

Hinckley & Bosworth Borough Council

Infrastructure Capacity Study

Phase 2 Report – Addendum Note

Final

V2.1 | October 2025

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.

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1. Introduction

1.1 Context and purpose

Ove Arup & Partners Ltd (Arup) was commissioned by Hinckley & Bosworth Borough Council ('the Council') in 2024 to produce Phase 2 of the Infrastructure Capacity Study (ICS) for the borough, supporting the Council's emerging Local Plan. Phase 2 of the ICS is intended to inform the selection of spatial development options for the Local Plan. Phase 2 followed previous work understanding infrastructure capacity in the borough and its implications for growth, including the Phase 1 Baseline ICS published in 2020.

Since the Phase 2 ICS was published in 2024, the Council now has a revised housing need figure for the borough, and has established a need to extend the plan period for the new Local Plan (2024 – 2045). It also now has an expanded pool of potential development sites for consideration in the new Local Plan.

This addendum note therefore seeks to understand what the changes have been since the 2024 Phase 2 ICS, to provide an understanding of the infrastructure implications of this additional development. Arup has re-engaged with infrastructure stakeholders where possible to inform them of the new growth context, and gather their insights on the implications of the newly proposed pool of sites. This has been supplemented by internal analysis by the Arup project team to provide an update on the local infrastructure context and its broad implications for infrastructure.

This note is provisional and based on our understanding at the current point in time. It is intended to be read as an addendum alongside the 2024 Phase 2 ICS, as an update to it.

Details of specific infrastructure schemes required to support new growth in the borough will continue to be set out in a Phase 3 Infrastructure Schedule in due course, once the Council has selected a final list of sites for inclusion in the Local Plan. This selection of sites will follow on from Regulation 18 consultation on the Local Plan in Autumn 2025.

1.2 Potential additional development and sites

Since the 2024 Phase 2 ICS was published, there have been a number of background changes in terms of potential development quantum and sites. We have had regard to these, and have discussed these with infrastructure providers as part of the production of this note.

- Overall quantum of development: Around 4,500 additional dwellings are anticipated over the Local Plan period, given the extended plan period and revised housing need figure. Specific details of the overall quantum of growth now required in the Local Plan will be set out in the Council's October 2025 consultation on the Local Plan.
- Individual potential development sites: There is now a total of 87 potential development sites considered as part of this ICS process, including 27 that are new additions since the 2024 Phase 2 ICS was published. Three of these sites are considered to be 'strategic' – consisting of 500 or more dwellings. These are:
 - LPR231 – New settlement at Norton Juxta Twycross – 10,000 dwellings (of which 8,000 dwellings would be located within Hinckley & Bosworth)
 - LPR252 – North of the A5, adjacent to Hinckley – 800 dwellings plus employment land
 - LPR263 – North of Newbold Verdon – 500 dwellings

Two of the strategic sites previously considered in the ICS could also potentially now be of an increased size – LPR92 could provide an additional 730 dwellings in the strategic cluster of sites to the north of the A47 in Hinckley, and LPR216 could provide an additional 515 dwellings to the east of the A47 alongside the existing Earl Shilton Sustainable Urban Extension (SUE).

The overall infrastructure implications of growth will ultimately depend on the quantum of development coming forward in each settlement, and the overall total for the borough as a whole – not all of the longlist of sites will be selected for development. The ICS process has not therefore sought to establish what the infrastructure impacts would be if the total quantum of development on all sites came forward.

- In addition, it is understood that the potential new settlement option at Soarbrook, south of Burbage (site LPR16) is no longer being promoted for residential purposes. Revised site promotions for employment use have been submitted to the Council (LPR259 and LPR16A). The infrastructure implications of this location had been considered in the 2024 Phase 2 ICS.
- Consideration of employment sites: The 2024 Phase 2 ICS did not include potential employment sites, and focussed solely on residential growth. The Council has now identified a number of potential employment sites for inclusion in the Local Plan, and these have been shared with infrastructure providers in order to consider potential impacts.

2. Updates to local infrastructure context since 2024

This section outlines updates to the infrastructure baseline reported on in the 2024 Phase 2 of the ICS. It presents items that are both new to the context presented in 2024 and of sufficient importance to merit highlighting in this document.

Findings presented in the addendum have not altered the overarching conclusions from Phase 1 and Phase 2 of the ICS - that there are currently no infrastructure types in Hinckley & Bosworth for which there is a fundamental inability to deliver the currently proposed quantum of growth envisaged in the Local Plan. However, it should be noted that it can only be fully understood how the proposed pool of sites will be accommodated in infrastructure terms once the Local Plan's proposed spatial strategy has been established, and sites have been selected ahead of the Regulation 19 publication of the Local Plan. This will be set out in Phase 3 of the ICS in due course.

2.1 Transport

Highways

As highlighted in Phase 2 of the ICS, Leicestershire County Council (LCC) and National Highways (NH) are concerned by the cumulative transport impacts of development across Hinckley & Bosworth, North Warwickshire, Nuneaton & Bedworth, Rugby, Harborough and North West Leicestershire Districts. Whilst this does not amount to a fundamental inability to accommodate growth, LCC and NH highlight the need for careful planning and coordination. The scale of proposed future development has increased further since the Phase 2 ICS in 2024 – LCC and National Highways were already intending to hold a firm position against any new speculative development not set out in local plans, and it is understood that this will remain their position. In the absence of national funding, they will also require the identification of funding from developers and local partners for transport investment.

Within the context above, and alongside the Council's need to reduce reliance on private cars in new development (aligning with the newly adopted Local Transport Plan for Leicestershire by LCC for 2025-2040)¹ discussions with LCC and NH are ongoing to explore the wider cumulative challenge of development across key pinch points in the area, most notably the A5 corridor. Congestion on this corridor is seen as a key challenge to resolve to support planned development in the Hinckley area in particular, but also elsewhere in Leicestershire and Warwickshire.

The South Leicestershire Joint Transport Evidence study released in 2025,² identifies the primary strategic challenges as being a lack of capacity at the Longshoot and Dodwells junctions and limited capacity and access to the M69. Consequently, a series of strategic transport interventions have been identified to encourage modal shift and address highway capacity including:

- An area-wide LCWIP-scale active travel package to encourage use of active modes and relieve the impact of short distance highway trips. It is proposed that this is scaled and phased to align with strategic interventions and funding opportunities within the Local Plan period.
- Major alteration to the local passenger transport network comprising relevant service enhancements proposed in the BSIPs supported by new, high-quality services to connect strategic sites. The evidence notes that highway measures will be necessary to support bus services and active travel options.
- A possible new rail station on the existing Birmingham to Stansted line. This is highly reliant on scheme feasibility, stakeholder buy-in, ongoing rail reform, capacity created by HS2, and ongoing Midlands Connect studies; hence the delivery period is unknown.
- New south facing slip-roads at M69 Junction 2. This scheme was proposed to come forward pre-2036 by the Hinckley NRFI but the application has recently been refused.
- Strategic capacity improvements to the A5 from M69 Junction 1 to M42 Junction 10. These would be of a broadly equivalent scale to those under consideration as part of National Highways' Road Investment Strategy (RIS) pipeline A5 'Hinckley to Tamworth' scheme for delivery post-2041.
- Major new local highway links potentially including an A5 to A47 link road west of Hinckley and an M69 J2 link to a new M1 junction south of Leicester to be delivered post-2041.

National Highways' position remains that there is no national funding to support capacity enhancements on the A5 – with various previously planned schemes to provide additional capacity on the road having been withdrawn.

However, LCC have been proactive in developing an 'A5 Concept Link' scheme as the most effective solution for supporting growth in the area. The scheme has recently been presented to LCC's cabinet which resolved that its staff should progress the scheme.³ LCC have recognised the scheme's potential importance to supporting the growth to be put forward in Hinckley & Bosworth's emerging Local Plan. The concept proposes a link road to the west of Hinckley to tie into the A47 / Roston Drive roundabout at its northeastern extent and the A5 west of Longshoot junction at its southwestern extent, to bypass the heavily constrained Longshoot-Dodwells junction.

¹ [A Local Transport Plan for Leicestershire - core document 2025-2040](#)

² [South Leicestershire Joint Transport Evidence – Stage 1 \(January 2025\)](#)

³ [Cabinet – Friday 12 September 2025, LCC](#)

LCC have indicated that development of the Concept Link scheme will be dependent upon feasibility, optioneering and technical assessments, effective cross-party coordination, shared risk management and collaborative funding arrangements with public and private partners. The lengthy process to deliver major infrastructure schemes will inevitably impact upon the delivery of growth sites dependent upon the scheme (or an agreed alternative).

In the east of the borough, it is still understood that routes through Groby and Ratby remain constrained. Additional pressure is added due to the congestion along the A46 and M1 J21 to M1 J21a, which is resulting in traffic displacement to local roads through areas such as Groby and Ratby. Transport modelling as part of the Local Plan process will need to identify mitigation measures that would allow growth to come forward in this area.

Progress is now being made by LCC on the implementation of schemes for the A50/A511 Growth Corridor through Markfield and further outwards from Leicester into North West Leicestershire. In November 2024, the Secretary of State (SoS) confirmed the use of Compulsory Purchase Order (CPO) powers and Side Road Orders for this scheme⁴ and in 2025, it was confirmed that the project would be funded through the Major Road Network Fund. . However, the January 2025 update acknowledged the complexity of the scheme, with some areas taking longer to progress than anticipated primarily due to new information coming forward through surveys, landowner negotiations, and collaboration with partners. Since then, in September 2025, Taylor Woodrow was selected to provide early contractor involvement (ECI) to carry out essential pre-construction planning, alongside LCC, ahead of the main construction phase scheduled to begin in 2026.⁵

In addition, it has also been recommended that where growth comes forward, opportunities to secure small-scale improvements to the route will still be sought.

LCC published a new Electric Vehicle Charging Strategy in 2024 setting out the Council's approach to supporting the transition to electric vehicles, with a focus on short term delivery up to 2030 and broad outcomes that the council would like to achieve beyond 2030. It is important to note that whilst this strategy will support decarbonisation of highway travel, it will not have any inherent benefits in terms of congestion and capacity. The strategy is centred around six key objectives:

- Objective 1: To continue to develop an evidence base of Leicestershire's current and future EV charging needs.
- Objective 2: To install EV chargepoint assets and expand the existing public charging network.
- Objective 3: To work collaboratively with partners and stakeholders on the provision and delivery of EV chargepoints across Leicestershire.
- Objective 4: To carefully consider how EV chargepoint assets are integrated into the public highway.
- Objective 5: Seek to facilitate further funding opportunities for EV chargepoint infrastructure.
- Objective 6: To ensure the long-term sustainability of chargepoints across Leicestershire.

Bus

In the Phase 2 study in 2024 it was identified that fifteen different bus routes operate across the borough. This has now increased to seventeen – the previous 159 route linking Hinckley to Coalville has been withdrawn but three additional routes (LC6, LC14, LC15) have been established.

⁴ [Progress updates Leicestershire County Council](#)

⁵ [Contractor announced for major road scheme, 2025, LCC](#)

The LC6 is a new trial route operated by Centrebus and funded by LCC. This service acts as a replacement for the withdrawn 159 route, restoring a north-south link across the borough whilst serving rural villages previously underserved or disconnected⁶. Both LC14 and LC15 are operated by Arriva Midlands⁷ providing access from Hinckley to Fosse Park south of Leicester, via surrounding villages. These routes provide enhanced east to west connectivity across the county.

LCC, with partial funding from the Government, also launched a trial for 'FoxConnect' bus services in July 2025.⁸ FoxConnect is a demand responsive transport (DRT) service to rural areas in the north and west of the borough, with a flexible pickup and drop-off service linking to Market Bosworth, Atherstone and Measham. The service also provides opportunities to travel between zones at interchange points, aiming to connect neighbourhoods and encourage onwards travel.

Plans to develop an extension to the X6 bus route connecting Leicester and Coventry will no longer proceed, following the refusal of the Hinckley National Rail Freight Interchange (NRFI) (see below).⁹

Rail

The proposed Hinckley National Rail Freight Interchange (NRFI) was refused permission in March 2025. The NRFI aimed to create a major freight terminal connecting the Felixstowe to Nuneaton rail corridor and the M69 motorway, boosting commercial freight capacity. The project was rejected following public consultation and examination with key reasons for the refusal including safety concerns in respect of the M1 J21/M69 J3 (Junction 15), and general increased highway safety risks. This potentially has some benefits in terms of rail capacity serving Hinckley, as paths that would have been needed for additional freight services can now be utilised to provide additional passenger services. Given the role played by Hinckley as a key location for future growth, this can potentially support sustainable modal choices for development in this location – although it will still be reliant on the ability for the rail industry to provide services (given the need for additional rolling stock and potential need for capacity improvements elsewhere in the rail network).

Plans to reopen the Ivanhoe Line, which would have served Desford on its route between Leicester and Burton, have also been paused following the cancellation of the Government's 'Restoring Your Railways' programme in July 2024¹⁰. However, this remains a potentially important proposal, given the Ivanhoe Line's ability to support growth in the north and east of the borough (as well as in Blaby, North West Leicestershire and Staffordshire). It is understood that LCC will continue to support work undertaken by others to promote the scheme.

2.2 Utilities and environment

Flood Management

Since the publication of the Part 2 ICS study in 2024, the Level 1 Strategic Flood Risk Assessment (SFRA) 2025 has been published.¹¹ This provides an assessment of proposed development sites at the time of its production and so does not include the recently increased pool of sites.

⁶ [New bus service helps to connect communities | Leicestershire County Council](#)

⁷ [New services for Leicestershire and Warwickshire | Arriva Bus UK](#)

⁸ [Bookings soon to open for new free on-demand bus services | Leicestershire County Council](#)

⁹ [Hinckley National Rail Freight Interchange - Project information](#)

¹⁰ [Chancellor scraps the Restoring Your Railways fund](#)

¹¹ [Overview | Strategic flood risk assessment \(SFRA\) 2025 | Hinckley & Bosworth Borough Council](#)

Findings show that surface water flood risk remains high along river flow routes through Hinckley, Burbage, Earl Shilton and Market Bosworth, with areas most susceptible to groundwater flooding located towards the west and east of the borough at Ratcliffe Culey, Congerstone, Newbold Verdon and Ratby with significant parts of the borough having groundwater levels either at or very near the ground surface, particularly in Barlestone, Sheepy Magna, Osbaston, Ratby, and Shenton .

The SFRA advises that in the key locations identified above SuDS retrofit is pursued in sites of existing development and new SuDS and other natural flood management techniques are included in designs for new development. More detailed, site-specific, recommendations on appropriate flood risk infrastructure will follow in the Level 2 SFRA study, and will be set out in Phase 3 of the ICS.

Findings of the Level 2 SFRA of 2020, remain valid until the update to the Level 2 SFRA, currently in production, is published. It is anticipated that this update to the Level 2 SFRA will assess new and previously considered sites for flood risk considerations.

Electricity

Updated analysis based on the additional sites under consideration has indicated that the scale of development across the borough is likely to result in the need for upgrades at five of its primary substations.

To build upon the analysis undertaken in 2024, likely electrical demand from the proposed development sites has been assessed and reviewed against National Grid Electricity Distribution's online Capacity Maps¹² in order to understand their potential impact and their implications for local grid capacity. The findings of this assessment are summarised in Table 1 below. However, these findings will need to be discussed further and confirmed with NGED within Stage 3 of the ICS process, and the Local Plan process.

The analysis indicates that Hinckley, Burbage and Earl Shilton all have limited existing headroom available for an increase in load. The potential new settlements at Lindley and Norton Juxta Twycross may be able to rely on the existing supply point at Tamworth. However, given the significant scale of development anticipated here, a more in-depth assessment of local grid capacity will need to be carried out in conjunction with NGED, to provide confidence that this approach will be deliverable.

Table 1: Grid capacity assessment of settlements within Hinckley & Bosworth

Settlement	Calculated Demand (MW)	Site References	Likely Nearest Supply Point	Capacity Assessment
Hinckley	8.36	AS1031A, AS1029, LPR47/48, AS1031B/LPR199, LPR31, LPR138, AS173, LPR144A, AS1021, LPR252, LPR92	Hinckley Bulk Supply Point (BSP)	No headroom currently available
Barwell	4.43	AS58, LPR75A, AS86, AS612, LPR185	Middlefield Primary Substation	Some headroom currently available, but not sufficient to serve all proposed developments
Burbage	7.81	LPR21, AS126, LPR16A/LPR16B, AS135, LPR131	Hinckley Bulk Supply Point (BSP)	No headroom currently available
Earl Shilton	8.30	AS237, LPR200, LPR216, AS591, LPR230, LPR254 & LPR255, LPR54	Barwell Primary Substation	Very limited headroom currently available, but not

¹² (see National Grid - Network Opportunity Map Application)

Settlement	Calculated Demand (MW)	Site References	Likely Nearest Supply Point	Capacity Assessment
				sufficient to serve all proposed developments
Bagworth	0.25	AS3, LPR221, AS05, AS16, AS1027	Nailstone Primary Substation	Sufficient headroom to serve proposed development
Barlestone	0.96	LPR126, AS4241, LPR232, LPR179, LPR204, AS455 AS615B	Osbaston Primary Substation	Sufficient headroom to serve proposed development
Desford	1.26	LPR151A, LPR85, LPR86	Desford Primary Substation	Sufficient headroom to serve proposed development
Grobby	1.07	AS705, LPR146A&B, LPR152 & LPR227, LPR196	Desford Primary Substation	Sufficient headroom to serve proposed development
Market Bosworth	0.81	AS393/LPR139, LPR149, LPR153	Osbaston Primary Substation	Sufficient headroom to serve proposed development
Markfield	1.20	LPR70, LPR96, LPR94A, LPR94B, LPR43, LPR93	Coalville Bulk Supply Point	Sufficient headroom to serve proposed development
Newbold Vernon	2.75	AS448, AS445, LPR190, LPR207, LPR263, LPR38	Osbaston Primary Substation	Some headroom currently available, but not sufficient to serve all proposed developments
Ratby	0.85	LPR107	Desford Primary Substation	Sufficient headroom to serve proposed development
Stoke Golding	1.43	AS541, LPR189, LPR1, LPR183, LPR41	Middlefield Primary Substation	Sufficient headroom to serve proposed development
Thornton	0.18	AS36, AS33, AS22	Desford Primary Substation	Sufficient headroom to serve proposed development
Congerstone	0.19	LPR80, LPR81, LPR82, LPR79	Osbaston Primary Substation	Sufficient headroom to serve proposed development
Higham on the Hill	0.29	LPR90, LPR181	Langdale Drive Primary Substation	Sufficient headroom to serve proposed development
Sheepy Magna	0.29	AS616, AS618, AS518, AS519	Tamworth Bulk Supply Point	Sufficient headroom to serve proposed development
Stanton Under Bardon	0.09	LPR154	Coalville Bulk Supply Point	Sufficient headroom to serve proposed development
Twycross	0.06	LPR64	Tamworth Bulk Supply Point	Sufficient headroom to serve proposed development
New Settlement at Lindley (Land North of MIRA)	9.00	LPR235A	Tamworth Bulk Supply Point	Sufficient headroom to serve proposed development; although this will need to be reviewed due to the size of the development
New Settlement at Norton Juxta (Twycross)	14.40	LPR231	Tamworth Bulk Supply Point	Sufficient headroom to serve proposed development; although this will need to be reviewed due to the size of the development.

Water Supply

The Phase 2 study in 2024 concluded that new development sites were unlikely to result in significant connection issues, in particular where sites were within close proximity to the borough's well-served urban areas. The additional potential new settlement location at Norton Juxta Twycross

(LPR231, similarly to the existing potential new settlement location at Lindley, is also unlikely to be significantly constrained in terms of water supply due to its sufficient proximity to other settlements, despite its scale.

Sewerage

Since the Phase 2 study in 2024, a number of upgrades to wastewater treatment sites have taken place as part of Severn Trent Water's (STW) AMP7¹³ programme, or are being planned as part of STW's next enhancement programme (AMP8¹⁴). These include sites at Wanlip (Charnwood), Snarrows (Coalville, North West Leicestershire), Barlestone, Market Bosworth, and Nuneaton, all of which serve parts of the borough.

STW have provided comment on the proposed settlement at Norton Juxta Twycross, highlighting that a new settlement of this scale will require close strategic collaboration with STW due to the ecological constraints of the local watercourse (the River Mease from its source to Gilwiskaw Brook), with the Environment Agency likely to play a key role in approving any new wastewater approach. A new settlement in this location presents challenges in treating sewage to the required standards within the immediate area and it may, therefore, be necessary to transfer flows to one of STW's larger existing treatment sites. This would require significant capital investment to deliver. Expansion works would also be required at the Twycross wastewater treatment site.

Digital

Broadband coverage has risen significantly since the 2024 study. As of September 2025, Superfast Leicestershire and commercial builds have provided superfast broadband coverage for 99.22% of properties in Hinckley & Bosworth, which is higher than the 98.53% average across England and joint third highest when compared to Leicestershire districts and boroughs. This represents a 30% increase in the number of properties that can receive superfast broadband compared to 2012.

The Government's Rural Gigabit Connectivity programme is now live, enabling hard to reach communities to access fast, reliable gigabit-capable broadband. As of September 2025, the Borough has a gigabit broadband coverage of 82.5%, which is lower than the 89.2% average across England, and is the second lowest within Leicestershire¹⁵. But this is over 10% more than in May 2024. In Leicestershire, gigabit broadband includes full fibre and other gigabit-capable technologies.

65.95% of properties within Hinckley & Bosworth have full fibre broadband coverage, which is the lowest within Leicestershire. Openreach have plans to extend their full fibre coverage in the Market Bosworth, Desford, Markfield and Earl Shilton areas over the next 12 months;

Funding for future digital infrastructure requirements will be allocated through the government's Building Digital UK, who are undertaking continuous engagement with LCC to identify areas of possible future collaboration.

Waste Management

In light of the increased scale of proposed development, it has been highlighted by the Council that although capital infrastructure would likely be unaffected, as previously stated in the 2024 study, the primary impact to waste services would be the need for additional vehicles and staff to service new sites. This expenditure is calculated based on the presumed housing trajectory. It is anticipated

¹³ [13_Annex 01 AMP7 on track performance_FINAL_R.pdf](#)

¹⁴ [sve03-plan-overview.pdf](#)

¹⁵ [Local Broadband Information | Thinkbroadband, September 2025](#)

that for every 10,000 properties built, an additional spend of £925,000 is required for vehicles and staff to carry out refuse, recycling, garden and food waste management services.

2.3 Education and community facilities

The increased scale of proposed development poses challenges for education capacity across the borough. It was reported in the Phase 2 ICS in 2024 that the amount of available capacity in schools across the borough was forecast to be static or slightly increasing and that by the end of the forecast period, around half of the borough's schools were to have capacity. However, the borough's secondary schools were anticipated to remain over-capacity even towards the end of the forecast period. These positions also did not reflect potential growth in the Local Plan.

It is not yet possible to establish whether the increased scale of development now envisaged in the Local Plan will alter this overall position, with further analysis and forecasting needing to be undertaken by LCC as the Local Education Authority. However, it is clear that there will remain pressures on school capacity across the borough at different locations, with schemes therefore required to provide new school capacity (both extensions and new schools) in targeted locations to provide sufficient space for pupils.

It is challenging for LCC to propose specific school capacity schemes in the absence of the trajectories and estimated build-out timescales for each of the sites. Capacity development will therefore need to be re-visited when the phasing and timing of site construction and delivery is known, ahead of the finalisation of the Local Plan and in Phase 3 of the ICS. This will also be subject to ongoing subsequent consideration during the development management process for sites proposed for allocation.

However, early assessments do show that in Barlestone, Groby, Markfield, Stoke Golding, Thornton, Congerstone and Sheepy Magna, meeting the needs of primary age children from new development sites will be difficult, with no clear primary school facility solution available. These settlements are in semi-rural settings with consequently small local schools, but have potentially relatively large amounts of growth that could take place within their catchment areas. The ability to accommodate growth in these situations is also more challenging where no other schools are located sufficiently nearby, or nearby schools are in similar situations of rising demand and inability to expand.

In contrast, in more populous settlements like Hinckley, significant increases in primary and secondary school age population children are expected to be responded to by accommodating children in existing schools or, where necessary, the establishment of new primary and secondary facilities that can be supported by a suitably large enough number of local children.

2.4 Healthcare and emergency services

Primary healthcare

In the 2024 study, settlements were identified as being able to accommodate growth via the expansion of existing practices or through ongoing facility development, whilst new settlements were recommended to develop their own on-site primary healthcare facilities. However, in Desford, Groby, Market Bosworth and Markfield, local facilities were identified as unable to expand to meet expected increases in demand and would therefore require alternative primary health solutions to be provided.

An initial assessment by the Leicester, Leicestershire and Rutland Integrated Care Board (ICB) of the newly proposed pool of sites has been conducted.

The ICB's preference continues to be to invest in current infrastructure and facilities where possible, with larger practices and surgeries being deemed to be more sustainable. In most cases, it

is understood that proposed development and resulting demand across Hinckley and Bosworth can be accommodated through the expansion of existing primary healthcare practices, supplemented by further use of cross-border facilities.

Across the larger urban centres of Hinckley and Barwell, although many practices are currently constrained, practices could collectively cater for future growth if they increased their clinical space, supported by locally generated developer contributions. In Desford and Market Bosworth, however, key existing practices are unable to expand and would therefore struggle to meet increased demand without the provision of entirely new facilities.

Amongst the planned major new sites and settlements, it is felt that development at Earl Shilton could be accommodated through the current expansion potential of existing practices. However, at Lindley and Norton Juxta Twycross a very significant impact will be felt by local practices. This presents a challenge as the ICB is not keen to support the expansion of practices in rural areas. Primary healthcare infrastructure would therefore need to be developed on-site, as was recommended for strategic sites in the 2024 study.

Policing

Since the Phase 2 2024 ICS, Leicestershire Police have indicated that while no new infrastructure is planned within the Hinckley Neighbourhood Policing Area (NPA), strategic facilities outside of the NPA, such as the Contact Management Department (CMD) and Firearms at Force Headquarters in Enderby and custody suites at Euston Street, Keyham Lane, and Beaumont Leys in Leicester require investment to support borough wide operations. It is anticipated that due to increasing digital demands, the CMD will need modernisation to remain operationally effective. Leicestershire Police have outlined a delivery programme for the next ten years to support this, which is not inherently connected to new development.

Overall, Leicestershire Police estimates that the planned quantum of growth in Hinckley and Bosworth would require 150 additional officers and staff, with infrastructure investments of around £6 million. Although no funding sources have explicitly been identified to support investment costs, Leicestershire Police have indicated that their 10-year delivery plan will continue to explore partnership occupancy of Police premises where this can generate income or save funds whilst not compromising operational effectiveness.

Social Care

The context on social care in the borough is largely unchanged. Construction has commenced since the 2024 Phase 2 ICS on two new sites that will provide 140 new extra care flats accessible to Hinckley & Bosworth, one in Hinckley and the other in North-West Leicestershire. As reported in the 2024 study, LCC are keen to continue to develop greater provision for 'extra care' provision, i.e. independent living at-home options and are still active in assessing potential sites for this provision across the county.

2.5 Open space and recreation

The Council's new Playing Pitch Strategy was published in February 2025 and includes a Strategy Report and Action Plan assessing required infrastructure across various sports. A new Facilities Framework is likely to be published in Autumn/Winter 2025. This will provide a more detailed review of needs and is anticipated to inform the Regulation 19 publication version of the Local Plan (as well as Phase 3 of the ICS).

The new Playing Pitch Strategy is informed by the previous housing growth figures at the time of the 2024 Regulation 18 consultation on the Local Plan. This is therefore a smaller quantum of growth than now anticipated. However, the Strategy still suggests that there will be an increasing shortfall against certain types of pitch provision in the future, particularly grass football pitches,

cricket, as well as golf. For tennis, netball, bowls, athletics and other grass pitch sports, it is felt that supply will be able to accommodate future demand.

To support future demand, some areas have been identified as priority projects for some sports. For example, for 3G football pitches, this includes one 11v11 at Bosworth Academy, Earl Shilton/Barwell area, Hinkley/Burbage area, Groby area, and Market Bosworth School. For athletics, opportunities to install a NewGen, MiniTrack and ActiveTrack are suggested to benefit various clubs in the area.

Since the 2024 study the Council has indicated that they are working with the Football Foundation (FF) and County Football Association (CFA) to submit a bid for a new 3G Pitch at Burbage Millenium Hall, Burbage. Two other sites for 3G pitches are being discussed with the FF and CFS, one in Ratby or Groby and another in Stoke Golding or Hinckley.

3. Infrastructure considerations for new settlements

The Phase 2 ICS published in 2024 set out specific infrastructure considerations for the two potential new settlement locations at Lindley and Soarbrook. These are considered to remain broadly the same as at that time for Lindley, although it is understood that the potential site option at Soarbrook is no longer being considered for residential development at this stage in the Local Plan.

For consistency, we have sought to establish what the infrastructure implications would be for the potential new settlement location at Norton Juxta Twycross – site LPR231. This is the most significant new potential site being considered for inclusion in the Local Plan – it could deliver up to 8,000 new dwellings within the administrative boundary of Hinckley & Bosworth, and potentially up to 10,000 dwellings if land in North West Leicestershire was also included in the new settlement.

Norton Juxta Twycross is located in a part of the borough with relatively limited existing infrastructure. It would therefore inevitably require a significant amount of new infrastructure in order to effectively serve it, given that the nearest settlements with a significant level of existing infrastructure provision are Measham (around three miles to the north), Tamworth (around five miles to the west) and Atherstone (around five miles to the south). Within Hinckley & Bosworth, the small town of Market Bosworth is around five miles to the south-east – other larger settlements within the borough are more distant.

The site does however present some opportunities in terms of infrastructure provision, given it would provide a large quantum of growth in a single location, that can support the development of well-planned infrastructure from the outset. However, the trajectory and phasing of development at this stage is uncertain, and this may affect or at least delay the extent to which infrastructure providers could actively plan for growth. This will need to be considered further in Phase 3 of the ICS in the event that the site was actively considered for allocation in the Local Plan.

Given these challenges at Norton Juxta Twycross, it will be crucial that policies in the Local Plan and wider policies and strategies amongst other public sector organisations help drive behavioural change that drives down demand for new infrastructure. Similarly, the Council should work with developers to guide designs at the site that aid such behavioural change, guiding residents' towards sustainable practices that drive down infrastructure demand.

- **Transport:** The development of Norton Juxta Twycross would significantly affect the A42 and A444 corridors. It would create strategic movements towards the M69, M1, M42 and A5 with significant cumulative impacts. The potential development of the A5 link road,

currently at concept stage (see above) may be crucial to alleviating congestion brought about by the new settlement. There are limited existing public transport services in the vicinity, and in order to ensure sustainable movement patterns and reduce car use, viable bus services would need to be established to nearby towns and to link to the rail network. Whilst the potential new settlement would be within the area served by the new FoxConnect demand-responsive transport service (see Section 2.1), it is not considered that this would be sufficient to serve the size of population envisaged, nor to provide future residents with an attractive option to minimise car use.

- **Electricity:** It is currently understood that the nearby Tamworth Bulk Supply Point has sufficient capacity to accommodate the new settlement. However, this supply point is also expected to accommodate the new settlement at Lindley as well as other growth in the vicinity, and this quantum of growth together with that from LPR231 is substantial. Confirmation of available grid capacity would therefore have to be considered on an ongoing basis as the Local Plan progresses.
- **Sewerage:** It is anticipated that expansion works will be required at the Twycross Wastewater Treatment Plant to support the new settlement. The scale of demand may mean that it is necessary to transfer wastewater flows to one of STW's larger existing treatment sites instead. STW have also highlighted that the new settlement requires close strategic collaboration on wastewater due to the ecological constraints of the local watercourse (the River Mease from its source to Gilwiskaw Brook).
- **Primary healthcare:** The patient yield from LPR231 would be approximately 24,000, if developed at its full size of 10,000 dwellings. The site will therefore have a very significant impact on local practices, of which facilities in Market Bosworth and Measham are the most likely to be affected. These are however located at some distance, would be unlikely to be able to accommodate this number of new patients, and in any case the ICB is not keen to support the expansion of practices in rural areas. The development of a new primary healthcare surgery within the new settlement would therefore be required – potentially as one or two branch surgeries within an existing Primary Care Network – or given its scale, potentially as a primary care hub.
- **Primary education:** To ensure sustainable patterns of pupil movement, the primary education needs of the new settlement would need to be met on site. From discussions with LCC it is understood that as many as five new primary schools could be needed, three at 3FE and two that are 2FE with the potential to become 3FE if needed. This would provide 13-15FE and is based on the 10,000 homes coming forward at the site across both Hinckley and Bosworth and North-West Leicestershire and delivering these primary schools on site. Even with an ambitious phasing plan for school development on-site, the location of the settlement poses challenges for primary education in the early phases of development. There are no existing primary schools within a 2-mile radius of the site and existing schools further away are all very small with limited expansion potential. Careful consideration therefore needs to be made as to where the first pupils residing on site would be able to go to school until the first primary school is built.
- **Secondary education:** A new 11FE secondary school (1,650 places) would be needed, if the full potential capacity of the new settlement were to be constructed. LCC has suggested that this could be built in two phases, and for the first phase to initially incorporate some primary education to accommodate initial pupils yielded from the development. As with primary education it would need to be carefully considered where the first secondary pupils would attend school as there are no existing secondary schools nearby, the closest being around 4 miles away.

- Post-16 education: The new secondary school should include post-16 provision due to a lack of existing provision nearby.
- SEND: It is anticipated that SEND provision would be included as part of new schools at Norton Juxta Twycross.

The list highlighted above reflects infrastructure types that are particularly constrained at a boroughwide level, consistent with those set out in the 2024 Phase 2 ICS. A comprehensive range of other infrastructure types would also need to be provided on site in order to ensure sustainable development – notably green infrastructure, community facilities, and other forms of utility provision.