

Hinckley & Bosworth Borough Council

Infrastructure Capacity Study

Phase 3

Reference: 309887-01

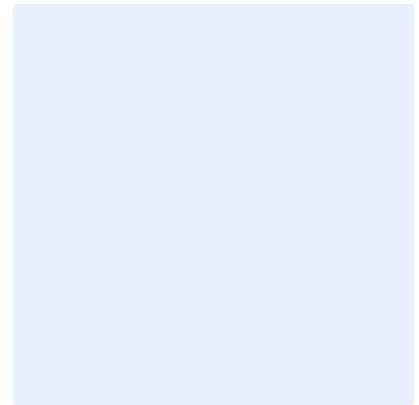
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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 309887-00

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Executive Summary

This phase of Hinckley & Bosworth's Infrastructure Capacity Study (ICS) represents Phase 3 of a study that began in 2020 and has informed the evolution of the Council's emerging Local Plan. Phase 3 comprises this report and a separate infrastructure schedule that outlines the specific infrastructure schemes that will support proposed development in Hinckley & Bosworth over the plan period through to 2045. The Council recognises the importance of infrastructure provision in the creation of efficient, well-run places which help to support residents' quality of life and underpin the success of the Borough's businesses.

Previous phases of the ICS set out the baseline capacity of existing infrastructure to accommodate demand across the Borough, and assessed the infrastructure implications of potential site scenarios that were being considered at the time by Hinckley & Bosworth. These studies should be read in conjunction with this phase's outputs and will be included in the evidence base underpinning the emerging Local Plan.

A large body of infrastructure schemes have been identified, ranging in specificity from broad schemes that reflect a general need to improve capacity in a particular infrastructure sector, to more detailed schemes with specific scopes. Most schemes are a direct response to the predicted impact on demand for infrastructure of individual sites proposed for allocation in the Local Plan, but some are responses to the broader pattern of growth proposed in the Local Plan across the Borough as a whole. A number of schemes also provide an opportunity to respond to existing baseline infrastructure needs across the Borough.

Schemes have been assigned a priority ranking based on the importance that the infrastructure sector or scheme is considered to have for unlocking development or mitigating its wider impacts. It is acknowledged that not all of the infrastructure schemes set out in the schedule can or will be delivered, with some being less critical than others, but the schedule will nevertheless form a base from which the Council and its partners can continue to undertake iterative development throughout the implementation of the Local Plan. The schedule can therefore be used as a basis for informed funding decisions in the future.

There are a significant number of infrastructure topics where our discussions with infrastructure stakeholders have established known or foreseeable needs for future investment, but where it has not yet been possible to establish specific, detailed infrastructure schemes. This includes healthcare, policing and utilities (electricity, gas and wastewater). The onus will be on the relevant infrastructure providers for these infrastructure types, working in partnership with Hinckley & Bosworth Borough Council, to further develop the necessary detail around these schemes. This will particularly include confirmation of funding contributions required from developers to accommodate their impacts on capacity.

We do not consider there to be any particular concerns for the soundness of the Local Plan that some schemes still require further development – this is an inherent reflection of the shorter planning cycles for some infrastructure types. Notably, the study has not identified any higher priority schemes – those needed to unlock growth on individual sites, categorised as '*critical*' infrastructure in the schedule – that are considered unfeasible or unrealistic to be implemented in the Plan period, according to current, available evidence.

The study does identify two schemes of regional, strategic importance of relevance to Hinckley & Bosworth, but where delivery is uncertain. These are the A5 link road (ICS Scheme ID Ref: TR56), and the Midlands Rail Hub (ICS Scheme ID Ref: TR46). These schemes are not necessitated solely by growth proposed in the Local Plan, nor solely by circumstances within the borough. It is considered that the Council should work with regional and national partners in seeking to ensure that the schemes come forward, but it is also not considered that development in the Local Plan can be predicated on their implementation.

It is recommended that this infrastructure schedule (as well as the baseline context in earlier phases of the ICS) is treated as a live document, reviewed where needed as the Local Plan progresses through examination and implementation and maintained beyond the eventual adoption of the Local Plan. This could be done as part of the Council's annual development monitoring processes. The Council should seek to keep its information up to date and ensure it is comprehensive as schemes develop in scope. This will help the Council in understanding its own needs in delivering and supporting infrastructure across the Borough and in its engagement with developers and infrastructure providers, as the Council works to ensure they deliver against their commitments.

1. Introduction

1.1 Purpose of the Infrastructure Capacity Study

Arup has been commissioned by Hinckley & Bosworth Borough Council (HBBC) to prepare an Infrastructure Capacity Study (ICS) in support of their emerging Local Plan. Work on the ICS has been ongoing throughout the iterative development of the Local Plan over several years.

The purpose of the ICS is to set out the capacity of existing infrastructure to accommodate demand across the Borough and to establish the infrastructure required to deliver planned housing and employment growth across Hinckley & Bosworth. 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 ICS has been conducted over several phases. Across 2019-2020, Arup conducted a baseline capacity assessment, providing the baseline context for existing infrastructure capacity in Hinckley & Bosworth. It was to inform the Council's subsequent selection of a preferred growth options. This represents Phase 1 of this ICS.

The Council subsequently undertook iterative development of the Local Plan. An updated baseline capacity assessment was required to support the new iteration of the Local Plan, prior to its Regulation 18 consultation in 2024. This represented Phase 2 of this study. It was intended to inform the selection of sites for inclusion in the Regulation 19 Local Plan, intended to be published in early 2025 ahead of submission for examination later in 2025.

The Council was subsequently provided with a revised housing need figure for the Borough following publication of the new NPPF in July 2024, and a requirement to extend the plan period for the emerging Local Plan to 2024 – 2045. This resulted in the Council needing to develop an expanded pool of potential development sites for consideration in a new Regulation 18 consultation which was consulted upon between 7th October and 28 November 2025. An addendum to Phase 1 and 2 was therefore produced at that time to provide an updated understanding of the infrastructure implications of the additional proposed development, as well as to understand any changes that had occurred to the baseline since the 2024 Phase 2 ICS.

This report and the accompanying schedule, developed in Spring 2026, represent Phase 3 of the study. It sets out the infrastructure required to deliver planned housing and employment growth across Hinckley & Bosworth that is proposed for allocation in the proposed submission Regulation 19 Local Plan. This report also provides further significant updates to the contextual and baseline positions set out within the previous Phase 1, Phase 2 and Phase 2 Addendum documents forming the ICS, where these exist.

1.2 Approach to this phase of the Infrastructure Capacity Study

The Phase 1, Phase 2 and Phase 2 Addendum studies set out the baseline position for Hinckley & Bosworth on infrastructure capacity and should be taken to remain applicable, representing the evidence underpinning the ICS and the Local Plan. This phase has conducted a baseline update to identify changes to the context that have emerged since the last phase of production ended in October 2025 that make a material difference to the baseline position in the Borough. This baseline update should therefore be read in conjunction with the previous phases' findings.

Collectively, these baseline studies have informed the subsequent analysis conducted in Phase 3 that identifies infrastructure schemes to respond to current and anticipated capacity challenges as a result of planned development proposed in the emerging Local Plan. These schemes are primarily set out in the infrastructure schedule and are explored and summarised in this report.

1.2.1 Role of the infrastructure schedule

The infrastructure schedule set out in the Appendix sets out the details of each specific infrastructure scheme identified to support development in Hinckley & Bosworth over the plan period through to 2045. The ICS and its schedule is an important component of the Council's evidence base that has informed the iterative development of the Local Plan, and the preferred growth strategy for the Borough. It will also be used by the

Council's Development Management team to underpin future negotiations for developer contributions. It will also inform the Council's ongoing monitoring of the implementation of the Local Plan, the Council's Infrastructure Funding Statement (IFS), and may be used as part of the evidence base should the Council decide to take forward a Community Infrastructure Levy (CIL).

Schemes set out in the infrastructure schedule have been identified through:

- Initial engagement with infrastructure stakeholders across the baseline studies of Phases 1, 2 and the Phase 2 Addendum across the period between 2020-2025;
- Subsequent follow-up engagement with infrastructure stakeholders in early 2026, specifically to inform Phase 3 of the ICS and to identify infrastructure schemes to record in the schedule;
- Further analysis undertaken by Arup, where necessary, to translate provided data and analysis in to coherent, structured information to conform with the needs of the schedule, the ICS and the Local Plan.

Further detail on how the report and schedule were developed is provided in Chapter 3, detailing the methodology. Chapter 4 sets out a summary of the schemes included in the infrastructure schedule, how they were derived, the nature of these schemes and any further considerations of relevance.

Infrastructure funding and delivery in Hinckley & Bosworth is typically secured via one of the following routes, or several in combination:

- Direct delivery by developers, at cost to the developer (which may be secured via a Section 106 agreement or planning condition, placing a legal delivery obligation on the developer).
- Delivery by an infrastructure provider or public authority (which could include the Council), at cost or partial cost to the developer (secured via a Section 106 agreement, or a Section 278 agreement in the case of some transport infrastructure).
- Delivery by an infrastructure provider or public authority (which could include the Council), using external funding – typically secured via central government and potentially in the future via a mayoral combined authority.
- Delivery by an infrastructure provider or public authority (which could include the Council), using its own capital funding. This funding may be recouped over time, for example through the utility bills paid by end users of the infrastructure.

Hinckley & Bosworth does not currently have a CIL in place,. Where CIL is in place in a local authority area, it provides pooled funding for infrastructure which can be spent at the local authority's discretion, typically in place of individually-negotiated Section 106 agreements.

As identified in Phase 2 of this study, the Government has indicated that it intends to amend the existing system of developer contributions within the planning system. At the time of writing, it is understood that the proposed Infrastructure Levy consulted upon under the previous Government¹ will not be brought forward. The Council will need to have regard to further changes in national policy and regulations as they emerge.

A core component of the plan-making system is to ensure that development remains viable for developers – i.e. sufficiently profitable to justify the sufficient cost outlay and risk associated with a programme of construction which will potentially last a number of years. It is therefore important to understand what items of infrastructure – particularly those within higher priority topics – may need to be paid for by developers through developer contributions.

Alongside the ICS, the Council is required to produce an annual Infrastructure Funding Statement (IFS), which can be used to establish infrastructure priorities for the district and monitor the delivery of the ICS schedule and these identified priorities. The IFS can be used to provide detail on costs and scheme requirements as further information is made available in coming years. It can also be used to amend cost details included, where available, in the ICS, to reflect the impact of inflation on scheme costs. It can

¹ [Technical consultation on the Infrastructure Levy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/technical-consultation-on-the-infrastructure-levy)

therefore help provide a more accurate and up to date understanding of specific costs and apportionment to sites to factor in to Council negotiations with developers and engagements with infrastructure providers.

1.3 Structure of this report

As stated above, the Phase 3 report is intended to be read alongside Phase 1, Phase 2 and the Phase 2 Addendum's outlining of the baseline context for the Borough. In addition to this introduction in Chapter 1, this report contains three further chapters:

- Chapter 2 sets out a summary of planned growth across Hinckley & Bosworth, framing the context of this assessment of infrastructure needs across the Borough.
- Chapter 3 sets out the methodology followed throughout the production of Phase 3.
- Chapter 4 summarises, thematically, the schemes included within schedule, and how they were derived. It also details available updates to the baseline position from those set out in Phase 1, Phase 2 and the Phase 2 Addendum, (i.e. only where there are changes or updates to report that materially change the baseline position and inform necessary infrastructure provision).
- Finally, Chapter 5 provides recommendations to the Council on maintaining the schedule to support the delivery of the Plan, policy development and the necessary stakeholder engagement it should take on to advocate for vital schemes, help further formulate others and ensure the delivery of infrastructure during the Plan period.

The infrastructure schedule is an appendix to this report and is laid out as three tables, the first containing all housing site allocations and their relevant infrastructure schemes, the second containing all employment site allocations and their relevant infrastructure schemes and the third providing a reference list for all included schemes across housing and employment.

2. Summary of planned growth

This phase of the ICS assesses the site allocations and overall growth proposed for inclusion in the Council's Regulation 19 version of the emerging Local Plan. This information was provided by HBBC to the study team in early 2026 and represented their position at the time of the study's production.

2.1.1 Housing sites

It is understood that the Regulation 19 Local Plan will indicate a housing requirement for the Borough of 15,687 dwellings over the plan period from 2024 to 2045. The table below lists the site allocations currently understood to be included in the Regulation 19 Local Plan. All of these site allocations have been assessed as part of this phase of the study.

Across the sites referenced below, 11,692 homes are planned for development. It should be highlighted that their inclusion in this study does not necessarily confirm that they will be included in the final Regulation 19 Local Plan published for consultation, and reflects information shared with us by the Council in early 2026.

Approximately 4,000 homes have achieved consent via the planning system and will be considered as supply for the next plan period, towards the 15,687 target. The infrastructure implications of these 4,000 homes have already been considered as part of the Council's development management process, and have not been reassessed in the ICS. In addition, for the two Sustainable Urban Extensions proposed (AS237 and AS58, see top of the table below), as these sites are sufficiently progressed through the planning process, it was deemed inappropriate to assess these sites for further infrastructure needs. Only infrastructure agreed upon in published planning documents for these two sites has been included in this assessment.

Mapping of the housing sites, together with proposed employment sites, is provided in Figures 1, 2 and 3 in section 2.1.3 below.

Table 1 Housing sites considered as part of Phase 3 of the ICS

Settlement	Site reference	Site address	Housing trajectory to 2045	Total units proposed
Earl Shilton	AS237	Earl Shilton Sustainable Urban Extension (SUE)	1581	1,581
Barwell	AS58	Barwell Sustainable Urban Extension (SUE)	1961	2,500
Earl Shilton	LPR200 + LPR216	Land South East of the A47, Earl Shilton	1932	2,513
Hinckley	AS1029, AS1031 A, AS1031 B and LPR199	Land North of Normandy Way, 'Hinckley North', Hinckley	1320	1,320
Hinckley	LPR31	Land West of Hollycroft Grange, Hinckley	530	530
Lindley Meadows	LPR235 A	New Settlement: Lindley Meadows	1604	3,000
Hinckley	LPR138	Land at Brick Kiln Street (the former Cadent site), Hinckley	195	195
Ratby	LPR107	Land South of Markfield Road, Ratby	470	470
Hinckley	LPR268	Land Adjacent to the Ashby Canal, Hinckley	150	150
Market Bosworth	LPR139	Land South of Station Road (Phase 2), Market Bosworth	200	200
Markfield	LPR70	Land East of Ratby Lane and South of Jacqueline Road, Markfield	135	135
Markfield	LPR94 A	Land South of London Road (Site A), Markfield	170	170

Barlestone	AS455	Land North of Barton Road, Barlestone	128	128
Desford	LPR151 A	Land South of Desford, Desford	550	550
Groby	LPR146 A and LPR146 B	Land South of Sacheverell Way, Groby	180	180
Barwell	LPR185	Land South of New Barn Farm, Kirkby Road, Barwell	60	60
Bagworth	LPR221	Land West of Station Road, Bagworth	46	46
Desford	LPR86	Land off Barns Way and North of Leicester Lane, Desford	70	70
Desford	LPR94 B	Land South of London Road and West of Ratby Lane (Site B), Markfield	95	95
Newbold Verdon	LPR190	Land South of Arnolds Crescent, Newbold Verdon	135	135
Newbold Verdon	LPR207	Land North West of Old Farm Lane and South of Bosworth Lane, Newbold Verdon	200	200
Higham on the Hill	LPR181	Land Between the A5 and Northwood Farm, Wood Lane, Higham on the Hill	70	70
Groby	LP152 + LPR227	Land North of Groby Road, Anstey and Land at Anstey Lane, Groby	270	270
Thornton, Leicester shire	AS33	Land off Warwick Close, St Peters Drive and Sharp's Close, Thornton	60	60

2.1.2 Employment sites

The draft Local Plan indicates a requirement of approximately 65ha of general employment land over the plan period 2024-2045 and 428,800 sqm of strategic B8 from 2028 onwards. Two of the site allocations in the table below are part of sustainable urban extensions that are also included in the housing site allocations, above. Only one other site, LPR95, has had a planning application for it submitted. In the case of the Earl Shilton SUE, part of the site has already received planning permission.

Mapping of the employment sites, together with proposed housing sites, is provided in Figures 1, 2 and 3 in section 2.1.3 below.

Table 2 Employment sites considered as part of Phase 3 of the ICS

Site reference	Site name	Area of employment land (ha)	Expected use class
LPR241	Land at Start Farm, Burbage	7.1	General employment
LPR16A	Land South of Soar Brook, Burbage	117.38	Strategic B8 / Mix
LPR259	Land East of Hinckley Park, Burbage	35.82	Strategic B8 / Mix
LPR44	Land adjoining Hinckley Waste Water Treatment Works (WWTW), Brookfield Road, Burbage	10.64	General employment
LPR243	Land at Wiggs Farm, Wood Lane/Station Road, Bagworth	11	General employment

3. Methodology

3.1 Scope of assessment

3.1.1 Topics

The scope of infrastructure topics considered in Phase 3 of the ICS followed those identified as relevant by the Council in previous phases of the study but excludes those topics where it was concluded within those studies that there was no need to identify infrastructure schemes for those topics within the final phase of the study.

3.1.2 Application of topics

These topics above, were applied to all planned site allocations at the time of production of Phase 3, reflecting those proposed for the Regulation 19 Local Plan (see Tables 1 and 2, above). The study also took a Borough-wide view at infrastructure capacity and the resulting needs for infrastructure development given current constraints and expected growth.

As expressed in section 2.1, for the two Sustainable Urban Extensions proposed (AS237 and AS58 – Barwell and Earl Shilton), as these sites are sufficiently progressed through the planning process, it was deemed inappropriate to assess these sites for further infrastructure needs. Only infrastructure agreed upon in published planning documents for these two sites has been included in this assessment.

In addition, although none of the assessed sites have received full planning permission, planning documents are available for other sites included in this study. Some include planning agreements already made in relation to the infrastructure topics assessed. These are relatively rare but where they occur, the agreement has been detailed in the schedule and the site has not been assessed any further by stakeholders or the project team against that topic in this study.

3.2 Baseline update

The baseline position for the ICS was set out and updated across Phase 1, Phase 2 and the Phase 2 Addendum studies. The baseline summaries set out across these documents remain broadly applicable and have provided the evidence underpinning the ICS and the Local Plan. These studies and their baseline information should be referred to in conjunction with the analysis presented in Phase 3.

However, a light-touch desktop review was conducted in Phase 3 to identify any further updates to the baseline that had occurred since the research phase of the Addendum study completed in Summer 2025. Stakeholder engagement, primarily focused on future infrastructure development, also included discussions over capacity and context updates since the last phases of the study, where they made a material difference to the baseline already established. In addition, we have conducted a brief review of general requirements to be met by IDPs in the latest NPPF to confirm any areas in which further context is required.

These updates to the baseline are set out within Chapter 5.

3.3 Stakeholder Engagement

A comprehensive engagement process was conducted for Phase 3 of the ICS, recognising the significant time that had passed between phases and the need to hold new discussions, beyond questions of capacity and on to infrastructure responses to those capacity challenges. Where the outcome of engagement in earlier phases of the ICS has indicated that it is unlikely to be necessary to identify infrastructure schemes to support new development in the Local Plan, relevant stakeholders for those infrastructure types were not re-consulted in Phase 3.

A briefing note was produced by the study team, and agreed with the Council. This was issued to all stakeholders as part of our initial contact with them for Phase 3, explaining the study scope and programme, sites proposed for allocation in the Local Plan and which were therefore being assessed in Phase 3, and relevant details associated with those sites (including mapping). The briefing note included an informal

proforma, so that recipients would be clear on all the information that is required from them to enable the infrastructure assessment to take place.

Engagement was conducted over MS Teams meetings, email discussions and through the submission by stakeholders of more detailed information and evidence to the study team.

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

- How each infrastructure sector currently performs, and capacity issues to address, vis-à-vis the amount of growth being considered across the Borough as a whole;
- The latest details on any infrastructure schemes which have previously been identified;
- The infrastructure capacity implications of growth from site allocations and details of what new infrastructure would be required to support these sites being delivered;
- Detail on infrastructure costs and delivery mechanisms for identified infrastructure schemes.

The table below details the stakeholder organisations that were consulted in this phase of the ICS. As indicated above, this does not represent the full body of stakeholders consulted with over the course of the ICS.

Table 3 Overview of stakeholders consulted in Phase 3 of the ICS

Stakeholder	Infrastructure themes consulted on
Leicestershire County Council	Highways Public transport Flood management Digital (telecoms) Nursery, primary and secondary education Special educational needs schooling Social Care Waste
Hinckley & Bosworth Borough Council	Open Space Indoor and Outdoor Sports Waste
National Highways	Highways
Canal & River Trust	Highways
Warwickshire County Council	Highways and rail
Network Rail	Rail
NHS Leicester, Leicestershire and Rutland Integrated Care Board	Primary and secondary healthcare
Leicestershire Fire and Rescue	Fire and Rescue Services
Office of the Leicestershire, Leicester and Rutland Police and Crime Commissioner	Policing
East Midlands Ambulance Service	Ambulance provision
National Grid	Electricity Supply
Severn Trent Water	Sewerage Water Supply
Cadent Gas	Gas Supply

3.4 Developing costs for schemes

Funding source information is derived for each infrastructure scheme through a review of the latest national, regional and local funding initiatives and projects which have the potential to contribute towards the anticipated funding gap. As part of the plan-making process, the implications are relevant to the Council's separate viability assessment of the Local Plan.

The infrastructure schedule sets out our consideration of the most likely and realistic funding sources for each scheme. This includes the potential apportionment of costs where relevant for strategic infrastructure schemes, i.e. those anticipated to meet needs arising from a number of separate sites.

The anticipated costs of an infrastructure scheme are also set out, where possible, in the schedule. The basis for these costs is information provided by infrastructure providers and other infrastructure stakeholders. In the absence of stakeholder cost data or assumptions, it was not deemed appropriate for the project team to forecast alternative figures. Establishing costs within infrastructure evidence studies for Local Plans is particularly difficult due to a number of factors. Most schemes are pre-pipeline or pipeline projects whose scope is not yet clear. The ability to estimate costs is also dependent on sector-specific and geography-specific knowledge, tending to only be held by local stakeholders in the specific sector – those already consulted for the study. If those stakeholders deem it too difficult to provide costs, it would not be appropriate for the project team to assume the ability to do so. This study is also being delivered in a high-inflation environment, making future forecasting of costs extremely difficult.

At the present time, there are a number of schemes for which costings are not possible to establish. Where this is because a scheme sits in the fourth category of scheme, above, i.e. it is being paid for by an infrastructure provider with no requirement for any developer or public funding (typically utilities schemes), this has no implications for development viability. However, in cases where the inability to establish a cost for a scheme at the present time is due to further work being required to understand scope and scale, assumptions may need to be made to inform the viability assessment.

3.5 Drafting

Drafting of Phase 3's report and infrastructure schedule commenced following the study's early desk review and alongside stakeholder engagement, once significant learnings from the stakeholder engagement process had been developed. The study team conducted significant internal review of drafts, particularly with sector experts commissioned on the study, to ensure the veracity and appropriateness of reported findings. The final element of the ICS to be developed were recommendations to the Council on policies to be included in the submitted Local Plan as well as governance mechanisms and other practices to manage the infrastructure planning process.

Once the first draft of the schedule was developed, stakeholder re-engagement took place, whereby key stakeholders consulted during Phase 3 were provided the draft schedule and an opportunity to review the information set out and provide any remaining gaps in information. This also provided an opportunity to confirm the study team's findings and to finalise any conclusions around scheme scope, deliverability challenges, costs and funding.

Drafting of the report and the schedule also went through informal and formal review processes within the Council.

3.5.1 Structure of the infrastructure schedule

The infrastructure is split in to three components. The first of these displays, in a large table format, the schedule of infrastructure to support proposed housing site allocations. It is ordered by housing site allocation, with associated infrastructure schemes arranged per site. This allows the user to assess infrastructure development needs per site. The second of these displays, in a large table format, the schedule of infrastructure to support proposed employment site allocations. It is also ordered by site allocation, with associated infrastructure schemes arranged per site. Again, this allows the user to assess infrastructure development needs per site.

The third of these tables is the Scheme Reference List, providing a reference list for the entirety of the infrastructure schemes proposed for both housing and employment sites and the Borough as a whole, ordered by infrastructure scheme. It allows users to understand the totality of infrastructure proposed and better understand how shared schemes are expected to be applied per site or contributed to per site.

Across each table, the schedules display information against the following categories (each represented in its own column)

- **Scheme Reference ID** - For ease of reference across tables, each scheme has been given a unique reference number.

- **Topic** - The infrastructure topic under which the scheme sits.
- **Sub-Topic** – Where a scheme sits within a more specific part of its infrastructure sector, this is provided a sub-topic categorisation
- **Project Name** – A name for the scheme, helping to identify it, along with its reference ID.
- **Project Description** - Summary details of the infrastructure scheme, describing its main delivery element and what it aims to achieve.
- **Project Notes** – Supplementary information to provide further supporting detail to describe the scheme, including site-specific information where the scheme is to be delivered across multiple sites/areas.
- **Settlement** - The settlement (or parish) in which the scheme would be delivered. For some schemes this will be more than one settlement or may be Borough-wide. Where a scheme is multi-site, this is indicated in the Scheme Reference List and the settlement of delivery is indicated as appropriate in the housing and employment sheets.
- **On-site / Off-Site** – Whether the scheme will need to be delivered within the boundaries of the site in question, off-site or a mixture of both.
- **Delivery body**- The infrastructure provider and/or public body with key responsibility for the delivery of the scheme.
- **Other key stakeholder(s) or delivery bodies** - Other organisations, secondary in the delivery process, who have a key role to play in the formulation or implementation of the scheme. Responsibility may be shared between several delivery bodies.
- **Delivery Period** - The broad timescales within the plan period where it is anticipated that the scheme will be delivered, broken down into five-year tranches – 2026-2030, 2031-2035, 2036-2040 and 2041-2045. The initial tranche starts in 2026, rather than the plan period start date of 2024, as the scheme is still to be initiated.. These are derived from the study team’s judgement using available data on the anticipated trajectory of development sites and the likely required alignment of infrastructure schemes and/or developer contributions. In some cases, the full period is deployed, where appropriate.
- **Priority** – This describes whether the scheme is critical, essential or desirable infrastructure given the scheme-type’s relationship to development growth. It does not reflect the specific site’s infrastructure needs but rather, given the identification of a capacity gap for that site in relation to that infrastructure, whether that infrastructure type is typically required to unlock growth. This was defined in the Phase 1 baseline study in 2020, however, this has been updated where necessary based on stakeholder engagement in Phase 3. Three categories are used to describe this prioritisation, as follows::
 - *Critical* – infrastructure that must happen to unlock growth on sites, typically including key transport and utility schemes.
 - *Essential* – infrastructure required to mitigate the impacts of development, such as education and healthcare, but which may have some flexibility around location and timing.
 - *Desirable* – infrastructure that will support the provision of sustainable development, but which will not necessarily prevent development from taking place.
- **Cost apportioned to site** – The financial contribution the site developer is expected to make to the delivery of the scheme. In some cases, this will represent the expected total cost of delivery of the described scheme for the site. However, some schemes are expected to be delivered by a mix of developer and alternative funding sources and so the developer contribution will not represent the full cost of the delivery of that scheme for the site. In many other cases within the schedule, whilst the cost apportioned to the site developer represents a contribution to accommodate the demand for capacity generated by development at that site, the contribution feeds in to a much wider

infrastructure scheme which it is not possible to provide a cost estimate for (see section 3.4 above, for more detail). **Estimated cost of total scheme** – Cost of the described scheme in its entirety. If the scheme relates to other sites or wider need, this will be greater than the cost apportioned to the site and its developer. The cost of a scheme provided is at the current point in time, where known. For many it is not currently possible to provide an indicative cost, generally because the exact scope and/or scale of a particular infrastructure scheme is not yet known. Many schemes that sites are expected to contribute to are also part of wider capacity improvements across the Borough or county. In these cases, the cost apportioned to the site (the contribution to the wider improvement scheme) is provided, where possible, but an overall cost of the scheme in question is not provided (see section 3.4 above, for more detail). This is made clear within the schedule.

- **All funding sources for total scheme** – The source or collection of entities that are expected to fund the scheme.
- **Developer contribution towards expected funding gap** – This column sets out whether the identified scheme is to be fully funded by the developer, partly contributed to by the developer (alongside other sources) and/or whether an identified pool of sites are expected to contribute to the scheme.
- **Cost Notes** – This provides detail, where appropriate, as to how cost details - total scheme and cost apportioned to site - have been derived and any other appropriate supplementary background information to cost figures.
- **Deliverability challenges** – This provides information, where appropriate, as to any perceived challenges faced in delivering the scheme. This may relate to site aspects (site physical constraints, inability to identify sufficient/appropriate sites), availability of necessary resources (staffing, physical resource, tech) and other aspects of funding not mentioned in the costs section.
- **Overall implementation challenge** – This summarises identified challenges posed by any identified funding and deliverability obstacles. The categories deployed are displayed and explained below.
 - *High* – Significant challenge to secure sufficient funding for scheme and/or significant deliverability considerations to be resolved to implement scheme based on available information.
 - *Medium* – Moderate challenge to secure sufficient funding for scheme and/or deliverability considerations to be resolved to implement scheme based on available information.
 - *Low* – No apparent challenge to secure funding for scheme and/or deliverability considerations to be resolved to implement scheme based on available information.
 - *Unclear* – Insufficient information available, given lack of identified scope, to determine the challenges to implementing the described scheme.
- **Source(s)** – This details the sources used to provide information for the described infrastructure scheme.

3.6 Limitations

There are limitations to the information provided in the schedule that should be understood by the Council given its inclusion within the evidence base for the emerging Local Plan and its subsequent use in other Council activities. The primary limitations to outline are as follows.

- At the time of production, it is not possible to establish a detailed scope for some of the infrastructure schemes included. In some cases, this is because it is very early in the development phases of the individual scheme. In other cases, common across the schedule, the relevant stakeholder has been unable to specify the particular scheme a site is expected to contribute towards or develop, but has been able to state the financial contribution that will need to be collected from the developer for that site, given its understanding of current capacity, the nature of the site proposed, the costs involved in typical capacity upgrades in that sector and the typical contribution mechanism applied to development sites. This is common in infrastructure evidence studies

supporting Local Plans given the different planning horizons for some infrastructure types, which in many cases are shorter than the nearly 20-year plan period for the Local Plan – for example primary education forecasts typically cover five years, and utility network enhancements are planned in five year assessment management periods. There are no cases where we have identified a fundamental concern about a lack of a detailed scope for an infrastructure scheme at this stage.

- A lack of scope for schemes at the time of production has also, in some cases, meant that the study has been less able to comment on potential deliverability challenges, as many aspects of deliverability can only be understood once the scope is established. Where funding and delivery mechanisms are currently uncertain, the schedule declares that the ‘overall implementation challenge’ is ‘unclear’ for that scheme.
- In some cases where scope is more apparent, it has still not been possible to establish costings. Where this is because a scheme is lead by infrastructure provider with little or no requirement for developer contributions or public funding (typically utilities schemes), this has no implications for development viability and the Local Plan. However, in cases where the inability to establish a cost for a scheme is because of the need for further work to understand scope and scale, the Council should work to develop this information in the coming years. More immediately, assumptions may need to be made within the emerging Local Plan’s viability assessment in place of costs provided by the ICS.
- Certain cost assessments from stakeholders may be considered to be superseded by any costings for the same infrastructure where the Local Plan provides policies for this infrastructure.
- Cost assessments will need updating regularly to reflect the effect of inflation. This should be conducted as part of the Council’s updating of the ICS schedule within its publication of the annual IFS.
- Infrastructure stated against employment site allocations is limited in this study. This is primarily due to the reduced expectations for employment sites, given their limited affect on demand for certain infrastructure, particularly social.. The nature of employment sites proposed, where their exact uses remain unclear, beyond their class use, also makes it less possible to understand whether further infrastructure is required to support their delivery and operation.

4. Infrastructure Provision

The Infrastructure Delivery Schedule (Appendix A) has identified planned and proposed infrastructure schemes within Hinckley & Bosworth that are necessary to support planned growth. This section summarises these schemes by theme.

4.1 Transport

4.1.1 Overview

Since the Phase 2 Addendum was prepared, further modelling work has been undertaken by AECOM (on behalf of LCC) to review the cumulative impacts of proposed Local Plan allocations across South Leicestershire². The modelling work was undertaken in two stages. Stage 1 (completed September 2024) assessed three spatial growth options. The outcomes of this assessment were reported in the Phase 2 ICS Addendum. Stage 2 (completed September 2025) involved an assessment of the Preferred Spatial Growth Option determined by the partner districts / Boroughs. This identified the strategic mitigation measures required to support Local Plan growth including active travel, public transport, modal interchange hubs, and local and strategic highway improvements. It is understood that these measures were agreed with LCC and partner local authorities and they have been used to inform the ICS.

An HBBC Local Plan Evidence Forecasting Report (July 2026) commissioned by HBBC and prepared by LCC (acting in a consultancy role) has subsequently been shared to report the outcomes of transport modelling undertaken in Leicestershire's Pan Regional Transport Model (PRTM2023). The testing has been undertaken sequentially to determine the transport network performance and user behaviour response resulting from growth proposals and mitigation measures. The scenarios tested include:

- Stage 1a: Without Local Plan;
- Stage 1b: With Local Plan;
- Stage 1c: With Local Plan and HMA Allocations across Harborough District, Blaby District, Oadby and Wigston Borough and North West Leicestershire District;
- Stage 2a: With Sustainable Measures to identify mode shift potential associated with walking, cycling and public transport improvements;
- Stage 2b: With Sustainable Measures + LTA Highway Measures to identify congested junctions and corridors on the local highway network and locations for highway mitigation measures; and
- Stage 2c: Full Intervention Package to include wider interventions required on the Strategic Road Network (SRN).

The Forecasting Report considers growth cumulatively and therefore identifies the mitigation package required to support the Local Plan in aggregate. Whilst the evidence is beneficial to this study, it is not sufficiently evolved to provide more granular detail on the suite of schemes required to enable the Local Plan's delivery. It will therefore be necessary for further outputs from this work to be considered as part of the submission and examination of the Local Plan. The ICS has been developed with reference to the and updated Draft South Leicestershire Joint Transport Evidence: Costing Mitigation Report (April 2026)³ that assesses the cost of the mitigation measures identified so far, to inform viability and deliverability assessments alongside other evidence. Highways

The HBBC Local Plan Evidence Forecasting Report (July 2026) identifies that the principal impacts resulting from the HBBC Local Plan (Stage 1b) are in close proximity to proposed allocations and on

² The Joint Transport Evidence (JTE) base covers Blaby District Council (BDC), Harborough District Council (HDC), Hinckley & Bosworth Borough Council (HBBC) and Oadby and Wigston Borough Council (OWBC).

³ AECOM (2026), *Draft Joint Transport Evidence 2.8 – Identifying Mitigation and Costs April 2026*, accessed at: https://www.harborough.gov.uk/info/20082/local_plan_examination/624/examination_library

strategic routes including the M69, A47 and sections of the A5 close to the proposed Soarbrook (LPR16A) and Land at Wapping and Harrow Farm (LPR22) developments.

Junctions identified as being impacted by the HBBC Local Plan are those forecast to experience a +5% or +30 PCU⁴ change in link flow or +250 PCU difference in junction flow between Stage 1b (With Local Plan) and Stage 1a (Without Local Plan). Across the study area, twenty junctions are forecast to be impacted in the morning (08:00-09:00) and / or evening (17:00-18:00) peak hours. Most impacted junctions are located on the A5 and A47 and many are junction accesses into development sites. In total, eleven junctions have been identified as potentially requiring mitigation.

The inclusion of emerging Local Plan allocations for neighbouring Districts / Boroughs (Stage 2c) results in morning and evening peak hour flow increases on some local routes and increased demand for M1 Junction 20 and 21 across both peaks but does not materially affect route choice within Hinckley Borough.

The South Leicestershire JTE Costing Mitigation Report (April 2026) does not identify any local or strategic highway network mitigation schemes that are required in the borough or solely attributable to development allocations within Hinckley & Bosworth. However, schemes have been identified and included in the ICS from other sources of evidence. Furthermore, the recently shared Forecasting Report (July 2026) includes highway mitigation measures at four junctions on the Local Road Network, three junctions on the Strategic Road Network (SRN) and the A5 Concept Link.

The primary mitigation response for HBBC is the promotion of sustainable travel, including active travel routes, public transport enhancements and mobility hubs to reduce pressure on the local highway network. For allocations where applications have not yet been submitted, the schedule includes walking, cycling, public transport and parking policy measures which developers are expected to comply with to enable development to come forward. It is assumed that these schemes will be agreed with LCC Highways in advance of the granting of consent and will receive full funding or a proportionate contribution from developers and therefore their delivery is low risk.

There are some strategically important routes which have been identified as requiring intervention by LCC and National Highways and several highway improvement schemes have been identified in conjunction with sites with live planning applications or consents. These schemes are recorded in the schedule using the most up to date publicly available information. Locally, the A511 Major Road Network growth corridor forms the principle committed investment from LCC, delivering upgrades to multiple junctions to tackle long standing congestion. The proposals include the introduction of part time signals on the A50 approaches to Field Head Roundabout, which is located to the east of Markfield. The scheme has been coordinated through the Coalville Transport Strategy to support housing and employment growth around Coalville but includes Field Head Roundabout in HBBC due to existing congestion issues with traffic blocking back to M1 Junction 22. The scheme is due to commence construction in winter 2026 and is being funded by the MRN investment programme and pooled S106 developer contributions secured on a proportionate basis based on scale of impact. The improvements at Field Head Roundabout will have a positive impact on the operation of the A50 near Markfield and have been represented in the base year of the JTE modelling.

Further highway measures proposed on the local and strategic road networks to support the Local Plan are set out in the Forecasting Report (July 2026). Stage 2b measures include:

- Signal staging reconfiguration and optimisation at the A47 / Dans Lane junction;
- An unsignalised roundabout at A47 / Station Road;
- An unsignalised roundabout at Desford crossroads; and
- The A5 Concept Link (further details set out below).

Additional strategic interventions included in the Full Intervention Package (Stage 2c) comprise:

⁴ In the PRTM, traffic flow is expressed in Passenger Car Units (PCU). The concept of the PCU is used to convert different vehicle types into a standardised passenger car unit for ease and accuracy of assessment

- Four arm roundabout at the A5 / Smockington Lane junction to serve the Soarbrook development (LPR16A);
- Signalisation of the A5 / Drayton Lane junction to accommodate the Lindley Meadows development (LPR235);
- Provision of a dedicated right turn lane from the A5 onto the A47 at the A5 / Long Shoot junction (which reduces the number of ahead lanes to one) with associated optimisation of the signal phasing and staging.

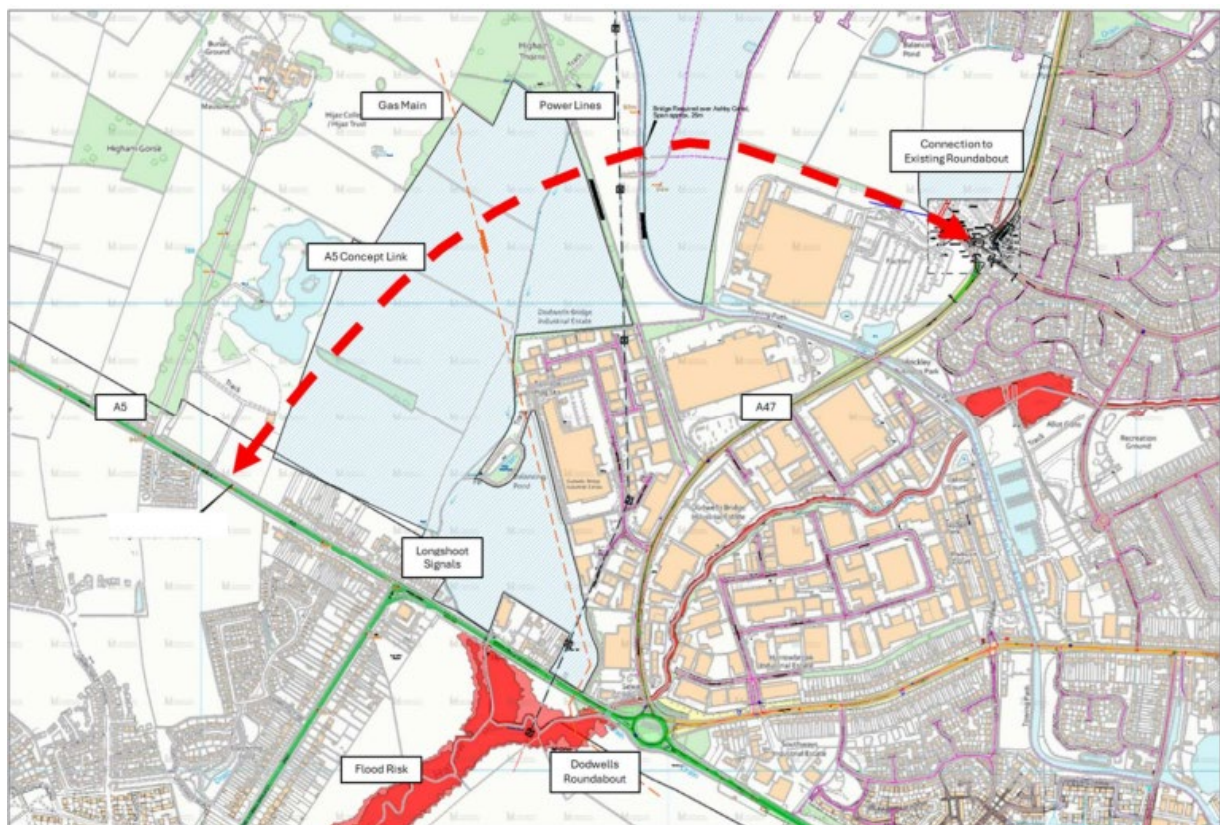
Cumulatively, these schemes and wider measures included in the Stage 2c Full Intervention Package show a 3% increase in average speed, a 12% reduction in delay and a 4% increase in travel time across the network when compared to Stage 1c (With Local Plan and HMA Allocations). However, whilst the V/C ratio decreases at the three local highway junctions where interventions are proposed, some junctions on the SRN remain heavily congested. A key finding of the Forecasting Report (July 2026) is that two key congested corridors remain, the A5 and A47, which would benefit from separate future strategies.

The recently published Road Investment Strategy 3 (RIS3) does not include any schemes within the borough for delivery in RIS3 (2026-2031). However, it identifies the A5 Dodwells to Longshoot as a priority location for a performance and capacity improvement scheme to be developed in RIS3 for construction to commence early in RIS4 (2031-2036). The A5 Dodwells to Longshoot is located to the southwest of Hinckley, providing an important connection between the M42 to the northwest and the M69 to the southeast. Further, more granular information is required through the Local Plan evidence to determine the need for a scheme at this location to support delivery of HBBC's Local Plan and whether any growth can be accommodated prior to strategic enhancements being delivered on the SRN.

LCC have also drawn up initial plans for a new route to connect the A5 to the west of the Long Shoot junction with the Dodwells Road / Normandy Way / Roston Drive roundabout. The A5 Concept Link⁵ has been identified due to uncertainties regarding the programme of improvements to be delivered by National Highways. A location plan which presents the potential route of the link is shown in Figure 4.

⁵ <https://democracy.leics.gov.uk/documents/s191532/Final%20A5%20Concept%20Cabinet%20Report%20120925.pdf>

Figure 4: A5 Concept Link Plan



LCC's committee report (12 September 2025) indicates that the A5 link road (ICS Scheme ID Ref: TR56) is expected to be a key measure in HBBC's Local Plan. The scheme has been represented in the modelling as a single carriageway 40 mph speed limit road as reported in the Forecasting Report (July 2026) albeit it is not identified in the JTE Costing Mitigation Report (April 2026). One or both of these schemes (the A5 link road and A5 Dodwells to Longshot) will likely be key to ensuring that development growth across the Local Plan period is not refused or constrained on highway grounds. However, the schemes still require viability assessments, detailed design, business cases demonstrating value for money, and investment from central government to be deliverable. Moreover, these schemes have been proposed to respond to existing regional pressures on highways, rather than to proposed allocations in the Local Plan, and the securing of significant central government funding and subsequent development is predicated on these factors, as opposed to individual aspects of the Local Plan.

Given the current lack of scheme detail, certainty, funding and granular evidence to inform an understanding of the level of reliance of the Local Plan on these strategic schemes, it would be unreasonable to suggest that this infrastructure is critical to the delivery of the Local Plan and that without them growth cannot come forward. The NPPF requires local authorities to pursue their plausible mandatory housing targets and the preparation of a plan-led vision for each area. Implementing proportionate infrastructure improvements to enable growth may still result in increased congestion from new development but the project team considers this to be the most practical way to support the development delivery the Council is targeting. Wider strategic infrastructure interventions are essential to support development challenges but a more focused review of the relationship between growth sites and strategic infrastructure is required in certain locations.

Should the scheme come forwards, it should be noted that the route would cross the Ashby canal via a new road bridge. Therefore, it would be imperative to engage with the Canal and River Trust (CaRT) at the earliest opportunity to establish feasibility and acceptability of a road bridge design. It is essential that any bridge design ensures that navigation on the canal is not impeded in any way, by providing adequate clearance over the canal to allow for boat movements. It should also be noted that any consents from the CaRT are likely to be subject to completion of a commercial agreement. As such, engagement should be

⁶ Supplied by HBBC to the project team for this study and included on BBC news article, accessed on 21/05/2026 at <https://www.bbc.co.uk/news/articles/cm2z3gd7r7jo>.

undertaken with the CaRT Estates Team to ensure that this can be factored into the anticipated costs of delivering the project.

Consequently, the schemes have been identified in the schedule as displaying a high overall implementation challenge but are of regional significance, responding to pressures within and beyond the Local Plan process. It is worth noting that decisions on these larger-scale infrastructure schemes will take place beyond the plan process, predicated on existing factors of greater significance than the site-based development proposed in the Borough.

It is not currently known whether the allocation of sites in the Local Plan is dependent upon the delivery of these schemes, albeit the delivery of sites will need to be managed until there is greater certainty around these schemes or alternative mitigation is identified.

Other highway schemes identified within planning application mitigation proposals include:

- The signalisation of Desford Road crossroads;
- Junction upgrade to signalise the Groby Road / Sacherverell Way junction;
- Widening of the A5 (W) arm and Dodwells Road arm of the A5 / Dodwells roundabout;
- Upgrade of the A47 Normandy Way / A447 Ashby Road junction;
- Field Head roundabout improvements;
- Traffic Calming Scheme along Brascote Lane; and
- A447 / B585 Bull in the Oak junction improvement.

As allocations come forward with planning applications, further highway works may be required in accordance with LCC's Highways Development Management (HDM) Policy 2, 3 and 4.

4.1.2 Rail

The only rail station serving the Borough is Hinckley, on the Birmingham–Leicester section of the CrossCountry route, which forms part of the wider Birmingham to Peterborough line. A mobility hub is proposed at the station within the JTE Costing Mitigation Report (April 2026) for the benefit of all sites across the area. No specific scheme details have been provided but mobility hubs would typically be expected to provide integration between modes, potentially including car / cycle parking, electric vehicle charging points, car club rental, bike / scooter hire, bike maintenance stations, public transport connections, parcel lockers, digital information and signage, public spaces and seating.

A Strategic Outline Business Case⁷ was submitted to the Department for Transport in Spring 2025 proposing to reinstate direct rail services between Coventry, Leicester and Nottingham by creating a dive-under at Nuneaton. The scheme has the potential to improve journey times by up to 50 minutes. If successful, the next stage will be the submission of an Outline Business Case informed by more detailed work on the engineering aspects of the project and further investigation into the benefits.

A new parkway station located midway between Nuneaton and Hinckley on the Birmingham to Leicester line near the A5 is also in the early stages of planning and is included in Warwickshire County Council's Rail Strategy 2019-2034⁸. The scheme is viewed as a new opportunity to access the rail network, support wider housing and job growth, and contribute to the delivery of a Carbon Net Zero transport network whilst simultaneously maximising the benefits for Warwickshire and Leicestershire from key regional infrastructure schemes.

The Midlands Rail Hub programme (ICS Scheme ID Ref: TR46) is proposed to deliver substantial improvements to rail capacity, connectivity and service frequency across the Midlands including up to 300 additional train services per day into and out of Birmingham and up to 20 million additional passenger seats

⁷ <https://www.midlandsconnect.uk/projects/rail/coventry-leicester-nottingham/>

⁸ <https://api.warwickshire.gov.uk/documents/WCCC-1615347118-475>

per year. As of April 2026, the Midlands Rail Hub has secured £123 million of Government funding to progress detailed design and development work of the western and central elements of the project, with a delivery alliance appointed to take the scheme forward in phases.⁹ The eastern part of the proposals which entails, amongst other things, constructing a direct access to Birmingham Moor Street station from the East Midlands has not yet received funding for the development of a Full Business Case. The scheme will improve connectivity to Birmingham and Leicester by increasing the frequency of trains to 4 trains per hour, comprising of two fast and two stopping services. Within Hinckley specifically, train frequency will increase to 2 stopping services per hour and seating capacity through Hinckley thereby increasing the capacity of services along the route, enhancing the attractiveness of rail as an alternative to private car travel. However, the east part of the proposals through the East Midlands are in an earlier development stage than the west and central sections and there is no certainty that the whole scheme will come forward within the Local Plan period.

Given the benefits and potential for modal shift that these strategic rail proposals would bring for HBBC from Hinckley Train Station, HBBC should continue to work with LCC and other regional partners including Midlands Connect to lobby for the investment to support Local Plan growth.

As a scheme of regional, strategic importance, it is clarified in the schedule that it sits beyond the Local Plan process and the Plan should not be predicated on its implementation. Please see the explanation provided in ‘Highways’, above (Section 4.1.2), in relation to the A5 link road scheme, for this position towards regional schemes of this scale and their relationship to the Plan’s progress.

4.1.3 Bus Service

No specific bus improvement schemes have been represented in the modelling and reported the Forecasting Report (July 2026). However, extrapolated customer satisfaction and passenger growth targets contained in the Leicester City and Leicestershire Bus Service Improvement Plans (BSIPs) have been used to forecast the mode shift potential for journeys between 10km and 30km in length to be made by public transport. A reduction in peak hour vehicle trips has been applied in Stage 2a to represent this modal shift.

The JTE Costing Mitigation Report (April 2026) includes two key public transport mitigations measures in Hinckley and Bosworth that will improve bus service punctuality, and therefore make services faster and more attractive, driving modal shift. These are:

- An additional lane on the Dodwells Road approach to the A5 / Dodwells Roundabout to be funded by LPR22 (Land at Wapping and Harrow Farm); and
- The removal of some parking on The Borough approach to the Regent Street / The Borough junction in Hinckley Town Centre to make room for an additional northbound approach lane to be funded by LPR138 (Land at Brick Kiln Street).

In addition, proposals have been identified within planning application mitigation proposals to enhance bus service provision, capacity and access to services including:

- Additional bus stops along the 159 Route on Stapleton Lane and investment in real time passenger information to serve AS58 (Barwell Sustainable Urban Extension);
- Enhancements to the number 2 bus service to serve AS58 (Barwell Sustainable Urban Extension) and The East Shilton SUE (AS237);
- Rerouting of the number 27 bus service and new bus stop infrastructure to serve LPR146A & LPR146B (Land South of Sacherverell Way)
- Extension of the bus service 153 to serve LPR139 (Land South of Station Road, Market Harborough); and
- A contribution towards Arriva Service 28 to meet demand LPR107 (Land South of Markfield Road).

⁹ <https://www.midlandsconnect.uk/news/funding-for-midlands-rail-hub-next-stage-of-development-announced/>

Many consented allocations have also made a contribution to provide occupiers with a bus pass for the first six months of occupation to encourage people to travel by bus and embed sustainable travel behaviours from first occupation in support of LCC's Highways Development Management (HDM) Policy 1.

As other sites come forward for planning, they may require new services / rerouting of existing bus services to effectively service the needs of occupiers wishing to access public transport. Such arrangements will be negotiated with LCC and public transport operators on a site-by-site basis.

4.1.4 Active Travel

A new area wide Local Cycling and Walking Infrastructure Plan (LCWIP) has not yet been published by HBBC but eight proposed routes within the Borough have been provided to LCC for inclusion in the JTE modelling and Costing Mitigation Report (April 2026).

Leicestershire's Cycling and Walking Strategy¹⁰ contains targets to increase cycle and walking trips to schools and education by 10%, increase commuting cycle and walking trips to employment by 10%, and increase the levels of walking and cycling trips in the county by 15% over ten years. To represent these targets, the modelling detailed in the Forecasting Report (July 2026) has assumed that trips of less than 10km in length in Hinckley, Burbage, Barwell and Earl Shilton could be shifted to walking and cycling as these locations align with the proposed LCWIP routes. An 11% reduction in peak hour vehicle trips has been applied in Stage 2a to represent this modal shift.

The Costing Mitigation Report (April 2026) indicates that routes A, C, D, I, N and AB are proposed to be funded by single allocations whilst multiple sites will contribute towards the delivery of routes L and M. The locations of these routes, nature of the schemes and prioritisation of these interventions coming forward is not reported in the JTE Costing Mitigation Report (April 2026). In the absence of this detail, these schemes have therefore been identified in the schedule as essential rather than critical to the delivery of the Local Plan.

Some of the allocations with live planning applications and consents also propose improvements to active travel infrastructure to improve integration with neighbouring facilities and nearby destinations. These schemes are considered to be critical to sites coming forward and will be funded through S106 contributions and include:

- on-site walking and cycling infrastructure;
- active travel routes to off-site public transport connections;
- the construction of new footways;
- new or upgraded crossing infrastructure;
- upgrades to Public Rights of Way;
- the replacement of stiles with accessible gates; and
- resurfacing and street lighting improvements.

Most allocations will also be required to produce a Travel Plan and Travel Packs to support sustainable travel behaviour by providing clear, location-specific information on walking, cycling, public transport and other non-car travel options available locally. Typically issued at first occupation, Travel Packs raise awareness of nearby services, routes, facilities and journey choices, helping residents to make informed travel decisions from an early stage. They form part of a wider package of behaviour change measures and are intended to complement physical transport infrastructure, public transport provision and travel planning initiatives. Through early engagement with residents, Travel Packs help to encourage modal shift, reduce single-occupancy car trips and support the delivery of sustainable development in line with national and local transport and planning policy objectives. The requirement for sites to produce a Travel Plan and Travel Pack is not listed against each site in the schedule as it is a standard policy requirement. The exception is the

¹⁰ [Cycling and Walking Strategy](#)

Barwell SUE allocation where the contribution towards a Travel Plan and Travel Pack is contained within a single consolidated S106 contribution.

4.1.5 Parking

Across the Local Plan allocations, parking demand is expected to remain a material consideration. LCC's residential parking standards¹¹ propose a minimum of two spaces for up to 3-bed dwellings and three spaces for 4+ beds with limited scope for low-parking approaches outside highly accessible centres. The highest cumulative increases will arise from the strategic and SUE allocations which will require robust on-site parking design, visitor provision, and internal management to protect highway operation, bus routes and service access, while Hinckley allocations will require particular attention to prevent off-site overspill into existing streets and town-centre parking capacity.

The transition to electric vehicles (EVs) is a key component of national decarbonisation policy. The UK Government's Zero Emission Vehicle (ZEV) Mandate, which became law in January 2024, requires 80% of new cars sold to be zero-emission by 2030, rising to 100% by 2035. This shift will significantly increase demand for EV charging infrastructure across all settlement types. In parallel, Building Regulations Part S came into force in England in June 2022. These regulations require all new dwellings with associated parking to be provided with at least one active electric vehicle charge point per dwelling.

Developers will be expected to demonstrate, through planning applications and supporting utilities strategies, that sufficient electrical capacity is available on-site, and that early engagement has been undertaken with the local Distribution Network Operator (DNO) to address cumulative impacts. The majority of EV charging infrastructure associated with new housing delivery is expected to be developer-funded.

Public charging provision plays a critical role in Hinckley and Bosworth, given the presence of established residential areas with limited off-street parking, and ongoing housing growth in and around the main settlements. Public charging expansion will continue to be supported by external funding programmes, including OZEV-backed initiatives and partnerships with charge point operators.

Within the schedule, it has been assumed that parking will be proposed in line with adopted policy and will be provided within site layouts at developers' expense. No deliverability challenges have been identified at present on the basis that proposals which do not reflect current standards will not be accepted by LCC Highways.

4.2 Utilities and Environment

4.2.1 Electricity

National Grid Electricity Distribution (NGED) are the Distribution Network Operator (DNO). NGED's biennial ten-year strategy document (known as the Network Development Plan) outlining how their network will evolve to meet future demands and address capacity constraints was updated and reissued in May 2026. However, the project team's analysis of the document revealed that it did not present an altered picture of capacity for Hinckley & Bosworth from that shown in the previous baseline studies and so does not affect the need for infrastructure provision.

NGED do not comment on individual development proposals. However, the 2025 Addendum update to the baseline included a grid capacity assessment of settlements within Hinckley & Bosworth utilising NGED's available capacity maps for the area. This outlined where capacity upgrades were needed to accommodate any future growth for each major settlement. This has been used to assign necessary network upgrades to individual sites.

Sites coming forward at Hinckley, Barwell and Earl Shilton all require significant network upgrades to facilitate operation of the site. The new settlement at Lindley Meadows may be able to rely on the existing

¹¹ <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/parking-and-making-provision-service-vehicles/street-residential-car>

supply point at Tamworth. However, given the significant scale of development anticipated here, an in-depth assessment of local grid capacity will need to be carried out in the future in conjunction with NGED to assess whether network upgrades can be avoided, if necessary.

The extent and cost of required upgrade works due to site development are unknown at this time. However, all network upgrade works are funded and delivered by the local Distribution Network Operator, which is National Grid.

NGED have also provided detail on overarching infrastructure upgrades required to facilitate expected growth in demand in Hinckley & Bosworth:

- Supply to the region comes via a 132kV ring main that originates from Coventry Grid Supply Point (GSP) and serves the Coventry, Daventry, Rugby and Hinckley areas. This ring currently has limited capacity. Additional capacity is due to be added at Coventry GSP. If further capacity is required beyond this upgrade, then a new GSP will be required, and a site for this will need to be determined. Such works will take approximately 10 years to complete.
- The main HV supply to the study area is fed from Hinckley Bulk Supply Point (BSP), which is fed from Coventry (33kV) and Enderby (11kV). There are no planned works on the 33kV network at Hinckley yet there are significant constraints on the network. To provide further capacity in the area, a new primary substation is required off the 33kV network in Hinckley. This would take a minimum of 5 years to complete.

4.2.2 Water Supply and Wastewater

Engagement was undertaken with Severn Trent Water (STW) in this phase and noted that Hinckley Sewage Treatment Works is due to close imminently, with flows transferred to Nuneaton Sewage Treatment Works. This is not anticipated to reduce capacity on the local network. They also affirmed that there was limited capacity in the network and any development over 2,500 dwellings would cause significant challenges with network performance. None of the sites proposed in the Local Plan are over this threshold.

It was also highlighted that all of their strategic sewage treatment works are now considered to feature problems of flooding. Investment for remediation of this problem is required at each site (in addition to any capacity upgrades described below).

With the above context in mind, STW undertook an assessment of sewerage provision for each of the proposed development sites. The table below shows the housing site allocations identified by STW as expected to cause significant impact on the existing supporting sewerage network without capacity upgrades.

Table 4 Severn Trent Water identification of housing sites with significant impact on sewerage network

Site Name/Ref	Expected housing delivery (up to 2045)	Sewage Treatment Works Catchment	Capacity Comments
Barwell Sustainable Urban Extension (AS58)	1961	Earl Shilton WRW	High impact on existing sewerage network, with predicted flooding at the downstream Pumping Station on Stapleton Lane
Land South of Desford, Desford (LPR151A)	550	Wanlip WRW	High impact on existing sewerage network, on both the downstream network and at the pumping station. Site cannot all be drained by gravity, some pumping will be required
Earl Shilton Sustainable Urban Extension (AS237)	1,581	Earl Shilton WRW	High impact on existing sewerage network, with predicted flooding of the upstream combined sewer
Land south east of A47, Earl Shilton (LPR200+LPR216)	1,932	Earl Shilton WRW	High impact on existing combined sewer network, may be opportunity to

			connect site directly to sewage treatment works
Hinckley North (AS1029, AS1031A, AS1031B, LPR199)	1,320	Hinckley WRW	High impact on existing sewerage network, capital scheme will likely be required
Lindley Meadows (LPR235)	1604	Nuneaton Hartshill WRW	High impact on existing sewerage network, capital scheme will likely be required
Land West of Hollycroft Grange, Hinckley (LPR31)	530	Hinckley WRW	High impact on existing sewerage network, with flooding predicted on the downstream network

Of the sites proposed in the Regulation 19 Local Plan, seven will be reliant on necessary works to improve capacity at the relevant sewage treatment works. These are all sites planned for over 500 dwellings. These are identified in the schedule.

Two sites are part of catchments for sewage treatment works that sit outside of the Borough, in neighbouring Charnwood and Nuneaton and Bedworth, that will require upgrades to accommodate planned growth. These are LPR151A at Desford, within the Wanlip works catchment area, and LPR235 at Lindley Meadows reliant on treatment works at Nuneaton Hartshill.

The extent and cost of required upgrade works are unknown at this time. However, all network upgrade works required due to growth are funded through Severn Trent Water's Asset Management Programme (AMP) cycle.

With regards to water supply, the study did not receive a site-based assessment from STW. However, through stakeholder engagement conducted for this study, STW noted that there was available capacity in the network in urban areas within Hinckley & Bosworth. This was less common in rural areas.

4.2.3 Gas

Cadent Gas are the gas supplier for the Borough. Their assessment for this study considered approximate demand and future predicted pressures analysed to assess future capacity. Where there was no predicted capacity, Cadent identified the site as requiring network reinforcement to support the development (usually in the form of new mains to support network pressures).

Their assessment of the proposed housing sites has showed that just over half of the sites coming forward will necessitate low pressure gas network reinforcement. Upgrades to low pressure networks will be required to service all sites above 500 units, with the exception of Land South of Desford (LPR151A), where there is no feasible low pressure connection. It is, instead, one of just three sites, all above 500 units, that require medium pressure reinforcement. The other sites concerned are the new settlements and urban extensions at Lindley Meadows (LPR235) and Barwell (AS58) respectively.

Cadent's assessment of the proposed employment sites shows that seven of the ten sites coming forward will require low pressure gas network reinforcement, and this includes the two larger sites at Land South of Soar Brook, Burbage (LPR16A) and Land at Wapping and Harrow Farm, Watling Street (A5), Hinckley (LPR22). Cadent have also noted that land adjoining Hinckley Waste Water Treatment Works (WWTW) - Brookfield Road, Burbage (LPR44) and Land at Wiggs Farm, Wood Lane/Station Road, Bagworth (LPR243) have no feasible low pressure connection. For medium pressure gas provision, five of the ten sites coming forward require network reinforcement although this is only required at one of the two larger sites, that being Land South of Soar Brook, Burbage (LPR16A). It should also be noted that Land North of Glenfield, Groby (Parcel A) (LPR134A) has no feasible medium pressure connection.

The extent and cost of required upgrade works are unknown at this time, and further discussions with Cadent will be required to determine the programme of reinforcement works and the likely developer contribution to these costs.

4.2.4 Flood Management

The Environment Agency (EA) operates a pre-application service where it reviews site applications as for their flood risk and approach to mitigation to assist the developer and HBBC. However, it does not maintain any flood defence infrastructure within Hinckley & Bosworth Borough Council nor does it have any current pipeline projects within the Borough. There are, therefore, no such schemes included in the schedule.

The EA recommends that when selecting sites for future development, preference is given to those sites deemed at least risk of flooding, both now and in the future, taking climate change into account. As such, no sites are suggested within this study as necessitating specific flood management schemes.

However, as sites reach planning stages, they may be required to submit technical evidence on this matter and propose flood management mitigation approaches where appropriate. HBBC have recently (April 2026) published their updated Strategic Flood Risk Assessment (SFRA)¹² which will help inform these discussions. This document has been prepared with the purpose of selecting and validating the allocation of sites for inclusion within the Local Plan. Each site has been assessed for its likely risk of flooding, and allocated a red/amber/green rating. This analysis is summarised in the table below and provides an indication of where flood risk management infrastructure may be required.

Table 5 SFRA assessment of proposed sites in Local Plan

Settlement	Site Ref	Site address	Housing trajectory to 2045	Flood Risk Rating
Anstey	LPR152 + LPR227	Land North of Groby Road, Anstey	270	Red
Bagworth	LPR221	Land West of Station Road, Bagworth	46	Green
Barlestone	AS455	Land North of Barton Road, Barlestone	128	Amber
Barwell	AS58	Barwell Sustainable Urban Extension (SUE)	1961	Red - LLFA have raised this site as a particular focus
	LPR185	Land South of New Barn Farm, Kirkby Road, Barwell	60	Green
Desford	LPR151 A	Land South of Desford, Desford	550	Red
	LPR86	Land off Barns Way and North of Leicester Lane, Desford	70	Amber
Earl Shilton	AS237	Earl Shilton Sustainable Urban Extension (SUE)	1581	Red
Earl Shilton	LPR200 + LPR216	Land South East of the A47, Earl Shilton	1932	Red
Groby	LPR146 A + LPR146 B	Land South of Sacheverell Way, Groby	180	Red
Higham on the Hill	LPR181	Land Between the A5 and Northwood Farm, Wood Lane, Higham on the Hill	70	Green
Hinckley	AS1029, AS1031 A,	Land North of Normandy Way, 'Hinckley North', Hinckley	1320	Red

¹² JBA Consulting (2026) *Hinckley & Bosworth Level 2 Strategic Flood Risk Assessment: Final Report – April 2026*, provided to authors by HBBC

	AS1031 B and LPR199			
	LPR31	Land West of Hollycroft Grange, Hinckley	530	Amber
	LPR138	Land at Brick Kiln Street (the former Cadent site), Hinckley	195	Green
	LPR268	Land Adjacent to the Ashby Canal, Hinckley	150	Green
New Settlement	LPR235	Lindley Meadows	1604	Red
Market Bosworth	LPR139	Land South of Station Road (Phase 2), Market Bosworth	200	Red
Markfield	LPR70	Land East of Ratby Lane and South of Jacqueline Road, Markfield	135	Green
	LPR94 A	Land South of London Road (Site A), Markfield	170	Red
	LPR94 B	Land South of London Road and West of Ratby Lane (Site B), Markfield	95	Red
Newbold Verdon	LPR190	Land South of Arnolds Crescent, Newbold Verdon	135	Green
	LPR207	Land North West of Old Farm Lane and South of Bosworth Lane, Newbold Verdon	200	Green
Ratby	LPR107	Land South of Markfield Road, Ratby	470	Red
Thornton	AS33	Land off Warwick Close, St Peters Drive and Sharp's Close, Thornton	60	Amber

4.2.5 Waste

Previous baseline studies outlined that there is not a significant need for new waste management facilities in response to growth in Hinckley & Bosworth as infrastructure is planned on a wider regional basis (although HBBC would need to provide a commensurate increase in waste collection vehicles and staff to accommodate the expected growth in population).

However, LCC indicated during this phase of the study that most of its recycling and household waste sites (RHWS) are now at or near capacity. As LCC does not currently plan to build further waste infrastructure, it will require additional investment in existing RHWS and/or waste transfer network sites with developer contributions sought via the planning system, as well as potential funding from other sources.

Given this position, LCC's waste service and HBBC will need consider and assess each site coming forward on a case by case basis, considering its impact on existing waste management services and infrastructure to ensure both LCC and HBBC maintain their service performance.

The schedule does not, therefore, include forecasted contributions or necessary schemes on waste. However, existing and available planning agreements for sites in the Regulation 19 Local Plan show that some sites have already made agreements on developer contributions to waste management infrastructure. They are therefore included in the schedule.

4.2.6 Digital

Although previous baseline phases identified broadband telecommunications as a critical infrastructure type, capacity within existing networks is not 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 growth. The installation of fibre optic cables within new developments is a service which BT Openreach will generally provide to developers free of charge, whilst ensuring capacity on surrounding networks is the responsibility of private broadband network operators. There are, therefore, no digital schemes identified in the schedule.

4.3 Education

As stated in previous phases of the study, there are significant pressures on school capacity across the Borough at different locations. Capacity schemes are therefore required to accommodate the demand generated by new development. These would be extensions of existing facilities and newly established schools in targeted locations to provide sufficient space for pupils.

Through engagement with LCC's education team, it became apparent that it is too early to allocate specific education capacity improvement schemes to specific sites. The study team instead calculated, in collaboration with LCC, the appropriate contributions to be made by site developers per education provision category. These calculations are explained below, under each provision category. It should be noted that for all calculations, the cost of existing school facility expansion was forecasted, rather than the cost of new builds.

This was supplemented by contextual information from LCC's education team, explaining the probable capacity improvement schemes they expect to make in relation site development and some of the challenges inherent in their delivery.

4.3.1 Nursery and Early Years Provision

Contributions to early years provision have been calculated by utilising the expected early years pupil yield per dwelling (of 2 bedrooms or more) in LCC's Planning Obligations (2019)¹³ and applying this to the overall site allocation for each site to determine the overall Early Years pupil yield for each site. Early years contributions have only been determined for sites with at least 100 dwellings, as requested in the Planning Obligations document. This pupil yield has then been applied to the latest per place expansion cost for early years provision as provided by LCC's education team for this study. This determines the maximum financial contribution each site may be required to make to support capacity expansion for early years provision.

For two sites, in Hinckley (AS1029, AS1031 A, AS1031 B and LPR199) and Newbold Verdon (LPR190), financial contributions to Early Years provision have been determined through existing planning agreements with the developers of these sites, therefore no calculations have been undertaken for these sites.

4.3.2 Primary Education

Contributions to primary education provision have been calculated by utilising the expected early years pupil yield per dwelling (not flat) in LCC's School Places Strategy (2026-31)¹⁴ and applying this to the overall site allocation for each site to determine the overall primary pupil yield for each site. This pupil yield has then been applied to the latest per place expansion cost for primary education provision as provided by LCC's education team for this study. This determines the maximum financial contribution each site may be required to make to support capacity expansion for early years provision.

LCC have suggested in their engagement with this phase of the study that they anticipate that expansions of existing primary schools and new primary schools will be needed, given current and future demand as a result of the Local Plan, as follows:

- One new three Form-Entry (FE) primary school in Barwell;

¹³ [Planning Obligations Policy Appendix.pdf](#)

¹⁴ [School places strategy - 2026 - 2031](#)

- One new 1FE primary school in Ratby;
- Three new 2FE primary schools in Earl Shilton;
- Two new 2FE primary schools (one with the potential to become 3FE) in the New Settlement (Lindley Meadows);
- A 1FE expansion of Desford Primary School (from 2FE to 3FE);
- A 0.5FE expansion of St Peters Primary School (from 1FE to 1.5FE);
- A 0.5FE expansion of Mercenfield Primary School (from 1.5FE to 2FE¹⁵); and
- A 0.5FE expansion of Newbold Verdon Primary School (from 1.5FE to 2FE).

4.3.3 Secondary Education

Contributions to secondary education provision have been calculated by utilising the expected early years pupil yield per dwelling (not flat) in LCC's School Places Strategy (2026-31)¹⁶ and applying this to the overall site allocation for each site to determine the overall secondary pupil yield for each site. This pupil yield has then been applied to the latest per place expansion cost for secondary education provision as provided by LCC's education team for this study. This determines the maximum financial contribution each site may be required to make to support capacity expansion for early years provision.

LCC have suggested in their engagement with this phase of the study that they anticipate that expansions of existing primary schools and new primary schools will be needed, given current and future demand as a result of the Local Plan, as follows:

- One new 6FE secondary school Earl Shilton;
- One new 6FE secondary school in Hinckley;
- A 0.5-1FE expansion of South Charnwood High School;
- A 2FE expansion of Bosworth Academy;
- A 1FE expansion of Heath Lane Academy (from 5FE to 6FE); and
- A 1FE expansion of Brookvale Groby Learning Campus.

4.3.4 Special Schools

Engagement with LCC identified that the preferred option is that new, large site developments of a certain size,¹⁷ would include SEND provision in any new schools that are built on-site in accordance with new SEND reforms.¹⁸ At present, LCC is awaiting further information from central government on specifically how this is to be achieved.

None of the proposed sites in HBBC's emerging plan are large enough to trigger a new SEND school. Therefore, all sites with an overall allocation of at least 100 dwellings will instead be expected to pay a contribution towards SEND and LCC will decide where best to allocate this provision dependent on need. Just four of the sites assessed in this study and proposed in the plan are under 100 dwellings and do not have SEND contributions allocated to them in the schedule.

Contributions to Primary and Secondary SEND provision have been calculated by multiplying the Primary and Secondary SEND pupil yield per dwelling¹⁹ respectively, with each overall site allocation to determine

¹⁵ However, it was noted that there may be deliverability challenges with this due to site constraints

¹⁶ [School places strategy - 2026 - 2031](#)

¹⁷ Defined as any site large enough to yield a new school (primary: 1400 homes; secondary: 4000 homes) (LCC, May 2026)

¹⁸ [CBP-10550.pdf](#)

¹⁹ [School places strategy - 2026 - 2031](#)

the overall Primary and Secondary SEND pupil yield for each site. These pupil yields have then been multiplied by the per place expansion cost of Primary and Secondary SEND provision²⁰ to determine the maximum financial contribution each site may be required to make.

4.4 Healthcare / Emergency Services

4.4.1 Primary Care

NHS Leicester, Leicestershire and Rutland ICB have provided estimated contributions to apportion to all proposed housing allocations based on their estimated population growth impact.

As they have not been able to provide specificity on the necessary healthcare infrastructure upgrades resulting from each site's development, the recommended infrastructure scheme is repeated across all housing sites – 'healthcare facility capacity development (enhancement and/or extension to existing infrastructure)' (ID: HE1).

However, the NHS ICB have identified the nearby GP surgeries applicable to each site that would be the favoured candidates for expansion to cope with an increased need for capacity. The ICB will need to work with these existing practices to develop suitable plans to mitigate growth impacts in further detail. Information on the potential to expand these GP surgeries is detailed site-by-site against scheme HE1 in the 'Deliverability Challenges' column and informs the 'Overall Implementation Challenge' score per site's HE1 scheme.

To support planned growth, the ICB may seek contributions towards healthcare infrastructure beyond the immediate GP practice. Where services are shared across practices, contributions may also be directed towards improvements to those shared services, benefiting both the surgeries and their patient populations.

4.4.2 Secondary Care

Unlike primary care, NHS Leicester, Leicestershire and Rutland ICB does not anticipate requiring housing sites to contribute towards secondary care facilities.

No new hospitals are anticipated in the region in coming years, aligning with current NHS strategic goals to move away from investment in large-scale facilities and towards community-embedded facilities.

The new £24.6 million Hinckley Community Diagnostic Centre, opened in 2025 and provides modern, accessible diagnostic services for local residents. In March 2026, it was announced that the existing Hinckley Health Centre, currently providing community healthcare, would be part of the first 27 'Neighbourhood Health Centres' to be rolled out nationally. This is part of a major, new initiative under the NHS to bring care services in to locations within communities and beyond typical, larger facilities (i.e. hospitals). They will typically co-locate GPs, urgent treatment, diagnostics, mental health, and social care in one location.

Hinckley Health Centre has been allocated NHS capital funding for this expansion in services. The initial 27 centres are planned to be open by 2027 and are the first of 50 Neighbourhood Health Centres nationwide. The reformed health centre will be open 12 hours a day, six days a week and allow patients to access a greater range of health services.

However, a long-planned scheme to develop a Day Case Unit in Hinckley was recently cancelled (February 2026) by the board of NHS Leicester, Leicestershire and Rutland ICB. This was primarily due to the declining viability of the scheme in the eight years since the scheme had been proposed, although the board identified that there is also now sufficient day-case capacity within the system.

4.4.3 Social and Care Services

As identified in the previous baseline studies, LCC are keen to develop further provision for 'extra care' across the county. As such, LCC are promoting the development of a new extra care facility on LCC-owned

²⁰ Costs provided by LCC (LCC, April 2026)

land in Hinckley and are supporting a new private extra care facility to be located in Earl Shilton. These are expected to come forward early in the plan period.

Social care, specifically extra care facilities, are not typically contributed to by site developers (unless the site in question is providing social care provision). Such facilities are typically delivered through a model whereby local authorities offer enabling support to private developers, in some cases land owned by the authority, and capital spend from private social care operators delivers new facilities, seeking a return from a future revenue stream, of primarily public funds, from placement revenue budgets for elderly residents.

Typically, a developer builds an extra care scheme while a housing provider pays the developer an annual lease payment. In some cases, additional funding may be sought through grant programmes such as Homes England routes. The developer and/or housing provider may work closely with LCC to ensure that occupancy will be fulfilled by those on LCC social care waiting lists, where rent and service charge payments ensure that annual lease payments are covered with care contracts in place, with an onsite care provider to deliver care and support for eligible tenants.

In December 2025, LCC published its Supported Accommodation and Market Development Statement, which provides an update to the Building Accommodation to Meet the Needs of People in Leicestershire: Investment Prospectus 2019-2037. The update confirms that between September 2019 and September 2025, 49 additional supported living units were delivered within Hinckley & Bosworth. However, in general, and Hinckley & Bosworth, along with Charnwood (Loughborough), North-West Leicestershire (Coalville), remains an area of relative high demand within Leicestershire.

As such, the schedule identifies that extra care facility capacity needs to grow across the Borough, Leicestershire and neighbouring authorities likely to serve residents in Hinckley & Bosworth to accommodate the expected population growth implied from development proposed in the Local Plan. Appropriately, no developer contributions are stated in the schedule. As extra care facilities are accessed by those in need, in general, in the broader region, rather than in the immediate vicinity of their home this infrastructure has been identified as ‘Leicestershire-wide infrastructure’, rather than attached to each site’s pool of required infrastructure.

4.4.4 Police

Discussions with Leicestershire Police for this study confirmed that there is minimal change in terms of the existing capacity in the Borough but that planned development in Hinckley & Bosworth (and Leicestershire more broadly) will create significant new policing demand that cannot be met by existing resources or funding streams. They have therefore indicated a desire to seek specific developer contributions per site to mitigate direct additional policing impacts from new development, and ensure community safety.

Leicestershire Police consider that sites should now contribute beyond standalone facilities and typical capital assets to a wider range of infrastructure needs, reflecting the force’s own approach to infrastructure. They have therefore suggested a broader and generalised approach across sites, requesting that contributions are made per site to cover a package of infrastructure including essential personal equipment and centralised support, infrastructure and estate support, fleet vehicles, technology upgrades and relevant crime reduction initiatives.

Requested contributions are calculated using an internal methodology that first assesses the predicted increase in crime and overall increase in population from new development to provide an assessment of the additional demand on policing. A higher per dwelling cost has been used for strategic sites and urban extensions where there is an identified requirement for additional on-site mitigation (for example, early phase Police Community Support Officers and more intensive community safety measures).

4.4.5 Fire Services

Through discussion with Leicestershire Fire and Rescue Service during previous phases of this study, it was reported that additional fire and rescue infrastructure is not anticipated as a result of future growth in Hinckley & Bosworth. Therefore, no specific schemes nor broader contributions are identified in the schedule.

4.4.6 Ambulance Services

East Midlands Ambulance Service (EMAS) does not consider individual sites and growth when planning for capacity and responding infrastructure. Rather, it takes in to account regional growth informed by NHS-held population growth projections. Therefore, the schedule does not include specific schemes nor broader contributions in the schedule.

In February 2026, EMAS approved a new 10-year Strategic Estates Plan.²¹ This confirms that the service will shift towards a ‘hub and make ready model’, dynamically deploying ambulances across communities, using real time data so the closest available crew responds to the next patient. This is aimed at improving operational efficiency, vehicle availability and staff experience. The expected impact on infrastructure capacity and needs are fewer smaller ambulance stations and consolidation in to larger hub stations. Such schemes are not attributed to individual sites in this study.

EMAS is also engaged in significant demand management initiatives to support more people in the community through ‘hear and treat’ – providing support or signposting at the point of call. This reduces the need to dispatch ambulances and will help the service accommodate a growth in patient numbers from planned development in Hinckley & Bosworth without the need for significant growth in EMAS’ fleet and workforce.

4.5 Open Spaces and Recreation

4.5.1 Open Spaces

In September 2025, Hinckley & Bosworth Borough Council published an updated Open Space Assessment²², providing a review of existing open space provision and recommended standards.

The assessment identifies a total of 533 sites in total, including 14 parks and gardens across 42 hectares. It also confirms a borough wide standard of 0.36 hectares of open space per 1,000 people, equivalent to 8.6 square meters per dwelling. The study includes a detailed quality and value assessment of individual sites and considers provision at a parish-by-parish level. This provides a borough-wide understanding of open space distribution and performance, albeit not presented as a single aggregated borough-wide metric.

Where the previous study was limited in its provision for older children and allotments, the updated study addresses these gaps and introduces an additional typology for Parks and Gardens. It also establishes clearer expectations for developers regarding the delivery of on-site open space, ensuring that provision is purposeful, high-quality and usable, delivering meaningful and well-designed spaces for play rather than residual areas left over from development constraints

The standards developed in the study have been used by HBBC to formulate contributions for each site against four categories of open space scheme for the purposes of this study. These are on-site provision of open space, maintenance of on-site open space, off-site provision of open space and the maintenance of off-site open space. Each of these four categories are based on a mix, determined by HBBC across all housing sites and all of the key open space typologies of allotments, amenity green space, equipped play, equipped children’s play space, provision for young people, provision for young people, natural & semi-natural space and/or parks & gardens. It was assumed across all four categories and their corresponding calculated contributions that the scheme involved public ownership and maintenance of open spaces, whether on-site or off-site and whether or not the developer had been involved in the delivery of the open space provision.

The Open Space Assessment included relevant cost data for provision and maintenance of open space typologies in the Borough. These rates are reviewed annually to account for changes in inflation. Standards in the assessment are derived from current Fields in Trust guidance. The assessment was developed as part of the wider evidence base for the Local Plan.

²¹ NHS East Midlands Ambulance Service (2026) *Our Strategic Estates Plan*, accessed at: https://www.emas.nhs.uk/application/files/7517/6960/5451/PB-26-31_-_Strategic_Estates_Plan.pdf

²² KKP (2025) *Hinckley & Bosworth Open Space Assessment Report 2025*, accessed at: https://www.hinckley-bosworth.gov.uk/downloads/file/8658/hinckley_and_bosworth_open_space_assessment_report_2025

Schemes are identified as coming forward within the parish of each housing site as contributions are to be spent on open spaces in the immediate vicinity of the site, managed and delivered by the local parish councils. The Open Space Assessment sets out a range of design principles and considerations by typology to aid developer, parish and HBBC consideration of open spaces in relation to the site from the outset as well as those connections between the spaces.

As with other infrastructure schemes, sites where HBBC considered progress within the planning system to be sufficiently far along, such that open space arrangements had already been discussed with development management, were not assessed by HBBC as part of the exercise described above. For these sites, where planning agreements on open space had been made and were in the public domain these were included, instead, within the schedule.

4.5.2 Sports Facilities

Schemes required for sports are distinguished between ‘sport facilities’ (largely, constructed, artificial facilities) and ‘playing pitches’ (below). Sports facilities are treated differently from playing fields and pitches in their maintenance, operation and in expectations for provision per site and for contributions from developers.

It is not yet possible to detail the specific sports facilities required at or to support each scheme. Instead, contributions from developers for sports facilities have been developed by HBBC using Sport England’s Sports Facilities Calculator (SFC). This was applied across all site allocations. The SFC estimates demand and cost for built facilities on a more flexible, population-basis, regardless of site size. Schemes have been generated for all sites (barring those where planning agreements have already been established) for swimming pools, sports halls, artificial grass pitches, tennis courts and bowls.

4.5.3 Playing Pitches

Playing pitches provide space for team sports on outdoor pitches, and form part of a network of open spaces and wider green infrastructure in an area.

It is not yet possible to detail the quantum or exact location of playing pitches required to support each scheme. Instead, contributions from developers for playing pitches have been developed by HBBC using Sport England’s Playing Pitch Calculator (PPC). It has only been applied to strategic above 500 dwellings. This reflects the approach taken in HBBC’s Playing Pitch Strategy (2025)²³, where detailed site-level modelling is only undertaken for sites of sufficient scale to generate meaningful, standalone demand. Contributions have been calculated against three schemes – Pitch provision, pitch maintenance and changing room provision.

HBBC have separately used the PPC to conduct a borough sub-area and borough-wide analysis, where the cumulative demand from all allocations included in the Local Plan is aggregated and assessed for total expected contributions per scheme. This ensures that the full demand arising from all development is accounted for, even where it is not appropriate to model sites individually. However, this has not been included in the schedule for this study to prevent double-counting. As contributions for pitch-related schemes are already displayed for strategic sites, and borough-wide analysis has included these and all sites in its calculations of demand, re-producing borough-wide contributions may result in these sites being expected to contribute twice to the same scheme.

²³ KKP (2025) *Playing Pitch Strategy Assessment Report 2025*, accessed at: https://www.hinckley-bosworth.gov.uk/downloads/file/8497/playing_pitch_strategy_assessment_report_2025

5. Recommendations

The Infrastructure Capacity Study has sought to provide a comprehensive understanding of baseline infrastructure conditions across Hinckley & Bosworth, and the implications on infrastructure networks of the development proposed in the Local Plan.

Infrastructure planning is complex, being undertaken on different cycles for different infrastructure types, and on timelines which are not necessarily the same as the plan period for the Local Plan. The ICS is therefore representative of a particular point in time - whilst the Local Plan was being produced - and the findings and conclusions within it will necessarily continue to evolve.

We recommend that the ICS is treated as a ‘living document’ throughout the examination and implementation of the Local Plan, being flexible and iterative. Where circumstances around infrastructure provision change – for example significant changes in forecast demand, or the introduction of new funding sources – the ICS may need to be revisited and revised.

We have set out a number of specific recommendations below for this ongoing process, as part of the implementation of the Local Plan. Some of these are general in nature, relating to the overall delivery of infrastructure across the borough. Others are specific to certain infrastructure types and topics, where further refinement and development of infrastructure schemes is considered to be required by the Council working in partnership with infrastructure providers and other stakeholders.

5.1 General implementation

We make the following recommendations for the general implementation of infrastructure in Hinckley & Bosworth as the Local Plan continues to be progressed:

- Ensure that the detailed wording of policies in the Local Plan will allow the infrastructure schemes identified in the ICS to be funded and delivered. They will need to provide clarity and specificity to developers where needed, but also a degree of flexibility where appropriate.
- Consider Regulation 19 representations from infrastructure providers and engage in ongoing dialogue with those infrastructure providers where relevant, continuing to iterate specific schemes. Whilst Phase 3 of the ICS has been informed by recent engagement with these infrastructure providers in early 2026, and significant changes of circumstance are therefore considered unlikely, given the nature of infrastructure planning some further refinement may still be necessary.
- Seek to establish further detail around available funding streams for identified infrastructure schemes in the infrastructure schedule, to address funding gaps – particularly where schemes are of a strategic scale or less critical to growth, and where the scale of developer contributions (in proportion to the scheme) may therefore be limited. This will be particularly relevant in the current environment at the time of writing, where inflationary pressures for infrastructure costs are significant and hence future funding gaps are uncertain – this was identified as a potential challenge by several infrastructure providers.
- Following the submission and eventual adoption of the emerging Local Plan, HBBC could work to establish whether there is a case to implement a Community Infrastructure Levy (CIL) charge in Hinckley & Bosworth or whether individual, pooled developer contributions for identified infrastructure schemes are a more effective means for securing funding.
- Where external funding sources are likely to be required to pay for infrastructure schemes, (for example schemes on the strategic road network – see topic-specific recommendations below but there, as yet, no certainty around the availability of funding, establish optimal routes and pathways to demonstrate business cases and lobby for investment.
- Establish monitoring, review and more detailed trigger mechanisms for schemes set out in the infrastructure schedule, to inform negotiations on planning applications when these come forward. This will be particularly important for all infrastructure schemes prioritised as critical to supporting

growth in the Local Plan. This should be built in to the Council's Infrastructure Funding Statements and support regular, ongoing monitoring of scheme delivery as a norm for the Council.

- Given the cross-boundary nature of certain infrastructure schemes, continue to work with neighbouring local planning authorities and county councils (both within Leicestershire and Warwickshire) to refine and implement schemes as needed.
- Work with Leicestershire County Council to inform and influence ongoing updates to the county's developer contributions guidance, ensuring that this forms a realistic basis for to plan for and fund infrastructure within LCC's remit.

5.2 Topic-specific

We make the following recommendations for the further development of topic-specific infrastructure schemes as the Local Plan is implemented:

- Given the importance of the schemes envisaged along the A5 to addressing existing pressures, highlighted above, HBBC should work with National Highways and LCC on further developing transport mitigations along the A5 to unlock dependent sites. This is alongside HBBC's negotiations and advocacy with these partners, aimed at central government, to build the case for the larger A5 schemes to be developed.
- HBBC should work with those stakeholders that have identified crucial contributions to be made by site developers but were unable to specify infrastructure schemes (e.g, the NHS ICB, Leicestershire Police, utilities providers) to develop a more refined set of schemes and asks of developers. This needs to take place prior to the latter stages of sites' progress through the planning process so that the ask of developers at final planning application stage is clear.
- In line with the Climate Change Study developed to support this emerging Local Plan, HBBC should work with stakeholders to ensure that infrastructure coming forward to support site development is carbon-efficient and aligns with the set of recommendations laid out in the study. Whilst the study provides recommendations and strategies for the implementation of local renewable energy schemes and the use of renewable energy in new developments, this sits outside of the scope of the ICS study and has not been discussed in the schedule. However, the Council might consider incorporating such schemes, when further scoped, in any future iterations of the schedule as it takes it on as a 'living document' for continued use.