Flood Management	Critical	No – Provision not explicitly linked to location of growth
Waste Management Facilities	Critical	No – Demand considered at countywide level
Primary and Secondary Schools	Critical	Yes – School capacity is location-specific
Special Educational Needs	Critical	No – Demand considered at countywide level
Further Education	Critical	No – Demand considered at regional level
Primary Healthcare	Critical	Yes – Primary healthcare capacity is location-specific
Secondary Healthcare	Critical	No – Demand considered at regional level
Social and Care Services	Critical	No – Social services in the borough are not constrained
Police Services	Critical	No – Demand considered at countywide level
Fire Services	Critical	No – Demand considered at countywide level
Ambulance Services	Critical	No – Demand considered at regional level
Active Travel and Cycling Provision	Essential	N/A
Early Years Provision	Essential	N/A
Libraries	Essential	N/A
Formal Parks and Gardens	Essential	N/A
Natural Open Space	Essential	N/A
Children/Teenage Provision	Essential	N/A
Indoor Sports Provision	Essential	N/A
Outdoor Sports Provision	Essential	N/A
Cemeteries and Churchyards	Essential	N/A
Car Parking Management	Desirable	N/A
Rail Services	Desirable	N/A
Public Conveniences	Desirable	N/A
Amenity Green Space	Desirable	N/A
Allotments	Desirable	N/A
Green Corridors	Desirable	N/A

*Table 20 – Impacts on settlement-level growth potential by infrastructure type*



The following infrastructure types will therefore be considered for each settlement in this section, in order to form conclusions for each settlement about the implications of infrastructure capacity on the amount of development that can be accommodated:

- Highway capacity
- Primary school capacity
- Secondary school capacity
- Primary healthcare capacity

For each settlement, we have set out our assessment of the estimated current number of dwellings based upon the methodology set out in Section 3.2 (page 24). This helps to inform the analysis of each settlement's remaining capacity for growth. The completions and commitments figures for each settlement are from the Council's Residential Land Availability Statement (1 April 2018 – 31 March 2018).

### 5.2.1 Bagworth

Bagworth is a small village in the north-east of the borough and is within the same parish as the village of Thornton around a mile to the east. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 1,500. As of 1 April 2019, there are 61 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Bagworth are not understood to be a particular constraint on development.

Primary school capacity – Bagworth is served by Thornton Primary School, which also serves Thornton. It currently (2017/18 data) has a capacity of 140 pupils, with around 110 on roll resulting in a total unutilised capacity for around 30 pupils.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 72 existing dwelling commitments across Bagworth and Thornton therefore equating to a yield of around 20 pupils. Whilst this would utilise most of the remaining capacity at Thornton Primary School, some capacity would be retained and therefore this is considered as a negligible implication.

Any significant level of further development across Bagworth and Thornton is likely to require the provision of new primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. However, Thornton Primary School is a highly constrained site, and further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether new provision could be accommodated elsewhere.

Secondary school capacity – Bagworth is served by South Charnwood High School near Markfield, which also serves Markfield, Stanton under Bardon and Thornton. It currently (2017/18 data) has a capacity of 710 pupils, with around 800 on roll resulting in a total over-capacity of around 90 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 123 existing dwelling commitments across Bagworth, Markfield, Stanton under Bardon and Thornton therefore equate to a yield of around 30 pupils. This adds to the undersupply of places at South Charnwood High School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. South Charnwood High School sits in a semi-rural countryside setting and would therefore appear to be capable of expansion.

Primary healthcare capacity – Bagworth is served by Markfield Medical Centre and Ibstock & Barlestone Surgery. From our discussions with the West Leicestershire CCG, Markfield Medical Centre is known to be in need of replacement over the plan period. However, this is unlikely to impact on growth in Bagworth, and by virtue of the village's small size we consider it unlikely that Bagworth would be suitable for any relocation.

## 5.2.2 Barlestone

Barlestone is a medium-sized village in the north-east of the borough, at the centre of the wider Barlestone Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 2,500. As of 1 April 2019, there are 11 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Barlestone are not understood to be a particular constraint on development.

Primary school capacity – Barlestone is served by Barlestone Primary School. It currently (2017/18 data) has a capacity of 200 pupils, with around 180 on roll resulting in a total unutilised capacity for around 20 pupils.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 11 existing dwelling commitments in Barlestone therefore equating to a yield of around 5 pupils. This would utilise a small amount of the remaining capacity at Barlestone Primary School and is therefore considered as a negligible implication.

Any significant level of further development across Barlestone is likely to require expansion of the school. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. Barlestone Primary School does not appear to be highly constrained, but further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Secondary school capacity – Barlestone is served by the Market Bosworth School, which also serves Congerstone, Nailstone and Twycross in addition to Market Bosworth itself. It currently (2017/18 data) has a capacity of 670 pupils, with around 800 on roll resulting in a total over-capacity of around 130 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 191 existing dwelling commitments across Barlestone, Congerstone, Market Bosworth, Nailstone and Twycross therefore equate to a yield of around 40 pupils. This adds to the undersupply of places at The Market Bosworth School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. The Market Bosworth School sits on the edge of Market Bosworth and may therefore be capable of expansion. Although, further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Barlestone is served by Ibstock & Barlestone Surgery. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

### 5.2.3 Barwell

Barwell is a large village, located at the centre of the wider Barwell Parish, and is largely contiguous with the neighbouring town of Earl Shilton to the east. It is designated as an Urban Centre in the 2009 Core Strategy. It has a population of approximately 9,000. As of 1 April 2019, there are 2,649 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Barwell are not understood to be a high-level constraint on development. However, by virtue of the size of the settlement and the potential scale of growth which could come forwards, the separate transport modelling process will be crucial in determining any particular more localised constraints. Additionally, the Earl Shilton and Barwell Area Action Plan identifies a package of highway improvement schemes determined for connection of Barwell SUE to the wider strategic transport schemes. These include:

- Two new access points onto the A447;
- General highway improvements to Stapleton Lane, public footpaths and the Leicestershire round long-distance path;
- A spine road, suitable for bus operation, through the SUE and connection with Stapleton Lane as a key access point to Barwell district centre.

Primary school capacity – Barwell is served by Barwell Infant School (serving ages 4-7) and Barwell Academy (serving ages 7-11). Through the development of the Barwell Sustainable Urban Extension (SUE), it will also have a further two-form-of-entry primary school serving ages 4-11. These currently (2017/18 data) have capacities of:

- Barwell Infant School – Capacity of 180 pupils, with around 190 on roll resulting in a total over-capacity of around 10 pupils;
- Barwell Academy – Capacity of 300 pupils, with around 260 on roll resulting in a total unutilised capacity for around 40 pupils;
- New primary school – Anticipated capacity of around 420 pupils, with all evidently unutilised until the point of opening.

Across the settlement as a whole, this will result in a total unutilised capacity of 450 pupils.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 2,649 existing dwelling commitments in Barwell therefore equating to a yield of around 795 pupils. This would clearly exceed Barwell's total calculated unutilised capacity by several hundred pupils, although this is a notional position given that the new primary school has been planned to ensure that the current primary education needs of the settlement are being met. It is important to note that the draft Section 106 agreement for the Barwell Sustainable Urban Extension (SUE) does include funding for primary education capacity enhancement to serve the site as required, allowing its additional pupil yield to be absorbed. Therefore, this committed development is considered as a negligible implication.

It is nevertheless assumed that any significant additional development within Barwell will require further expansion of one of these three schools, or the provision of an entirely new school. That would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity.

Secondary school capacity – Barwell is served by Heath Lane Academy in Earl Shilton, which also serves Earl Shilton. It currently (2017/18 data) has a capacity of 600 pupils, with around 570 on roll, resulting in a current underutilised capacity for around 30 pupils. However, the S106 agreement for the Westfield Farm development includes a contribution for the creation of 70 additional places at this school, resulting in a total underutilised capacity for around 100 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 3,079 existing dwelling commitments across Barwell and Earl Shilton therefore equate to a yield of around 615 pupils. This vastly exceeds the current underutilised capacity, although in order to meet the needs arising from the Barwell SUE its draft Section 106 agreement, and the Westfield Farm development in Earl Shilton includes contributions towards secondary school capacity enhancement. The location for this investment is yet to be determined, and therefore this committed development is considered as a significant implication which should be monitored.

Any further development in these two settlements is likely to require the provision of new secondary school capacity in the vicinity. Heath Lane Academy sits on the edge of Earl Shilton and does not appear to be heavily constrained, although further discussions with LCC will be necessary in order to establish whether there is any scope to expand the school. Alternatively, given the scale of existing unmet secondary education need, the provision of an entirely new additional secondary school may be required.

Primary healthcare capacity – Barwell is currently served by Barwell & Hollycroft Surgery. Because of the forthcoming relocation and extension of Barwell Surgery, surgery capacity in Barwell is unlikely to restrict development.

## 5.2.4 Burbage

Burbage is a large village, located at the centre of the wider Burbage Parish, and effectively forms a contiguous extension to the town of Hinckley to the north. It is designated as an Urban Centre in the 2009 Core Strategy. It has a population of approximately 15,500. As of 1 April 2019, there are 137 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, Rugby Road between Hinckley and Burbage – in particular the railway bridge and junction with Hawley Road just inside Hinckley – is understood to be a potential constraint to growth in the short term. However, a scheme exists within LCC's highways capital programme to improve capacity at this location, and this bottleneck should therefore be removed. Nevertheless, by virtue of the size of the settlement and the potential scale of growth which could come forward, the separate transport modelling process will be crucial in determining any particular more localised constraints.

Primary school capacity – Burbage is served by Burbage Infant School (serving ages 5-7), Burbage Junior School (serving ages 7-11) and Sketchley Hill Primary School (serving ages 4-11). These currently (2017/18 data) have capacities of:

- Burbage Infant School – Capacity of 270 pupils and around 270 on roll;
- Burbage Junior School – Capacity of 380 pupils and around 380 on roll;

- Sketchley Hill Primary School – Capacity of 630 pupils, with around 440 on roll resulting in a total unutilised capacity of 190.

Across the settlement as a whole, this results in a total unutilised capacity for 190 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 137 existing dwelling commitments in Burbage therefore equating to a yield of around 40 pupils. This would leave an adequate surplus notional capacity, and therefore is considered as a negligible implication.

Secondary school capacity – Burbage is served by Hastings High School. It currently (2017/18 data) has a capacity of 800 pupils, with around 820 on roll resulting in a total over-capacity of around 20 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 137 existing dwelling commitments in Burbage therefore equate to a yield of around 25 pupils. This adds to the undersupply of places at Hastings High School, regardless of any new development taking place, and is therefore considered as a minor implication.

Any significant further development in Burbage is likely to require the provision of new secondary school capacity in the vicinity. Hastings High School is surrounded by built development but may offer some potential space for expansion – further discussions with LCC will be necessary in order to establish whether this is possible.

Primary healthcare capacity – Burbage is directly served by Burbage Surgery, as well as also being in close proximity to the various surgeries around Hinckley Town Centre. Because of the forthcoming enhancement and extension of Burbage Surgery, surgery capacity in Burbage is unlikely to restrict development.

## 5.2.5 Congerstone

Congerstone is a small village in the north-west of the borough, within the parish of Shackerstone. It is designated as a Rural Village in the 2009 Core Strategy. It has a population of approximately 500. As of 1 April 2019, there are 2 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Congerstone are not understood to be a particular constraint on development.

Primary school capacity – Congerstone is served by Congerstone Primary School. It currently (2017/18 data) has a capacity of 160 pupils and around 160 on roll.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 2 existing dwelling commitments in Congerstone equating to no additional yield. As a result, school capacity in Congerstone will remain almost fully utilised and the implication is considered as negligible.

Any significant further development is likely to require additional primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. Congerstone Primary School is situated in a semi-rural location beyond the edge of the village and therefore appears to be capable of expansion. Further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether new provision could be accommodated elsewhere.



Secondary school capacity – Congerstone is served by the Market Bosworth School, which also serves Barlestone, Nailstone and Twycross in addition to Market Bosworth itself. It currently (2017/18 data) has a capacity of 670 pupils, with around 800 on roll resulting in a total over-capacity of around 130 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 191 existing dwelling commitments across Barlestone, Congerstone, Market Bosworth, Nailstone and Twycross therefore equate to a yield of around 40 pupils. This adds to the undersupply of places at The Market Bosworth School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these five settlements is likely to require the provision of new secondary school capacity in the vicinity. The Market Bosworth School sits on the edge of Market Bosworth and may therefore be capable of expansion. Although, further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Congerstone is served by Newbold Verdon Surgery's branch in Market Bosworth, and by Ibstock and Barlestone Surgery. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at these surgeries which will need to be addressed or which will restrict development.

## 5.2.6 Desford

Desford is a medium-sized village in the east of the borough, at the centre of the wider Desford Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 3,500. As of 1 April 2019, there are 32 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, Desford Crossroads at the junction of the A47 and B582 to the east of the village is understood to be a potential constraint to growth in Desford. Whilst a scheme exists to replace the existing traffic lights with a roundabout, this is only partially funded and is likely to require developer contributions in order for significant new development in Desford to be able to come forward.

Primary school capacity – Desford is served by Desford Primary School. It currently (2017/18 data) has a capacity of 420 pupils, with around 360 on roll resulting in a total unutilised capacity for around 60 pupils.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 32 existing dwelling commitments in Desford equating to a yield of around 10 pupils. This would leave surplus capacity, and is therefore considered as a negligible implication.

Secondary school capacity – Desford is served by the Bosworth Academy, which also serves Newbold Verdon. It currently (2017/18 data) has a capacity of 1,350 pupils and around 1,350 on roll.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 41 existing dwelling commitments across Desford and Newbold Verdon therefore equate to a yield of around 10 pupils. This would result in the Bosworth Academy operating slightly over capacity, which is considered as a negligible implication.

Any significant further development in these two settlements is likely to require the provision of new secondary school capacity in the vicinity. The Bosworth Academy sits on the edge of Desford and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this. Alternatively, given the Bosworth Academy's reported role in catering to pupils from a wider catchment area to the east (including Leicester itself), and the intended new secondary school at Lubbesthorpe in Blaby, it may be more appropriate to create capacity within the school by progressively re-adjusting school journey flows over time.

Primary healthcare capacity – Desford is served by Desford Surgery. From our discussions with the West Leicestershire CCG, it is understood to be desirable for this to be replaced over the plan period. Any new site allocations in Desford may therefore need to include provision for a new surgery, and/or funding towards new provision elsewhere.

### 5.2.7 Earl Shilton

Earl Shilton is a small town located in the centre of the borough and is largely contiguous with the neighbouring large village of Barwell to the west. It is designated as an Urban Centre in the 2009 Core Strategy. It has a population of approximately 11,000. As of 1 April 2019, there are 430 new dwellings already committed within the town.

Highway capacity – From our discussions with LCC as highway authority, highways around Earl Shilton are not understood to be a high-level constraint on development. However, by virtue of the size of the settlement and the potential scale of growth which could come forwards, the separate transport modelling process will be crucial in determining any particular more localised constraints. Again, the Earl Shilton and Barwell Area Action Plan identifies highway improvement schemes determined for connection of Earl Shilton SUE to the wider strategic transport schemes. These include:

- A new access point south of Mill Lane junction and use of Masfield Drive as improved access;
- Improved connection to Earl Shilton town centre through Astley Lane and Mill Lane, as well as prohibition of increased use of Breach Lane for general vehicular traffic; and
- A spine road, suitable for bus operation, through the SUE.

Primary school capacity – Earl Shilton is served by four primary schools – Newlands Primary School, St Simon and St Jude Primary School, St Peter's Academy and Townlands Primary School. These currently (2017/18 data) have capacities of:

- Newlands Primary School – Capacity of 280 pupils and around 280 on roll;
- St Simon and St Jude Primary School – Capacity of 210 pupils and around 210 on roll. However, the S106 agreement for the Westfield Farm development includes a contribution for the creation of 84 additional places at this school, resulting in a unutilised capacity for around 84 pupils;
- St Peter's Academy – Capacity of 210 pupils, but the school has not published data on the number of pupils on roll; and
- Townlands Primary School – Capacity of 320 pupils, with around 300 on roll resulting in a total unutilised capacity for around 20 pupils.

Excluding St Peter's Academy for which no data is available, across the settlement as a whole this results in a total unutilised capacity of around 104 pupils.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 430 existing dwelling commitments in Earl Shilton equating to a yield of around 130 pupils. This is in excess of the total calculated unutilised capacity and is therefore considered as a minor implication.

Any significant additional development will require expansion of one of these four schools, or the provision of an entirely new school. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity.

Secondary school capacity – Earl Shilton is served by Heath Lane Academy, which also serves Barwell. It currently (2017/18 data) has a capacity of 600 pupils, with around 570 on roll resulting in a current underutilised capacity of around 30 pupils. However, the S106 agreement for the Westfield Farm development includes a contribution for the creation of 70 additional places at this school, resulting in a total underutilised capacity for around 100 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 3,079 existing dwelling commitments across Barwell and Earl Shilton therefore equate to a yield of around 620 pupils. This vastly exceeds the current underutilised capacity, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any further development in these two settlements is likely to require the provision of new secondary school capacity in the vicinity. Heath Lane Academy sits on the edge of Earl Shilton and does not appear to be heavily constrained, although further discussions with LCC will be necessary in order to establish whether there is any scope to expand the school. Alternatively, given the scale of existing unmet secondary education need, the provision of an entirely new additional secondary school may be required.

Primary healthcare capacity – Earl Shilton is currently served by Heath Lane Surgery, which has plans in place for expansion. As a result, surgery capacity in Earl Shilton is unlikely to restrict development.

## 5.2.8 Groby

Groby is a large village in the west of the borough, at the centre of the wider Groby Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 6,500. As of 1 April 2019, there are 33 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, capacity along the A50/A511 Corridor to the north of the village is understood to be constrained and may become a barrier to growth. Whilst LCC's capital programme includes funding to develop schemes along the corridor, the schemes themselves are not yet funded. Developer contributions towards improvements along the corridor may therefore be required in order for development in Groby to be able to come forward.

Primary school capacity – Groby is served by three primary schools – Elizabeth Woodville Primary School, Lady Jane Grey Primary School, and Martinshaw Primary School. These currently (2017/18 data) have capacities of:

- Elizabeth Woodville Primary School – Capacity of 210 pupils, with around 220 on roll resulting in a total over-capacity of around 10 pupils;

- Lady Jane Grey Primary School – Capacity of 210 pupils, with around 220 on roll resulting in a total over-capacity of around 10 pupils; and
- Martinshaw Primary School – Capacity of 320 pupils, with around 210 on roll resulting in a total unutilised capacity for around 110 pupils.

Across the settlement as a whole, this results in a total unutilised capacity for around 90 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 33 existing dwelling commitments in Groby equating to a yield of around 10 pupils. This would leave surplus capacity at these schools, and is therefore considered as a negligible implication.

Secondary school capacity – Groby is served by two secondary schools – Brookvale High School (serving ages 11-14) and Groby Community College (serving ages 14-19). However, the two share a site and are jointly managed under one Academy Trust as the Brookvale Groby Learning Campus. The Learning Campus also serves Ratby. It currently (2017/18 data) has a combined capacity of 1,560 pupils, with around 1,570 on roll resulting in a total over-capacity of around 10 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 35 existing dwelling commitments across Groby and Ratby therefore equate to a yield of around 5 pupils. This only marginally adds to the undersupply of places at the schools, regardless of any new development taking place, and is therefore considered as a negligible implication.

Any significant further development in these two settlements is likely to require the provision of new secondary school capacity in the vicinity. The Brookvale Groby Learning Campus sits on the edge of Groby and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Groby is served by Groby Surgery. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

## 5.2.9 Higham-on-the-Hill

Higham-on-the-Hill is a small village in the south of the borough, within the wider Higham-on-the-Hill Parish. It is designated as a Rural Village in the 2009 Core Strategy. It has a population of approximately 1,000. As of 1 April 2019, there are 4 new dwellings already committed within the village.

Highway capacity – Higham-on-the-Hill is situated a short distance to the north of the highly constrained A5. However, because of its small size, any level of growth in Higham-on-the-Hill that resulted in a proportionate increase in its size is considered unlikely to have a detrimental impact on the A5.

Primary school capacity – Higham-on-the-Hill is served by Higham-on-the-Hill Primary School. It is the borough’s smallest school by some margin, and currently (2017/18 data) has a capacity of 80 pupils and around 80 on roll.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 4 existing dwelling commitments in Higham-on-the-Hill equating to

a negligible additional pupil yield. As a result, Higham-on-the-Hill will remain broadly at, or slightly under capacity.

Any significant further development is likely to require additional primary school capacity in the vicinity, that would necessitate the allocation of a sufficient number of homes to fill (and fund) new capacity. By virtue of the school's location at the centre of the village, it is on a constrained site and may also not be readily capable of expansion. Further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether provision could be accommodated elsewhere.

Secondary school capacity – Higham-on-the-Hill is served by St Martin's Academy in Stoke Golding. It currently (2017/18 data) has a capacity of 580 pupils, with around 660 on roll resulting in a total over-capacity of around 80 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 17 existing dwelling commitments across Higham-on-the-Hill and Stoke Golding therefore equate to a yield of around 5 pupils. This slightly adds to the undersupply of places at St Martin's Academy, regardless of any new development taking place, and is therefore considered as a negligible implication.

Any significant further development in Higham-on-the-Hill or Stoke Golding is likely to require the provision of new secondary school capacity in the vicinity. St Martin's Academy sits on the edge of the village and would therefore appear to be capable of expansion. Further discussions with LCC will be necessary in order to establish whether there is scope to accommodate this, or whether provision could be accommodated elsewhere.

Primary healthcare capacity – Higham-on-the-Hill is served by Hollycroft Surgery in Hinckley, and Westfields Surgery and The Grange Medical Centre in Nuneaton. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at these surgeries which will need to be addressed or which will restrict development.

## 5.2.10 Hinckley

Hinckley is a medium-sized town, located towards the south of the borough. It is designated as the borough's only Sub Regional Centre in the 2009 Core Strategy and is contiguous with the large village of Burbage immediately to the south. It has a population of approximately 33,500. As of 1 April 2019, there are 1,332 new dwellings already committed within the town.

Highway capacity – From our discussions with LCC as highway authority, Rugby Road between Hinckley and Burbage – in particular the railway bridge and junction with Hawley Road just inside Hinckley – is understood to be a potential constraint to growth in the short term. However, a scheme exists within LCC's highways capital programme to improve capacity at this location, and this bottleneck should therefore be removed. Nevertheless, by virtue of the size of the settlement and the potential scale of growth which could come forward, the separate transport modelling process will be crucial in determining any particular more localised constraints.

Primary school capacity – Hinckley is served by seven primary schools. All serve ages 4-11, with the exception of Westfield Infant School and Westfield Junior School which serve children from ages 4-7 and 7-11 respectively. Through the development of the West of Hinckley development, it will also have a further new two-form-of-entry primary school serving ages 4-11. These currently (2017/18 data) have capacities of:



- Battling Brook Primary School – Capacity of 600 pupils, with around 620 on roll resulting in a total over-capacity of around 20 pupils;
- Hinckley Parks Primary School – Capacity of 630 pupils, with around 480 on roll resulting in a total unutilised capacity of around 150 pupils;
- Richmond Primary School – Capacity of 420 pupils, with around 460 on roll resulting in a total over-capacity of around 40 pupils;
- St Mary’s Primary School – Capacity of 320 pupils, with around 310 on roll resulting in a total unutilised capacity of around 10 pupils;
- St Peter’s Primary School – Capacity of 210 pupils and around 210 on roll;
- Westfield Infant School – Capacity of 300 pupils and around 300 on roll;
- Westfield Junior School – Capacity of 390 pupils, with around 380 on roll resulting in a total unutilised capacity of around 10 pupils; and
- New primary school – Anticipated capacity of 420 pupils, with all evidently unutilised until the point of opening.

Across the settlement as a whole, this results in a total unutilised capacity of around 530 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 1,259<sup>95</sup> existing dwelling commitments in Hinckley therefore equating to a yield of around 380 pupils. This would leave a surplus notional capacity across the settlement, and is therefore considered as a negligible implication.

Secondary school capacity – Hinckley is served by two secondary schools – Redmoor Academy serving ages 11-16, and Hinckley Academy & Sixth Form serving ages 11-18. These currently (2017/18 data) have capacities of:

- Redmoor Academy – Capacity of 560 pupils, with around 920 on roll resulting in a total over-capacity of around 360 pupils; and
- Hinckley Academy & Sixth Form – Capacity of 1,860 pupils, with around 1,270 on roll resulting in a total unutilised capacity of around 590 pupils.

Across the settlement as a whole, this results in a total unutilised capacity of around 230 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 1,259 existing dwelling commitments in Hinckley therefore equate to a yield of around 250 pupils. Factoring-in the current unutilised capacity, this would result in a total over-capacity. However, this will partly be mitigated by Section 106 funding from the West of Hinckley development, and is therefore considered as a minor implication. The funding will facilitate secondary school extensions within the town necessitated by committed development. The exact extent of funding is yet to be confirmed and is dependent on the exact sizes of dwellings in the development.

Nevertheless, any significant further development in Hinckley is likely to require the provision of new secondary school capacity in the vicinity. Redmoor Academy and Hinckley Academy are both surrounded by other uses but are large sites and may offer some potential space for expansion. Given the need also identified for additional secondary school capacity in Burbage it

---

<sup>95</sup> This figure excludes a 72 bedroom care home which is not expected to use any education provision.

may also be appropriate to deliver this there, or alternatively a site in one of the settlements may need to provide land for a wholly new secondary school. Further discussions with LCC will be necessary in order to establish preferable options.

Primary healthcare capacity – Hinckley is served by five health surgeries – Castle Mead Medical Centre, Centre Surgery, Maples Family Medical Practice and Station View Health Centre all in Hinckley Town Centre, and Hollycroft Surgery in the north of the town. It is also indirectly served by Burbage Surgery in Burbage, which is in close proximity and has an overlapping catchment area. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at these surgeries which will need to be addressed or which will restrict development.

## 5.2.11 Market Bosworth

Market Bosworth is a small town in the centre of the borough, within the wider Market Bosworth Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 2,500. As of 1 April 2019, there are 164 new dwellings already committed within the town.

Highway capacity – From our discussions with LCC as highway authority, highways around Market Bosworth are not understood to be a particular constraint on development.

Primary school capacity – Market Bosworth is served by St Peter’s Primary School. It currently (2017/18 data) has a capacity of 250 pupils and around 250 on roll.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 164 existing dwelling commitments in Market Bosworth therefore equating to a yield of around 50 pupils. This would result in the school being over capacity and is therefore considered as a minor implication.

Any significant further development in Market Bosworth is likely to require expansion of the school. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. St Peter’s Primary School does not appear to be highly constrained and is situated on the edge of the village, but further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Secondary school capacity – Market Bosworth is served by the Market Bosworth School, which also serves Barlestone, Congerstone, Nailstone and Twycross. It currently (2017/18 data) has a capacity of 670 pupils, with around 800 on roll resulting in a total over-capacity of around 130 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 191 existing dwelling commitments across Barlestone, Congerstone, Market Bosworth, Nailstone and Twycross therefore equate to a yield of around 40 pupils. This adds to the undersupply of places at The Market Bosworth School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. The Market Bosworth School sits on the edge of Market Bosworth, and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Market Bosworth is served by Newbold Verdon Surgery’s branch on Back Lane. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

## 5.2.12 Markfield

Markfield is a medium-sized village in the north-east of the borough, within the wider Markfield Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 5,000. As of 1 April 2019, there are 30 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, capacity along the A50/A511 Corridor to the north of the village is understood to be constrained and may become a barrier to growth. Whilst LCC’s capital programme includes funding to develop schemes along the corridor, the schemes themselves are not yet funded. Developer contributions towards improvements along the corridor may therefore be required in order for development in Markfield to be able to come forward.

Primary school capacity – Markfield is served by Mercenfield Primary School. It currently (2017/18 data) has a capacity of 320 pupils, with around 330 on roll resulting in a total over-capacity of around 10 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 30 existing dwelling commitments in Markfield therefore equating to a yield of around 10 pupils. This would result in the school remaining marginally over capacity and is therefore considered as a minor implication.

Any significant further development in Markfield is likely to require expansion of the school. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. Whilst Mercenfield Primary School is surrounded by other land uses it does not appear to be fundamentally constrained, but further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Secondary school capacity – Markfield is served by South Charnwood High School which is situated around a mile south-west of the village, and which also serves Bagworth, Stanton under Bardon and Thornton. It currently (2017/18 data) has a capacity of 710 pupils, with around 800 on roll resulting in a total over-capacity of around 90 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 123 existing dwelling commitments across Bagworth, Markfield, Stanton under Bardon and Thornton therefore equate to a yield of around 25 pupils. This adds to the undersupply of places at South Charnwood High School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. South Charnwood High School sits in a semi-rural countryside setting and would therefore appear to be capable of expansion.

Primary healthcare capacity – Markfield is served by Markfield Medical Centre. From our discussions with the West Leicestershire CCG, it is understood to be desirable for this to be replaced over the plan period, as the premises are considered to be life-expired. Any new site

allocations in Markfield may therefore need to include provision for a new surgery, and/or funding towards new provision elsewhere.

### 5.2.13 Nailstone

Nailstone is a small village in the north of the borough, within the wider Nailstone Parish. It is designated as a Rural Village in the 2009 Core Strategy and has a population of approximately 500. As of 1 April 2019, there are 13 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Nailstone are not understood to be a particular constraint on development.

Primary school capacity – Nailstone is served by Dove Bank Primary School. It currently (2017/18 data) has a capacity of 110 pupils and around 110 on roll. However, LCC has indicated that plans exist to make modest increases to its capacity, although the exact pupil capacity increase resulting from this is not yet known.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 13 existing dwelling commitments in Nailstone, equating to a negligible additional pupil yield. By virtue of the additional capacity proposed to be created at the school, additional small scale development will be able to be accommodated in Nailstone.

Secondary school capacity – Nailstone is served by the Market Bosworth School, which also serves Barlestone, Congerstone and Nailstone in addition to Market Bosworth itself. It currently (2017/18 data) has a capacity of 670 pupils, with around 800 on roll resulting in a total over-capacity of around 130 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 191 existing dwelling commitments across Barlestone, Congerstone, Market Bosworth, Nailstone and Twycross therefore equate to a yield of around 40 pupils. This adds to the undersupply of places at The Market Bosworth School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. The Market Bosworth School sits on the edge of Market Bosworth, and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Nailstone is served by Ibstock & Barlestone Surgery. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

### 5.2.14 Newbold Verdon

Newbold Verdon is a medium-sized village in the centre of the borough, within the wider Newbold Verdon Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 3,000. As of 1 April 2019, there are 9 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Newbold Verdon are not understood to be a particular constraint on development.

Primary school capacity – Newbold Verdon is served by Newbold Verdon Primary School. It currently (2017/18 data) has a capacity of 250 pupils and around 250 pupils on roll. However, LCC has indicated that plans exist to increase its capacity by half a form of entry (i.e. 15 pupils in each of the 7 year groups at the school). This would create a new unutilised capacity for around 100 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 9 existing dwelling commitments in Newbold Verdon equating to a negligible additional pupil yield. This would leave surplus capacity at Newbold Verdon Primary School.

Secondary school capacity – Newbold Verdon is served by the Bosworth Academy in Desford, which also serves Desford itself. It currently (2017/18 data) has a capacity of 1,350 pupils and around 1,350 on roll.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 41 existing dwelling commitments across Desford and Newbold Verdon therefore equate to a yield of around 10 pupils. This would result in the Bosworth Academy operating slightly over capacity, which is considered as a negligible implication.

Any significant further development in these two settlements is likely to require the provision of new secondary school capacity in the vicinity. The Bosworth Academy sits on the edge of Desford and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this. Alternatively, given the Bosworth Academy’s reported role in catering to pupils from a wider catchment area to the east (including Leicester itself), and the intended new secondary school at Lubbethorpe in Blaby, it may be more appropriate to create capacity within the school by progressively re-adjusting school journey flows over time.

Primary healthcare capacity – Newbold Verdon is served by Newbold Verdon Surgery. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

## 5.2.15 Ratby

Ratby is a medium-sized village in the east of the borough, within the wider Ratby Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 4,500. As of 1 April 2019, there are 2 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Ratby are not understood to be a particular constraint on development.

Primary school capacity – Ratby is served by Ratby Primary School. It currently (2017/18 data) has a capacity of 420 pupils, with around 360 on roll resulting in a total unutilised capacity of around 60 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 2 existing dwelling commitments in Ratby equating to a negligible additional pupil yield. This would leave surplus capacity at Ratby Primary School.

Secondary school capacity – Ratby is served by the two secondary schools in Groby – Brookvale High School (serving ages 11-14) and Groby Community College (serving ages 14-19). However, the two share a site and are jointly managed under one Academy Trust as the Brookvale Groby



Learning Campus. It currently (2017/18 data) has a combined capacity of 1,560 pupils, with around 1,570 on roll resulting in a total over-capacity of around 10 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 35 existing dwelling commitments across Groby and Ratby therefore equate to a yield of around 5 pupils. This only marginally adds to the undersupply of places at the schools, regardless of any new development taking place, and is therefore considered as a negligible implication.

Any significant further development in these two settlements is likely to require the provision of new secondary school capacity in the vicinity. The Brookvale Groby Learning Campus sits on the edge of Groby and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Ratby is served by Ratby Surgery. From our discussions with the West Leicestershire CCG, it is understood to be desirable for this to be replaced over the plan period. As a result, any new site allocations in Ratby may need to include provision for a new surgery, and/or funding towards new provision elsewhere.

### 5.2.16 Sheepy Magna

Sheepy Magna is a small village in the north of the borough, within the wider Sheepy Parish. It is designated as a Rural Village in the 2009 Core Strategy. It has a population of approximately 500. As of 1 April 2019, there are 5 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Sheepy Magna are not understood to be a particular constraint on development.

Primary school capacity – Sheepy Magna is served by Sheepy Magna Primary School. It currently (2017/18 data) has a capacity of 110 pupils and around 110 on roll.

We have applied LCC's baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 5 existing dwelling commitments in Sheepy Magna equating to a negligible additional pupil yield. As a result, Sheepy Magna will remain broadly at, or just under capacity.

Any significant further development is likely to require additional primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. By virtue of the school's location at the centre of the village, it is on a constrained site and may also not be readily capable of expansion. Further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether new provision could be accommodated elsewhere.

Secondary school capacity – Because of its location close to the borough's southern boundary with Warwickshire, the closest secondary school to Sheepy Magna is the Queen Elizabeth Academy in Atherstone. We do not have figures on the capacity and number of pupils on roll for schools beyond the Leicestershire boundary. However, any level of growth in Sheepy Magna that resulted in a proportionate increase in the size of the settlement is considered unlikely to significantly overcrowd local secondary schools.

Primary healthcare capacity – Sheepy Magna is served by Atherstone Surgery and Station Street Surgery in Atherstone. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at these surgeries which will need to be addressed or which will restrict development.

## 5.2.17 Stanton Under Bardon

Stanton Under Bardon is a small village in the north-east of the borough, within the wider Stanton Under Bardon Parish. It is designated as a Rural Village in the 2009 Core Strategy. It has a population of approximately 750. As of 1 April 2019, there are 38 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, capacity along the A50/A511 Corridor to the north of the village is understood to be constrained and may become a barrier to growth – the Flying Horse junction north of the village is the poorest performing on the route. Whilst LCC’s capital programme includes funding to develop schemes along the corridor, the schemes themselves are not yet funded. Developer contributions towards improvements along the corridor may therefore be required in order for significant amounts of development to be able to come forward in Stanton under Bardon.

Primary school capacity – Stanton under Bardon is served by Stanton under Bardon Primary School. It currently (2017/18 data) has a capacity of 120 pupils, with around 110 on roll resulting in a total unutilised capacity for around 10 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 21 existing dwelling commitments in Stanton under Bardon therefore equating to a yield of around 10 pupils. This effectively consumes the school’s remaining unutilised capacity and is therefore considered as a negligible implication.

Any significant level of further development in Stanton under Bardon is likely to require additional primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. By virtue of the school’s location at the centre of the village, it is on a constrained site and may also not be readily capable of expansion. Further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether new provision could be accommodated elsewhere.

Secondary school capacity – Stanton under Bardon is served by South Charnwood High School near Markfield, which also serves Bagworth, Markfield and Thornton. It currently (2017/18 data) has a capacity of 710 pupils, with around 800 on roll resulting in a total over-capacity of around 90 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 120 existing dwelling commitments across Bagworth, Markfield, Stanton under Bardon and Thornton therefore equate to a yield of around 25 pupils. This adds to the undersupply of places at South Charnwood High School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. South Charnwood High School sits in a semi-rural countryside setting and would therefore appear to be capable of expansion.

Primary healthcare capacity – Stanton under Bardon is served by Markfield Medical Centre. From our discussions with the West Leicestershire CCG, Markfield Medical Centre is known to be in need of replacement over the plan period. However, this is unlikely to impact on growth in Stanton under Bardon, and by virtue of the village’s small size we consider it unlikely that Stanton under Bardon would be suitable for any relocation.

## 5.2.18 Stoke Golding

Stoke Golding is a small village in the south-west of the borough, within the wider Stoke Golding Parish. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 2,000. As of 1 April 2019, there are 13 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Stoke Golding are not understood to be a particular constraint on development.

Primary school capacity – Stoke Golding is served by St Margaret’s Primary School. It currently (2017/18 data) has a capacity of 210 pupils, with around 220 on roll resulting in a total over-capacity of around 10 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 13 existing dwelling commitments in Stoke Golding therefore equate to a yield of around 5 pupils. This only marginally adds to the undersupply of places at St Margaret’s Primary School, regardless of any new development taking place, and is therefore considered as a negligible implication.

Any significant level of further development in Stoke Golding is likely to require additional primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. Whilst St Margaret’s Primary School is surrounded by other land uses it does not appear to be fundamentally constrained. Further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether new provision could be accommodated elsewhere.

Secondary school capacity – Stoke Golding is served by St Martin’s Academy, which also serves Higham-on-the-Hill as well as attracting additional pupils from nearby Hinckley. It currently (2017/18 data) has a capacity of 580 pupils, with around 660 on roll resulting in a total over-capacity of around 80 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 17 existing dwelling commitments across Higham-on-the-Hill and Stoke Golding therefore equate to a yield of around 5 pupils. This only marginally adds to the undersupply of places at St Martin’s Academy, regardless of any new development taking place, and is therefore considered as a negligible implication.

Any significant further development in Higham-on-the-Hill or Stoke Golding is likely to require the provision of new secondary school capacity in the vicinity. St Martin’s Academy sits on the edge of the village and would therefore appear to be capable of expansion.

Primary healthcare capacity – Stoke Golding is served by Castle Mead Medical Centre’s Stoke Golding Surgery, on Pine Close. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

## 5.2.19 Thornton

Thornton is a small village in the north-east of the borough and is within the same parish as the village of Bagworth around a mile to the west. It is designated as a Key Rural Centre in the 2009 Core Strategy. It has a population of approximately 1,000. As of 1 April 2019, there are 11 new dwellings already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Thornton are not understood to be a particular constraint on development.

Primary school capacity – Thornton is served by Thornton Primary School, which also serves Bagworth. It currently (2017/18 data) has a capacity of 140 pupils, with around 110 on roll resulting in a total unutilised capacity for around 30 pupils.

We have applied LCC’s baseline 30 primary school pupils per 100 dwellings assumption (as set out in Section 4.3.1), with the 72 existing dwelling commitments across Bagworth and Thornton therefore equating to a yield of around 20 pupils. This would leave surplus unutilised capacity and is therefore considered as a negligible implication.

Any significant level of further development across Bagworth and Thornton is likely to require the provision of new primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. However, Thornton Primary School is a highly constrained site. Further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this, or whether new provision could be accommodated elsewhere.

Secondary school capacity – Thornton is served by South Charnwood High School near Markfield, which also serves Bagworth, Markfield and Stanton under Bardon. It currently (2017/18 data) has a capacity of 710 pupils, with around 800 on roll resulting in a total over-capacity of around 90 pupils.

We have applied LCC’s baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 123 existing dwelling commitments across Bagworth, Markfield, Stanton under Bardon and Thornton therefore equate to a yield of around 25 pupils. This adds to the undersupply of places at South Charnwood High School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. South Charnwood High School sits in a semi-rural countryside setting and would therefore appear to be capable of expansion.

Primary healthcare capacity – Thornton is served by Markfield Medical Centre and Ibstock & Barlestone Surgery. From our discussions with the West Leicestershire CCG, Markfield Medical Centre is known to be in need of replacement over the plan period. However, this is unlikely to impact on growth in Bagworth, and by virtue of the village’s small size we consider it unlikely that Thornton would be suitable for any relocation.

## 5.2.20 Twycross

Twycross is a small village in the north of the borough, within the wider Twycross Parish. It is designated as a Rural Village in the 2009 Core Strategy. It has a population of approximately 500. As of 1 April 2019, there is 1 new dwelling already committed within the village.

Highway capacity – From our discussions with LCC as highway authority, highways around Twycross are not understood to be a particular constraint on development.

Primary school capacity – Twycross is the only settlement considered in this chapter which is not directly served by a state primary school, although it does have independent (private) school provision. Its closest state primary schools are Congerstone Primary School around 2.5 miles to the east, and Sheepy Magna Primary School around 2.5 miles to the south. Both of these schools are at capacity.

Any significant further development in Congerstone, Sheepy Magna and Twycross would likely require additional primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity.

Secondary school capacity – Twycross is served by the Market Bosworth School, which also serves Barlestone, Congerstone and Nailstone in addition to Market Bosworth itself. It currently (2017/18 data) has a capacity of 670 pupils, with around 800 on roll resulting in a total over-capacity of around 130 pupils.

We have applied LCC's baseline 20 secondary school pupils per 100 dwellings assumption (as set out in Section 4.3.1) – the 191 existing dwelling commitments across Barlestone, Congerstone, Market Bosworth, Nailstone and Twycross therefore equate to a yield of around 40 pupils. This adds to the undersupply of places at The Market Bosworth School, regardless of any new development taking place, and is therefore considered as a significant implication.

As a result, any significant further development in these four settlements is likely to require the provision of new secondary school capacity in the vicinity. The Market Bosworth School sits on the edge of Market Bosworth, and may therefore be capable of expansion, although further discussions with LCC will be necessary in order to establish whether there is any scope to accommodate this.

Primary healthcare capacity – Twycross is served by Newbold Verdon Surgery's branch surgery on Back Lane in Market Bosworth. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at this surgery which will need to be addressed or which will restrict development.

### 5.2.21 Witherley

Witherley is a small village in the south-east of the borough, within the wider Witherley Parish, and is effectively contiguous with the adjacent town of Atherstone in North Warwickshire to the west. It is designated as a Rural Village in the 2009 Core Strategy. It has a population of approximately 750. As of 1 April 2019, there were no commitments for new dwellings within the village.

Highway capacity – Witherley is situated adjacent to the highly constrained A5. However, because of its small size, any level of growth in Witherley that resulted in a proportionate increase in its size is considered unlikely to have a detrimental impact on the A5.

Primary school capacity – Witherley is served by Witherley Primary School. It currently (2017/18 data) has a capacity of 110 pupils and around 110 on roll. The school is therefore at capacity, and currently there are no dwelling commitments which will significantly alter this position.

Any significant level of further development is likely to require additional primary school capacity in the vicinity. This would necessitate the allocation of a sufficient number of homes to fill (and fund) new primary school capacity. By virtue of the school's location at the centre of the village, it is on a constrained site and may also not be readily capable of expansion.

Secondary school capacity – Because of its location close to the borough's southern boundary with Warwickshire, the closest secondary school to Witherley is the Queen Elizabeth Academy in Atherstone. We do not have figures on the capacity and number of pupils on roll for schools beyond the Leicestershire boundary. However, any level of growth in Witherley that resulted in a proportionate increase in the size of the settlement is considered unlikely to significantly overcrowd local secondary schools.



Primary healthcare capacity – Witherley is served by Atherstone Surgery and Station Street Surgery in Atherstone. From our discussions with the West Leicestershire CCG, we are not currently aware of any specific constraints at these surgeries which will need to be addressed or which will restrict development.

## 5.3 Infrastructure Considerations for a New Settlement

The provision of a new settlement featured in the Council’s New Directions for Growth consultation in early 2019 and remains under consideration. This section considers what the hypothetical infrastructure requirements of a new settlement might be, based upon settlement sizes of either 4,000 dwellings or 1,500 dwellings. These are presented on a notional basis as the approximate largest and smallest settlement sizes that are likely to be achievable in the borough, whilst still ensuring self-sustainability.

The infrastructure types requiring consideration for a new settlement are partly the same as those critical to the determination of settlement-specific growth capacity in Section 5.2. However, because of the notional nature of a new settlement at this time – i.e. there is not yet any fixed location – the consideration of infrastructure types such as highways is necessarily more general. In addition, it is helpful to also consider the requirements for infrastructure types classed as essential in Table 20. The requirements for a new settlement set out below are therefore on the basis of the broader infrastructure themes in this report, rather than specific infrastructure types.

### 5.3.1 Requirements for a 4,000-dwelling settlement

A settlement of around 4,000 dwellings is the largest that is likely to be realistic, in view of the Council’s capacity to find of around 5,700 dwellings (page 28) and likely desire to still provide for some growth needs in other areas of the borough. This is comparable in size to the new Lubbethorpe development within Blaby District.

A settlement of this size in the borough would have a population of around 10,000 people based on current population-to-household ratios and would therefore be likely to form a new Urban Centre in line with the Council’s existing settlement hierarchy. The approximate infrastructure needs of a settlement this size would be as follows:

#### Transport

By virtue of the size of the settlement the impact on surrounding highways could be significant, and the separate transport modelling process would need to assess what the impacts might be (dependent on its location). However, because the settlement would be new, its internal road networks would clearly be designed to deal efficiently with levels of traffic generated.

Whilst a settlement of this size may viably be able to support the construction of a new railway station to serve it, the limited length of passenger railway within the borough’s boundary means that there are no rail-served sites on which a development this size could be accommodated. It would therefore be reliant on buses for public transport. Depending on the settlement’s location this could involve the diversion of existing routes or provision of new fixed routes but would also appear to be large enough to viably support a new demand responsive transport (DRT) service.

## Utilities and Environment

The large size and comprehensive nature of a new 4,000 home settlement would allow intra-site utilities infrastructure to be fully addressed. This could potentially include more significant infrastructure such as combined heat and power, electricity substations and sewage treatment works, which would help to address the challenges of addressing existing constraints on these networks around the borough. However, the provision of a new settlement would not assist in dealing with the more fundamental boroughwide (and regional) utilities capacity constraints.

## Education and Community Services

In terms of primary school provision, 4,000 dwellings would equate to a pupil yield of around 1,100 – or 5.4 forms of entry. Given Leicestershire County Council's preference for 2 form of entry schools, three primary schools would likely be required.

In terms of secondary school provision, 4,000 dwellings would equate to a pupil yield of around 760 – or 3.6 forms of entry. Leicestershire County Council has not indicated a preference for secondary school size, but a 4 form of entry secondary school would be relatively small by modern standards. It may therefore be appropriate for a new secondary school in a 4,000 dwelling settlement to be built larger (6-8 forms of entry), and therefore be able to meet any secondary education needs arising through growth in other settlements near to the new settlement.

Needs for other forms of education, notably special education needs (SEN) and further education, are planned for at a county-wide level and would not be affected by any choice to provide growth through a new settlement, nor by its size or location.

A settlement of this size could potentially support the delivery of a new library, given that most of the borough's Urban Centres and Key Rural Centres already have this level of provision. However, Leicestershire County Council's new service delivery model for libraries would mean that the emphasis for the operation of any new library would likely be on the community itself – a community that does not yet exist. A developer would therefore need to put measures in place at the outset, which might include the amalgamation of library provision into a wider community hub for the development.

## Healthcare and Emergency Services

A 4,000 dwelling settlement would have a population of around 10,000, resulting in 10,000 new patient registrations. This would necessitate the construction of a relatively large new surgery within the settlement for primary healthcare needs. Secondary healthcare, social care and emergency service needs are planned for at a county-wide or wider regional level and would therefore not be affected by any choice to provide growth through a new settlement, nor by its size or location. As a result of our conversations with infrastructure providers it appears unlikely that new locations for provision would be required as a result of new development, except for new social care infrastructure for which a new settlement of this size could be a suitable location.

## Open Space and Recreation

Based upon an estimated resident population of 10,000, a new settlement of 4,000 dwellings would be required to provide the following quantum of green infrastructure:

- 2.5 hectares of equipped children's play space;

- 3.0 hectares of other outdoor provision;
- 8.0 hectares of parks and gardens; and
- 6.0 hectares of amenity green space.

A new settlement would also by definition be surrounded on all sides by open countryside. This provides a significant opportunity to provide green corridors linking to formal parks and gardens and natural open spaces, as well as to other settlements – in addition to amenity and recreation benefits, this would help to encourage active travel and boost the sustainability credentials of a new settlement. A settlement of 4,000 dwellings is also likely to viably support several new allotment sites.

### 5.3.2 Requirements for a 1,500-dwelling settlement

A settlement of around 1,500 dwellings is the smallest that is likely to be realistic, in view of the need for such a settlement to be reasonably self-sustaining in its infrastructure provision. A settlement of this size would have a population of around 4,000 people based on current population-to-household ratios and would therefore be likely to form a new Key Rural Centre within the Council’s existing settlement hierarchy. This would be comparable in size to Desford or Newbold Verdon currently. The approximate infrastructure needs of a settlement this size would be as follows:

#### Transport

The highways impacts of a 1,500 dwelling settlement would clearly be less than for a 4,000 dwelling settlement, but may still be significant depending on the location of development in relation to existing locations of constraint. The separate transport modelling process would still therefore need to assess what the impacts of development might be in that location. However, because the settlement would be new, its internal road networks would clearly be designed to deal efficiently with levels of traffic generated.

Based on our discussions with infrastructure providers, a new settlement of 1,500 dwellings is unlikely to viably support the provision of new bus routes or demand responsive transport in the long term. The delivery of high quality public transport provision – and a reduction in the dependence of the new settlement’s residents on their cars – is therefore likely to be reliant on it being located in such a way as to facilitate the diversion of existing bus routes through the site.

#### Utilities and Environment

The comprehensive nature of a new 1,500 dwelling settlement would allow intra-site utilities infrastructure to be fully addressed. However, unlike a 4,000 dwelling settlement, the size is unlikely to be sufficient to allow more significant infrastructure such as electricity substations and sewage treatment works to viably be delivered – the reliance would be on existing infrastructure elsewhere. A new settlement of this size would also not assist in dealing with the more fundamental boroughwide (and regional) utilities capacity constraints.

#### Education and Community Services

In terms of primary school provision, 1,500 dwellings would equate to a pupil yield of around 425 – or 2.0 forms of entry. This would align well with Leicestershire County Council’s preference for

two form of entry schools, although it would be appropriate to provide a sufficient area of land for a three form of entry school in order to provide space for future expansion.

In terms of secondary school provision, 1,500 dwellings would equate to a pupil yield of around 285 – or 1.3 forms of entry. Whilst Leicestershire County Council has not indicated a preference for secondary school size, this is clearly far short of the number of dwellings required to justify the typical 6-8 forms of entry size of a modern secondary school. The secondary education needs of a 1,500 dwelling new settlement would therefore need to be considered alongside other growth in the locality.

Needs for other forms of education, notably special education needs (SEN) and further education, are planned for at a county-wide level and would not be affected by any choice to provide growth through a new settlement, nor by its size or location.

A settlement of this size could potentially support the delivery of a new library, given that most of the borough's existing Key Rural Centres already have them. However, most of these are legacies of very different historic demand for library provision, and we therefore do not consider it likely that a 1,500 dwelling settlement would justify the levels of initial capital investment required to fund a new library.

## Healthcare and Emergency Services

A 1,500 dwelling settlement would have a population of around 4,000, resulting in 4,000 new patient registrations. Whilst there are existing surgeries in the borough with only very slightly more patients than this, these are in relatively small premises which the West Leicestershire Clinical Commissioning Group considers to be unsuitable for meeting modern healthcare needs. As a result, whilst a new settlement of the size could accommodate its own surgery, this is likely to need to be also partly funded by other development elsewhere. Alternatively, the new settlement could help to fund a new surgery located elsewhere (i.e. outside the new settlement).

Secondary healthcare, social care and emergency service needs are planned for at a county-wide or wider regional level and would therefore not be affected by any choice to provide growth through a new settlement, nor by its size or location. As a result of our conversations with infrastructure providers it appears unlikely that new locations for provision would be required as a result of new development, except for new social care infrastructure where a new settlement of this size could potentially be a suitable location.

## Open Space and Recreation

Based upon an estimated resident population of 4,000, a new settlement of 1,500 dwellings would be required to provide the following quantum of green infrastructure:

- 1.0 hectares of equipped children's play space;
- 1.2 hectares of other outdoor provision;
- 3.2 hectares of parks and gardens; and
- 2.4 hectares of amenity green space.

A new settlement would also by definition be surrounded on all sides by open countryside. This provides a significant opportunity to provide green corridors linking to formal parks and gardens and natural open spaces, as well as to other settlements – in addition to amenity and recreation

benefits, this would help to encourage active travel and boost the sustainability credentials of a new settlement. A settlement of 1,500 dwellings is also likely to viably support at least one new allotment site.

### 5.3.3 Conclusions

In this section we have considered the infrastructure considerations for settlements of 4,000 homes and 1,500 homes – two sizes of settlement which we consider to be feasible and viable.

A settlement of 4,000 homes would be largely self-sustaining, with comprehensively-planned internal highway networks and sufficient scale to fund significant off-site highway mitigation works. It is likely to be large enough to support meaningful public transport networks, potentially in the form of demand responsive transit, and could potentially support some on-site utilities infrastructure such as sewage treatment works in order to relieve pressure on networks elsewhere. A settlement of this size would be wholly self-sufficient in terms of primary schools and secondary schools, and also be large enough to sustain a library and its own surgery for primary healthcare needs.

A settlement of 1,500 homes would be self-sustaining to a degree, with comprehensively planned highway and utilities networks providing for resident's needs from the outset. A settlement of this size would also be large enough to support its own primary school and would be of sufficient size to justify the diversion of existing bus routes and provide public transport provision. However, it would be reliant on other settlements to help to provide for its higher-order infrastructure needs – most notably secondary schools and health surgeries. It is also likely to be wholly reliant on constrained existing utilities networks to meet its needs.

Whilst we have not sought to be prescriptive about 1,500 homes being the exact smallest size of settlement that would be viable in infrastructure terms, a smaller settlement – for example for 1,000 dwellings – would only support just over one form of primary school entry. This falls below Leicestershire County Council's general requirement for new primary schools to have two forms of entry and is therefore likely to lead to reliance on other settlements for primary school provision, which is not desirable in sustainability terms. Unless located along an existing interurban bus route, a smaller new settlement is also unlikely to be able to support public transport provision that is viable in the long term, i.e. without subsidy or Section 106 funding, which would be time-limited. Smaller settlements are therefore likely to be entirely car-oriented, which again is not desirable in sustainability terms.