

North West Leicestershire District Council
Infrastructure Delivery Plan

Part 1: Baseline Infrastructure Capacity Report

Final
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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.

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Executive Summary

This Baseline Infrastructure Capacity Report is the first of two parts of a new Infrastructure Delivery Plan for North West Leicestershire. It has been prepared in the context of the Council's ongoing review of its Local Plan. It is intended to support the overall spatial strategy and selection of sites for inclusion in the Local Plan by setting out the baseline context of infrastructure provision across the District as a whole, and in individual settlements.

This Part 1 report considers 28 infrastructure types across six infrastructure themes – transport, education, healthcare and emergency services, green infrastructure, community facilities and utilities. Through a combination of desktop assessment and extensive stakeholder engagement we have sought to set out the current performance and level of constraint for each infrastructure type, existing plans for infrastructure improvement, and conclusions on the likely further implications for future growth. This has been done based on two notional growth scenarios being considered as part of the Local Plan review – 1,000 and 5,100 new dwellings over and above existing commitments. This growth is over the period to 2039, although the Council has subsequently agreed to a slightly longer period to 2040. This change in the plan period will be addressed in IDP Part 2.

There are no infrastructure types for which our discussions with stakeholders have indicated a fundamental inability to deliver either growth option over the plan period. There are also no specific settlements whose ability to grow is fundamentally constrained by infrastructure capacity at the present time. There are nevertheless nine infrastructure types where we have identified significant implications for further growth, where careful consideration will be required to ensure that sustainable development can be achieved:

- **Highways, active travel and bus services** – Despite incremental historic capacity expansions, parts of the District's highway network remain constrained and are likely to require further mitigation to ensure that new growth does not lead to unacceptable levels of congestion. Transport modelling will be commissioned to understand these issues in more detail. Leicestershire County Council's transport strategy recognises that it is neither sustainable nor desirable to continue to induce demand with a highway-led approach to serving new development, with a need to therefore achieve modal shift through greater use of active travel and bus services. This will require development to be directed to the most sustainable locations in the District where active travel and bus networks already exist, and can be further improved.
- **Rail services** – North West Leicestershire is the largest local authority area (by population) on the UK mainland without any form of passenger rail service within it. Proposals are gradually advancing to reopen the Ivanhoe Line through Coalville, Ashby-de-la-Zouch and Moira, which would make a significant further contribution to modal shift. The Local Plan should support this reopening in conjunction with Leicestershire County Council and Network Rail. Depending on the progress of the reopening proposals between now and the publication of the Regulation 19 Local Plan, it may also be beneficial for new development to be directed to locations where it would benefit from direct access to new rail services.
- **Primary schools** – Many of the District's existing primary schools are forecast to reach capacity within five years, with limited scope for expansion. Particularly under Growth Option 2, new development is therefore likely to require the provision of several new primary schools.
- **Secondary schools** – All of the District's existing secondary schools are forecast to reach capacity within five years. Whilst there may be some limited scope for expansion, under Growth Option 2 it is anticipated that the provision of up to two new secondary schools may be necessary across the District.

- **Primary healthcare** – Discussions with stakeholders have indicated that all of the District’s existing GP surgeries are constrained. A general lack of primary healthcare capacity is also a major contributor to constraints within local hospitals. Development is likely to necessitate the provision of expanded surgeries, relocated (and expanded) surgeries, and/or the provision of entirely new branch surgeries to serve areas of growth.
- **Electricity supply** – Efforts to support a transition to a lower-carbon future, such as electric heating and electric vehicles, are forecast to have significant adverse implications for electricity demand. This means that new development could require very significant levels of investment in electricity infrastructure, with the potential to render development unviable (or reduce its ability to contribute to the cost of other forms of infrastructure). The Local Plan should therefore seek to maximise the provision of on-site energy generation in new development, such as ground source heat pumps and solar photovoltaic panels.
- **Sewerage** – Development under Growth Option 2 is likely to require expansion of some of the District’s wastewater treatment works, as well as the relocation of Castle Donington Wastewater Treatment Works given constraints to expansion on its current site.

It should also be noted that up-to-date evidence around the District’s provision of open space and playing pitches does not currently exist. Whilst there are not anticipated to be any significant implications for future growth resulting from these infrastructure types, this cannot conclusively be established in the absence of such evidence. Evidence on playing pitch provision is currently being produced by the Council, but it is understood that updated open space evidence has not yet been commissioned. It is recommended that this is done, to ensure that proposals for individual development sites can respond to local needs.

Within Chapter 5 the report sets out specific settlement-level infrastructure requirements, based on the amount of development in the two growth options that have been considered. This includes the consideration of infrastructure requirements for the potential new settlement at Isley Walton, which forms part of Growth Option 2. Our analysis establishes some potential challenges around the delivery of school and primary healthcare capacity in cases where there would be sufficient development to overload existing infrastructure that is already constrained, but not enough development to justify and fund the viable expansion of that infrastructure. Whilst it is recognised that the two growth options are notional, these conclusions should inform the selection of preferred sites for the Local Plan.

Once preferred sites have been selected, Part 2 of the IDP will be produced. That will complement this Part 1 baseline document, setting out more precise infrastructure requirements based upon the actual growth locations and quantum that will come forward. The Part 2 IDP document will also include further detail around infrastructure costs, and recommendations around the prioritisation and funding of different potential infrastructure interventions.

1. Introduction

1.1 Role of the Infrastructure Delivery Plan

North West Leicestershire District Council (referred to throughout as ‘the Council’) has commissioned Ove Arup and Partners Limited (Arup) to undertake an Infrastructure Delivery Plan (IDP) for the North West Leicestershire local authority area.

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

The Council adopted its Local Plan¹ in November 2017, which covers a period up to 2031. Shortly thereafter, the Local Plan was subject to a Partial Review which sought solely to amend Policy S1 and its supporting text, relating to the timescales for the Local Plan’s review. The Local Plan (as amended by this Partial Review)² was adopted on 16th March 2021. The Local Plan recognises the importance of identifying infrastructure to support growth and providing methods for funding and delivery. The preparation of the 2017 Local Plan was supported by an IDP³ undertaken in 2016, which identified a number of infrastructure needs within the District and set out the schemes required to meet these needs.

The Council is currently in the early stages of preparing a Substantive Review of the Local Plan., The Council has agreed that this will cover the period through to 2040, although at the time that work on this study commenced the Council was proposing an end date of 2039. This change in end date will be reflected in IDP Part 2. As part of the Substantive Review, potential housing and employment sites to meet identified development needs will be identified, along with the infrastructure required to support this growth. It is anticipated that the Plan will be published for Regulation 19 Consultation in 2023, ahead of subsequent examination⁴.

The IDP is split into two parts. This Part 1 document has been produced in advance of the Council’s final selection of sites for the Local Plan and provides a district-wide overview of baseline infrastructure capacity. It also provides a general summary of the basis on which different types of future infrastructure investment within the District will be planned, allowing these issues to be considered in the new Local Plan. A Part 2 IDP will be published in due course, supplementing this Part 1 document. The Part 2 IDP will set out the infrastructure implications of the development sites proposed for inclusion in the Local Plan in more detail, alongside further details on infrastructure costings, delivery mechanisms and prioritisation.

The IDP is partly informed by work undertaken by Arup in 2020 to produce a Potential Strategic Sites Infrastructure Study⁵. This covered the Leicestershire International Gateway area around

¹ [North West Leicestershire Local Plan \(2011 - 2031\) \(Adopted November 2017\)](#)

² [North West Leicestershire Local Plan \(as amended by the Partial Review\) \(Adopted March 2021\)](#)

³ [North West Leicestershire Infrastructure Delivery Plan \(Published June 2016\)](#)

⁴ [North West Leicestershire Local Development Scheme 2022 - 2024 \(Published January 2022\)](#)

⁵ [Leicestershire International Gateway: Potential Strategic Sites Infrastructure Study \(Published June 2020\)](#)

Castle Donington in the north of the District and established the infrastructure implications (as they were at that time) of a number of potential development locations within the study area.

Our approach to producing IDPs treats them as ‘live documents’. They provide a snapshot of infrastructure provision in an area at a particular point in time, and whilst we anticipate this document remaining broadly up to date for some time, it will need to be updated as development proposals and other circumstances within the District change. This document could therefore form the basis for further updates as the Local Plan progresses through examination and adoption, and into implementation.

1.2 Document Structure

Whilst this Part 1 Baseline Infrastructure Capacity Report is self-contained to inform the preparation of the Council’s Local Plan, in due course it is intended to be read in combination with the Part 2 Infrastructure Schedule.

- **Chapter 2** sets out the local, regional and national policy context relevant to the production of the IDP;
- **Chapter 3** sets out the scope and methodology of the Infrastructure Delivery Plan (across both Parts 1 and 2, for completeness);
- **Chapter 4** sets out baseline infrastructure provision within North West Leicestershire for each of the infrastructure themes set out in the IDP, and initial conclusions around implications for future growth;
- **Chapter 5** sets out initial conclusions on infrastructure and growth considerations for each of the District’s main settlements.

Annex A then sets out a longlist of potential infrastructure interventions that have been identified throughout the process of preparing the Part 1 IDP. In Part 2 of the IDP, these will be refined into a shortlist of infrastructure interventions linked to actual growth locations.

2 Policy Context

2.1 National Policy Context

2.1.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF)⁶ (2021) states that local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

IDPs are therefore an important part of the evidence base required for local development plans, with the purpose of demonstrating that the infrastructure requirements necessary to support the level of housing and employment growth proposed can be delivered. IDPs also detail the level of funding required, highlight potential funding sources, and also outline foreseeable funding challenges. IDPs are a key tool for local authorities when negotiating developer contributions through Section 106 agreements, or to help evidence the need for charging under the Community Infrastructure Levy (CIL).

Paragraph 16 of the NPPF states that plans should be prepared positively, in a way which is aspirational but deliverable, while contributing to the achievement of sustainable development. Specifically, the NPPF states that both strategic (paragraph 20) and non-strategic (paragraph 28) policies should set out the overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure, including transport and community facilities (such as health and education infrastructure).

Paragraph 34 goes on to highlight the challenges of balancing infrastructure requirements with development viability:

“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.”

The NPPF places emphasis on the importance of understanding viability at the plan-making stage (rather than on a case-by-case basis through the determination of planning applications). This allows it to be demonstrated from the outset that planning policies are realistic, and that the ‘costs’ to developers of those policies (such as infrastructure provision and affordable housing) do not render development unviable and unachievable. Paragraph 58 states that:

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

⁶ [National Planning Policy Framework \(Published 2021\)](#)

stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.”

The Council has commissioned a separate viability appraisal of the Local Plan, allowing the costs of required infrastructure to be fully considered.

2.1.2 Planning Practice Guidance

The Planning Practice Guidance (PPG) expands on the policy set out in the NPPF and provides an additional layer of advice in relation to the delivery of infrastructure. Paragraph 059 (reference 61-059-020190315)⁷ explains the role and function of a Local Plan in delivering infrastructure, stating that the Local Plan should identify what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan making process, discussion with infrastructure and service providers should be undertaken to collaboratively identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, local planning authorities should:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Policies should set out how identified deficiencies will be addressed; and
- Take account of strategic infrastructure, including nationally significant infrastructure, within these areas.

The PPG also states that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan.

2.1.3 Infrastructure Funding Statement

The Infrastructure Funding Statement (IFS) is a factual report which summarises the amount of developer contributions obtained, allocated and spent in the previous financial year. The requirement to produce an IFS was introduced by the Community Infrastructure Levy Regulations (2019)⁸ aiming to improve transparency around how developer contributions are spent on infrastructure. IFSs must be updated at least once each year.

In December 2021 North West Leicestershire District Council published its second IFS, covering a period from April 2020 – March 2021⁹. The IFS has three sections:

- Information on Section 106 agreements signed in the reporting year;
- Overview of the financial position at the end of the reporting year;
- Information on the delivery and provision of infrastructure during the reporting year.

North West Leicestershire District Council has not adopted CIL. As a result, contributions from Section 106 agreements between the developer and local authority along with Section 278 agreements with the highway authority are the principal sources of developer contributions. Section

⁷ [National Planning Practice Guidance](#), Paragraph 059 – Reference ID: 61-026-20190315

⁸ [The Community Infrastructure Levy \(Amendment\) \(England\) \(No. 2\) Regulations 2019](#)

⁹ [North West Leicestershire Infrastructure Funding Statement 2020-2021](#)

2.4.2 of this report provides a summary of the developer contributions held, received and spent within the District in 2020/21.

The IFS is updated annually and should be considered alongside the IDP to inform the Local Plan, inform future funding priorities and negotiate developer contributions.

2.1.4 Potential future changes from the Levelling-Up and Regeneration Bill

On 11th May 2022 the Secretary of State for Levelling Up, Housing and Communities introduced the Levelling-Up and Regeneration Bill to Parliament¹⁰. The Bill follows publication of the Levelling-up White Paper¹¹ and Planning for the Future White Paper¹² in 2020 and includes a number of proposed reforms to the planning system and the plan-making process. The Government intends that these reforms devolve power and give local leaders and communities the tools they need to make better places.

For the plan-making process, the Bill includes the following proposed changes:

- A move to fixed 30-month timescales for the preparation of local plans, from inception to adoption.
- Greater digitalisation, with moves to establish consistent data standards and reflect work being done on digital plan-making tools by various pilot local authorities.
- The introduction of standard national development management policies, allowing local plans to focus on more strategic and localised matters.
- A duty on infrastructure providers for them to engage in the plan-making process where needed.
- Replacement of the Duty to Cooperate between local authorities with a more flexible policy alignment test.

The Bill also proposes specific reforms to the developer contribution framework currently set out within the Community Infrastructure Levy (CIL) legislation:

- A locally-determined Infrastructure Levy will be charged on the value of a property when it is first sold, applied above a minimum threshold. Levy rates and minimum thresholds will be set and collected locally, and local authorities will be able to set different rates within their area. This will replace the current CIL regime, with Section 106 agreements becoming limited to the delivery of on-site infrastructure within large sites (such as leisure infrastructure or schools).
- This approach will allow developers to factor the extent of contributions into the value of land, removing the need for obligations to be renegotiated if the gross development value is lower than expected whilst allowing local authorities (and the infrastructure they fund) to share in the uplift if gross development values are higher than anticipated.
- To strengthen infrastructure delivery further, the Bill will require local authorities to prepare infrastructure delivery strategies. These will set out a strategy for delivering local infrastructure, and allocating proceeds under the Levy. The Bill will also enable local

¹⁰ [Levelling-up and Regeneration Bill \(as introduced\) \(legislation.gov.uk\)](https://www.legislation.gov.uk)

¹¹ [Levelling Up the United Kingdom White Paper \(February 2022\) \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)

¹² [Planning for the Future White Paper \(August 2020\) \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk)

authorities to require the assistance of infrastructure providers and other bodies in devising these strategies, and their development plans.

The proposals in the Bill will be further developed and consulted on by the Government, with new or amended legislation published in due course. The Bill itself will be subject to passage through the House of Commons and House of Lords prior to obtaining Royal Assent. The reforms therefore provide a useful insight into the direction of travel envisaged by the Government for the planning system, including emerging mechanisms for infrastructure planning and delivery, and reinforces the important role this process holds in facilitating sustainable and locally-led development.

However, given the number of steps still required before the proposals in the Bill are enacted in law, secondary legislation and via national policy, it is not yet known whether they will materially affect the preparation of the new Local Plan for North West Leicestershire. Therefore, this Part 1 IDP has been prepared in accordance with current legislation and guidance.

2.2 Regional Policy Context

The NPPF sets out the duty for local authorities to cooperate, recognising the crucial need for co-ordination around growth and infrastructure delivery. Local authorities within Leicestershire and around the East Midlands have a long history of cooperating successfully, with a range of organisations at a regional and sub-regional level having a role in infrastructure planning.

2.2.1 The Leicester & Leicestershire Strategic Growth Plan

The Leicester & Leicestershire Strategic Growth Plan (SGP)¹³ was published in 2018. It was prepared by ten partner organisations in Leicester and Leicestershire – Leicester City Council, Leicestershire County Council, the seven boroughs and districts, and the Leicester and Leicestershire Enterprise Partnership. The SGP provides a long-term vision addressing future challenges and opportunities across the county, looking far beyond Local Plan timescales through to 2050. It is to some extent ‘blind’ to the administrative boundaries within the county and sets out a number of opportunity areas for growth which extend across local authority boundaries. One of these is the Leicestershire International Gateway around Castle Donington and East Midlands Airport in the north of North West Leicestershire, which also extends into Charnwood borough. The SGP indicates that the Leicestershire International Gateway is a key area of opportunity and anticipates provision for significant investment in infrastructure and services to support it.

The SGP sets out a Vision that *‘By 2050, Leicester and Leicestershire will have established itself as a driver of the UK economy, exploiting opportunities for linkages across its diverse economic base, supporting its urban and rural centres, and taking advantage of its exceptional location’*. It offers, in return for government investment in infrastructure, a commitment to maximise the benefits that can be achieved from commitments that are already made in the Midlands Engine and Midlands Connect Strategies

Since its publication, various circumstances underlying the SGP have changed. This notably includes a 35% uplift in Leicester City’s housing figure under the standard national local housing need methodology, meaning that the indicative distribution of growth set out in the SGP is no longer applicable. However, it is understood that the strategic vision and approach to cooperation

¹³ [Leicester & Leicestershire Strategic Growth Plan \(December 2018\)](#)

set out in the SGP remain valid and have facilitated further work in establishing how housing and economic needs across Leicester and Leicestershire could be met (see below).

2.2.2 Leicester and Leicestershire Authorities Statement of Common Ground

In June 2022, during the preparation of the IDP, the Leicester and Leicestershire Authorities have prepared a Statement of Common Ground (SoCG)¹⁴ to address housing and employment needs across Leicester and Leicestershire. This was approved by NWLDC at a meeting of the Council in September 2022¹⁵. In addition to the involvement of Leicestershire County Council, the eight plan-making local authorities participating in the SoCG were as follows:

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley & Bosworth Borough Council
- Leicester City Council (Unitary)
- Melton Borough Council
- North West Leicestershire District Council
- Oadby & Wigston Borough Council

The SoCG follows the publication of a Housing & Economic Needs Assessment (2022)¹⁶ which identified a Housing Market Area (HMA) and Economic Market Area (EMA) covering the whole of Leicester and Leicestershire. The SoCG has been produced to try and ensure that the housing and employment needs of Leicester and Leicestershire are met through to 2036, including by apportioning any need that cannot be met within individual local authority areas.

The housing need for North West Leicestershire and HMA based on the governments standard method in total is as follows:

Area	Housing Need 2020 – 2036	Housing need per year
North West Leicestershire District	5,952	372
Leicester and Leicestershire Total	91,408	5,713

Table 1: Housing need identified for North West Leicestershire during period 2020 – 2036.

The SoCG identifies a theoretical capacity for 173,721 homes across the HMA until 2036. When set against the total housing need of 91,408 across the HMA, the authorities agree that there is flexibility to re-distribute provision around Leicester and Leicestershire. Leicester City Council is the only authority to be identified as having an unmet need – assisting Leicester to meet its unmet need is therefore a key element of the SoCG.

The SoCG therefore proposes a distribution of housing growth which takes account of this unmet need, but also considers the balance between jobs and homes in each local authority area and the future deliverability rates. For North West Leicestershire, this results in a housing figure of 686 dwellings per annum until 2036.

¹⁴ [Leicester & Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs \(June 2022\)](#)

¹⁵ [North West Leicestershire District Council - Council meeting minutes \(6 September 2022\)](#)

¹⁶ [Leicester & Leicestershire Housing & Economic Needs Assessment \(April 2022\)](#)

Leicester City also has an established unmet need for employment land of 23 hectares. However, the SoCG establishes that all of this need will be met within Charnwood.

2.2.3 East Midlands Development Corporation Programme

The East Midlands Development Company has been formed by five local authorities in the East Midlands – North West Leicestershire District Council, Broxtowe Borough Council, Rushcliffe Borough Council, Leicestershire County Council and Nottinghamshire County Council. It intends to maximise the transformative potential of three major development and regeneration sites, strategically located at the heart of the region – the East Midlands Airport area (within North West Leicestershire), Toton and Chetwynd Barracks (Broxtowe) and Ratcliffe-on-Soar Power Station (Rushcliffe). The Development Company brings together the ambition of local business, academia and government partners, and is on a trajectory towards being formalised as a development corporation. This has the potential to include the transfer of some planning powers from local planning authorities to the future development corporation.

The overall ambition across the three sites is to create around 80,000 new jobs and add billions in value to the regional economy, by accelerating the delivery of development whilst ensuring it is ambitious in scale and high quality. The Development Company's plans for the East Midlands Airport area would harness its role as the UK's most important cargo airport, coupled with the significant logistics offer at the SEGRO East Midlands Gateway site. Further growth in the area will evidently require careful consideration of impacts on infrastructure, notably the transport network. It is anticipated that infrastructure delivery within the area will partly be facilitated by the future development corporation.

Plans for the East Midlands Airport area and for the development corporation more generally are also linked to the designation of East Midlands Airport and the East Midlands Gateway Industrial Cluster as part of the UK's only inland Freeport¹⁷, where businesses are able to benefit from an advantageous taxation regime. This is intended to drive economic regeneration, creating thousands of jobs whilst boosting skills and making advancements towards net zero carbon.

2.3 Local Policy Context

2.3.1 North West Leicestershire Local Plan

The North West Leicestershire Local Plan was adopted on 21st November 2017 and covers the period to 2031. The Local Plan acknowledges the importance of providing appropriate levels of a range of infrastructure types to support the growth identified within the Plan and sets out methods for delivery. This includes Policy IF1, which requires new development to be supported by and make contribution to new physical, social and green infrastructure. The 2017 Local Plan was evidenced by an IDP undertaken in 2016, which has informed negotiations on proposed developments between the Council and developers as well as agreements on funding and infrastructure delivery with other organisations.

Policy S1 of the 2017 Local Plan committed the Council to immediately begin a 'partial review' of the plan, to be submitted for examination within 2 years. This review was necessary to address a shortfall in employment land within the District, and the potential need to provide for unmet

¹⁷ [East Midlands Airport and Gateway Industrial Cluster \(EMAGIC\) | East Midlands Freeport](#)

housing need from other Leicestershire authorities. The Local Plan (as amended by the Partial Review) was ultimately adopted by the Council on 16th March 2021, although given the ongoing lack of certainty around unmet housing and employment needs (see 2.2.1) the main purpose of the Partial Review was to defer resolution to of these matters to a Substantive Review of the Local Plan.

The Substantive Review has been progressed in parallel with the Partial Review. An Issues Consultation was undertaken between February – April 2018¹⁸ and Emerging Options Consultation was undertaken between November 2018 – January 2019¹⁹ prior to the publication of the Partial Review. This IDP has been prepared to support the Substantive Review of the Local Plan, which will cover the period to 2040. Consultation was undertaken on Development Strategy and Policy Options between January – March 2022²⁰ – this document described a number of key issues that the Substantive Review must address, including options for how housing and employment development might be distributed across the District, as well as more specific policy topics such as how climate change might be addressed.

In order to support the ongoing preparation of the Substantive Review (including Regulation 18 consultation), this IDP provides an updated baseline of infrastructure needs across infrastructure types within the District and identifies the potential infrastructure interventions required to inform the Council’s growth strategy and site selection.

In due course, Part 2 of the IDP will support the Regulation 19 stage of the Substantive Review Local Plan and set out the infrastructure implications of proposed development sites.

2.4 Funding and Delivery

In addition to identifying what infrastructure might be needed to support growth within the North West Leicestershire, the IDP has an important role in establishing potential funding and delivery mechanisms. There are many sources of funding available for the provision of infrastructure, with this section providing an overview of these and how they can potentially support the delivery of the infrastructure required to support the new Local Plan.

2.4.1 Developer Contributions

Development in North West Leicestershire is subject to Leicestershire County Council’s Planning Obligations Policy²¹. For relevant infrastructure types, analysis around provision in this report is based upon the standards or requirements set out in the Policy.

The Policy sets out the requirements for, and the approach to, the type and level of infrastructure the County Council will seek through planning obligations for those infrastructure types it has a responsibility for, in order to make the impacts on those infrastructure types acceptable in planning terms:

- Adult social care (Contributions on a case-by-case basis)

¹⁸ [North West Leicestershire Issues Consultation \(February 2018\)](#)

¹⁹ [North West Leicestershire Local Plan Review - Emerging Options Consultation \(November 2018\)](#)

²⁰ [North West Leicestershire Local Plan Review - Development Strategy and Policy Options \(January 2022\)](#)

²¹ [Leicestershire Planning Obligations Policy \(July 2019\)](#)

- Waste and recycling facilities (Contributions on a case-by-case basis)
- Primary and secondary education, including special educational needs provision (With established numerical formulae to calculate contributions)
- Highways and transport (Contributions on a case-by-case basis)
- Libraries (With established numerical formulae to calculate contributions)

Requirements for other infrastructure types are typically negotiated between North West Leicestershire District Council and developers on a case-by-case basis. As part of the process of preparing the new Local Plan, the Council should consider whether evidence in the IDP (or elsewhere) suggests a need to adopt consistent formulae-based approaches to securing contributions for other infrastructure types – for example, green infrastructure.

2.4.2 Section 106 Contributions

As outlined earlier, the Council has not adopted CIL. The only sources of developer contributions from development in the District are therefore Section 106 agreements and Unilateral Undertakings between the developer and local authority (and potentially also Leicestershire County Council, and Section 278 agreements with Leicestershire County Council as local highways authority).

Section 106 (S106) agreements can be made between developers and the Council to provide funding for infrastructure or make other legal commitments (such as to provide a certain proportion of affordable housing). Developer contributions are required (NPPF paragraph 56 and Regulation 122 of the CIL Regulations 2019) to meet the following tests:

- They are necessary to make the development acceptable in planning terms;
- They are directly related to the development; and
- They are fairly and reasonably related in scale and kind to the development.

The Council's Infrastructure Funding Statement sets out the amount of S106 funding dealt with by the Council during 2020/2021:

- £1.6 million was received by the Council from S106 contributions received from developers.
- £85,000 of S106 contributions was agreed between the Council and developers on new development schemes, although this was somewhat less than average.
- 13 non-monetary contributions were provided by developers through S106, including the provision of 105 new affordable houses.

2.4.3 Section 278 Agreements

Section 278 (S278) agreements can be made between developers and Leicestershire County Council (as the local highway authority) to make permanent alterations or improvements to a public highway, in connection with a planning approval. The works covered by a S278 could include changes to the highway to access a site (such as the provision of a new junction, traffic lights or other priority measures), as well as off-site works necessary to mitigate the impacts of development (such as improvements to a nearby junction which will experience increased traffic flows).

A S278 typically gives developers the authority to undertake works themselves (or for a contractor to do so on their behalf), with a requirement that works are completed to the satisfaction of the local highway authority. This means that all of the costs associated with works under an S278 are borne directly by the developer. Where S278 agreements make reference to financial contributions (for example works agreed in the S278 that have not been carried out), these monies are collected by Leicestershire County Council.

2.4.4 Government Funding

It is typically expected that funding from developer contributions will be insufficient to cover all infrastructure costs in an area – particularly those which are not directly linked to the impacts of development. Funding from central government is therefore crucial in addressing funding gaps. These are often competitive processes, with funding bids required to demonstrate delivery against national objectives (such as increased rates of housebuilding, or economic growth). Government funding streams also tend to run as programmes and/or be awarded in rounds, meaning that the existence of a fund today cannot be taken as a guarantee that a fund will exist in the future. Leicester and Leicestershire has previously been successful in obtaining Government funding in recent years.

Two rounds of funding have been secured from the Local Growth Fund, since 2015. This represents a total Growth Deal funding package of £127 million²². This has enabled investment into areas including the transport network, digital infrastructure and flood risk management.

2.4.5 Provision by infrastructure providers

Some infrastructure provision is made directly by infrastructure providers, as a result of external funding packages. This is particularly the case for utilities, where infrastructure providers develop investment packages for fixed periods of time (typically five years) in response to the levels of growth and pattern of demand changes that they expect. The costs associated with these are then agreed with the relevant industry regulator and reflected in bill payments by consumers.

Developers also pay connection charges to these providers, agreed between the two parties. These are known costs that should be factored when considering the viability of development but are effectively third-party and the Council has no role in agreeing the charges nor seeking the money from developers.

2.5 Principles of Cost Apportionment

The new Local Plan provides the opportunities to consider (and test the viability of) the level of developer contributions that can be obtained to fund new infrastructure. Given the scarce funding environment in which infrastructure planning typically takes place, the new Local Plan provides an approach to maximise contributions and minimise the extent of any funding gaps, in line with evidence to demonstrate that developers are still able to make an acceptable level of profit.

To provide a framework for this, where infrastructure would serve more than one site, it would be beneficial to ‘attribute’ infrastructure costs to the development sites that would benefit. This would need to be done on a fair and proportionate basis between different schemes, to ensure that developers only pay the share of the cost which arises as a result of the impacts that they create. Any such approach to apportionment should therefore be based on the following principles:

- Infrastructure interventions should be matched to those development(s) which result in that intervention being required, through consultation and evidence base information (e.g. transport modelling / travel to school patterns and catchments).
- Contributions should be equitable between developments, in proportion to the scale of the development and level of impact or generated demand.

²²[Leicester and Leicestershire Enterprise Partnership - Local Growth Fund Investments \(leep.org.uk\)](https://www.leicestershire.gov.uk/leicester-and-leicestershire-enterprise-partnership-local-growth-fund-investments)

- Contributions are proportional to the level of impact or generated demand resulting from planned growth, based on likely trip generation, housing unit number, numbers of anticipated residents and other means as appropriate.
- For schemes likely to have a cross-boundary catchment (such as GP surgeries), the Council should liaise with neighbouring authorities with a view to contributions being apportioned to developments in that neighbouring authority area on the same basis.
- The funding framework should be consistent with policies in the Local Plan, neighbouring authorities' Local Plans where relevant, and approaches taken to establishing the scale of planning obligations by Leicestershire County Council.

3 Approach and Methodology

The preceding chapter of the document has set out the contextual issues that have been considered in preparing the IDP. This chapter sets out the approach and methodology that has been taken to reach the initial baseline conclusions on infrastructure capacity within the district set out in Chapters 4 and 5, and the longlist of infrastructure schemes set out in Annex A.

The production of this IDP for North West Leicestershire has been split into two parts. This Part 1 document has been produced in advance of the Council's final selection of sites for the Local Plan and provides a district-wide overview of baseline infrastructure capacity. It also provides a general summary of the basis on which different types of future infrastructure investment within the District will be planned, allowing these issues to be considered in the new Local Plan. A Part 2 IDP will be published in due course, supplementing this Part 1 document. The Part 2 IDP will set out the infrastructure implications of the development sites proposed for inclusion in the Local Plan in more detail, alongside further details on infrastructure costings, delivery mechanisms and prioritisation.

For completeness, this chapter sets out the approach and methodology to be followed across both parts of the IDP. However, the production of an IDP needs to be flexible, and allow ongoing iteration and the incorporation of new information which arises during its production. Tasks such as stakeholder engagement will therefore be continuous across both parts of the IDP.

3.1 Part 1 – Baseline Capacity Assessment

3.1.1 Review of existing evidence and strategy

At the outset of the project, a detailed review was undertaken of the national, regional and local policy and strategy context relating to infrastructure provision in North West Leicestershire. This has included:

- The existing Local Plan, and the 2016 IDP that supported it.
- The 2020 Potential Strategic Sites Infrastructure Study for the Leicestershire International Gateway area of the District.
- National and sub-regional policy documents, such as the 2018 Leicester and Leicestershire Strategic Growth Plan.
- District and Leicestershire-wide evidence on development needs.
- Strategy and policy documents produced by the District's infrastructure providers.
- Regulation 18 consultation responses made by the District's infrastructure providers, and other key infrastructure stakeholders.

A full list of the documents reviewed for the IDP is contained in Appendix A.

This exercise provided an understanding of existing infrastructure gaps and anticipated changes to the baseline levels of provision and performance. This review process enabled it to be identified that highway capacity within the local road network in particular was likely to be an area for significant focus, given the recent and planned growth within North West Leicestershire area and neighbouring authorities; particularly the Leicestershire Gateway strategic area. This set the focus for the work throughout the subsequent tasks – particularly the interactions with stakeholders.

3.1.2 Engagement with infrastructure providers

Effective and timely engagement with relevant stakeholders and infrastructure providers is an essential component in the production of an IDP. Whilst the conclusions reached through the IDP reflect our own analysis, they are very much informed by the expertise of those who know and understand their infrastructure networks.

A number of meetings were held with infrastructure providers between March and May 2022. A full list of stakeholders that were engaged and the infrastructure types discussed with them is set out in Table 2 below. We were successful in engaging with infrastructure providers for all of the infrastructure types covered in the IDP, except for fire and rescue services and cemetery provision.

Stakeholder	Infrastructure Types Discussed
Leicestershire County Council	Highways Public transport Active travel Digital infrastructure Flood risk management infrastructure Waste management infrastructure Primary education Secondary education Special educational needs provision Early years provision Libraries Social care provision
National Highways	Strategic highway network
Midlands Connect	Strategic highway network
Severn Trent	Water supply Sewerage
Cadent Gas	Gas supply
Western Power	Electricity supply
Nottinghamshire Clinical Commissioning Group	Primary healthcare (Kegworth area)
West Leicestershire Clinical Commissioning Group	Primary healthcare (All of District, except Kegworth)
University Hospital Leicester NHS Trust	Secondary healthcare
Leicestershire Police	Policing
East Midlands Ambulance Service	Ambulance provision
North West Leicestershire District Council	Parks and open space Sports and leisure provision Allotments

Table 2: Infrastructure providers engaged with during the production of the IDP, and infrastructure types discussed

In our discussions with infrastructure providers, we sought to obtain information and understand:

- How the relevant infrastructure type currently performs within the District – whether there are any capacity issues, deficits or surpluses;
- What infrastructure schemes exist or are being developed to address identified existing and potential future needs;
- The potential implications of levels of planned growth and the basis on which additional future demands created by new development would be planned for, including approaches to establishing demand; and
- The costs of identified schemes, and preferred approaches to funding.

Because of the stage of production that the Local Plan was at during Part 1 of the IDP, it was not possible to share exact growth quantum with infrastructure stakeholders. However, to ensure that infrastructure providers still had a basis upon which to comment on the potential implications of growth, each was provided with a briefing note which set out two potential indicative development

scenarios. These are set out in Tables 3 and 4 below. The two scenarios were agreed by the Council’s Local Plan Committee in October 2021²³ as potential approaches to meet two different levels of future housing growth, providing flexibility around the approach to eventually be taken in the Local Plan. Part 2 of the IDP will explore the infrastructure implications of the actual level of preferred growth in further detail.

The outcomes of discussions with stakeholders are reflected throughout Chapters 4 and 5.

Option 1 – 512 dwellings per annum 2020-2039	Completions 2020/21	Projected Completions to 2039	Sites TBC in new local plan	Total
Coalville	212	4,229	500	4,941
Ashby-de-la-Zouch	187	2,135	150	2,472
Castle Donington	73	727	150	950
Ilstock	27	44	67	138
Kegworth	33	279	67	379
Measham	17	304	67	388
Sustainable villages (Various)	135	261	Nil	396
New settlement (Isley Walton)	Nil	Nil	Nil	Nil
Other locations / Small sites	18	58	Nil	76
District total	702	8,037	1,000	9,739

Table 3: Growth scenario option 1

Option 2 – 730 dwellings per annum 2020-2039	Completions 2020/21	Projected Completions to 2039	Sites TBC in new local plan	Total
Coalville	212	4,229	1,785	6,226
Ashby-de-la-Zouch	187	2,135	383	2,705
Castle Donington	73	727	383	1,183
Ilstock	27	44	170	241
Kegworth	33	279	170	482
Measham	17	304	170	491
Sustainable villages (Various)	135	261	255	651
New settlement (Isley Walton)	Nil	Nil	1,785	1,785
Other locations / Small sites	18	58	Nil	76
District total	702	8,037	5,100	13,839

Table 4: Growth scenario option 2

Within Part 1 of the IDP, analysis and discussions with stakeholders have focussed on potential residential growth only. This reflects the fact that evidence to understand levels of need for new employment floorspace across Leicestershire was still being produced during the production of Part 1, with potential levels of employment floorspace provision within North West Leicestershire therefore not having been established. The infrastructure implications of employment development will be considered within Part 2 of the IDP.

3.1.3 Engagement with neighbouring authorities

Infrastructure needs and infrastructure networks do not align with administrative boundaries, making it important to discuss potential cross-boundary infrastructure implications with neighbouring authorities. This is particularly the case for this IDP, given the likely need for the Council to assist in meeting unmet housing need from Leicester and significant cross-boundary initiatives taking place such as the East Midlands Development Corporation.

North West Leicestershire is adjoined by seven local authorities. Discussions were able to take place with five of these authorities in May and June 2022:

²³ Report to NWLDC Local Plan Committee on the Local Plan Substantive Review, 27 October 2021

- Erewash Borough Council (Derbyshire)
- Hinckley & Bosworth Borough Council (Leicestershire)
- North Warwickshire Borough Council
- Rushcliffe Borough Council (Nottinghamshire)
- South Derbyshire District Council

Unfortunately, it was not possible to hold discussions with the remaining two neighbouring authorities throughout the preparation of the Part 1 IDP. Officers from Charnwood Borough Council (Leicestershire) have been focussed on the examination of the Charnwood Local Plan, although given extensive discussions between the two authorities under the Duty to Cooperate, infrastructure linkages between them are nevertheless well understood. It was also not possible to hold discussions with Lichfield District Council – however, given the very limited infrastructure linkages between the two districts, this is not considered to be detrimental to the IDP. Nevertheless, efforts will be taken to continue to engage with Charnwood and Lichfield (as well as other neighbouring authorities as required) throughout Part 2 of the IDP.

The same briefing note was shared with neighbouring authorities as for infrastructure providers, setting out potential levels of growth by settlement under the two indicative development scenarios. Discussions with neighbouring authorities explored the following matters:

- Any particularly notable or unusual infrastructure relationships with North West Leicestershire – such as cross-boundary education flows, shared reliance on utilities infrastructure etc;
- Whether the growth options identified for North West Leicestershire would place demand upon existing infrastructure provision within the neighbouring authority, which the IDP (or Local Plan more generally) will need to consider; and
- Whether there could be any impacts to infrastructure within North West Leicestershire as a result of growth planned within the neighbouring authority’s area.

The outcomes of these discussions are reflected throughout Chapters 4 and 5.

3.1.4 Assessment of growth and infrastructure capacity

Utilising the outcomes of analysis and engagement in the previous three stages, we have assessed the District’s current infrastructure, and provided commentary on the resultant baseline growth potential – i.e. that which only factors existing planned infrastructure upgrades. We have used benchmark infrastructure standards to do this wherever possible, or location-specific information provided to us by infrastructure stakeholders.

We have utilised these findings to produce settlement-specific conclusions that will assist the Council in selecting sites and forming an overall development strategy. This has included reporting on any existing infrastructure deficits within settlements which may need to be addressed, in addition to planned growth.

The study has identified the infrastructure implications for each of the settlements where growth is anticipated as part of one or both of the growth options set out in Tables 3 and 4. These settlements, and their significance in the existing Local Plan’s settlement hierarchy, are listed in Table 5 below.

Given the potential for development to be delivered through a new settlement at Isley Walton as part of Growth Option 2, we have also separately set out the anticipated growth implications of development in that location.

Settlement type	Settlements
Principal Town	Coalville Urban Area
Key Service Centres (Towns)	Ashby-de-la-Zouch, Castle Donington
Local Service Centres (Towns)	Ilkeston, Kegworth, Measham
Sustainable Villages	Albert Village, Appleby Magna, Belton, Blackfordby, Breedon-on-the-Hill, Coleorton (Lower Moor Road area only), Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Woodville (within North West Leicestershire), Worthington
Potential new settlement	Isley Walton

Table 5: Settlements considered and their type in the District's existing settlement hierarchy

In cases where discussions with stakeholders indicate a need to consider future infrastructure requirements on a catchment area basis (this could for example be conceivable for infrastructure types such as primary education and sewerage), our conclusions are made on the basis of groups of settlements.

3.1.5 Production of a longlist of potential infrastructure schemes

This has been the final stage in the production of Part 1 of the IDP. The longlist provides a concise summary of the various potential infrastructure schemes identified within Chapter 4. In addition to setting out the details of each scheme and its location, the longlist makes clear whether the scheme is required to address existing constraints, future demand associated with new growth, or both.

The longlist also sets out our current understanding of the likely costs of each infrastructure scheme, and an indication of the anticipated phasing and interdependencies of each scheme. Our primary source of cost information has been the information provided to us directly by infrastructure providers, who are responsible for costing and negotiating improvements to their networks. We have also sense-checked figures using our own in-house cost consultants where necessary, or where indicative costings are unavailable. In many cases, it has been necessary to indicate that costs are subject to the scope and scale of an infrastructure scheme – this is a necessity at this stage given the lack of specific proposed development sites and quantum which schemes will need to respond to.

Refinement of the longlist of schemes, and their associated costs, will be the focus of Part 2.

3.2 Part 2 – Production of the Infrastructure Delivery Schedule

3.2.1 Part 2 commencement

At the start of Part 2 of the IDP, the findings of Part 1 will be adjusted and 'fixed' as necessary. This will depend upon the length of time which passes between Parts 1 and 2 of the IDP process. This will also be the point in time at which we fix the development locations and quantum to be considered within Part 2 of the IDP.

3.2.2 Refining the infrastructure longlist

Within this task we will narrow-down the infrastructure intervention longlist produced in Part 1. This will be done by assessing what the precise infrastructure impacts of development – both individual and cumulative – are likely to be. Further engagement with infrastructure stakeholders would be undertaken at this stage to confirm that our understandings of constraint from Part 1 remain correct – again dependant upon the length of time that passes between Part 1 and Part 2 – and to seek stakeholders' advice on the infrastructure implications of the preferred sites and developments which have been selected.

At this stage, when economic needs and preferred sites for new employment development will have been established for North West Leicestershire, the IDP will also be able to consider the infrastructure implications of these.

3.2.3 Finalisation of the infrastructure delivery schedule

To finalise Part 2 of the IDP, a more detailed assessment will be undertaken of the phasing and interdependencies inherent between different infrastructure schemes. This will include the identification of relevant trigger points (such as points in time or quantum of development) beyond which certain infrastructure schemes will be required.

Where possible, the costings of each infrastructure scheme will be set out in further detail at this stage, including confirmation with infrastructure providers and sense-checking with our internal cost consultants where relevant. This would allow the production of a finalised infrastructure schedule 'shortlist', specific to the Local Plan's preferred development strategy.

The infrastructure schedule will set out recommendations for the prioritisation of infrastructure, recognising that it needs to be provided in a scarce funding environment where it is likely that funding gaps will exist. Accordingly, the IDP needs to set out a realistic approach to delivering infrastructure that is most critical to supporting growth, whilst still setting out a supportive pathway to the delivery of other important infrastructure which helps to secure sustainable development.

It is anticipated that ongoing discussions will be undertaken with officers as part of this final task to allow a process of refinement to take place – for example, to understand whether identified schemes would in practice be likely to be capable of being funded through developer contributions. This will also allow us to understand cases where developers promoting sites have already committed to the delivery of certain infrastructure schemes (such as new schools) as part of their proposals to the Council.

4 Conclusions by Infrastructure Theme

This chapter sets out conclusions for each of the infrastructure types considered throughout the preparation of the IDP. Under each theme, the following are set out:

- The pattern of existing provision for that infrastructure type, including any challenges and capacity issues that have emerged through the discussions undertaken with infrastructure providers;
- A summary of emerging schemes proposed to address identified or are otherwise required to address wider pressures; and
- Recommendations to be considered during the preparation of the new Local Plan (which are then explored at a settlement level in Chapter 5), to understand and address emerging infrastructure pressures.

A summary of the schemes identified throughout this chapter are set out in the longlist of potential infrastructure interventions, which forms Annex A. This longlist will be refined in Part 2 of the IDP.

4.1 Transport

This section considers all modes of transport provision within North West Leicestershire. Transport infrastructure of one form or another is likely to be utilised by most residents on a daily basis, as well as by every visitor to the District. The provision of transport infrastructure, particularly that which supports the transition to zero carbon, therefore has a crucial impact on how the District operates – on the environment, on the economy, and on quality of life.

4.1.1 Existing provision

Highways - The highway network within North West Leicestershire is shown on Figure 1 below, and comprises:

- The M1, A42/M42 and A453 trunk roads, forming part of the strategic highway network managed by National Highways.
- The A50 trunk road managed by A50 Connect Limited on behalf of National Highways, also forming part of the strategic highway network.
- The A6, A444 and A511, primary A-roads complementing the strategic highway network which are managed by Leicestershire County Council as the local highway authority.
- Other A-roads and B-roads such as the A447 and A512, also managed by Leicestershire County Council as the local highway authority.

North West Leicestershire benefits from excellent strategic road access and connectivity outside of the District, with the Junction 23A/24/24A complex on the M1 being a ‘crossroads’ of the national strategic highway network. This provides the District (particularly parts close to the strategic highway network) with fast access to cities including Derby, Nottingham, Sheffield, Leicester, Birmingham and Stoke-on-Trent.

Within the District, levels of highway connectivity are more variable. The A42 provides fast connectivity between the north and south of the District, whereas east-west connectivity (including on radial routes into Leicester) is along slower, mostly single-carriageway roads.

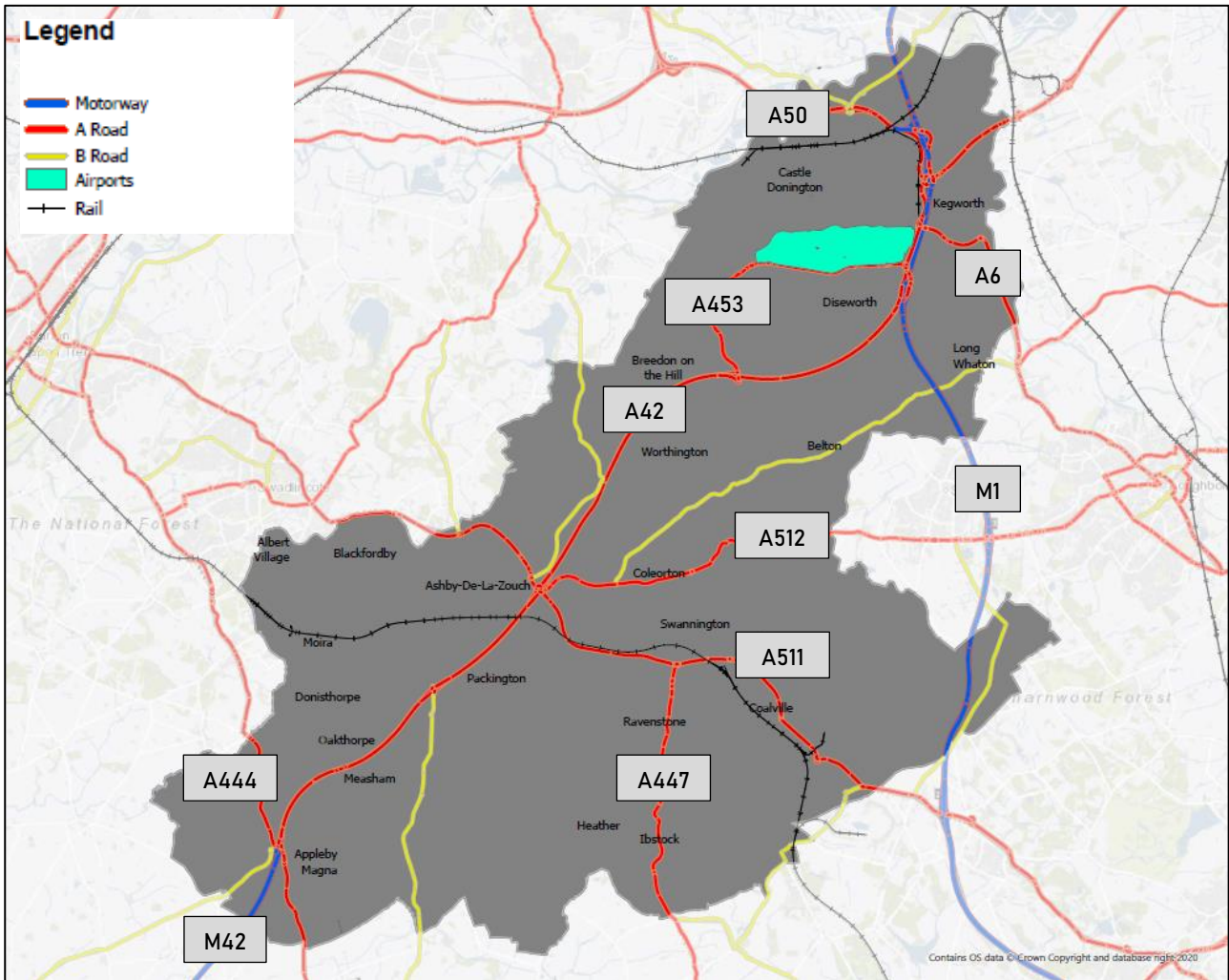


Figure 1: Transport network within North West Leicestershire District

The nature of public transport and active travel provision within the District (see below) means that residents are generally car-dependant and consequently, reliance upon the road network results in pressure and congestion in some locations. Leicestershire County Council’s Network Management Policy & Strategy document (published 2019)²⁴ acknowledges this context and identifies constraints to resolving the issue. These include uncertainties surrounding adequate funding streams for continual upgrades to the road network, as well as concern for the long-term social and environmental acceptability of an approach by which road capacity is continually increased.

Specific issues within the highway network affecting North West Leicestershire that have been identified during our discussions with National Highways and Leicestershire County Council include:

- The A42 corridor is at capacity, both within the district and elsewhere along its length. This can result in drivers using lower-order rural roads instead of the strategic highway network.
- Junction 14 of the A42 south of Castle Donington lacks an east-facing slip road.
- Whilst Junction 13 of the A42 near Ashby de la Zouch has been subject to improvement works in the last decade, insufficient funding was available to deal with all capacity issues.

²⁴ [Leicestershire County Council Network Management Policy & Strategy 2020](#)

The junction therefore remains prone to congestion, with the potential that development in the vicinity is constrained.

- High levels of long-distance HGV traffic along the A42 corridor, coupled with a lack of dedicated local HGV parking, can result in inappropriate parking in laybys in the vicinity of M42 junctions with resultant junction capacity and highway safety implications.
- Junction 22 of M1 at the A511 requires upgrading to provide additional capacity.
- Despite significant recent investment in the reconstruction of Junction 24 of the M1, continued development around East Midlands Gateway could mean that junction capacity continues to be a constraint to development.

Active Travel - Statistics published by the Department for Transport²⁵ show that North West Leicestershire has a lower than average rate of cycle use, with 14.2% of residents cycling at least once a month. This is compared to the national average of 16.1% of monthly cycle usage. The District's rates of walking at least once per week are in line with the national average, at 67.3%.

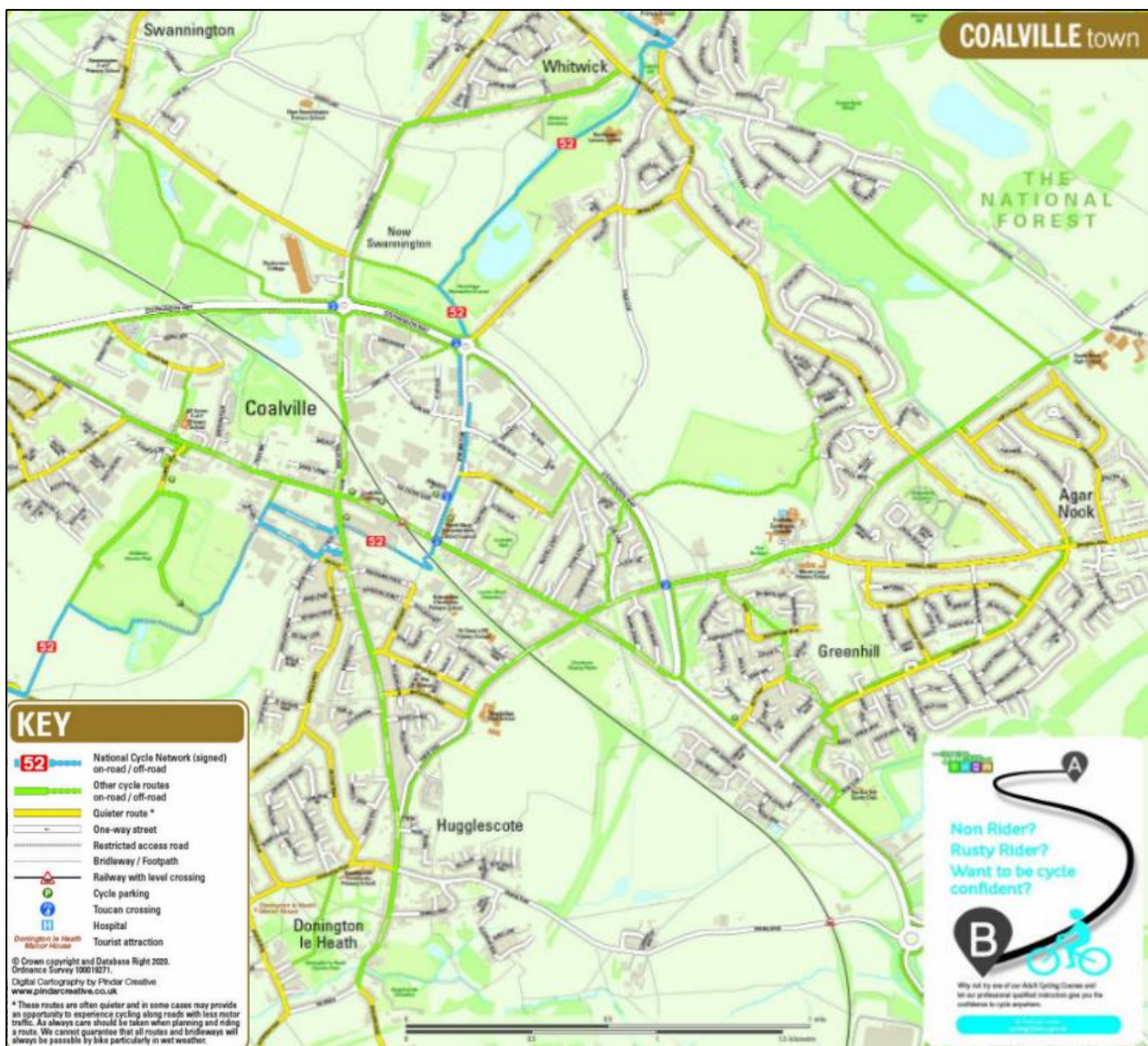


Figure 2: Cycling network within Coalville Urban Area

²⁵ Department for Transport walking and cycling statistics (www.gov.uk)

Parts of the National Cycle Network serve the District – for example NCN15 and NCN6 provide low-traffic and traffic-free routes from Castle Donington to Loughborough. However, given the semi-rural nature of the District with its pattern of dispersed towns and villages, it is not considered likely that significant levels of inter-settlement cycle commuting can realistically be achieved. However, within settlements, more viable opportunities exist for cycle commuting. This is particularly the case within the Coalville Urban Area, where there is a significant network of off and on-road cycling routes (see Figure 2 above).

Bus Services – Owing to the rural character of North West Leicestershire, bus services through the District are generally provided along key inter-settlement corridors between main towns and nearby cities. There are generally four types of services:

- Radial services into Leicester from the District’s main settlements, which generally operate half-hourly or better on weekdays.
- Services to from the District’s main settlements to East Midlands Airport and East Midlands Gateway, which also continue to serve other major destinations within the sub-region, and which generally operate half-hourly or better on weekdays.
- Services between the District’s main settlements and towns in other surrounding districts, generally operating less frequently.
- Local services within the Coalville Urban Area, operating frequently during weekday and Saturday daytimes (e.g. Arriva 11 from Coalville Town Centre to Agar Nook).

This results in the following bus linkages for each of the main settlements in the district (frequencies in brackets are current Monday-Friday daytimes):

- Coalville Urban Area:
 - Leicester via Markfield (half-hourly)
 - Leicester via Ratby (hourly)
 - Ibstock (half-hourly)
 - Hinckley via Ibstock and Market Bosworth (every 1-2 hours)
 - Swadlincote via Ashby-de-la-Zouch (hourly)
 - Nottingham via East Midlands Airport and Castle Donington (hourly)
 - Loughborough via Shepshed (hourly)
- Ashby-de-la-Zouch
 - Leicester via Coalville (hourly)
 - Burton-upon-Trent via Measham (hourly)
 - Burton-upon-Trent via Swadlincote (hourly)
 - Swadlincote (hourly)
 - East Midlands Airport via Castle Donington (hourly)
 - Loughborough (5x daily)
- Castle Donington
 - Leicester via East Midlands Airport, Kegworth and Loughborough (every 20 mins)
 - Loughborough via East Midlands Airport and Kegworth (hourly)
 - Coalville via East Midlands Airport (hourly)
 - Burton-upon-Trent via Ashby-de-la-Zouch and Swadlincote (hourly)
 - Derby (every 20 mins)
 - Ilkeston via Long Eaton (hourly)
 - Nottingham via Long Eaton (every 20 mins)
- Ibstock
 - Coalville (half-hourly)
 - Hinckley via Market Bosworth (every 1-2 hours)

- Kegworth
 - Leicester via Loughborough (every 20-40 mins)
 - Loughborough (hourly)
 - Derby via East Midlands Airport and Castle Donington (every 20-40 mins)
 - Nottingham via East Midlands Airport (hourly)
- Measham
 - Burton-upon-Trent via Swadlincote (hourly)
 - Ashby-de-la-Zouch (hourly)
 - Atherstone (4x daily)

Leicestershire County Council Bus Service Improvement Plan²⁶ (BSIP) identifies a downward trend in bus passengers across the county over the last decade, from 17.3m in 2009/10 to 13.8m in 2018/2019. The Plan attributes this to rates of car ownership within the county, and challenges faced by the authority in maintaining level of local authority-funded service. The impact of the Covid-19 pandemic on bus patronage has exacerbated this trend – the county saw just 3.8m passengers in financial year 2020/21, 27.5% of the 2018/19 figure.

Whilst the BSIP states an objective to increase levels of bus usage, a report²⁷ to Leicestershire County Council’s Cabinet on 29th March 2022 provided an update on the impact on Covid-19 on bus services within the County. This noted that the ongoing lingering impacts of the pandemic along with other factors such as rising fuel costs and bus driver shortages would continue to present challenges in meeting the BSIP’s objectives. This could impact communities across Leicestershire, with the potential to lead to a further reduction in services.

Rail Services - North West Leicestershire is one of only five local authority areas within the mainland UK with no passenger rail service – and is the largest of these by population. As Figure 1 shows, the District does have two railway lines running through it – the Castle Donington line which crosses the far north of the District, and the Ivanhoe Line which runs east-to-west across the centre of the District. These two railway lines are only used by freight traffic, although this does include freight to key employment sites in the District – notably the new SEGRO East Midlands Gateway intermodal rail freight terminal to the east of Castle Donington.

The nearest mainline railway stations to the District are Long Eaton, East Midlands Parkway, Loughborough, Leicester, Tamworth and Burton-on-Trent. All except Tamworth and East Midlands Parkway are served by bus services from the closest settlements within North West Leicestershire, and all have car parking provision that can serve passengers travelling from within the District.

Current plans for the eastern leg of HS2 will result in it passing through the district en-route between Birmingham and Nottingham/Sheffield. Whilst there will not be a station within the district, Castle Donington and Kegworth will be served indirectly by services at East Midlands Parkway. However, it is not currently expected that these services will be in operation until the mid-2040s, outside the plan period.

4.1.2 Emerging schemes to address needs

As noted above, a key sustainability challenge of the District’s transport network is the lack of any passenger rail service. Proposals have long existed to re-introduce passenger services to the Ivanhoe Line through Coalville and Ashby-de-le-Zouch, linking Leicester to Burton-on-Trent. In June 2022,

²⁶ [Leicestershire County Council Bus Service Improvement Plan \(October 2021\)](#)

²⁷ [Report to Leicestershire County Council Cabinet, 29 March 2022 - Local bus service challenges](#)

the Government announced²⁸ that the Ivanhoe Line would be one of ten schemes receiving a share of £500m of funding through the Reopening Your Railway scheme. Through this, Network Rail in collaboration with the Campaign to Reopen the Ivanhoe Line will be producing a full outline business case for the reopening of the route, following which a decision will be made about whether to proceed towards implementation²⁹.

The Council published its draft Walking and Cycling Strategy (2022 – 2032)³⁰ in October 2021. This document provides a strategic approach to improving the active travel network within the District and identifies potential cycling route priorities and areas for investment to support walking. The proposed cycling routes will link to the six key settlements within the District; Coalville, Ashby-de-la-Zouch, Castle Donington, Kegworth, Measham and Ibstock. The priority schemes will be further developed within a Local Cycling and Walking Infrastructure Plan (LCWIP) currently being produced by Leicestershire County Council, which will include exploration of costings, design options and funding.

Notwithstanding the challenges with bus patronage identified above, the BSIP published in October 2021 sets out a suite of schemes intended to achieve passenger growth. These include the promotion of the bus network as a more coordinated single system, increased service frequencies, better provision of high-quality roadside bus infrastructure, reliability improvement schemes, and measures to improve the network's ease of use.

The schemes identified in relation to the road network seek to address capacity and congestion issues within the network, associated with recent growth in and around the North West Leicestershire area. A priority for National Highways that has been included as part of its Roads Investment Strategy pipeline is a scheme to provide extra capacity to the M1 between Junctions 21 and 23A – a stretch partly within North West Leicestershire. As set out in the Road Investment Strategy 2 (March 2020)³¹, these works are anticipated to enter development before 2025.

Midlands Connect has recently published a strategic 'road map' document for the A50 Corridor³² between M1 Junction 24 (near Kegworth) and Stoke-on-Trent. Whilst this includes some public transport measures it is primarily focussed on improving highway capacity throughout the corridor. Of relevance to North West Leicestershire, it notably includes a proposal for a new strategic link road between Junction 1 of the A50 (Castle Donington / Long Eaton) and Junction 14 of the A42 (Breedon-on-the-Hill). From our discussions with National Highways it is understood that this scheme is intended to help to further alleviate congestion around M1 Junction 24. However, it is a longer-term, lower-priority scheme within the road map document and is currently unfunded.

At a more local scale, the A511 Growth Corridor is an important scheme for Leicestershire County Council and will address long-standing congestion issues in this location. The A511 is a key strategic route within the District, providing a link between the A42 and M1 and proximity to key employment sites. It is the principal road through Coalville, the district's largest settlement. Improvements are proposed in nine locations between the A42 Junction 13 at Ashby de la Zouch to the Field Head roundabout near Junction 22 of the M1, including upgrading a section of Stephenson

²⁸ [Restoring your Railway Fund programme update, June 2022 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

²⁹ [Blog - Campaign to Reopen the Ivanhoe Line \(ivanhoeline.org\)](https://ivanhoeline.org)

³⁰ [North West Leicestershire Walking and Cycling Strategy \(2022 – 2032\)](#)

³¹ [Roads Investment Strategy 2: 2020-2025, March 2020 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

³² [A50/A500 North Midlands Manufacturing Corridor - Strategic transport road map, February 2022 \(midlandsconnect.uk\)](https://midlandsconnect.uk)

Way through Coalville from a single to a dual carriageway. Following approval by Leicestershire County Council's Cabinet on 29th March 2022³³, a planning application was submitted in May 2022³⁴ for a key phase of the A511 Growth Corridor, comprising construction of a new section of highway extending southwards from the A511 Bardon Road (Coalville) to a new residential development site at Grange Road (South East Coalville).

4.1.3 Implications for future growth

The existence (or lack of) highway capacity within a settlement, or at key junctions linked to a settlement, is likely to be a key factor in determining the quantum of growth that can be accommodated within it. At the time of finalising this Part 1 IDP document, detailed transport modelling to understand the impacts of growth upon specific parts of the network had not been completed – it is anticipated that this will inform the Part 2 IDP. Consideration will also need to be given to whether the proposed levels of development within each settlement will be sufficient to fund the levels of mitigation that might be required.

However, not least because of the range of strategic-level highway constraints within the District, the overarching objective of LCC's Network Management Policy & Strategy is to encourage and enable a shift to more sustainable transport modes – public transport, cycling and other forms of active travel. It is intended that this network management approach will reduce the need for travel and make the most of the existing highway network.

Development should therefore be focussed around locations with existing public transport provision (that can potentially also be improved), or where new public transport provision can be established. Whilst it is recognised that the reopening of the Ivanhoe Line remains a long-term aspiration, its progress through the Government's Reopening Your Railway scheme has made it increasingly credible. This has the potential to provide significant new high-quality, higher-order public transport capacity for Coalville, Ashby-de-la-Zouch and Moira. It is therefore recommended that the Local Plan considers the inclusion of appropriate policy in support of reopening the Ivanhoe Line and potentially mechanisms to attract developer contributions towards this – and the Council should work closely with Leicestershire County Council, Network Rail (and its successor) and the Campaign to Reopen the Ivanhoe Line to examine how this could be brought to fruition.

Bus services are critical to the delivery of sustainable development, and are likely to remain the main form of public transport connecting most new developments with key centres and destinations. The quality and level of bus service provision in a settlement, and the ability of those services to be improved, should therefore inform final site selection decisions. Given the recent trend of reduced demand for bus services across Leicestershire, the quality and frequency of services is more likely to limit growth than the capacity of services.

LCC's Bus Service Improvement Plan identifies the potential for Demand Responsive Transport (DRT) in rural parts of the county, where services are pre-booked by passengers and do not operate along fixed routes. These services operate in a similar manner (but at a much lower cost) to taxis. Various such schemes have emerged nationally in recent years, but not enough have operated over a sufficient time period to demonstrate the long-term viability of this operating model. DRT has also been used to support the early phases of growth on major new development sites, including in Leicestershire in the 4,250 home New Lubbesthorpe development in Blaby. However, it is understood from discussions with LCC that this model is difficult to make sustainable in the longer-

³³ [Report to Cabinet \(29th March 2022\) - A511 Growth Corridor Proposals – Bardon Link Road](#)

³⁴ [Planning application 2022/RegMa/0069/LCC](#)

term. It is therefore considered that major new development sites, notably the new settlement at Isley Walton, should be planned around the improvement of ‘traditional’ fixed-route bus services.

The existence (or lack) of active travel provision within a settlement is unlikely to be a key factor in determining whether growth can be accommodated within a settlement. However, the ability to provide active travel links should still inform site selection decisions when considering infrastructure provision across settlements as a whole. The key consideration for the new Local Plan should therefore be to ensure that new development is designed to promote active travel as a genuinely viable alternative to the car, particularly for shorter journeys. This can be achieved through suitable policy in the Local Plan, and by securing developer contributions. This is particularly the case within the Coalville Urban Area, where a critical mass of cycle routes already exists.

4.2 Education

This section considers the full spectrum of education provision within North West Leicestershire. The provision of high-quality education infrastructure capacity has a huge role to play in the social fabric of the District, and its location has important interactions with transport given the need to ensure sustainable patterns of movement infrastructure.

4.2.1 Existing provision

The locations of schools and other education provision within North West Leicestershire are shown on Figure 3, on the following page. These are well distributed throughout the District – all of the District’s towns and sustainable villages have primary schools, in addition to schools in the smaller villages of Griffydam, Hemington, Newbold, Newton Burgoland and Snarestone. The towns of Ashby-de-la-Zouch, Castle Donington, Coalville and Ibstock have secondary schools.

Primary schools - There are 44 primary schools within the District. Table 6 on page 29 sets out the 2021 (latest available figures) utilisation of each school based on the numbers of pupils on roll, compared to each school’s agreed capacity. Table 6 also shows LCC’s latest forecast of each school’s capacity by 2026, based on forecast population growth, existing housing commitments within each school’s catchment and the capacity that will be created by proposed new schools in the District (see *schemes to address growth and other needs*, below).

It can be seen that, across the District as a whole, existing schools are expected to retain a small amount of capacity by 2026 – equivalent to around 5%. However, this masks variations within individual settlements. Ashby-de-la-Zouch and Castle Donington are forecast to have around 15% school place capacity by 2026, largely driven by the recent construction of new schools – whereas Measham is forecast to be over-capacity by around 20%. It is also notable that much of the District-wide primary place surplus comes from small village schools such as Swannington and Hemington, where the forecast capacity is partly related to a reduction in the numbers of school age children within the respective catchment areas.

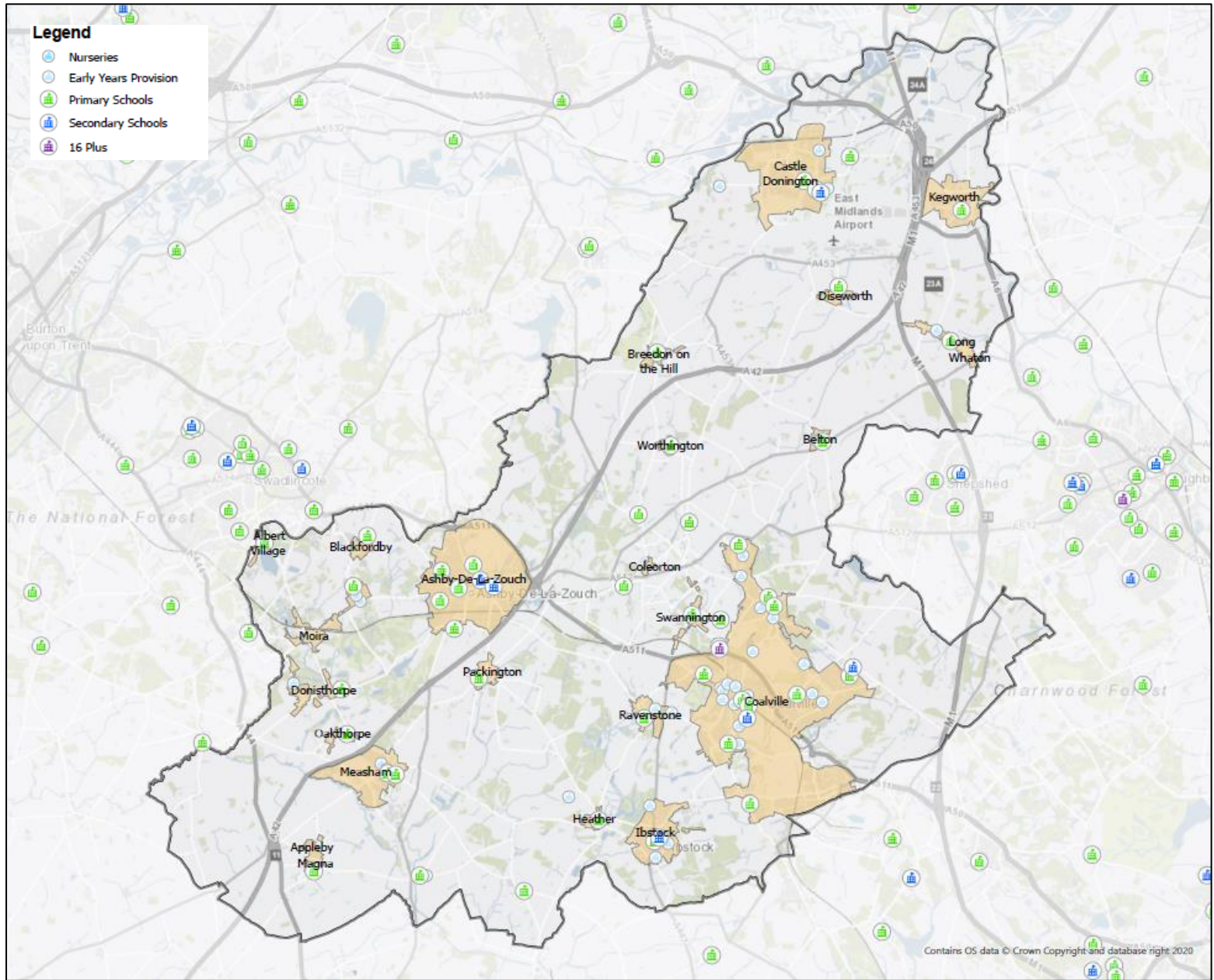


Figure 3: Distribution of education provision within North West Leicestershire District

Settlement	School name	Capacity	2021 pupils on roll	2026 pupil forecast	2026 Capacity +/-
Coalville Urban Area	All Saints CofE Primary School	315	221	312	3
Coalville Urban Area	Belvoirdale Primary School	351	294	351	0
Coalville Urban Area	Broom Leys School	595	590	641	-46
Coalville Urban Area	Holy Cross Catholic Primary School	210	143	126	84
Coalville Urban Area	Hugglescote Primary School	525	435	668	-143
Coalville Urban Area	New Swannington Primary School	210	197	127	83
Coalville Urban Area	St Claire's Catholic Primary School	210	190	212	-2
Coalville Urban Area	St John's CofE Primary School	419	349	396	23
Coalville Urban Area	Thringstone Primary School	210	167	147	63
Coalville Urban Area	Warren Hills Primary School	210	189	214	-4
<i>Coalville Urban Area</i>	<i>Settlement total</i>	<i>3,255</i>	<i>2,775</i>	<i>3,194</i>	<i>61</i>
Ashby-de-la-Zouch	Hastings Primary School	210	0	130	80
Ashby-de-la-Zouch	Hill Top Primary School	315	307	315	0
Ashby-de-la-Zouch	Willesley Primary School	420	417	374	46
Ashby-de-la-Zouch	Woodcote Primary School	237	181	170	67
Ashby-de-la-Zouch	Ashby CofE Primary School	315	305	283	32
<i>Ashby-de-la-Zouch</i>	<i>Settlement total</i>	<i>1,497</i>	<i>1,210</i>	<i>1,272</i>	<i>225</i>
Castle Donington	Foxbridge Primary School	210	0	97	113
Castle Donington	Orchard Primary School	315	312	349	-34
Castle Donington	St Edwards CofE Primary School	207	206	174	33
<i>Castle Donington</i>	<i>Settlement total</i>	<i>732</i>	<i>518</i>	<i>620</i>	<i>112</i>
Ibstock	Ibstock Junior School	355	316	363	-8
Ibstock	St Denys CofE Infant School	270	263	268	2
<i>Ibstock</i>	<i>Settlement total</i>	<i>625</i>	<i>579</i>	<i>631</i>	<i>-6</i>
Kegworth	Kegworth Primary School	315	215	317	-2
Measham	Measham CofE Primary School	240	206	332	-92
Measham	St Charles Catholic Primary School	150	142	131	19
<i>Measham</i>	<i>Settlement total</i>	<i>390</i>	<i>348</i>	<i>463</i>	<i>-76</i>
Albert Village	Albert Village Primary School	210	202	216	-6
Appleby Magna	Sir John Moore Primary School	157	151	179	-22
Belton	Belton CofE Primary School	105	104	92	13
Blackfordby	St Margaret's CofE Primary School	105	89	154	-49
Breedon-on-the-Hill	St Hardulph's CofE Primary School	105	59	62	43
Coleorton	Viscount Beaumont CofE School	112	83	77	35
Diseworth	Diseworth CofE Primary School	78	68	78	0
Donisthorpe	Donisthorpe Primary School	210	207	205	5
Ellistown	Ellistown Primary School	243	206	250	-7
Heather	Heather Primary School	126	109	118	8
Long Whatton	Long Whatton CofE Primary School	105	96	80	25
Moira	Moira Primary School	210	189	219	-9
Oakthorpe	Oakthorpe Primary School	105	96	118	-13
Packington	Packington Primary School	105	101	98	7
Ravenstone	Woodstone Primary School	210	211	238	-28
Swannington	Swannington CofE Primary School	105	85	70	35
Worthington	Worthington School	84	72	64	20
Griffydham	Griffydham Primary School	105	111	120	-15
Hemington	Hemington Primary School	84	47	37	47
Newbold	Newbold CofE Primary School	70	38	48	22
Newton Burgoland	Newton Burgoland Primary School	77	89	86	-9
Snarestone	Snarestone CofE Primary School	105	75	56	49
District total	All schools	9,420	8,130	9,162	467

Table 6: Current capacity and 2026 forecasts, by primary school and settlement

Secondary schools - There are six secondary schools within North West Leicestershire. Table 6 below sets out the 2021 (latest available figures) utilisation of each school based on the numbers of pupils on roll, compared to each school's agreed capacity. Table 5 also shows LCC's latest forecast of each school's capacity by 2026, based on forecast population growth, existing housing commitments within each school's catchment and the capacity that will be created by proposed new schools in the District (see *schemes to address growth and other needs*, below).

Settlement	School name	Capacity	2021 pupils on roll	2026 pupil forecast	2026 Capacity +/-
Coalville Urban Area	Castle Rock School	1,536	1,321	1,611	-75
Coalville Urban Area	Newbridge High School	750	673	1,134	-384
Ashby-de-la-Zouch	Ivanhoe College	965	953	1,125	-160
Ashby-de-la-Zouch	Ashby School	1,554	1,711	1,619	-65
Castle Donington	Castle Donington Community Coll.	645	562	916	-271
Ilbstock	Ilbstock Community College	745	573	1,015	-270
District total	All schools	6,195	5,793	7,420	-1,125

Table 7: Current capacity and 2026 forecasts, by secondary school

It can be seen that all of the District's secondary schools are forecast to be above capacity by 2026, with the District-wide total deficit equating to around 18% of capacity.

Special educational needs provision - North West Leicestershire has a small number of schools providing dedicated special educational needs and disability (SEND) provision, as well as SEND provision within some mainstream primary and secondary schools. Special educational needs are typically provided for on a wider geographical basis than individual local authorities, in this case on a countywide basis across Leicestershire. LCC has indicated that the SEND system requires significant change in order for it to become sustainable, with an increasing demand for provision tailored to Communication and Interaction (C&I) and Social and Emotional Mental Health (SEMH) in particular.

Early years provision – All of the District's towns and some of its sustainable villages have some form of early years provision for children under 4 – either in the form of private nurseries or early years provision within primary schools. Within each town, the variety of provision available provides parents with significant choice, reflecting that decisions around which early years provision to use are often lifestyle-based (e.g. proximity to workplaces). During our discussions with them, LCC has not identified any particular issues in current early years provision.

4.2.2 Schemes to address growth and other needs

There are a number of existing schemes to create new primary school capacity within the District, all related (and generally funded by) committed development in the vicinity.

- In Ashby-de-la-Zouch, Hastings Primary School opened for the 2021/22 academic year. This school has created capacity within the town which will gradually be filled over the coming years.
- In Castle Donington, the new Foxbridge Primary School is expected to open for the 2022/23 academic year. This new one form of entry school is linked to growth west of the town around Park Lane, and has been funded by the site's developers.
- LCC has indicated that Warren Hills Primary School in Coalville requires expansion, although it is understood that this is not currently funded or programmed.

- Hugglescote Primary School within the Coalville Urban Area was expanded to 2.5 forms of entry for the 2019/20 academic year, but LCC has indicated that further expansion to 3 forms of entry is required to accommodate existing growth commitments.
- Two further new schools will be built within the Coalville Urban Area, both two forms of entry and linked to the strategic development site at South East Coalville (two forms of entry). These are not yet factored into LCC's capacity forecasts, and will provide additional capacity above that shown in Table 6.
- LCC has indicated that a scheme has been designed to increase the size of Measham Primary School to 1.5 forms of entry (315 pupils), accommodating the excess demand for the school which is resulting from housing growth. This is not yet factored into LCC's capacity forecasts, and will provide additional capacity above that shown in Table 6.

A number of schemes also exist or are being developed to increase secondary school capacity, helping to address the significant forecast shortfall in capacity by 2026:

- Ivanhoe College in Ashby is undertaking an expansion to build a new sports hall and four additional classrooms, using developer contributions.
- Ashby School is undertaking a scheme to increase capacity, using developer contributions.
- LCC has indicated that Castle Donington Community College is currently developing a scheme to expand the school on site, funded by developer contributions.
- LCC has indicated the Ibstock Community College is also exploring options to increase pupil capacity using developer contributions.

LCC's latest High Needs Development Plan for SEND³⁵ indicates a range of emerging capital projects. This includes a new SEMH special school, and a new C&I special school to be located in the north of the county. Either of these could therefore be located within North West Leicestershire, although at this stage it is understood that locations are yet to be identified.

4.2.3 Implications for future growth

LCC's Planning Obligations Policy assumes typical pupil yields from new development equivalent to one form of entry per 700 new dwellings. One form of entry equates to 30 pupils in each year group, i.e.:

- 210 pupils in primary schools catering for ages 4-11
- 90 pupils in infant schools catering for ages 4-7
- 120 pupils in junior schools catering for ages 7-11
- 210 pupils in secondary schools with post-16 provision, catering for ages 11-18
- 150 pupils in secondary schools without post-16 provision, catering for ages 11-16

Across the District as a whole, the assumed new development in Growth Scenario 1 (1,000 dwellings) would therefore equate to 1.42 new forms of entry at both primary and secondary level, with the assumed new development in Growth Scenario 2 (5,100 dwellings) equating to 7.3 new forms of entry.

The existence (or lack) of education capacity within a settlement is likely to be a key factor in determining the quantum of growth that can be accommodated within each. Given the general levels of constraint in the District's current education provision, LCC has indicated that new school capacity is likely to be required to support significant levels (particularly those associated with

³⁵ [Report to Leicestershire County Council Cabinet, 22 June 2021 - High Needs Development Plan.pdf \(leics.gov.uk\)](#)

Growth Scenario 2) of growth in many settlements. The potential ability of individual schools to expand is summarised within the conclusions by settlement in Chapter 5 – however, LCC has indicated that relatively few schools are capable of expansion.

The provision of new schools within new development sites are therefore likely to be required as the basis for meeting large parts of the District’s future education capacity requirements. It will be important for site selection decisions to be made alongside consideration of the sustainability of any new school provision that would be associated with those sites in terms of placemaking and ease of access.

Once sites have been identified for the Local Plan and exact school capacity schemes have been identified, it will be possible to establish the cost-per-dwelling of capacity enhancement. Given the cumulative basis on which the need for new capacity is likely to arise (across multiple development sites), it may be appropriate for the Local Plan to introduce a ‘roof tax’ per dwelling. In the absence of a coordinated approach to school funding between sites, it is conceivable that funding gaps will arise meaning that infrastructure cannot be delivered or development becomes unviable.

The ideal size of school will also need to be considered. LCC’s In The Right Place School Place Strategy³⁶ sets out the expectation that new primary schools will be a minimum of 1 form of entry (210 pupils), ideally 2 forms of entry (420 pupils), and no more than 3 forms of entry (630 pupils). For secondary schools, 6-8 forms of entry (approximately 1,200-1,600 pupils) is the typical size needed to ensure a viable school. It is notable that only Growth Scenario 2 would include a sufficient quantum of development to viably create new schools.

From an Early Years perspective, the Department for Education encourages new provision to be co-located with new schools, to minimise travel and disruption to families. Where such provision cannot be developed on existing or new school sites, or where demand exceeds that which could be met via a school-based solution, then early years provision should be considered for community hubs or similar forms of community infrastructure. This will help to maximise the viability of provision.

4.3 Healthcare and emergency service provision

This section considers healthcare provision within North West Leicestershire. The provision of the right healthcare infrastructure is crucial to wellbeing and quality of life within the District. Figure 4 below sets out the location of primary and healthcare facilities within North West Leicestershire.

4.3.1 Existing provision

Primary Healthcare - North West Leicestershire is covered by two primary care networks. The North West Leicestershire Primary Care Network covers the majority of the District, and is overseen by the Leicester, Leicestershire and Rutland Integrated Care Board (ICB). The Rushcliffe Primary Care Network, overseen by the Nottingham and Nottinghamshire ICB, covers Kegworth at the north-eastern corner of the District.

The District has 12 primary care surgeries, shown in Table 8 on the following page. There are six surgeries in the Coalville Urban Area, and one in each of the District’s other five towns. There is also a surgery in the sustainable village of Belton.

³⁶ [The Strategy 'In the right place' - A strategy for the organisation of school and other learning places in Leicestershire 2014/2018](#)

Because of the nature of general practice provision, surgeries are only able to refuse new patient registrations in the most exceptional of circumstances. There is therefore no objective basis on which to establish whether a surgery is operating above capacity. Historically, the number of patients per GP has been used as a proxy this. However, the ICBs have cautioned against such an approach for the purposes of the IDP, as care is now provided in an increasingly diverse number of ways – online appointments can often be delivered more quickly by GPs than face-to-face appointments, and many appointments can be better-delivered by non-GP members of surgery staff. As such, the number of patients per available appointment is now considered a more appropriate indicator. It has not been possible for the ICBs to provide these statistics to us – however, the ICBs have indicated that all surgeries in the District should be treated as constrained and over-capacity. This is partly because of existing housing growth, but also because of ongoing challenges in responding to and recovering from the Covid-19 pandemic and in funding service delivery.

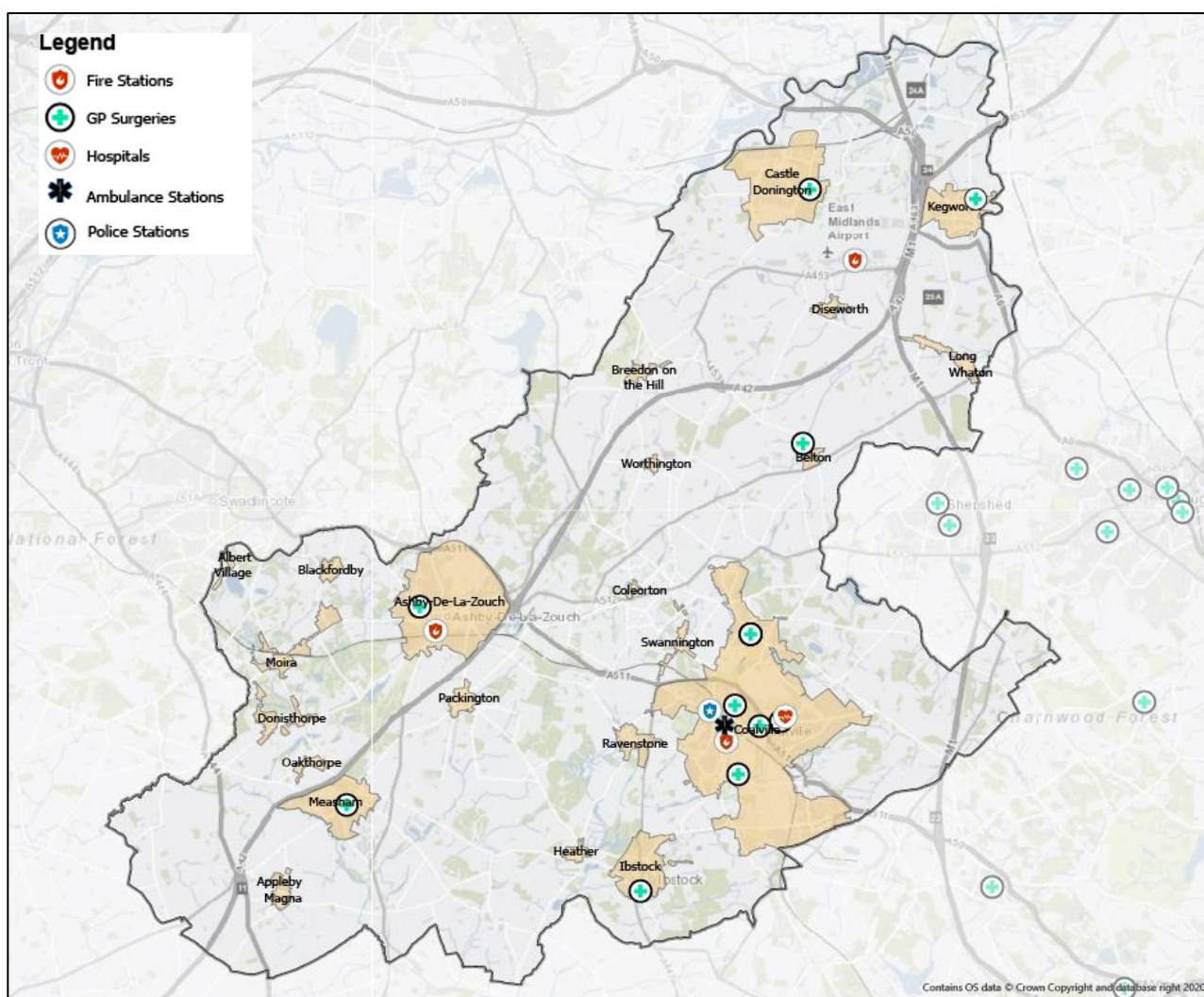


Figure 4: Distribution of healthcare and emergency service infrastructure within North West Leicestershire

Settlement	Surgery name	Registered patients
Coalville Urban Area	Broom Leys Surgery	8,020
Coalville Urban Area	Dr AM Lewis (adjacent to Whitwick Health Centre)	3,914
Coalville Urban Area	Hugglescote Surgery	8,893
Coalville Urban Area	Long Lane Surgery	13,898
Coalville Urban Area	Whitwick Road Surgery	5,500
Coalville Urban Area	Whitwick Health Centre	3,577
Ashby-de-la-Zouch	Castle Medical Group	17,525

Castle Donington	Castle Donington Surgery	10,037
Ibstock	Ibstock House Surgery	11,421
Kegworth	Orchard Surgery	8,624
Measham	Measham Medical Unit	15,176
Belton	Manor House Surgery	4,700

Table 8: Primary care surgeries within the District, and total registered patients per surgery

Secondary Healthcare - There is one Community Hospital located within North West Leicestershire, the Coalville Community Hospital, which provides specialist stroke rehabilitation and sub-acute care, rehabilitation and end of life care. The hospital also has one mental health ward providing care for children.

Routine acute hospital provision, including accident and emergency services, are provided by a number of hospitals located outside of the District – with patients’ choice of hospital being determined by care needs and proximity:

- Leicester Royal Infirmary, Leicester
- Leicester General Hospital, Leicester
- Glenfield Hospital, Leicester
- Queens Hospital, Burton upon Trent
- Royal Derby Hospital, Derby
- Queens Medical Centre, Nottingham
- City Hospital, Nottingham

Due to the large number of hospital trusts potentially serving the District’s patients we have focussed discussions throughout the preparation of the IDP with the University Hospitals Leicester (UHL) NHS Trust. However, the Nottingham and Nottinghamshire ICB has indicated that the views provided by the UHL Trust are a fair reflection of secondary healthcare provision in other trusts locally as well.

The UHL Trust has indicated that it experiences significant levels of constraint, and in a similar manner to primary care, that this constraint has been exacerbated by the response to the Covid-19 pandemic. However, it has indicated that the Trust’s hospitals should fundamentally have spare capacity – the challenges which the Trust faces result from an inability to discharge patients quickly enough into more appropriate primary care settings. An improvement in this, coupled with increased levels of social care provision, would significantly reduce levels of constraint.

Social Care Provision - Leicestershire County Council’s Adult and Community Services provide an adult social care service for North West Leicestershire. The service supports people with learning disabilities, physical disabilities and mental health needs as well as older people. Leicestershire County Council’s 2016-2020 Vision and Strategy for Adult Social Care³⁷ sets out a future change in approach to adult social care where support is increasingly remote (online and by telephone) to ensure that people can access support where and when they need it.

Within the North West Leicestershire area, there are 19 care homes that are operated by private providers. Of these, five also provide an element of nursing care. Leicestershire County Council currently fund seven supported living properties which results in 28 tenancies. The County Council also operates a ‘step through’ scheme for people with mental health conditions and this currently provides 6 tenancies. An extra care facility opened in 2021 in Ashby-de-la-Zouch which provides

³⁷ [Leicestershire County Council’s 2016-2020 Vision and Strategy for Adult Social Care](#)

70 units and was delivered by North West Leicestershire District Council in partnership with East Midlands Housing Trust.

The Leicester and Leicestershire Housing and Economic Needs Assessment³⁸ has considered current levels of provision of social care provision within all districts in the county, set against forecast future demand. This identifies a current demand for North West Leicestershire of 813 residential care and nursing care bedspaces, against a supply of 493 bedspaces. Demand is predicted to rise by an additional 644 bedspaces during the between 2020-2041, resulting in total shortfall of 965 bedspaces in the District.

Policing – Policing within North West Leicestershire is delivered by Leicestershire Police as part of a sub-regional service covering Leicestershire, Rutland and the City of Leicester. There is one police station within the District, located on Whitwick Road in Coalville. However, northern and eastern parts of the District are located closer to Loughborough Police Station in Charnwood.

The Leicester, Leicestershire and Rutland Police & Crime Plan 2021 – 2024³⁹ identifies challenges and unpredictability in funding, as with all police forces across the country. Leicestershire Police is facing increasing demand, with limited resources available which places significant strain upon the overall budget. Through our discussions with Leicestershire Police, it was indicated that around 30% of the force's estate has been disposed of within the last 15 years.

Ambulance service - North West Leicestershire is served by the East Midlands Ambulance Trust (EMAS), which provides emergency care and patient transport services. The Coalville Tri-station opened in 2020 which consolidated EMAS, Leicestershire Fire and Rescue and Leicestershire Police services on one site.

Our discussions with EMAS highlighted significant strain on the ambulance service. This is largely attributed to the ongoing impacts of the Covid-19 pandemic, which has created a higher frequency of patients requiring urgent care along with an increase in acuity of patients. Waiting lists and backlogs in hospital care also associated with Covid-19 are exacerbating these issues. It was flagged by EMAS both Coalville and Loughborough ambulance stations are now beginning to exceed their capacity.

Fire and Rescue - Fire and rescue services within North West Leicestershire are provided by the Leicester, Leicestershire and Rutland Combined Fire Authority. There are three fire and rescue station located within North West Leicestershire; Coalville, Castle Donington and Ashby-de-la-Zouch. Castle Donington and Coalville Fire Stations operate full time, whilst Ashby is an on-call station.

It was not possible to undertake engagement with Leicestershire Fire & Rescue Service during the preparation of the IDP, although further attempts will be made during the preparation of Part 2 of the IDP. From our experience on IDPs elsewhere nationally, priorities for future fire and rescue service provision tend to reflect a shift in demand away from firefighting towards rescue services, such as responding road traffic collisions. These shifts can be associated with changing infrastructure needs, such as ensuring that fire and rescue stations are located close to major roads rather than in town centre locations.

³⁸ [Leicester and Leicestershire Housing and Economic Needs Assessment \(Published April 2022\)](#)

³⁹ [Leicester, Leicestershire and Rutland Police & Crime Plan 2021-2024](#)

4.3.2 Schemes to address growth and other needs

The Leicester, Leicestershire and Rutland ICB has indicated that Castle Donington Surgery, Whitwick Road Surgery in the Coalville Urban Area and Measham Medical Unit are particularly constrained. These three surgeries, plus the Castle Medical Group in Ashby-de-la-Zouch, are also among the 20 surgeries within the ICB's area that are most likely to be impacted by future population and housing growth. Whilst various developer funding agreements are in place (such as a sum of £413,000 to fund improvements to primary care in Castle Donington, from the Park Lane development to the west of the town) or are anticipated by the ICB in the future, there are currently no confirmed schemes to address constraints within these surgeries.

The Nottingham and Nottinghamshire ICB has indicated that its emerging Estates Strategy is likely to identify a scheme to expand Orchard Surgery in Kegworth, developed by the practice. Around £120,000 of developer funding has been obtained to help contribute to this scheme, although at this stage other sources of funding have not been identified. It is hoped that this position can be updated in Part 2 of the IDP.

In terms of secondary healthcare, the University Hospital Leicester NHS Trust was listed in the Government's 2019 Health Infrastructure Plan⁴⁰ as being in the first tranche of six hospitals from an eventual total of 40 to benefit from significant investment and rebuilding – with this being undertaken by 2025. In 2021, a £450million scheme was approved that will result in the consolidation of acute services to Leicester Royal Infirmary and Glenfield Hospital, providing additional capacity and resilience. However, it is understood from discussions with UHL Trust that the exact timescales for delivery of these scheme are subject to confirmation.

There are no current schemes to address capacity issues and other issues within any of the District's emergency service provision.

4.3.3 Implications for future growth

The existence (or lack) of primary healthcare capacity is considered to be a factor which could determine the suitability of individual locations for growth – with the ability of different combinations of sites to fund and deliver acceptable solutions to primary care demand also potentially being a determining factor in site selection decisions. Given the levels of constraint in local primary care, it will be crucial for the Local Plan to robustly address capacity needs.

Because of the way in which primary care is commissioned, the two ICBs have indicated that the provision of entirely new surgeries to meet growth needs is unlikely to be feasible. More feasible options for new primary care capacity include the expansion of existing surgeries, relocation (and enlargement) of existing surgeries, or potentially the creation of a new branch surgery within an existing primary care network. The exact approaches to be taken will depend on the combination of sites brought forward in the new Local Plan. The Leicester, Leicestershire and Rutland ICB does not currently have an emerging estates plan, and the ability of individual surgeries to expand is therefore not yet fully understood. This will need to be explored within Part 2 of the IDP, once firm development quantum by site have been established.

Using a standard ratio of 2.4 patients per new dwelling, the assumed new development in Growth Scenario 1 (1,000 dwellings) would equate to 2,400 new patients. This is much smaller than any of the District's current surgeries, and therefore points to a likely strategy of dispersed small surgery expansions. The assumed new development in Growth Scenario 2 (5,100 dwellings) would equate

⁴⁰ [National Health Infrastructure Plan 2019 \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/418117/national-health-infrastructure-plan-2019.pdf)

to 12,240 new patients and is considered more likely to facilitate the surgery relocation or new branch surgery options.

The ICBs establish funding requests using a formula-based approach. This assumes that each new dwelling will generate 2.4 new patients, with the surgery floorspace required per patient established by dividing the current floorspace of the surgery requiring expansion by the surgery's current list size. This is then multiplied by typical costs per sqm for new construction – the Leicester, Leicestershire and Rutland ICB has indicated a current cost of £2,516 per sqm for a standard clinical build.

In the recent Park Lane development west of Castle Donington, this yielded a developer contribution of £413,000 primary healthcare – £461 per dwelling (given the overall total of 895 dwellings). We are aware of examples elsewhere in Leicestershire where the funding secured has been somewhat higher, at around £650 per dwelling. However, these figures are much less than requests made in new development elsewhere nationally – for example, the Herts Valleys Clinical Commissioning Group requests funding for primary healthcare of £1,290 per dwelling⁴¹. Once the exact nature of primary healthcare interventions (linked to growth) have been established in Part 2 of the IDP, a clearer picture of the ask from developer contributions will be established. Secondary healthcare and emergency service provision are planned and provided at wider levels than a single district. Accordingly, a lack of capacity in these is not likely to be a factor that constrains growth in any particular location.

It is noted from our discussions with UHL Trust that the main focus to ensure the improvement of secondary healthcare provision should actually be in improved primary healthcare provision to facilitate faster patient discharge, as well as improved leisure and recreation provision to improve overall health outcomes and reduce demand on hospital services.

Leicestershire Police has specifically indicated a likelihood that forecast population growth will result in a need for new policing facilities, given the constraint in current provision. The force has historically sought developer contributions at a rate of £606 per dwelling. Were it to be determined that this level of funding remains appropriate (with this being considered in Part 2 of the IDP), the assumed new development in Growth Scenario 1 (1,000 dwellings) would therefore equate to £606,000 of funding across the District. This amount of funding would allow the provision of capital infrastructure to support new officers – potentially new vehicles or technological solutions. The assumed new development in Growth Scenario 2 (5,100 dwellings) would equate to £3.09million of funding across the District. This may be sufficient to fund new premises or other estates improvements. This will be explored further with Leicestershire Police in Part 2 of the IDP.

The 965 bedspace requirement for social care provision across the new plan period should be provided within a range of strategic development sites, ensuring provision across the District. It is recommended that the Local Plan sets out clear policy requirements and/or site allocations to allow this level of provision to be met, and to be funded by respective developers.

4.4 Green Infrastructure

This section considers all forms of green infrastructure within North West Leicestershire. It is likely to be enjoyed on a frequent basis by most residents and visitors to the district – if not to physically use, as a backdrop and visual amenity that frames the District's sense of place. Much like healthcare

⁴¹ [Hertsmere IDP Phase 1 Report - Final Issue 2021](#)

infrastructure, green infrastructure plays an important role in ensuring the physical and mental wellbeing of residents, with this being particularly evident following the Covid-19 pandemic, which saw a rise in both demand and appreciation of green infrastructure. This infrastructure is also key in ensuring resilience to future climate change impacts. An example of this is through cooling to counter urban heat island effects, as well as acting as water storage and slowing surface run-off, reducing flood risk. The following infrastructure types are considered:

4.4.1 Existing provision

Green Spaces – North West Leicestershire is a predominantly rural District and benefits from a wide network of verdant open space. This includes a number of nationally-designated Sites of Scientific Interest (SSSI) and the River Mease Special Area of Conservation, along with Local Wildlife Sites and Local Nature Reserves. These sites collectively provide biodiversity value and contribute to the District’s wildlife corridors and ecological network. There are three Registered Parks and Gardens within the District, and formal parks in the Coalville Area (Coalville Park and Whitwick Park) and Ashby-de-la-Zouch (Hood Park).

The District also benefits from a wide range of smaller parks, play areas and recreation grounds. NWLDC is responsible for maintenance and provision of open spaces in the unparished parts of the district (the Coalville Urban Area), whilst parish and town councils are responsible elsewhere..

Through discussions with officers responsible for green space provision, on an anecdotal level it is understood that current provision is sufficient to meet demand, in terms of both quantity and quality. However, the Council does not have any up-to-date empirical evidence on this.

The locations of provision are shown below on Figure 5.

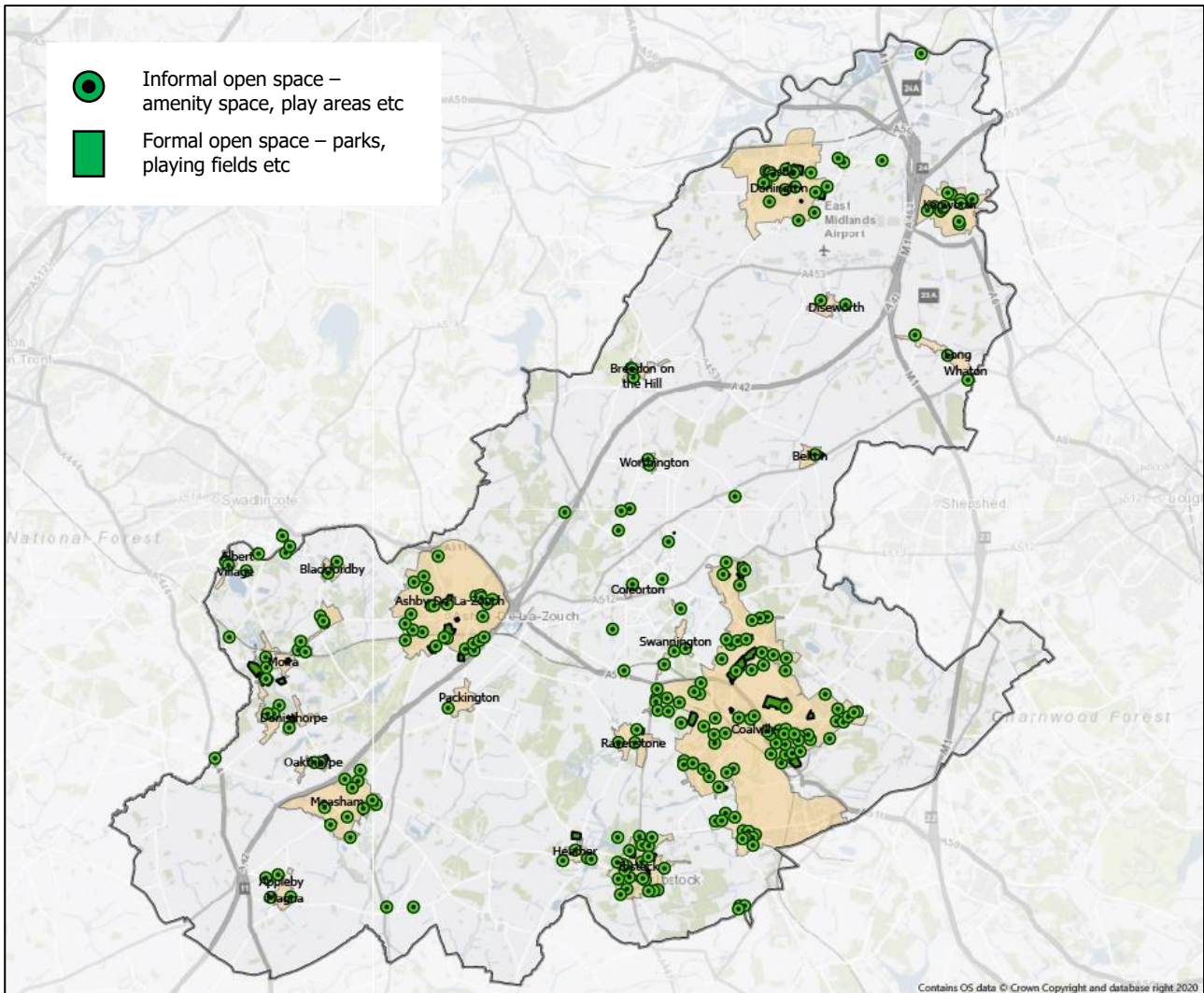


Figure 5: Distribution of green space and playing pitch provision within North West Leicestershire

Playing pitches – As with green spaces, playing pitches are provided by town and parish councils – except within the unparished parts of the Coalville Urban Area where the District Council is responsible. Analysis undertaken as part of the 2017 North West Leicestershire Playing Pitch Strategy (PPS)⁴² identified that the existing population plus growth associated with the current Local Plan would result in the following levels of playing pitch demand:

- Football pitches – shortfall in provision equating to 14.5 weekly match sessions.
- 3G artificial pitches – shortfall of one pitch for football use, specifically in the Ibstock area.
- Cricket pitches – sufficient supply to meet demand.
- Rugby pitches – shortfall in provision equating to 3 weekly match sessions.
- Hockey pitches – sufficient supply to meet demand.
- Athletics – no current provision within the District, with demand unlikely to be sufficient to justify and secure funding for an athletics track in the future.

⁴² [North West Leicestershire Playing Pitch Strategy 2017](#)

The 2017 PPS also indicates issues with the quality of changing facility provision at Hermitage Recreation Ground and Scotlands Playing Fields in the Coalville Urban Area, and Western Park in Ashby-de-la-Zouch.

Officers have indicated that it is intended to refresh the 2017 PPS before the end of 2022. This would provide more-up-date evidence to inform the new Local Plan, and will be considered in Part 2 of the IDP.

Allotments – North West Leicestershire has a range of allotments provided across the District, although it is noted that there is a slightly higher concentration in the south of the District compared to the north, as shown below in Figure 6. A community garden space was opened in 2017 at Coalville Community Park. It is understood that there are waiting lists for allotments within Whitwick Parish, Kegworth Parish and Measham Parish.

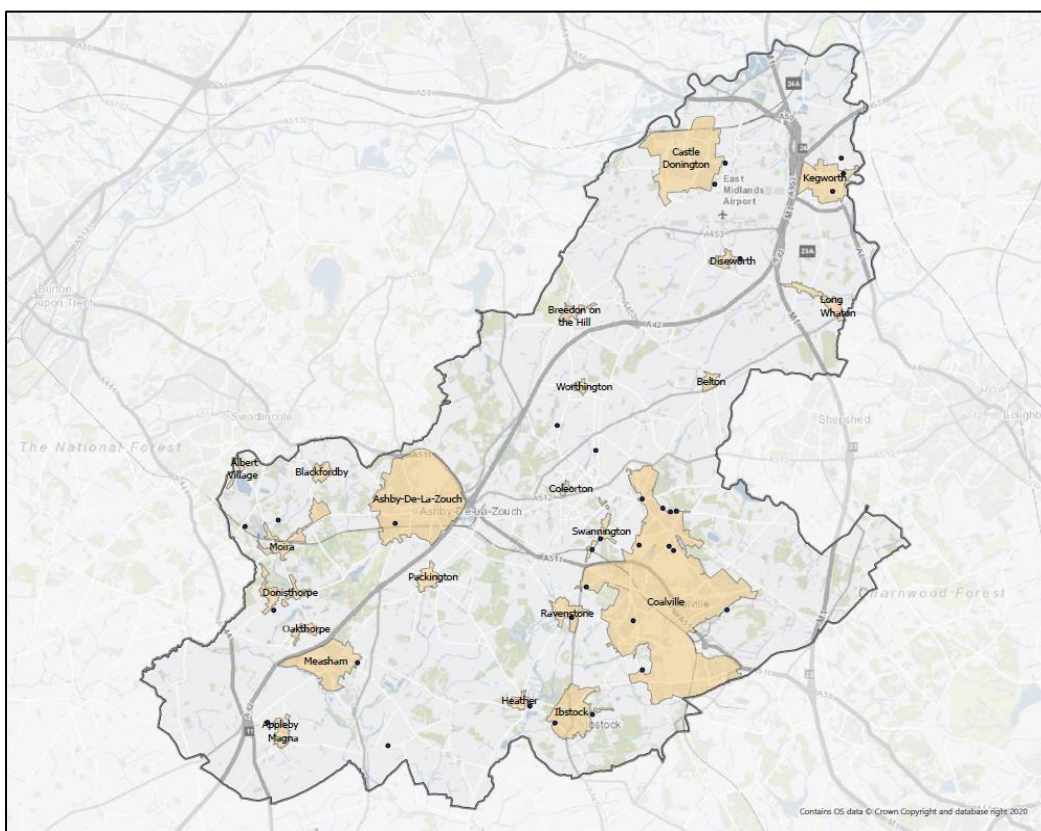


Figure 6: Location of allotments within North West Leicestershire District

4.4.2 Schemes to address growth and other needs

Officers have indicated that addressing the indicated shortfall in 3G pitch provision is a priority, and that discussions are underway with Ibstock Parish Council to establish how a full-sized 3G pitch could be provided (given that Ibstock is the indicated location of demand).

The Council has recently consulted⁴³ on a programme of significant potential improvements to Hermitage Recreation Ground in Coalville. The proposed vision for site would see the creation of a new ecological park and lake, new community facilities, and the redevelopment of the former Hermitage Leisure Centre which has recently closed. However, there are issues relating to the

⁴³ [Hermitage - North West Leicestershire District Council \(nwleics.gov.uk\)](http://Hermitage - North West Leicestershire District Council (nwleics.gov.uk))

provision and maintenance costs associated with the proposal. The district council will make a final decision in due course.

We are not aware of any current projects to provide new allotments in the District.

4.4.3 Implications for future growth

Updated evidence on playing pitch provision and demand is currently being prepared. This will allow the Council’s understanding of the quantity and quality of provision to be brought up to date, with a strategy then being able to be prepared around any additional interventions necessary to meet demand. Similar evidence should be produced on green space and allotment provision in advance of the Regulation 19 publication of the Local Plan, so that the Local Plan and Part 2 of the IDP can set out a similar strategy and set of schemes (as necessary). In the absence of this evidence, it may be more difficult to secure sufficient developer contributions to ensure that new development has better than minimum levels of green infrastructure provision.

Officers have indicated that they currently use Fields in Trust’s ‘6 acre standard’⁴⁴ when establishing requirements in new development. Table 9 below shows these standards per 1,000 population, and the resultant total provision that would be associated with them based on a standard 2.4 residents per household under Growth Scenarios 1 (1,000 dwellings) and 2 (5,100 dwellings).

Green infrastructure type	Standard per 1,000	Growth Scenario 1	Growth Scenario 2
Parks and gardens	0.80 ha	1.92 ha	9.79 ha
Amenity green space	0.60 ha	1.44 ha	7.34 ha
Natural green space	1.80 ha	4.32 ha	22.03 ha
Outdoor sports provision	1.60 ha	3.84 ha	19.58 ha
<i>Of which playing pitches</i>	<i>1.20 ha</i>	<i>2.88 ha</i>	<i>14.69 ha</i>
<i>Of which other provision (tennis courts, bowling greens, athletics etc)</i>	<i>0.40 ha</i>	<i>0.96 ha</i>	<i>4.90 ha</i>
Outdoor play provision	0.55 ha	1.32 ha	6.73 ha
<i>Of which equipped play areas</i>	<i>0.25 ha</i>	<i>0.60 ha</i>	<i>3.06 ha</i>
<i>Of which other provision (multi-use games areas, skateparks etc)</i>	<i>0.30 ha</i>	<i>0.72 ha</i>	<i>3.67 ha</i>
Allotments	0.25 ha	0.60 ha	3.06 ha
Totals	N/A	13.44 ha	68.53 ha

Table 9: Fields in Trust requirements for green infrastructure, and District-wide total provision in Growth Scenarios 1 and 2

This provision should be the minimum which is collectively provided and paid for by developers. For larger sites, this provision should be self-contained and help to meet demand arising from any smaller sites within the same settlement or catchment which cannot be met within an individual development site. For example, the National Society of Allotment and Leisure Gardeners recommends a minimum viable allotment site size of 0.40 hectares.

4.5 Community Facilities

This section considers all forms of community facility provision within North West Leicestershire. Community facilities form the backdrop to some of the most important events in people’s lives – they are places to gather, share ideas, relax, keep fit, learn and much more. The provision of community facilities provides for many of our human needs, and contributes to quality of life, through reducing loneliness, improvements in mental health and the building of social cohesiveness.

⁴⁴ [Fields in Trust Guidance for Outdoor Sport and Play England \(fieldsintrust.org\)](https://www.fieldsintrust.org/)

4.5.1 Existing provision

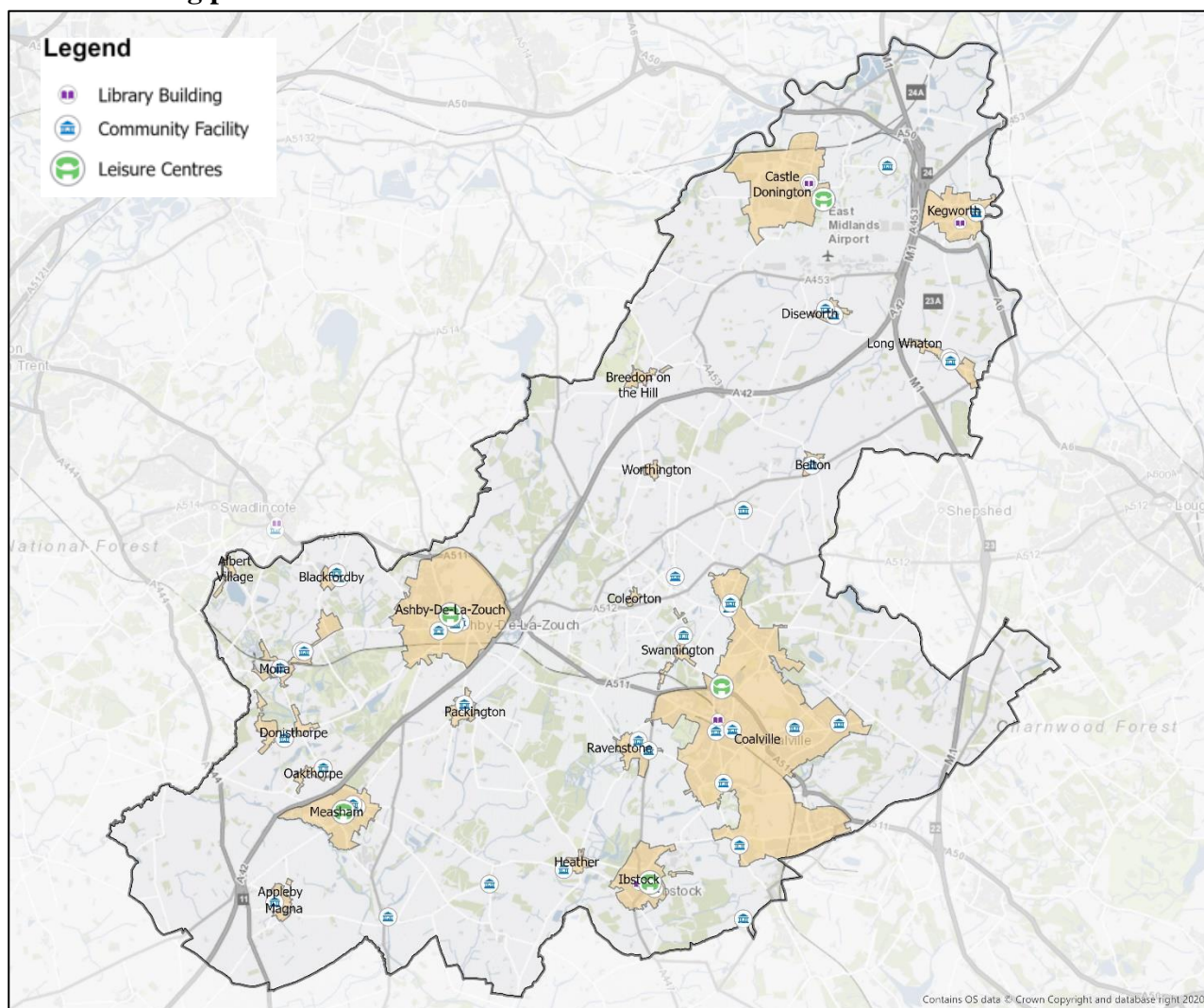


Figure 7: Location of community facilities within North West Leicestershire

Community centres – The District is well served by a large number of community centres – including dedicated community centres and smaller community halls. The locations of these are shown on Figure 7 above. There is at least one community facility within each of the District’s towns, with around ten in the Coalville Urban Area. Each of the district’s sustainable villages also has a dedicated community facility, as do a number of the District’s smaller villages. These are in addition to halls associated with places of worship, many of which serve as community facilities, further increasing the District’s level of provision.

As with green infrastructure, the District’s town and parish councils are responsible for the provision of most community facilities – except in the unparished part of the Coalville Urban Area, where North West Leicestershire District Council is responsible. Charities and other community organisations are also responsible for some community facility provision.

Leisure Centres – There is some form of indoor leisure centre-type provision in each of the District’s towns, except for Kegworth – as shown on Figure 7. This is considered to be a good level of provision for the District’s size. The leisure centres in Coalville and Ashby-de-la-Zouch are owned by North West Leicestershire District Council and managed by the Council’s leisure partner, Everyone Active. Measham Leisure Centre is managed by Measham Parish Council, with Castle

Donington and Ibstock’s community leisure facilities being provided by the secondary schools to which they are linked.

In 2017 the Council commissioned an Indoor and Built Sport and Recreation Facilities Framework 2017-2021⁴⁵. Whilst now somewhat dated, it is understood from discussions with officers that this work was produced at a particular point in time, partly related to significant investments being made to refurbish Ashby-de-la-Zouch Leisure Centre and re-provide the facilities at Hermitage Leisure Centre in Coalville (with the new Whitwick and Coalville Leisure Centre having opened in early 2022). Accordingly, the Council does not currently intend to refresh the 2017-2021 Framework, as the quality and quantity of leisure centre provision in the District is good.

Libraries – There are libraries located in each of the District’s six towns. These vary considerably in size and opening hours – for example Ibstock Library is community-managed and open for 6.5 hours per week spread across short opening periods on Monday, Friday and Saturday – whereas Coalville Library is managed by LCC and is open for 65 hours per week.

Through our discussions with LCC, a potential need for upgrades to existing facilities was identified for Ashby-de-la-Zouch and Coalville libraries. This approach reflects LCC’s current strategy to modernise existing facilities, making them centres of community activity, addressing digital exclusion and providing adult learning. However, the District’s libraries are not constrained in a capacity sense.

Cemeteries – The location of cemeteries within the District are shown below in Figure 8. Four cemeteries within the Coalville Urban Area (Broom Leys, Coalville Cemetery, Whitwick Cemetery and Hugglescote Cemetery), are run by North West Leicestershire District Council. Cemeteries in the other towns of Ashby-de-la-Zouch, Castle Donington, Ibstock, Kegworth and Measham are run by town and parish councils. The District is also served by parish council-operated cemeteries in Appleby Magna, Donisthorpe and Osgathorpe. There is no crematorium provision within the District – the closest such facilities are Loughborough Crematorium, Trent Valley Crematorium south of Derby and Bretby Crematorium near Swadlincote.

⁴⁵ [North West Leicestershire Indoor and Built Sport and Recreation Facilities Framework 2017](#)

It has not been possible to discuss cemetery provision with officers throughout the preparation of this Part 1 IDP document. This will be considered further as part of the development of Part 2 of the IDP.

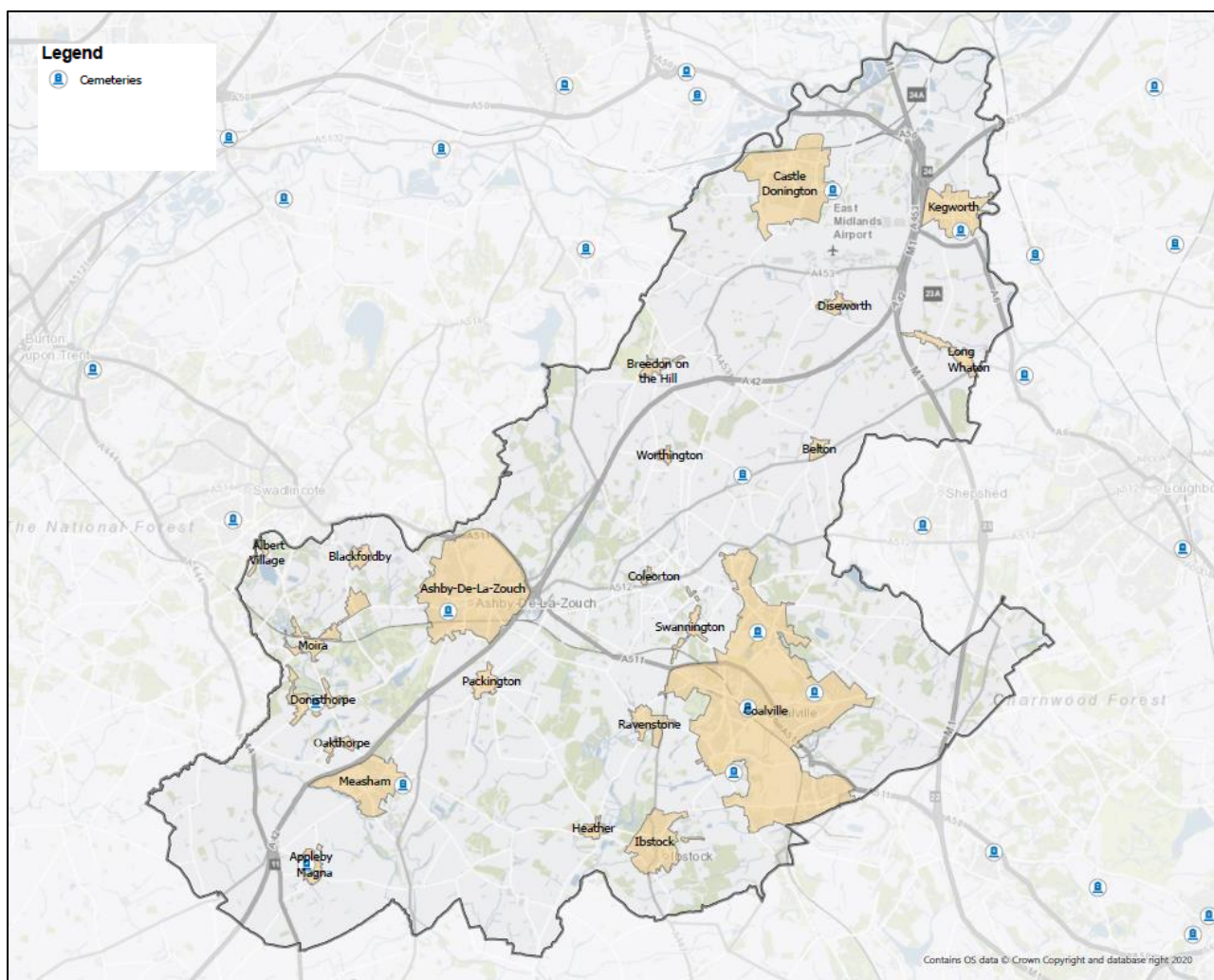


Figure 8: Location of cemeteries within North West Leicestershire District

Waste and recycling facilities - In North West Leicestershire waste collection is the responsibility of North West Leicestershire District Council, whilst waste disposal is the responsibility of Leicestershire County Council.

LCC operates two household waste and recycling centres within North West Leicestershire – at Coalville, and Lount to the east of Ashby-de-la-Zouch. The north of the District is also served by household waste recycling centres in Shepshed and Loughborough. LCC’s Minerals and Waste Local Plan⁴⁶ states that there is sufficient capacity to enable targets for the recycling of local authority collected waste to be met. Similarly, sufficient capacity has been identified to enable targets for commercial and industrial waste to be met. Through our discussions with LCC, it is understood that further new sites are unlikely to be required to meet demand arising from new development within the plan period, with LCC’s strategic approach being focused on improving existing facilities.

⁴⁶ [Minerals and Waste Local Plan 2019 | Leicestershire County Council](#)

NWLDC has also historically operated a network of mini recycling sites where a more specialist range of items can be recycled such as glass, cans and textiles. It is understood from discussions with NWLDC waste management officers that these have temporarily been removed to address issues of misuse and contamination, but the Council plans to re-introduce a network of seven sites across the district's main settlements. The Council's 2019 Recycle More⁴⁷ plan also contains various actions linked to better communication, the promotion of specialist schemes (such as LCC's nappy recycling scheme) and ensuring that new developments are designed to facilitate the Council's mainstream recycling collections.

4.5.2 Schemes to address growth and other needs

Following the completion of the new Whitwick and Coalville Leisure Centre in early 2022, we are not aware of any schemes for the development of new or improved community facilities within the District. For libraries, in our discussions with LCC it was indicated that a strategy will be established by the end of 2022 for enhancement to the county's existing library estate. This may result in the identification of some additional new schemes. If so, these will be included in Part 2 of the IDP.

4.5.3 Implications for future growth

It will be important for the Local Plan to ensure that existing community facilities are maintained, and improved where necessary, to provide adequate facilities for existing communities and the new residents which live within them. However, the existence (or lack) of community facility provision within a settlement is very unlikely to be a key factor in determining the location of planned growth.

As there is generally a good existing level of provision across all of the District's settlements, there is not considered to be any clear need for new facilities to be provided in connection with new development adjacent to existing settlements. However, this would depend on the degree to which any particular settlement was increased in size – a large expansion of a settlement with fewer community facilities would have a greater impact than expansion of a settlement which has a wider range of existing facilities. Irrespective of any need for new facilities, contributions to improve existing facilities that will serve new residents may still be necessary.

It would however be appropriate for many new community facilities to be provided in the proposed new settlement at Isley Walton if that is selected as part of the Council's final preferred selection of sites for the new Local Plan, where their provision would play an important role in the creation and growth of a sustainable new community. It is recommended that such facilities serve a flexible, multi-purpose use – for example, a community centre which also provides a form of community library provision and early years childcare provision, and which could also be used as a place of worship. Through our discussions with NWLDC waste management officers, it is understood that the new settlement is unlikely to require the provision of a new mini recycling site, as proposed provision in Castle Donington and Kegworth is likely to remain sufficient.

The new Local Plan should ensure that developer contributions are sought to invest in existing community facilities where appropriate – this will ensure that the residents of new development are well served, and that the viability of existing facilities is improved. It is understood that the Council does not have an established cost formula for funding improvements to most types of community facility. To provide evidence to justify developer contributions (including to provide evidence of

⁴⁷ [North West Leicestershire Recycle more...The Plan 2019 \(nwleics.gov.uk\)](https://www.nwleics.gov.uk)

cost, which can be apportioned accordingly), it would be beneficial for the Council to produce evidence on the condition and potential investment needs of community facilities around the District.

4.6 Utilities and Digital Infrastructure

This section considers all forms of utility provision within North West Leicestershire. Utilities infrastructure is essential to the effective day-to-day functioning of homes, workplaces, leisure facilities and open spaces.

4.6.1 Existing provision

Electricity supply - Western Power Distribution (WPD) is responsible for electricity distribution across North West Leicestershire, which is part of WPD's wider East Midlands Distribution Area. Ratcliffe-on-Soar and Burton-on-Trent are the two closest National Grid Supply Points. Ratcliffe Power Station is due to close in 2024-2025, however, existing electricity supply infrastructure on the power station site will remain operational and is unaffected by this closure. There are 10 primary substations located within the District. This includes East Midlands Gateway Primary Substation, which is served separately by a private network operator with its own primary supply network and substation.

Through our discussions with WPD, it is understood that spare capacity within all parts of the District's electricity supply network is very limited. This reflects previously spare capacity being taken up in the south of the District by residential development, and in the north of the District by commercial development in the East Midlands Gateway area as well as residential development.

Gas supply - Cadent Gas owns and operates the gas supply network within North West Leicestershire. The Cadent Gas Long Term Development Plan (2021)⁴⁸ identifies a gradual forecast reduction in gas demand, attributed to energy efficiency measures employed in the domestic sector and commercial buildings, which are resulting in similar increases in demand for electricity. From our discussions with Cadent Gas, there is no significant stress within the local gas supply network – and given the anticipated restrictions on new gas connections for newly built residential properties from 2025, it is anticipated that gas demand will continue to decrease.

Fresh water supply – Severn Trent Water (STW) provides water to North West Leicestershire. The area is served on a comprehensive basis, via its Strategic Grid Resource Zone. This grid is supplied from a number of sources and distributes water across a significant part of the Midlands, meaning that increases in demand at particular times or places are readily managed. Through our discussions with STW, it was indicated that there are no current capacity issues within the Strategic Grid.

Sewerage – STW also provides sewerage services to the District. There are long-term known issues with the capacity of the Snarrows Wastewater Treatment Works (WwTW) to the north of the Coalville Urban Area. STW has indicated that capacity at Kegworth WwTW is also becoming constrained, and is being actively monitored to assess the impact of the East Midlands Gateway development.

⁴⁸ [Cadent Gas, Developing Networks for the Future Long-Term Development Plan \(2021\)](#)

Another key issue affects sewerage in the River Mease catchment – covering Ashby-de-la-Zouch and Measham, as well as the sustainable villages of Blackfordby, part of Moira, Oakthorpe, and Packington. The River Mease is designated as a Special Area of Conservation, and current phosphate levels (arising from sewerage as well as other pollution) exceed conservation targets. New development has the potential to exacerbate water quality issues, requiring a cautious approach within the catchment. This includes a scheme of developer contributions⁴⁹.

Flood risk mitigation - North West Leicestershire lies within the River Trent catchment. The north of the District drains via the River Soar to the lower River Trent, whilst the south of the District drains to the River Mease or River Sence and onto the upper River Trent. Figure 9 below shows the broad location of flood zones within the District:

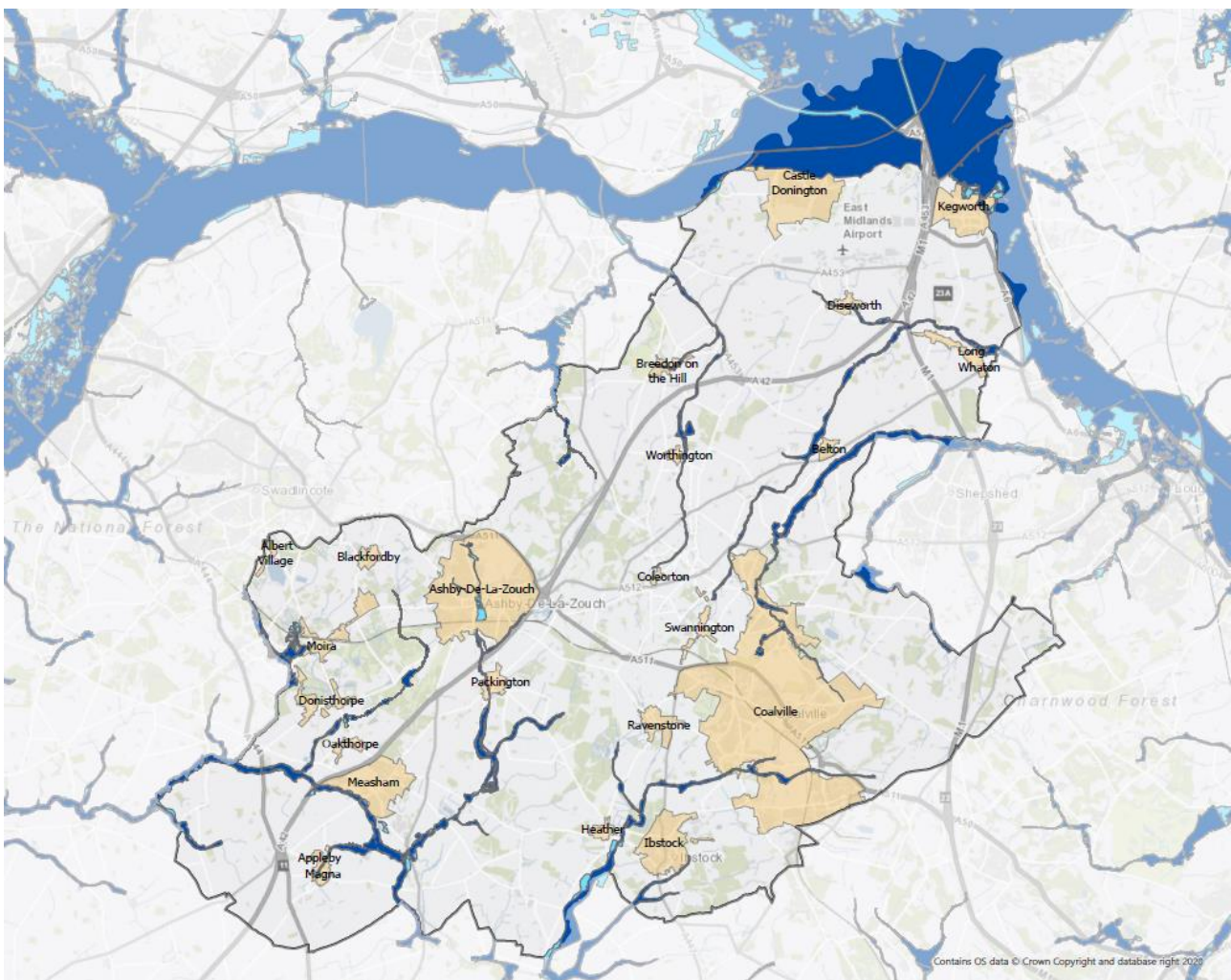


Figure 9: Location of Flood Zones within North West Leicestershire

As shown above, much of the northern of the District is located within Flood Zone 3, which has the highest risk of flooding. This includes parts of Castle Donington and Kegworth. Elsewhere within the District, there are a number of ordinary watercourses and associated narrow tracts of Flood Zones 2 and 3. Some of these watercourses and Flood Zones intersect with towns and villages including Ashby-de-la-Zouch, Coalville, Measham and Diseworth. This is reflected in the North West

⁴⁹ [River Mease Special Area of Conservation - North West Leicestershire District Council](#)

Leicestershire Strategic Flood Risk Assessment⁵⁰, which identifies these areas as also being at risk of surface water flooding:

Flood defence embankments are in place along the River Trent and the River Soar, where the rivers form the northern and eastern parts of the North West Leicestershire District boundary. At the time of construction (early 1960's and early 1970's) the embankments provided protection from flooding with an annual probability of up to 1 in 100 (1%). There are two sets of embankments along the River Soar; small, raised earth embankments to protect farmland (10-year standard of protection) and larger embankments set back from the river to protect inhabited areas (100-year standard of protection). Flood defences protect approximately 450 properties across Castle Donington, Hemington, Lockington and Kegworth.

The Environment Agency (EA) has a statutory responsibility for the maintenance and operation of existing flood defence infrastructure. On designated 'Main Rivers' the EA has a statutory responsibility to manage flood risk. The Lead Local Flood Authority (LLFA) is Leicestershire County Council and they have a responsibility to manage flood risk from ordinary watercourses, surface water and groundwater.

Digital infrastructure - Superfast broadband (defined as connection speeds of 24Mbps or higher) are delivered commercially across North West Leicestershire by BT Openreach and Virgin Media. Currently, around 97% of properties within North West Leicestershire have a superfast level of provision. Figure 10 below shows the levels of provision across the District. It can be seen that the towns, sustainable villages and most smaller villages have access to superfast broadband (areas shaded in green), with more rural parts of the District including isolated homes having a below-superfast provision of broadband (pink circles). Many of the locations shown as possessing below superfast broadband have been indicated by Superfast Leicestershire as 'seeking solutions'.

⁵⁰ [North West Leicestershire Strategic Flood Risk Assessment \(2015\)](#)

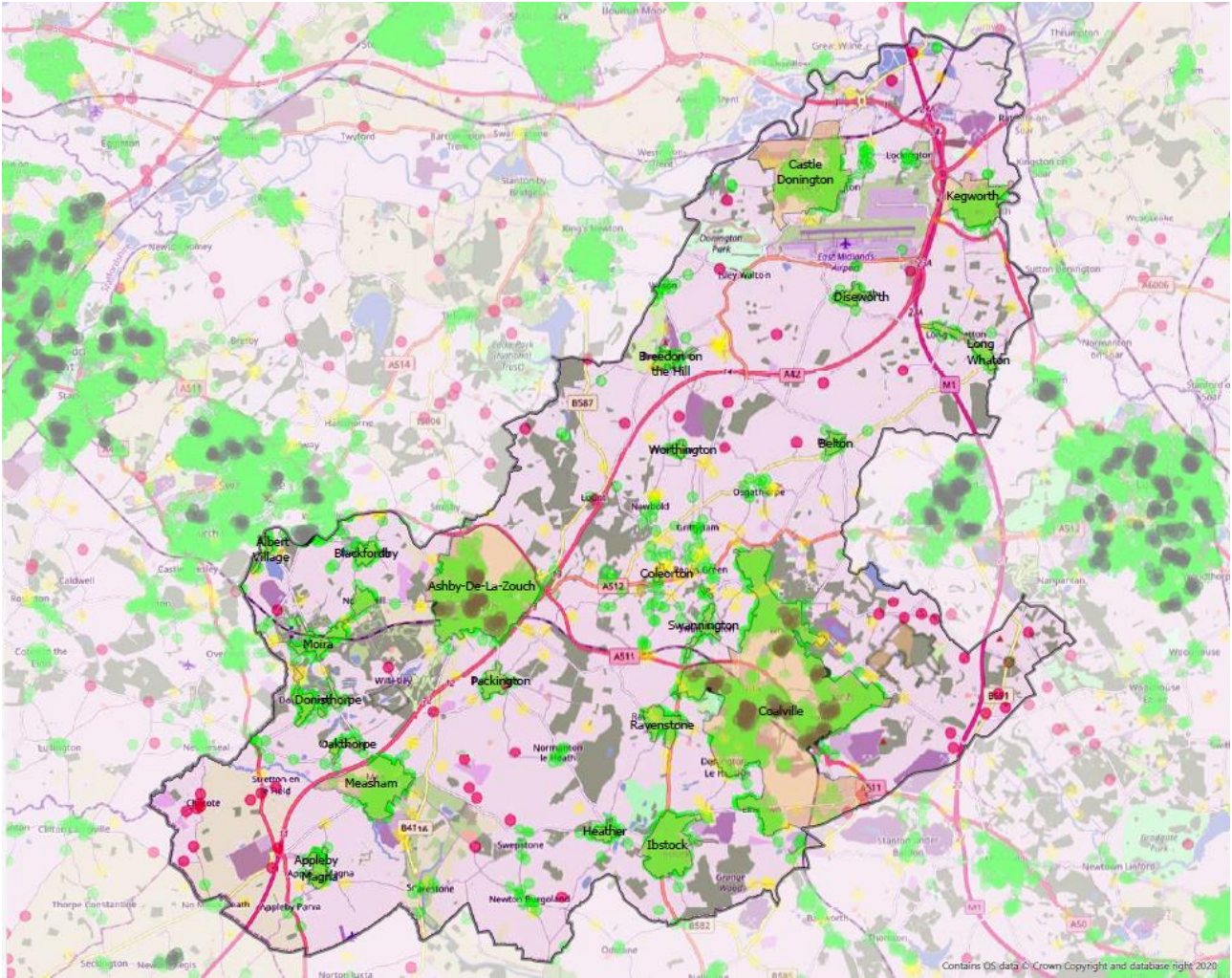


Figure 10: Provision of broadband within North West Leicestershire

Superfast Leicestershire⁵¹, is a partnership between Leicestershire County Council (LCC) and BT Openreach, with the intention of providing superfast broadband to the ‘final 4%’ (in practice, 3% within North West Leicestershire) – properties which are hardest to reach with superfast broadband connectivity. As part of the Government’s Rural Gigabit Connectivity programme, incentives are also being offered to connect more rural areas for which there is never likely to be sufficient financial incentive for private companies to provide fibre broadband.

4.6.2 Schemes to address growth and other needs

Discussions with Western Power Distribution (WPD) have not indicated any significant current schemes to increase electricity supply within the local network.

Cadent Gas is exploring the potential to convert parts of its gas supply network to instead supply hydrogen to domestic and commercial properties. This would allow those customers to use their existing boilers and heating systems with a zero-carbon fuel source. From our discussions with Cadent Gas, it is understood that the commercial case around this conversion is not yet clear, and it cannot be assumed that such a conversion will take place within North West Leicestershire. However, if it does, Cadent Gas has indicated that extensive works to allow the increased pressures

⁵¹ <https://www.superfastleicestershire.org.uk/register-for-notifications/the-final-4/>

necessary to accommodate hydrogen would be required within many of the District’s smaller towns and villages.

Severn Trent Water has indicated that schemes will come forward within the Asset Management Plan 8 period (2025-2030) to address capacity constraints at Snarrows WwTW, as well as to address water quality issues at Packington and Measham WwTWs. STW has indicated that works could also be undertaken at Kegworth WwTW within AMP8, if monitoring indicates that there are constraints needing to be addressed.

Plans also exist to address water quality issues within the River Mease catchment, with a scheme to construct a pipeline to pump out treated sewerage from Packington and Measham WwTWs. This scheme is expected to be completed by 2027, once the effect of transferring this outflow to other watercourses elsewhere has been assessed.

Through our discussions with LCC, it is understood that a variety of new flood risk management infrastructure schemes are being brought forward as part of LCC’s flood risk management programme. This includes schemes in Diseworth, Breedon-on-the-Hill, Moira and Coalville. Whilst these are focussed on reducing flood risk for existing properties, they have the potential to create new areas of land which can be shown to now be at a reduced risk of flooding.

4.6.3 Implications for future growth

The provision of appropriate utilities connections in new development are an essential part of the development process.

The extent of constraints in the District’s electricity supply network have potentially significant implications for future growth. WPD has provided us with calculations of the potential electricity demands arising from the two growth scenarios considered at this stage of the IDP, shown in Table 10. These assume electricity usage of 18kW per dwelling, on the basis of likely future demand for electric vehicle charging and the need for electrical space and water heating in new development once gas connections for new development are prohibited after 2025. This compares to ‘traditional’ assumptions of electricity demands of around 1.8-2kW per dwelling, i.e. a ten-fold increase.

Settlement	Existing commitments		Growth Scenario 1		Growth Scenario 2	
	Dwellings	Forecast demand	Dwellings	Forecast demand	Dwellings	Forecast demand
Coalville Urban Area	4,229	76mW	500	9mW	1,785	32mW
Ashby-de-la-Zouch	2,135	38mW	150	3mW	383	7mW
Castle Donington	727	13mW	150	3mW	383	7mW
lboostock	44	1mW	67	1mW	170	3mW
Kegworth	279	5mW	67	1mW	170	3mW
Measham	304	5mW	67	1mW	170	3mW
Sustainable villages (various)	261	5mW	Nil	Nil	255	5mW
New settlement (Isley Walton)	Nil	Nil	Nil	Nil	1,785	32mW
Other locations / Small sites	58	1mW	Nil	Nil	Nil	Nil
Totals	8,037	145mW	1,000	18mW	5,100	92mW

Table 10: Potential electricity demand from existing commitments and the two new growth scenarios

By WPD’s own admission, these are worst-case estimates – we consider around 15kW per dwelling to be a more likely electricity demand for properties with electric panel heaters, electric heat pumps and electric vehicle charging. Nevertheless, this still represents a very significant increase in electrical demand above baseline levels.

WPD has indicated that Growth Scenario 2 could, without other mitigation, result in the need for the following electricity infrastructure improvements:

- A new 132kV connection from Castle Donington and Kegworth to the grid supply point at Ratcliffe Power Station in Nottinghamshire, a new 33kV bulk supply substation, and a new 11kV primary substation. It is noted that the cable routing from Ratcliffe Power Station may include multiple engineering difficulties, given the need to cross the Midland Main Line railway and the M1 motorway – as well as the potential future route of HS2. WPD has indicated costs for these works (excluding on-site connection costs) of around £20 million.
- A new 132kV grid substation in the Coalville Urban Area, a new 33kV bulk supply substation, and up to three new 11kV primary substations. It is understood that costs for these works (excluding on-site connection costs) are likely to be in the region of £20-30 million.
- A new 33kV bulk supply substation to serve Ashby-de-la-Zouch, in addition to up to two new 11kV primary substations. It is understood that costs for these works (excluding on-site connection costs) are likely to be in the region of £5-10 million.

Whilst the impacts of Growth Scenario 1 would be significantly less, they would not be substantially less given that the majority of new homes to be built within the District over the plan period already exist as commitments. This is therefore an issue that will need to be addressed regardless of the growth option chosen.

This scale of these new electricity infrastructure improvements could have significant adverse implications for the viability of development on some sites. Whilst it is important to note that they are based on worst-case assumptions (in terms of electrical demand), these assumptions result from endeavours to limit the climate implications of new development, which should ideally be welcomed. It is therefore recommended that the Local Plan proactively seeks to maximise localised energy generation in new development, through measures such as solar photovoltaic panel provision and the provision of ground source heat pumps. It may be beneficial to model this potential and include firm policy within the Local Plan as a result, by undertaking a climate study or other similar evidence as part of the preparation of the new Local Plan.

Previous discussions with Cadent Gas at the time of the 2020 Leicestershire International Gateway Strategic Sites Infrastructure Study indicated that there could be a need for significant investment in order to connect strategic new development locations – notably the potential new settlement at Isley Walton – into the existing gas network. However, given the expectation that gas network connections to new residential development will not be required after 2025, this will no longer be a factor and has no implications for future growth.

STW has indicated that the 1,000 dwelling level of growth proposed in Growth Scenario 1 is unlikely to require any mitigation works beyond the schemes already committed and set out in 4.6.2 above. However, development under Growth Scenario 2 might mean that these schemes need to be further expanded to accommodate growth. Furthermore, STW has indicated that the development of the potential new settlement at Isley Walton could be challenging, as this would need to be served by Castle Donington WwTW which is surrounded on all sides by existing development and therefore incapable of expansion. STW has indicated that Castle Donington WwTW is likely to need to be relocated under Growth Scenario 2. It is not currently possible to estimate the costs of this as it will depend on the quantum of development ultimately coming forward, but the costs would need to be met by developers in the vicinity through connection charges.

It is not anticipated that flood risk management will have significant implications for future growth, as site selection decisions can be made to avoid areas at sufficient risk of flooding to necessitate the provision of new flood risk management infrastructure.

5 Conclusions by settlement

The previous chapter of this report has set out the current levels of provision, potential schemes to address demand and the implications for future growth for 28 individual infrastructure types across six infrastructure themes.

Of these, there are nine infrastructure types where we consider the implications for future growth to be potentially significant (or challenging to address) across multiple settlements, or the District as a whole. These are:

- Highways
- Active travel
- Bus services
- Rail services
- Primary schools
- Secondary schools
- Primary healthcare
- Electricity supply
- Sewerage

In addition, we consider that the community facility infrastructure types will need to be considered for the potential new settlement at Isley Walton in the event that this is the Council's preferred option, given that growth would be taking place in a location away from existing communities and hence existing community facilities.

For the purpose of this Part 1 IDP report, it should also be noted that up-to-date evidence around the District's provision of open space and playing pitches does not exist. Whilst there are not anticipated to be any significant implications for future growth resulting from these infrastructure types, this cannot conclusively be established in the absence of such evidence. This should be considered further in Part 2 of the IDP.

This chapter sets out the implications for growth set out above on a settlement-by-settlement level. It is evident that some settlements have more significant infrastructure requirements than others. However, this does not necessarily mean that growth in those settlements will be more difficult to deliver than for settlements with fewer requirements. For example, whilst there are generally fewer infrastructure requirements in the settlements with smaller amounts of anticipated growth.

5.1 Coalville Urban Area

Growth Option 1 would result in the development of 500 homes in Coalville, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as along the A511 and at M1 J22), it is anticipated that congestion could be subject to a moderate level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course.
- Active travel – Development would provide options to link into and fund improvements to the network of active travel routes within Coalville, partly mitigating potential impacts on the highway network.

- Bus services – Development would provide options to boost the usage and viability of bus services to and within Coalville, and could provide modest funding for capital improvements that further boost the attractiveness of services.
- Rail services – The sustainability of development would be improved by any reopening of the Ivanhoe Line, although the quantum of development is unlikely to make any significant impact on the business case for reopening or make any significant contribution to funding it.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.7 additional forms of entry. Based on comments from LCC, it is anticipated that this could be accommodated by 1x 1.0FE or 2x 0.5FE expansions to one or several of Holy Cross Catholic Primary School, Thringstone Primary School or Warren Hills Primary School.
- Secondary schools – The 0.7 additional forms of entry would need to be accommodated within Castle Rock School or Newbridge High School. However, given the extent of constraint within both schools at present, further discussion would need to be undertaken with LCC in Part 2 of the IDP to establish whether this demand could be met.
- Primary healthcare – The quantum of development proposed would generate around 1,200 new patients. This is unlikely to be sufficient to justify and fund a scheme to address the significant constraints within the Whitwick Road Surgery, meaning that these new patients would likely need to be absorbed within other surgeries in the town. Given the broad levels of constraint within these other surgeries, further discussion would need to be undertaken with the ICB in Part 2 of the IDP once growth locations are known, to establish whether such an approach would be acceptable.
- Electricity supply – In combination with existing commitments, the quantum of development proposed is likely to result in a need for at least some level of new electricity substation provision.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

Growth Option 2 would result in the development of 1,785 homes in Coalville, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as along the A511 and at M1 J22), it is anticipated that congestion could be subject to a significant level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course.
- Active travel – Development would provide options to link into and fund improvements to the network of active travel routes within Coalville, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide options to boost the usage and viability of bus services to and within Coalville, and could provide significant funding for capital improvements that further boost the attractiveness of services.
- Rail services – The sustainability of development would be improved by any reopening of the Ivanhoe Line. The quantum of development could make a useful contribution to the business case for reopening, and subject to the location of development relative to the location of a new railway station, could make a significant contribution to funding it.
- Primary schools – The quantum of development proposed would generate pupil demand for around 2.5 additional forms of entry. Based on comments from LCC, it is unlikely to be possible to accommodate this scale of demand within existing schools, necessitating the provision of a new 2.5FE (or 3.0FE to allow for further future expansion) primary school.

- Secondary schools – Given the extent of constraint within Castle Rock School and Newbridge High School at present, it is considered unlikely that 2.5FE of new pupil demand could be accommodated within either – Castle Rock School is already very large, and Newbridge High School sits on a relatively constrained site in older buildings. Growth Option 2 may therefore require the provision of a small new secondary school in the south of the District, also capable of serving growth in Ashby-de-la-Zouch, Ibstock and Measham.
- Primary healthcare – The quantum of development proposed would generate around 4,300 new patients. This could be sufficient to justify and fund a scheme to address the significant constraints within the Whitwick Road Surgery, potentially allowing its expansion on site or relocation and expansion. Should this not be possible, similar expansions or relocations may also be possible for other surgeries in the town.
- Electricity supply – In combination with existing commitments, the quantum of development proposed could result in the need for a new 132kV grid substation, a 33kV bulk supply substation and up to three 11kV primary substations.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

5.2 Ashby-de-la-Zouch

Growth Option 1 would result in the development of 150 homes in Ashby-de-la-Zouch, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as on the A42), it is anticipated that congestion could be subject to a modest level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course. In our discussions with North Warwickshire Borough Council, the need to manage the implications of growth on the A42/M42 corridor was particularly highlighted.
- Active travel – Development would provide options to develop the network of active travel routes within Ashby-de-la-Zouch, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Ashby-de-la-Zouch, and could provide a limited amount of funding for capital improvements that further boost the attractiveness of services.
- Rail services – The sustainability of development would be improved by any reopening of the Ivanhoe Line, although the quantum of development is unlikely to have any impact on the business case for reopening or make any significant contribution to funding it.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.2 additional forms of entry. Given the levels of primary school capacity in the settlement following the recent opening of Hastings Primary School, it is not anticipated that any primary school expansion would be required under this growth option.
- Secondary schools – The 0.2 additional forms of entry would need to be accommodated within Ashby School. However, given the extent of constraint within the school at present and its large size, further discussion would need to be undertaken with LCC in Part 2 of the IDP to establish whether this demand could be met. These discussions should also explore the extent of cross-boundary education flows into Ashby-de-la-Zouch from Swadlincote in South Derbyshire, which were highlighted in our discussions with South Derbyshire District Council. Any reduction in cross-boundary flows may help this level of demand to be accommodated.
- Primary healthcare – The quantum of development proposed would generate around 350 new patients. This will not be sufficient to justify and fund a scheme to address constraints

within the Castle Medical Group, although the surgery's very large existing size means that this number of patients could potentially be absorbed within it.

- Electricity supply – In combination with existing commitments, the quantum of development proposed is likely to result in a need for at least some level of new electricity substation provision.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

Growth Option 2 would result in the development of 383 homes in Ashby-de-la-Zouch, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as on the A42), it is anticipated that congestion could be subject to a moderate level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course. In our discussions with North Warwickshire Borough Council, the need to manage the implications of growth on the A42/M42 corridor was particularly highlighted.
- Active travel – Development would provide options to develop the network of active travel routes within Ashby-de-la-Zouch, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Ashby-de-la-Zouch, and could provide a modest amount of funding for capital improvements that further boost the attractiveness of services.
- Rail services – The sustainability of development would be improved by any reopening of the Ivanhoe Line, although the quantum of development is unlikely to make any significant impact on the business case for reopening or make any significant contribution to funding it.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.5 additional forms of entry. Given the levels of primary school capacity in the settlement following the recent opening of Hastings Primary School, it is not anticipated that any primary school expansion would be required under this growth option.
- Secondary schools – Given the extent of constraint within Ashby School and its large existing size, it is considered unlikely that 0.5FE of new pupil demand could be accommodated within it. Growth Option 2 may therefore require the provision of a small new secondary school in the south of the District, also capable of serving growth in Coalville, Ibstock and Measham.
- Primary healthcare – The quantum of development proposed would generate around 900 new patients. This is unlikely to be sufficient to justify and fund a scheme to address constraints within the Castle Medical Group, although the surgery's very large existing size means that this number of patients could potentially be absorbed within it. Further discussion would need to be undertaken with the ICB in Part 2 of the IDP once growth locations are known, to establish whether such an approach would be acceptable.
- Electricity supply – In combination with existing commitments, the quantum of development proposed could result in the need for a new 33kV bulk supply substation and 11kV primary substation.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

5.3 Castle Donington

Growth Option 1 would result in the development of 150 homes in Castle Donington, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as J24 of the M1), it is anticipated that congestion could be subject to a modest level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course. In our discussions with Rushcliffe Borough Council, the need to also consider cumulative impacts from the redevelopment of Radcliffe Power Station and the 3,000 home development at Fairham Pastures to the south of Nottingham were particularly highlighted.
- Active travel – Development would provide options to develop the network of active travel routes between Castle Donington, Kegworth, the East Midlands Gateway and East Midlands Airport, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Castle Donington, and could provide a limited amount of funding for capital improvements that further boost the attractiveness of services. In our discussions with Erewash Borough Council, the ongoing improvement of bus services between East Midlands Airport, Castle Donington and Long Eaton were highlighted as priorities.
- Rail services – Development in Castle Donington would not directly be served by rail, although East Midlands Parkway and Long Eaton railway stations are located relatively close by.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.2 additional forms of entry. Given the imminent opening of the new Foxbridge Primary School, it is not anticipated that any primary school expansion would be required under this growth option.
- Secondary schools – The 0.2 additional forms of entry would need to be accommodated within Castle Donington Community College. Based on comments from LCC, it is anticipated that this level of growth could be met.
- Primary healthcare – The quantum of development proposed would generate around 350 new patients. This will not be sufficient to justify and fund a scheme to address the significant constraints within Castle Donington Surgery, which is understood to be unable to expand. Given this fundamental level of constraint, further discussion would need to be undertaken with the ICB in Part 2 of the IDP once growth locations are known, to establish whether such an approach would be acceptable.
- Electricity supply – In combination with existing commitments, the quantum of development proposed is likely to result in a need for at least some level of new electricity substation provision.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

Growth Option 2 would result in the development of 383 homes in Castle Donington, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as J24 of the M1), it is anticipated that congestion could be subject to a moderate level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course. In our discussions with Rushcliffe Borough Council, the need to also consider cumulative impacts from the redevelopment of Ratcliffe Power Station and the 3,000 home development at Fairham Pastures to the south of Nottingham were particularly highlighted.
- Active travel – Development would provide options to develop the network of active travel routes between Castle Donington, Kegworth, the East Midlands Gateway and East Midlands Airport, partly mitigating potential impacts on the highway network.

- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Castle Donington, and could provide a modest amount of funding for capital improvements that further boost the attractiveness of services. In our discussions with Erewash Borough Council, the ongoing improvement of bus services between East Midlands Airport, Castle Donington and Long Eaton were highlighted as priorities.
- Rail services – Development in Castle Donington would not be served by rail.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.5 additional forms of entry. The new Foxbridge Primary School is not yet fully reflected in LCC’s growth forecasts, meaning that it is not currently possible to establish whether it could meet the more significant level of demand under this growth option. Pupil demand could be met within a new school in the potential new settlement at Isley Walton.
- Secondary schools – The 0.2 additional forms of entry would need to be accommodated within Castle Donington Community College. Based on comments from LCC, it is anticipated that this level of growth could be met there. It could also be met within a new school in the potential new settlement at Isley Walton.
- Primary healthcare – The quantum of development proposed would generate around 900 new patients. Given the indicated levels of constraint within Castle Donington Surgery it is considered very unlikely that it will be able to absorb this level of additional demand within existing premises, but it is also understood to be unable to expand. Under this growth option, new patient demand from Castle Donington is therefore likely to need to be met by provision within the new settlement at Isley Walton.
- Electricity supply – In combination with existing commitments and development proposed in Kegworth and the potential new settlement at Isley Walton, the quantum of development proposed could result in the need for a new 132kV grid connection at Ratcliffe Power Station, a 33kV bulk supply substation and an 11kV primary substation.
- Sewerage – The quantum of development proposed would result in the need to relocate and expand Castle Donington Wastewater Treatment Works.

5.4 Ibstock

Growth Option 1 would result in the development of 67 homes in Ibstock, over and above existing commitments. This level of growth is considered to be sufficiently small to not have any significant implications for growth, resulting in less than 0.1FE of school pupil yield and only around 150 new primary care patients. It would also not create significant opportunities to improve existing infrastructure within the settlement.

Growth Option 2 would result in the development of 170 homes in Ibstock, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as the A447/A511 junction at Coalville), it is anticipated that congestion could be subject to a modest level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course.
- Active travel – Development would provide options to develop the network of active travel routes within Ibstock, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Ibstock, and could provide a limited amount of funding for capital improvements that further boost the attractiveness of services.
- Rail services – Development in Ibstock would not be served by rail.

- Primary schools – The quantum of development proposed would generate pupil demand for around 0.2 additional forms of entry. Comments from LCC indicate that both of Ibstock’s existing schools will be at capacity by 2026 and are both unable to expand. As it is not appropriate for primary-age children to travel between towns to go to school, there is no acceptable way to meet the pupil yield from this growth option unless a larger quantum of development is proposed that would allow the viable provision of a new school.
- Secondary schools – Whilst relatively modest, given the extent of constraint within Ibstock Community College, it may not be possible for 0.2FE of new pupil demand to be accommodated within it. Growth Option 2 may therefore require the provision of a small new secondary school in the south of the District, also capable of serving growth in Coalville, Ashby-de-la-Zouch and Measham.
- Primary healthcare – The quantum of development proposed would generate around 400 new patients. It may be possible to absorb this level of demand within Ibstock House Surgery with modest improvements to facilities, but the acceptability of this approach will need to be confirmed with the ICB in Part 2 of the IDP once development sites are known.
- Electricity supply – It has not been indicated through discussions with WPD that the quantum of development proposed will result in the need for electricity network improvements in Ibstock.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

5.5 Kegworth

Growth Option 1 would result in the development of 67 homes in Kegworth, over and above existing commitments. This level of growth is considered to be sufficiently small to not have any significant implications for growth, resulting in less than 0.1FE of school pupil yield and only around 150 new primary care patients. It would also not create significant opportunities to improve existing infrastructure within the settlement.

Growth Option 2 would result in the development of 170 homes in Kegworth, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as M1 J24), it is anticipated that congestion could be subject to a modest level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course. In our discussions with Rushcliffe Borough Council, the need to also consider cumulative impacts from the redevelopment of Ratcliffe Power Station and the 3,000 home development at Fairham Pastures to the south of Nottingham were particularly highlighted.
- Active travel – Development would provide options to develop the network of active travel routes between Kegworth, Castle Donington, the East Midlands Gateway and East Midlands Airport, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Kegworth, and could provide a limited amount of funding for capital improvements that further boost the attractiveness of services.
- Rail services – Development in Kegworth would not be served by rail, although East Midlands Parkway Railway Station is located relatively close by.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.2 additional forms of entry. Comments from LCC indicate that Kegworth Primary School will be at capacity by 2026. Whilst there may be some limited potential to expand, this would require more detailed investigation to confirm and this growth option may

therefore require a larger quantum of development in order to justify and fund the viable provision of a new school.

- Secondary schools – Kegworth does not have an existing secondary school that can absorb pupils or expand. However, based on comments from LCC, Castle Donington College has the potential to expand and it is anticipated that this level of growth could be met there. It could also be met within a new school in the potential new settlement at Isley Walton.
- Primary healthcare – The quantum of development proposed would generate around 400 new patients. The ICB has indicated that Orchard House Surgery has developed a potential expansion scheme, meaning that this level of patient demand is likely to be able to be accommodated.
- Electricity supply – In combination with existing commitments and development proposed in Castle Donington and the potential new settlement at Isley Walton, the quantum of development proposed could result in the need for a new 132kV grid connection at Ratcliffe Power Station, a 33kV bulk supply substation and an 11kV primary substation.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

5.6 Measham

Growth Option 1 would result in the development of 67 homes in Measham, over and above existing commitments. This level of growth is considered to be sufficiently small to not have any significant implications for growth, resulting in less than 0.1FE of school pupil yield and only around 150 new primary care patients. It would also not create significant opportunities to improve existing infrastructure within the settlement.

Growth Option 2 would result in the development of 170 homes in Measham, over and above existing commitments.

- Highways – Across the settlement as a whole and on key nearby junctions (such as on the A42), it is anticipated that congestion could be subject to a modest level of increase without appropriate mitigation. This will be confirmed by highway modelling in due course. In our discussions with North Warwickshire Borough Council, the need to manage the implications of growth on the M/A42 and A444 was particularly highlighted.
- Active travel – Development would provide options to develop the network of active travel routes within Measham, partly mitigating potential impacts on the highway network.
- Bus services – Development would provide a modest boost to the usage and viability of bus services to and within Measham, and could provide a limited amount of funding for capital improvements that further boost the attractiveness of services.
- Rail services – Development in Measham would not be served by rail.
- Primary schools – The quantum of development proposed would generate pupil demand for around 0.2 additional forms of entry. Comments from LCC indicate that both of Measham’s existing schools will be at capacity by 2026 and are both unable to expand. As it is not appropriate for primary-age children to travel between towns to go to school, there is no acceptable way to meet the pupil yield from this growth option unless a larger quantum of development is proposed that would allow the viable provision of a new school.
- Secondary schools – Measham does not have an existing secondary school that can absorb pupils or expand. Growth Option 2 may therefore require the provision of a small new secondary school in the south of the District, also capable of serving growth in Coalville, Ashby-de-la-Zouch and Ibstock.

- Primary healthcare – The quantum of development proposed would generate around 400 new patients. Whilst modest, given the levels of constraint with Measham Medical Unit it may not be possible to absorb this level of demand within the existing surgery. The acceptability of this approach will need to be confirmed with the ICB in Part 2 of the IDP once development sites are known.
- Electricity supply – It has not been indicated through discussions with WPD that the quantum of development proposed will result in the need for electricity network improvements in Measham.
- Sewerage – It is not anticipated that the quantum of development proposed would result in any significant sewerage implications.

5.7 Sustainable villages

Growth Option 1 would not result in any development over and above existing commitments in any of the District’s 18 sustainable villages.

Growth Option 2 would result in the development of 255 homes in the 18 sustainable villages, over and above existing commitments. This equates to 14 new homes per settlement on average. This level of growth is considered to be sufficiently small to not have any significant implications for growth in any single location. Whilst it would cumulatively create 0.4FE of school pupil yield and around 600 new primary care patients, these will be dispersed widely around the District. It is therefore unlikely that significant opportunities will be created to improve existing infrastructure within any one of the sustainable villages.

Of the 18 sustainable villages, Moira has the notable distinction of being a proposed station location for the reopened Ivanhoe Line. Given the sustainability credentials that this would result in, it may therefore be appropriate to consider its merits for slightly larger amounts of development.

It is also considered noteworthy that a number of the sustainable villages have primary schools with significant amounts of spare capacity. These villages may therefore prove to be easier locations in which to accommodate growth than Ibstock, Kegworth and Measham, in the event that a lack of primary school capacity within those settlements becomes a limiting factor for growth. These factors will be considered further in Part 2 of the IDP.

5.8 Potential new settlement at Isley Walton

The proposed new settlement at Isley Walton is not included in Growth Option 1.

Growth Option 2 would result in the development of 1,785 homes within the new settlement during the plan period to 2040, with a total overall capacity including development beyond 2040 of 4,750. In order for this to become a genuinely sustainable location for new development, it is important that it is supported by as much self-contained infrastructure as possible on site. This will ensure that residents do not need to travel to other nearby settlements for their day-to-day needs. It will also be crucial to ensure the appropriate phasing of infrastructure, given the period of time necessary to build out a new settlement of this size. To ensure the appropriate management and oversight of this, it is recommended that the Local Plan includes a policy requirement to produce a site specific ‘mini IDP’, potentially linked to any masterplanning needing to be undertaken by the site’s developers.

- Highways – Across key nearby junctions (such as M1 J24 and 23a and along the A42), as well as within nearby settlements, it is anticipated that congestion could be subject to a significant level of increase without appropriate mitigation. This is particularly the case given potential cumulative impacts with development taking place around East Midlands

Gateway and at Ratcliffe Power Station in Nottinghamshire as part of the East Midlands Development Corporation and East Midlands Freeport initiatives. These impacts will be confirmed by highway modelling in due course. In our discussions with Rushcliffe Borough Council, the need to also consider cumulative impacts from the redevelopment of Ratcliffe Power Station and the 3,000 home development at Fairham Pastures to the south of Nottingham were particularly highlighted.

- Active travel – Development would provide options to develop the network of active travel routes between Castle Donington, Kegworth, the East Midlands Gateway and East Midlands Airport, partly mitigating potential impacts on the highway network.
- Bus services – Development should be supported by the provision of new bus routes and/or the diversion of existing routes into and through the site. These should provide direct connectivity to East Midlands Airport and Castle Donington, as well as a range of other destinations throughout the sub-region. Discussions with LCC and bus operators will need to take place as part of the development of detailed plans for the site, to establish viable potential service patterns and sustainable approaches to developer contributions.
- Rail services – The new settlement will not be served by rail. However, it should be ensured that at least one of the bus services from the new settlement provides access to a railway station – likely to be Long Eaton, East Midlands Parkway or Loughborough.
- Primary schools – The quantum of development proposed would generate pupil demand for around 2.5 additional forms of entry within the plan period, and 6.8 forms of entry in total. To ensure sustainable patterns of movement for children, this demand would need to be met on site. It is anticipated that this could take the form of 1x 3.0FE primary school and 2x 2.0FE primary schools, with the 3.0FE primary school being constructed within the plan period. It should be ensured that this school is open from the occupation of the first homes on the site to ensure that pupils do not need to make unsustainable journeys to school in Castle Donington or elsewhere.
- Secondary schools – Given the eventual scale of development, a new secondary school should also be provided on the site. Subject to confirmation by LCC it is considered that this should take the form of an 8.0FE school, allowing a small amount of capacity for further growth in the future. This could also absorb the pupil yield from growth option 2 in Castle Donington and Kegworth if required. It is recognised that it is unlikely to be viable to operate a secondary school on the site from the completion of the first homes on the site, and Part 2 of the IDP should establish an appropriate trigger point – demand from the first homes to be built could potentially be met at Castle Donington College, which is understood to have some capacity to expand on site.
- Primary healthcare – The quantum of development proposed would generate around 4,300 new patients within the plan period, and around 11,400 patients in total once fully built-out. This is a greater number of patients than are registered at all but three of the District’s existing surgeries, and is a quantum that should therefore lead to the establishment of surgery premises within the new settlement. Given the relative difficulty for the ICB of developing and procuring an entirely new surgery, it is understood that for organisational purposes this is likely to need to be a branch surgery linked to an existing local practice. A branch surgery could also accommodate patient yield arising from growth within Castle Donington under Growth Option 2, given the level of constraint within the existing Castle Donington Surgery.
- Green infrastructure – The provision of on-site green infrastructure will be crucial in the creation of a healthy and sustainable new community. This should include open space and playing fields in line with Fields in Trust standards as a minimum.

- Community facilities – The provision of a community centre on site will be crucial to create a cohesive, sustainable community. This should be planned as a multi-use facility to maximise its viability and usefulness, providing scope for it to provide some library facilities, early years provision and to be used as a place of worship. It should also be considered whether the new settlement should be equipped with a degree of leisure centre provision, potentially co-located within the new secondary school, or whether development should fund the expansion of public leisure facilities at Castle Donington College.
- Electricity supply – In combination with existing commitments and development proposed in Castle Donington and Kegworth, the quantum of development proposed could result in the need for a new 132kV grid connection at Ratcliffe Power Station, a 33kV bulk supply substation and an 11kV primary substation.
- Sewerage – The quantum of development proposed would result in the need to relocate and expand Castle Donington Wastewater Treatment Works.

Appendix 1 – Documents considered while producing the IDP

At the outset of the project a detailed review of a comprehensive array of existing documents, policy and context was undertaken. This included:

National Policy Context

- National Planning Policy Framework (2021)
- National Planning Practice Guidance – Plan-making (2019)
- The Community Infrastructure Levy (Amendment) (England) Regulations (2019)
- Levelling-up and Regeneration Bill
- Levelling Up the United Kingdom White Paper (2022)
- Planning for the Future White Paper (2020)

North West Leicestershire Policy Context

- North West Leicestershire Local Plan 2011-2031 (2020)
- North West Leicestershire Local Plan as amended by Partial Review (2021)
- North West Leicestershire District Council Local Plan Review – Emerging Options Consultation (2018)
- North West Leicestershire District Council Local Plan Review – Development Strategy and Policy Options (2022)
- North West Leicestershire District Council Local Plan Substantive Review (2021)
- North West Leicestershire Infrastructure Delivery Plan (2016)
- North West Leicestershire Infrastructure Funding Statement 2020-2021
- North West Leicestershire Local Development Scheme 2022-2024 (2022)
- North West Leicestershire Issues Consultation (2018)
- North West Leicestershire District Council – Council meeting minutes (September 2022)

Regional Policy Context

- Leicester & Leicestershire Strategic Growth Plan (2018)
- Leicestershire Planning Obligations Policy (2019)
- Leicestershire County Council Network Management Policy & Strategy 2020
- Leicestershire International Gateway: Potential Strategic Sites Infrastructure Study (2022)
- Leicester & Leicestershire Authorities – Statement of Common Ground relating to Housing and Employment Land Needs (2022)
- Leicester & Leicestershire Housing & Economic Needs Assessment (2022)
- Leicester & Leicestershire Enterprise Partnership – Local Growth Fund Investments

- Leicester, Leicestershire and Rutland Police & Crime Plan 2021-2024

Transport

- Department for Transport – Walking and cycling statistics (2018) (updated 2022)
- Department for Transport: Restoring Your Railway Fund programme update (2022)
- Department for Transport: Road Investment Strategy 2020-2025 (2020)
- North West Leicestershire Walking and Cycling Strategy (2022 – 2032)
- Leicestershire County Council Bus Service Improvement Plan (2021)
- Report to Leicestershire County Council Cabinet - Local bus service challenges (2022)
- Report to Leicestershire County Council Cabinet – A511 Growth Corridor Proposals – Bardon Link Road (2022)
- Midlands Connect Strategic Transport Road Map (2022)
- Leicestershire County Council – Planning Application for construction of Link Road south of A511 Bardon Road (app no. 20222/RegMa/0069/LCC)
- Campaign to Reopen the Ivanhoe Line website and blog

Education, Social Infrastructure and Healthcare

- National Health Infrastructure Plan (2019)
- North West Leicestershire District Council Indoor and Built Sport and Recreation Facilities Framework (2017)
- Leicestershire County Council strategy for the organisation of school and other learning places in Leicestershire 2014-2018
- North West Leicestershire District Council Playing Pitch Strategy (2017)
- Leicestershire County Council’s Vision and Strategy for Adult Social Care 2016-2020
- Fields in Trust Guidance for Outdoor Sport and Play England (2020)
- Report to Leicestershire County Council Cabinet - High Needs Development Plan (2021)

Utilities

- Leicestershire County Council Minerals and Waste Local Plan (2019)
- North West Leicestershire District Council ‘Recycle more...The Plan’ (2019)
- Cadent Gas, Developing Networks for the Future Long-Term Development Plan (2021)
- North West Leicestershire District Council Strategic Flood Risk Assessment (2015)
- North West Leicestershire District Council – River Mease Special Area of Conservation (updated 2022)