

Harborough District Council

Infrastructure Delivery Plan

Stage 2: Infrastructure Schedule

V3 | February 2025



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Executive Summary

This Infrastructure Schedule is the second of two stages of a new Infrastructure Delivery Plan (IDP) for Harborough and covers 27 infrastructure topics across six infrastructure themes. This Stage 2 report sets out the current expectation (ahead of the Regulation 19 publication of the Local Plan) of specific infrastructure schemes to support growth, as well as providing updates where relevant to the Stage 1 Baseline Infrastructure Needs Assessment produced earlier in 2024.

Stage 2 of the IDP has been informed by an ongoing programme of engagement with infrastructure providers. This has re-confirmed the conclusions from Stage 1 of the IDP in that there are currently no infrastructure show stoppers that result in an inability to deliver the preferred growth strategy for residential and employment development to be included in the Local Plan. Across Stages 1 and 2 of the IDP combined, engagement has been undertaken with all relevant infrastructure providers across the six infrastructure themes. During engagement with utility infrastructure providers, they have typically been able to provide confidence that there is sufficient infrastructure capacity to meet current and future needs or outline what specific infrastructure schemes would be required to support the preferred growth strategy.

Over 300 infrastructure schemes have been identified at this stage – most a direct response to the growth proposed in the Local Plan, although a number also provide an opportunity to respond to existing baseline infrastructure needs across the district. These schemes have been prioritised based on the realities of delivering them in a scarce funding environment, necessarily reliant upon limited funds available from both developer contributions and outside investment such as that available from Government. It is therefore acknowledged that not all of the infrastructure schemes set out in the Infrastructure Schedule can or will be delivered, but the Schedule will nevertheless form a base from which the Council and its partners can continue iterative development and use as a basis for informed funding decisions.

Infrastructure schemes have been identified across the six infrastructure themes, with integral areas of infrastructure delivery identified relating to primary healthcare, education provision (across early years, primary and secondary education) and transport interventions to support the preferred growth strategy to be set out in the Local Plan. Additionally, the delivery of community facilities, including library and indoor sports facilities, and green infrastructure, including outdoor sports facilities, have been identified as being fundamental to support the preferred growth strategy to be set out in the Local Plan.

There are a small number of infrastructure topics where our discussions with infrastructure stakeholders have established known or foreseeable needs for future investment, but where it has not yet been possible to establish specific infrastructure schemes. This includes electrical, potable water, sewerage and gas supply and is due to a lack of detailed information regarding the sites at this time. However, the typical onus on utility providers for the funding and delivery of these schemes (as opposed to any need for funding and delivery by developers) means that this uncertainty has a limited impact on the Local Plan process.

Furthermore, there are a number of schemes, specifically relating to public open space provision, where the anticipated cost is relatively difficult to specifically quantify at this stage. Accordingly, it is recommended that this Infrastructure Schedule (as well as the baseline content in Stage 1 of the IDP) is treated as a live document, and reviewed where needed as the Local Plan progresses through examination and throughout the plan's implementation. This could, for example, be done as part of the Council's Infrastructure Funding Statement and development monitoring processes. This will help to ensure that sustainable development is achieved in Harborough, responding to the most up-to-date and comprehensive possible understanding of infrastructure needs as they evolve.

1. Introduction

1.1 Background

Harborough District Council (referred to throughout as ‘the Council’) has commissioned Ove Arup and Partners Limited (Arup) to prepare an Infrastructure Delivery Plan (IDP) for the Harborough Local Planning Authority administrative area. Arup’s work on the IDP has also been supported by DAC Planning.

The Council adopted its current Local Plan, covering a period up to 2031, in 2019. The Council is now producing a new Local Plan. The Issues and Options (Regulation 18) consultation was undertaken between 16 January and 27 February 2024. This consultation explored six emerging spatial options for housing growth and three emerging spatial options for employment growth that are being considered to inform the spatial strategy in the new Local Plan, covering the period from 2020 to 2041.

The preferred housing growth spatial strategy being taken forward by the Council focuses significant growth on Leicester urban areas, with additional growth in the market towns of Market Harborough and Lutterworth, and scattered growth in the large, medium and small villages. The preferred employment growth strategy being taken forward by the Council focuses growth at Land South of Gartree Road at Oadby and Magna Park. The proposed submission version of the Local Plan will be published at Regulation 19 consultation in Spring 2025, with submission of the Local Plan for examination planned for Autumn 2025.

1.2 Role of the Infrastructure Delivery Plan

Infrastructure funding and delivery is complex. Establishing a reliable, concise and flexible IDP is therefore important in ensuring that investment decisions are based on a sound understanding of infrastructure capacity and future needs, whilst 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 IDP is split into two parts. Stage 1, the Baseline Infrastructure Needs Assessment, was completed in July 2024, in advance of the publication of the proposed Submission Draft Local Plan. This sets out a baseline understanding of infrastructure capacity and needs within Harborough, and anticipated infrastructure implications for future growth across the district. This part of the IDP has informed decisions on the preferred growth strategy for the new Local Plan.

Stage 2 of the IDP, forming this document, is the Infrastructure Assessment. This sets out specific infrastructure schemes currently anticipated to be required to support the growth proposed in the Local Plan. Stage 2 of the IDP sets out further details on infrastructure costings, delivery mechanisms and prioritisation. It is comprised of a report and accompanying Infrastructure Delivery Schedule. This Stage 2 report also provides updates to the contextual and baseline positions set out within Stage 1 of the IDP where these exist, reflecting the outcomes of further analysis and engagement with infrastructure providers that has been undertaken in order to inform the list of infrastructure schemes set out in Stage 2.

IDPs should be treated as ‘live documents’ which provide a snapshot at a point in time and will need to be updated as development proposals and other circumstances across the district change. This document could therefore form the basis for further updates as the new Local Plan progresses through examination and is subsequently adopted.

1.3 Structure of this Document

The Stage 2 Infrastructure Schedule is intended to be read alongside the Stage 1 Baseline Infrastructure Needs Assessment published in July 2024. In addition to this introductory chapter, Stage 2 of the IDP contains three further chapters:

- **Chapter 2** sets out the methodology followed throughout the production of Stage 2, and the structure of the Infrastructure Schedule.
- **Chapter 3** sets out updates to the baseline position set out in Stage 1 of the IDP, by exception (i.e. only where there are changes or updates to report).
- **Chapter 4** sets out a summary of inclusions within the Infrastructure Schedule, set out across the six IDP topics areas being covered within Stage 2. It also sets out next steps to move towards the implementation of schemes within each topic area.

Annex A forms the Infrastructure Schedule itself and is laid out as a table, ordered by site and by settlement.

2. Infrastructure Schedule Methodology

2.1 Stakeholder Re-engagement for Stage 2 of the IDP

The production of the Stage 1 Baseline Infrastructure Needs Assessment included a comprehensive programme of engagement with infrastructure providers and other relevant stakeholders. Full details are set out within Stage 1 of the IDP, across each of the infrastructure topics in Chapter 4 of that document and summarised in Table 2 of the Phase 1 report methodology (in Section 2). It is considered that Stage 1 of the IDP was well-informed by advice and expertise from stakeholders, with Severn Trent Water and the Environment Agency having been the only infrastructure providers for whom it was not possible to arrange a meeting or otherwise obtain inputs at that stage.

Recognising that time has passed since the engagement undertaken to produce Stage 1 of the IDP, and in order to ensure the provision of sufficient specific scheme information to provide evidence for Stage 2 of the IDP, we have undertaken further engagement with infrastructure providers. As part of this we have also sought to address any remaining unresolved issues from engagement in Stage 1. Table 1 provides a summary of the re-engagement undertaken for Stage 2 of the IDP. As such, across Stages 1 and 2 of the IDP combined, engagement has been undertaken with all relevant infrastructure providers.

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

- An update on how each infrastructure type currently performs, and capacity issues to address;
- The latest details of any infrastructure schemes already identified in Stage 1;
- The implications of the amount of growth planned in terms of infrastructure capacity, and details of new infrastructure required to support that growth;
- As much detail as possible on infrastructure costs and delivery mechanisms.

Table 1: Overview of stakeholders consulted upon at Stage 2 of the IDP

Stakeholder	Infrastructure types discussed
Anglian Water Severn Trent Water	Sewerage Water Supply
Leicestershire County Council	Education Transport Waste Libraries Digital Public Health Social Care Flood Management
Harborough District Council	Open Space and Formal Parks and Gardens Allotments Cemeteries Indoor and Outdoor Sports Facilities Waste Management Car Parking Management Community Facilities
NHS Leicester, Leicestershire and Rutland Integrated Care Board	Primary Healthcare Secondary Healthcare

Cadent Gas	Gas
National Grid	Electricity Supply
Environment Agency	Flood Risk Management
Leicestershire Fire and Rescue	Fire and Rescue Emergency Services
NHS East Midlands Ambulance Service	Ambulance Service
Leicestershire Police	Police

2.2 Sites and Growth Quantum Considered in the IDP

The IDP has utilised the sites and quantum of growth that will be within the Council's Regulation 19 Submission Draft Local Plan, which will be published in Spring 2025. These were set out in a briefing note, circulated to all stakeholders in advance of the discussions detailed in Section 2.1, ensuring that all infrastructure providers were provided with a clear picture of the quantum of growth that would be coming forward.

2.2.1 Housing sites

The Draft Local Plan indicates a housing requirement for the district of 534 dwellings each year, or 11,214 dwellings over the plan period from 2020 to 2041. An additional 123 dwellings each year, or 1,968 dwellings over the plan period from 2020 to 2041, has been added to this figure from wider unmet housing need from Leicester that has been apportioned to Harborough through the Leicester and Leicestershire Authorities Statement of Common Ground. A 15% buffer is added to this figure, resulting in a total requirement to 2041 of 14,715 dwellings. There have been 2,965 dwelling completions from 2020 to 2023, with a further 6,738 dwellings projected to be built on sites that already have planning permission or were allocated in the existing 2011-2031 Local Plan. This means that the new Local Plan needs to identify sites for a further **6,738** dwellings. The proposed sites to meet this in the Draft Local Plan are set out in Table 2.

Table 2: Housing sites considered as part of the IDP

Site Reference	Site Address	Dwellings
Urban Area		
O1 ¹	Land South of Gartree Road, Adjoining Oadby	3,150 dwellings (1,200 during Plan Period)
S1	Land between Scraptoft and Bushby, Scraptoft	950 dwellings by 2041
S2	Land to the east of Beeby Road, Scraptoft	175
TB1	Land north of the A47, east of Zouche Way, Thurnby	125
Market Towns		
MH1	Land east of Leicester Road and south of the Grand Union Canal, Market Harborough	250
MH2	East of Market Harborough Road, Market Harborough	500
MH3	Land south of Gallow Field Road, Market Harborough	850
L1	Land off Leicester Road, Lutterworth	230
L2	Land at M1 Junction 20/Swinford Road	90
Large Villages		
K1	Land west of Warwick Road, Kibworth	475

¹ This is a cross-boundary site across Harborough District Council and Oadby and Wigston Borough Council. The total number of dwellings to be built out on the site will be 4,000, with the number of dwellings within Harborough District being 3,150 and 850 dwellings within Oadby and Wigston Borough. 1,200 and 350 dwellings are planned to be built out during Harborough and Oadby and Wigston respectively during their emerging Local Plans.

Site Reference	Site Address	Dwellings
F1	Land North of Kilby Road and Land to the west of the Longgrey, Fleckney	150
GG1	Land to the North of London Road and east of Leicester Grammar School, Great Glen	400
BA1	Land off Frolesworth Road, Broughton Astley	475
Medium Villages		452
B1	Land at Gaulby Road, Billesdon	48
B2	Billesdon Depot south of Gaulby Road, Billesdon	10
B3	Former Lorry Park Gaulby Road, Billesdon	5
GB1	Land north of Dingley Road, Great Bowden	15
GB2	Land off Dingley Road and Nether Green, Great Bowden	85
HH1	Land north of Uppingham Road, Houghton on the Hill	80
HH2	Land north of Stretton Lane, Houghton on the Hill	24
HB1	Land east of Welford Road, Husbands Bosworth	105
U1	Land south of Ashby Road, Ullesthorpe	30
U2	Land north of Ashby Road, Ullesthorpe	50

2.2.2 Employment sites

The new Local Plan needs to identify sites for around 147,500sqm of new employment floorspace for office, industrial and small warehousing floorspace. Sites proposed in the Draft Local Plan to meet this quantum are set out in Table 3 below and reflect current realities and the need for a degree of flexibility.

Table 3: Employment sites considered as part of the IDP

Site Reference	Site Address	Employment Floorspace
O1	Land South of Gartree Rd & East of Oadby, Oadby	5 hectares Use class to be determined
TBC	Magna Park, Lutterworth	122 hectares Strategic B8
TBC	Land South of Lutterworth Rd/Coventry Rd, Lutterworth	15.8 hectares Strategic B8
TBC	East of Market Harborough Road, Market Harborough	5 hectares Use class to be determined
TBC	Land off Kettering Road, Market Harborough	1.1 hectares Use class to be determined
TBC	Land OS3070, Leicester Road, Market Harborough	0.6 hectares Use class to be determined
TBC	Land off Harborough Drive, Fleckney	1.2 hectares Use class to be determined
TBC	Land off Wistow Road, Kibworth	3.1 hectares Use class to be determined

2.3 Structure of the Infrastructure Schedule and Approach to Scheme Inclusion

The Infrastructure Schedule set out in Annex A sets out the details of each specific infrastructure scheme currently anticipated to be required within Harborough over the plan period through to 2041. These schemes have been identified through:

- Initial engagement with infrastructure stakeholders for the Stage 1 IDP Infrastructure Need Assessment;
- Subsequent follow-up engagement with infrastructure stakeholders specifically to inform Stage 2 of the IDP and the production of the Infrastructure Schedule;
- Analysis and assessment undertaken by Arup and DAC Planning, either to further develop responses from infrastructure providers or to fill gaps;

Chapter 4 sets out a summary of the schemes included in the Infrastructure Schedule, the nature of these schemes, and identified next steps to further develop these schemes and move towards implementation.

The Infrastructure Schedule is set out in the same order as the headings for each infrastructure topic in Stage 1 of the IDP. It provides consistent information for each infrastructure scheme, across the following columns:

- **Scheme reference** – For ease of reference, each scheme has been given a unique reference number.
- **Infrastructure type** – The infrastructure type under which the scheme sits. Some schemes are cross-cutting across several different infrastructure types.
- **Scheme description** – Summary details of the infrastructure scheme setting out its name, description and what aims to achieve.
- **Scheme location** – The settlement or other area in which the scheme would be located. For some schemes this will be more than one settlement, may be district wide, or may include settlements or locations in other local authority areas, where schemes are not solely located within Harborough.
- **Delivery body** – The infrastructure provider and/or public body with responsibility for the delivery of the scheme. Responsibility may be shared between several delivery bodies.
- **Anticipated cost** – The anticipated cost of a scheme at the current point in time, where known. For some schemes it is not currently possible to indicate an indicative cost, generally because the exact scope and/or scale of a particular infrastructure scheme is not yet known. Where relevant, this is noted.
- **Funding method** – The means by which it is anticipated that funding for the scheme will be provided including whether this is likely to be via direct developer delivery, developer contributions paid to Harborough District Council, external funding sources or not yet known.
- **Contributing sites** – The sites from which it is recommended, based on current information, that funding contributions are sought – reflecting proximity and the anticipated reliance of future occupants of the site on the infrastructure scheme.
- **Delivery phasing** – The broad timescales within the plan period where it is anticipated that the scheme will be delivered, broken down into five-year tranches – 2025-2030, 2030-2035, 2035-2041. These are based on judgements on the time likely to be needed to fund and

develop the scheme, and where relevant these are also linked to the anticipated phasing of development sites in the vicinity to which the delivery of infrastructure will need to be linked.

- **Prioritisation** – To support future investment and funding decisions, schemes have been assigned a recommended priority level based on our assessment of their relative importance and significance. It should be noted that this prioritisation may not necessarily reflect future political and infrastructure provider decisions about how investment should be targeted and should therefore be treated as indicative. The prioritisation indicated is however intended to be a practical and pragmatic basis upon which the Council can begin to make decisions, when faced with the need to balance competing priorities. The prioritisation should not be interpreted as indicating that lower priority schemes are not important to make development acceptable in planning terms, and developers will still be expected to make contributions to provide for infrastructure needs as far as is viable.
 - **Integral** – Infrastructure that is required for the basic day-to-day function of developments, must therefore be provided and in non-negotiable. This typically includes connections to infrastructure networks and will often be triggered by the commencement of development.
 - **Fundamental** – Infrastructure that will mitigate impacts arising from development and which is necessary to meet the needs of residents and businesses, with significant inconvenience resulting if acceptable provision is not made. Fundamental schemes might also be needed to address wider societal pressures, such as the climate emergency. Such schemes will often be required upon the first occupation of new development and will therefore need to be planned well in advance.
 - **Beneficial** – Infrastructure that will help to achieve place-making and sustainability objectives and/or improve operational infrastructure capacity. Such schemes could be delivered at any time, and whilst developments and places might continue to be functional if provision is not made, there would be fewer wider benefits to society.
- **Source of scheme** – The infrastructure stakeholder, strategy or evidence base document through which the scheme has been identified.

2.4 Approach to Infrastructure Funding and Costing

Infrastructure funding and delivery in Harborough is typically via secured via one of the following routes (or potentially several in combination):

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

Harborough does not currently have a Community Infrastructure Levy (CIL) in place. Where CIL is in place in a local authority area, it provides pooled funding for infrastructure which can be spent at

the local authority's discretion, typically in place of individually negotiated Section 106 agreements.

It is important to acknowledge the publication of the Government's recent consultation on the proposed changes to the NPPF and the evolving landscape of planning and infrastructure reforms, which are likely to change throughout the Local Plan process and during the plan period once the plan is adopted. This may result in changes to how infrastructure planning, funding and delivery is undertaken, and work should be updated to ensure compliance with any future legislative and policy requirements.

A core component of the plan-making system is to ensure that development remains viable for developers – i.e. sufficiently profitable to justify the sufficient cost outlay and risk associated with a programme of construction which will potentially last a number of years. It is therefore important to understand what items of infrastructure – particularly those which are prioritised as integral and fundamental – may need to be paid for by developers through developer contributions. As part of the plan-making process, the implications are relevant to the Council's separate Viability Assessment of the Local Plan. As noted above, our suggested view on the funding source for individual schemes is set out within the Infrastructure Schedule. This includes the apportionment of costs where relevant for strategic infrastructure schemes, i.e. those anticipated to meet needs arising from a number of separate sites. The anticipated costs of an infrastructure scheme are set out, where possible, in the Infrastructure Schedule. The basis for these costs is information provided by infrastructure providers and other infrastructure stakeholders, and these are summarised in Chapter 4.

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

Alongside the IDP the Council is required to produce an annual Infrastructure Funding Statement, which can be used to establish infrastructure priorities for the District. Over time, where costs that are unknown at present become clearer in the future, this document can be used to provide further detail on what specifically is required in terms of funding approach for individual infrastructure schemes. Using the development trajectory informed by housing and employment monitoring, a more accurate and up to date understanding of specific costs and apportionment can then be factored into the Council's decision-making for planning applications and the spending of developer contributions.

As the County Council for Harborough, Leicestershire County Council (LCC) plays an important role in infrastructure provision in the District. LCC held a consultation relating to their adopted Planning Obligations² Policy between Friday 31 May and Friday 28 June 2024. Adoption of the proposed amendments to the policy will result in a number of changes in how LCC seeks developer contributions for their services from new development, in partnership with the county's local planning authorities. The changes are highlighted in the '*Proposed Refresh of Leicestershire County Council's Planning Obligations Policy Supporting Guide*³' (May 2024) and includes changes for adult social care, household waste and recycling, education, early years provision, highways and

² [Planning Obligations Policy | Leicestershire County Council](#)

³ <https://www.leicestershire.gov.uk/sites/default/files/2024-06/Planning-obligations-policy-Easy-read-guide.pdf>

transportation, sustainable and active travel, libraries and biodiversity net gain. Further information regarding consultation is planned to be released in Spring 2025.

The proposed revisions to the Planning Obligations Policy reflect the latest position being experienced by LCC in terms of infrastructure costs – which have experienced significant inflation in recent years. As such, whilst evidently still subject to change following consultation, the cost formulae within the consultation document have been used as the basis for scheme costing within the Infrastructure Schedule. The costs outlined within the policy will be confirmed once the document is adopted by LCC.

3. Updates to the Infrastructure Baseline since IDP Stage 1

Stage 1 of the IDP was finalised in July 2024, and reflects engagement undertaken with infrastructure stakeholders between April and May 2024 following the Regulation 18 consultation of the Draft Harborough Local Plan. As such, there may have been some developments and changes in circumstance beyond the baseline positions set out in the Stage 1 Infrastructure Needs Assessment. As noted within Section 2 above, there are also some infrastructure providers for which Stage 2 has been the first opportunity to obtain information about baseline infrastructure needs.

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

This section only reports changes relevant to the strategic baseline position for each infrastructure type. Where changes relate to individual schemes that were identified as potentially required within the Stage 1 IDP report, the latest position is set out within Chapter 4 of this report and the Infrastructure Schedule in Annex A.

3.1 Transport

Since the production of the Stage 1 Report, a Strategic Transport Impact Assessment was undertaken to assess the potential transport impacts from the proposed housing and employment sites for development as part of the Local Plan, outlined in Tables 2 and 3. The assessment has considered all travel modes and outlines a series of measures that could facilitate development by mitigating the impacts of developments and maximising sustainable modal opportunities where possible should the sites come forward for development. The Assessment provides an overview of the transport policy context, the transport network across Harborough and identifies potential impacts with associated mitigation measures and opportunity maximisation for each site. The site specific proposals are explored further in Section 4.

3.1.1 Highways

Further engagement was undertaken with Leicestershire Highways. Engagement with the County Council highlighted the importance of masterplanning and a joined-up approach in delivering transport infrastructure.

The County Council is producing a Local Transport Plan (LTP4) for Leicestershire up to 2050 to be delivered in three phases. The LTP4 Core Document is expected to be adopted by the end of 2024 with subsequent phases developing the LTP4 in full to include a series of focussed strategies, investment plans and a monitoring process. It will set out a new direction of travel founded upon the vision to deliver “a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment.”

Since the production of the Stage 1 Report, analysis published by Midlands Connect in July 2024 shows that the A5/A426 Gibbett Hill junction is nearing its operational capacity, reaching 98% capacity every morning resulting in long queues and lengthy delays. The A5 corridor is one of the Midlands' most important east-west connections and an intervention is urgently needed to ensure the route functions for residents, businesses and commuters and does not stifle future economic growth. The route is managed by National Highways and LCC, along with other partners, are fully supportive of the call for improvements to be identified, funded and delivered.

3.1.2 Active Travel

The County Council are preparing a series of Local Cycling and Walking Infrastructure Plans (LCWIPs) to cover locations across Leicestershire. The LCWIP for South of Leicester has now been adopted and public engagement on the Market Harborough LCWIP is planned for Winter 2024. The South of Leicester LCWIP covers the extent of the urban area to the south of Leicester but does not extend into Harborough District. Although the County Council has indicated that it would consider expanding the LCWIP out to Great Glen if there is comprehensive growth in the area to ensure integration with routes through Oadby. If the LCWIP is extended into Harborough District, focus will likely be taken on a whole corridor focus, looking at how cycle infrastructure design (LTN1/20) can be applied and complementary infrastructure such as rainwater gardens and pocket parks can be delivered in conjunction with active travel infrastructure. The Market Harborough LCWIP is anticipated to cover the same topics as the South of Leicester LCWIP.

3.1.3 Bus Services

Leicestershire's draft Bus Service Improvement Plan 2024 (LBSIP24) was submitted to the Department for Transport in June 2024 and Cabinet approval is anticipated in September 2024. The County Council received revenue funding for passenger transport from the Department for Transport, totalling £7.6million during 2023/24 and 2024/25. Funding beyond this period is uncertain, therefore there is limited opportunity to plan for long term projects.

The LBSIP24 aims to increase bus usage across the county through improved, financially sustainable, higher standard services which meet the needs of the populations they serve. It seeks to create a single, high quality, efficient system with coordinated timetables and better integration with rail and active travel modes.

3.1.4 Rail Services

No updates to the position set out for rail infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.1.5 Car Parking Management

Following from the Stage 1 report, Harborough District Council is now in the process of updating the 2016 Parking Strategy with aims to publish the new version at the end of 2024. This update will focus on similar topics as the 2016 strategy, namely being parking availability (car, disabled, coach), pricing policy, competitor benchmarking and the layout, safety and security of car parks but will respond to the current demands and future predicted growth within the district. The strategy may result in implications for development coming forward as part of the Local Plan. Therefore, the Local Plan's infrastructure planning will need to be updated as development proposals and other circumstances across the district change.

3.1.6 Electric Vehicle Charging

The Stage 1 Report refers to the Local Electric Vehicle Infrastructure scheme, of which approximately £220,000 is allocated towards the installation of public charge points in Leicestershire. It is now understood that delivery is planned from 2025 onwards, following grid capacity checks with DNOs and engagement with local communities in late 2024 and early 2025.

3.2 Education

3.2.1 Early Years Provisions

No updates to the position set out for early years infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.2.2 Primary Education

At the time of Stage 1, LCC noted that there was forecast to be existing capacity in primary schools across Harborough, although some schools within some settlements were highlighted as nearing capacity – specifically in Lutterworth, Market Harborough, Kibworth and Fleckney. This was also noted during engagement within Stage 2. No change to the school capacity or forecasting data was made from between Stages 1 and 2 of the IDP. It was found that the housing allocations considered within the Stage 2 result in additional pupil yield.

Due to challenges of construction cost inflation and general realities around viable forms of primary school provision, this has the effect of meaning that LCC generally no longer supports new primary schools with only one form of entry, on the basis that larger primary schools provide better and more efficient facilities by allowing a team approach to teaching and strengthening financial viability. However, in recognition of the fact that demand may not exist for the entirety of a larger new school as soon as the housing development it serves starts being built out, in practice schools may be built with the central facilities of a two-form entry (or greater) school, but only initially the classroom space required for a one-form school. Once demand reaches a sufficient threshold, work would then be taken to introduce further forms of entry. This is favoured as a more sustainable approach in the long-term to ensure the facilities provided are high quality and the eventual scenario where future capacity is required, is accounted for from an early stage.

3.2.3 Secondary and Sixth Form Education

At the time of Stage 1, LCC noted that secondary education is at capacity or nearing capacity across the District. Beyond planned expansions in Market Harborough and Lutterworth, and a possible expansion at the Broughton Astley facility discussed at the time of Stage 1, further discussions as part of Stage 2 with LCC have confirmed that there are no other secondary schools with capacity to expand. The housing allocations considered within the Stage 2 result in additional pupil yield.

Similarly to primary education, the challenges of construction price inflation have altered some of LCC's assumptions around future secondary school provision. In most cases its preference is now to extend existing schools, rather than providing entirely new schools, as had previously been envisaged in certain locations. The exception to this would be large scale allocations such as the Land South of Gartree Road (site reference O1) and the cumulative impact from cluster allocations in Market Harborough (site references MH1, MH2 and MH3), where the scale of pupil yield and need to ensure sustainable patterns of travel to school mean that a new secondary school is proposed.

3.2.4 Special Education Need and Disabilities (SEND)

Following from the Stage 1 report, LCC are producing a SEND strategy for the County which will consider future SEND facilities within the district. This strategy will be the update to the Leicestershire local area SEND & Inclusion Strategy 2020 to 2023 which sets out the vision for children's education within Leicestershire with special education needs and disabilities. It is planned that the updated strategy will focus on similar topics as the 2020 strategy, namely being strategy priorities for 2024 to 2027, national and local drivers, the local context, consultation outcomes with families, a high needs development plan and actions to deliver on the strategies priorities. The strategy may result in implications for development coming forward as part of the

Local Plan. Therefore, the Local Plan's infrastructure planning will need to be updated as development proposals and other circumstances across the district change.

3.2.5 Adult Education

No updates to the position set out for adult education infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.3 Healthcare and Emergency Services

3.3.1 Primary Healthcare

Further engagement was undertaken with the Leicester, Leicestershire & Rutland Integrated Care Board (LLR ICB). Since the publication of the Stage 1 report, the ICB has started planning to refresh its Primary Care Estates Strategy 2022 – 2025. It was noted that to accommodate new patients, the preferred first course of action would be expansion of existing practices to meet future demand. This approach, described in the Primary Care Estate Strategy, is that, in the first instance, extension of existing sites and/or increasing capacity is the expectation. If this were found not to be possible or sufficient then exploration of further options would take place, such as relocation of existing surgeries (to include capacity for new patients), or where this is not possible, then further examination of the need to create a new facility to cater for the forecasted new registrations.

Each case is assessed on its own merits, with factors such as scale of growth, timing of growth, relative rurality, the maintenance of patient choice and capacity to expand existing infrastructure being key components. The establishment of an entirely new practice would generally be a last resort and only where the other options outlined above would not be sufficient, feasible or appropriate, for example the Land South of Gartree Road, Oadby (site reference O1).

During discussions as part of this second stage of the IDP, it was noted that there are existing plans to increase capacity at some practices using S106 from previously agreed developments that are underway/ahead of/separate to the local plan sites allocations.

3.3.2 Wider Primary Care Services

The NHS would need to understand the impact on the wider primary care services in more detail to ensure they are considered in terms of growth in activity and review the coverage in provision for the areas of growth. This includes Pharmacy, Ophthalmology and Dentistry (PODs). The LLR ICB will carry out a piece of work in conjunction with the East Midlands Primary Care team to ensure health equity in the delivery of PODs in Harborough, and to review the impact the growth would have on potential services. At this current point in time, there are no specific requests to allocate resources to expand wider primary care services. This, however, may be updated once the review is finalised.

3.3.3 Secondary Healthcare

No updates to secondary healthcare provision were identified during the production of the Stage 2 Report. However, further discussions have taken place regarding secondary healthcare provision with the Leicester, Leicestershire & Rutland ICB. These discussions stressed the particular importance that a well-funded and comprehensive primary healthcare infrastructure network has in relieving pressure and supporting secondary healthcare infrastructure through a holistic, cross-district approach to improving overall healthcare provision. This also includes proactive planning and provision for improved public health.

3.3.4 Social Care

Following the Stage 1 report, to help meet current and future need, the County Council has identified plans to deliver 70 additional Extra Care beds and 10 additional Supported Living beds as

part of the Lutterworth East SDA which will help address the identified need of extra care beds within Harborough. Discussions with LCC confirmed that there is still an identified need of social care provision within the district which needs to be addressed. However, the infrastructure required is unknown at this time with LCC not stating any social care requirements as part of the IDP at this time.

3.3.5 Ambulance Service

No updates to the position set out for ambulance infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.3.6 Policing

No updates to the position set out for policing infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.3.7 Fire and Rescue

Following the Stage 1 report, Leicestershire Fire and Rescue Service has published its Community Risk Management Plan 2024-2028 (CRMP). The Plan outlines the Service's three aims to: prevent incidents from happening, to limit their impact when they do happen and to respond in the right way at the right time when we're needed. It sets out the appropriate risk management planning for the service and assesses foreseeable community related risks to decide how those risks will be mitigated. The CRMP concludes that the current level and location of fire station provision remains adequate to meet needs. It notes that were further facilities or capacity be required to respond to need across Leicestershire, this would likely involve the relocation of the second fire and rescue engine from Eastern or Central locations into Leicester City to support services in South Leicestershire.

3.3.8 Public Health

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

Leicestershire's Joint Strategic Needs Assessment (JSNA)⁴ draws on data which indicates that across the district in terms of many factors relating to the assessment of deprivation and health inequalities, particularly income deprivation, child poverty and levels of unemployment are similar across the district. However, there is a significant difference between those of people who reported having a limiting long-term illness or disability, percentage of households in poverty and older people in poverty within Market Harborough Central Middle Super Output Areas (MSOA) than with all other MSOAs within the district. Furthermore, MSOAs within the district have an Index of Multiple Deprivation (IMD) score which ranges from 4.5 to 15.9, with Market Harborough Central scoring the highest score of 15.9. The closest IMD would be 11.1 at Tilton, Billesdon and Great Easton. The average IMD score of the remaining MSOAs is 7.025 which highlights the difference in terms of assessed deprivation within the district.

The LCC Public Health team have provided settlement specific information where growth is proposed regarding the public health of the current communities and local environment. This is shown in Annex B.

⁴ [Leicestershire Inequalities JSNA | Tableau Public](#)

3.4 Community Facilities

Community facilities in Harborough comprise of community centres, leisure centres, libraries, cemeteries and waste and recycling facilities. The Stage 1 Report concluded that there were some capacity issues across the district with library services and burial plots.

3.4.1 Libraries

Following the Stage 1 report, LCC noted that exploratory plans are in place to enhance or expand existing local provision where possible, with either new or expanded provision is expected to be delivered to meet demands arising from the Lutterworth East SDA, included within the existing Local Plan.

3.4.2 Burial Services

Following the Stage 1 report, the Council's Cemetery and Burial Strategy 2016 has been reviewed to understand if the priorities for burial ground provision have been delivered to date and to what the implications may be from the growth proposals as part of the Local Plan.

The existing strategy projected growth up until 2039 with an expected a district population of approximately 102,500 by that time, however the latest population figures to 2041 expect a growth to now over 112,000 persons. Due to this continued expected growth and current delivery of burial services, the review of the strategy demonstrated that the requirements for cemetery provision in the district have not fallen away.

The strategy has identified four areas where there is a shortage of capacity, either burial or cremation, which can't be accommodated by intensification or extension of existing sites. These facilities with an identified or predicted shortage to address future needs are Foxton, Great Bowden, Lubenham and Market Harborough between 2031 and 2041. The Submission Draft Local Plan has identified the need to allocate cemetery provision within the district to address this infrastructure need.

3.4.3 Leisure Centres

Following the Stage 1 report, major upgrades and replacements are currently underway for the Market Harborough and Lutterworth leisure centres. This capital investment was granted in December 2023 with an initial £5.9 million, with a further £250,000 funding to support ongoing works agreed in May 2024, to enhance current facilities. Works include the replacement tennis and netball courts, new soft play facilities, improved changing facilities, sports hall court renovation works, the installation of solar panels and enhanced public facing areas for example the reception areas. Temporary gym and exercise class spaces have been provided while works are ongoing.

Additionally, Fleckney leisure centre has been given £1 million from S106 contributions to enhance and improve the centre for local residents. Work is currently ongoing with plans to open the renovated centre in the next two years.

All facilities were noted as being fit to meet current and future demand within the district. The Council has adopted an updated Leisure Strategy from 2024 to 2027 which outlines future health, wellbeing and leisure priorities for the district⁵.

⁵ Harborough District Council Leisure Strategy 2024 - 2027 - [Document.ashx](#)

3.4.4 Community Centres & Village Halls

Following the Stage 1 report, the Roman Way Community Centre in Market Harborough has announced to be closed due to underusage. LCC noted that this may have a small impact on community infrastructure provision serving Harborough.

All other facilities were noted as being fit to meet current and future demand within the district.

3.4.5 Waste

Following the Stage 1 report, the Somerby Recycling Household Waste Site in Melton Borough has closed. This was due to wider strategic cost cutting plans undertaken by the county council. It is noted that this site is not within the district however LCC noted that this may have a small impact on waste infrastructure provision serving Harborough.

3.5 Green Infrastructure

3.5.1 Green Spaces

Following the Stage 1 report, the Council commissioned a Green and Blue Infrastructure Study for the district. The Study identifies more than 92% of the district is covered in green and blue infrastructure, set out in more detail in Table 4 below. The Study identifies green and blue infrastructure deficiencies in the centre, south and west of the district. The district has very low tree and woodland cover at 4%, compared to the national average of 17%, although this is reflective of the agricultural nature of the district. The Study assesses tree coverage according to tree equity cover and concludes that Scraftoft and Market Harborough score well⁶. Tree equity relates to the ability to access trees at a neighbourhood level.

Table 4: Green and Blue Infrastructure types in the district by Hectare

GBI types	Quantity (Hectares)
Grassland	27,957
Agricultural land	22,973
Woodland	3,024
Non-GBI/ Urban	2,833
Private gardens	1,647
Water	449
Heathland and scrub	220
Semi-natural grassland	9
Wetland	12

3.5.2 Playing Pitches and Outdoor Sports

Following the Stage 1 report, the Council has commissioned a ‘Stage E’ review of the 2022 Playing Pitch Strategy to update the evidence base and inform the new Local Plan. A Playing Pitch and Outdoor Sports Facilities Strategy is anticipated for adoption in early 2025. The Strategy considers football, cricket, rugby union, tennis, bowls, netball and rounders sports, with identified current and

⁶ The Green and Blue Infrastructure study notes that Scraftoft and Market Harborough are the only areas able to be assessed using the Woodland Trust calculation, due to these areas being sufficiently urban with other areas within the district being rural in character to be assessed.

future issues for their continued use. Emerging findings from the Strategy have explored the current infrastructure capacity of each site in Table 5.

Table 5: Emerging Identified Capacity of Playing Pitch and Outdoor Sports Facilities in Harborough

<i>Site</i>	<i>Issues</i>
Football	
Aylestone St. James RFC	No current issues.
Bird's Barn	Adult, youth 9v9 and mini 5v5 pitches used to over-capacity at peak times. 'Poor' quality changing facilities.
Bowden's Park	Youth 11v11, youth 9v9 and mini 7v7 pitches used to over-capacity at peak times. Harborough Town FC wishes to extend changing facilities.
Dunley Way Playing Field	No current issues.
Dunton & Broughton Rangers FC	Adult pitch used to over capacity at peak times.
Fleckney Sports & Leisure Centre	No current issues.
Frolesworth Road Recreation Ground	'Poor' quality pitches. 'Poor' quality changing facilities.
Gilmorton Playing Field	No current issues.
Great Glen Recreation Ground	Adult pitch used to over capacity at peak times. 'Poor' quality mini 7v7 pitches.
Houghton Field	'Poor' quality changing.
Husband's Bosworth Playing Field	No current issues.
Lodge Road Recreation Ground	'Poor' quality changing.
Lutterworth Football Academy	Adult, youth 11v11 and 9v9 pitches used to over capacity at peak times. '3G' pitch registration has expired
Lutterworth High School	Youth 11v11 and youth 9v9 pitches used to over-capacity at peak times. Unsecured community access
Medbourne Sports and Social Club	No current issues.
North Kilworth Football Club	No current issues.
Robert Smyth Academy	Youth 11v11 pitch used to over-capacity at peak times. Unsecured community access
South Kilworth Recreation Ground	Youth 11v11 pitch used to over-capacity at peak times.

<i>Site</i>	<i>Issues</i>
Swinford Playing Field	No current issues.
Symington's Recreation Ground	'Poor' quality pitches.
	Youth 9v9, mini 7v7 and 5v5 pitches all used to over capacity at peak times.
	'Poor' quality changing facilities.
Thomas Estley Community College	No current issues.
Ullesthorpe Playing Fields Association	Mini 7v7 pitch used to over capacity at peak times.
Warwick Road Recreation Ground	No current issues.
Cricket	
Billesdon Cricket Club	No current issues.
Bitteswell Cricket Ground	No current issues.
Dixon's Field	Grass pitches used to over capacity on a seasonal basis.
Broughton Astley Recn. Grd.	Grass pitches used to over capacity on a seasonal basis.
Dunton Bassett CC	'Poor' quality non-turf pitch
Fleckney Recn. Ground	No current issues.
Gilmorton Cricket Club	'Poor' quality practice nets.
Great Bowden Recn. Grd.	No current issues.
Great Glen CC	No current issues.
Gumley Cricket Club	Poor quality outfield P Poor quality changing No secured community access
Hallaton Recn Ground	No current issues.
Houghton and Thurnby CC	'Poor' quality changing Issues with lease
Illston Abey CC	Proposed provision of football pitches on the outfield
Kibworth Cricket Club	'Poor' quality second changing pavilion 'Poor' quality practice nets
Langtons Cricket Club	Proposal to expand changing facilities
Laughton and Mowsley CC	'Poor' quality changing

<i>Site</i>	<i>Issues</i>
Little Bowden Recn. Ground	Pitches are currently disused
Lutterworth Cricket Club	No current issues.
Market Harborough CC	No current issues.
Medbourne Cricket Club	No current issues.
Neville Holt Cricket Club	No secured community access
North Kilworth CC	Grass pitches used to over capacity on a seasonal basis.
Oakfield & Rowland CC	‘Poor’ quality changing
Tilton and Lowesby CC	‘Poor’ quality changing
Ullesthorpe Playing Field	Pitches are currently disused
Rugby Union	
Aylestone St. James RFC	Clubhouse development is incomplete.
Lutterworth RFC	Shortage of capacity for Age Grade rugby in the peak period.
Market Harborough RFC	Shortage of capacity for midweek training
Stoneygate RFC (former site)	Site currently disused
Hockey	
Leicester Grammar School	No current issues.
Lutterworth College	No secured community use.
Robert Smyth Academy	No use after 9.00pm on midweek evenings
Welland Park Academy	No access on Sundays.
Tennis	
Coplow Centre	No current issues

<i>Site</i>	<i>Issues</i>
Foxton Tennis Club	No current issues
Gilmorton Tennis Club	Poor disabled access
Great Glen Recreation Ground	No changing facilities
Hallaton Recreation Ground	No current issues
Houghton Tennis Club	No current issues
Hungarton Sports Club	No current issues
Husband's Bosworth TC	Poor changing Poor disability access
Kibworth Tennis Club	No current issues
Lutterworth Tennis Club	No current issues
Market Harborough TC	Courts used to over capacity One court and surrounds undersized
Medbourne Tennis Club	Courts used to over capacity
Robert Smyth Academy	No current issues
North Kilworth Sports Assoc.	No current issues
Tilton Sports Club	Courts used to over capacity
Wadkins Recreation Ground	No current issues
Welland Park	No current issues
Bowls	
Hart of Fleckney BC	No current issues
Houghton BC	Poor quality green
Kibworth BC	No current issues
Little Bowden BC	No current issues
Lutterworth Town BC	No current issues
Market Harborough Conservative BC	Poor quality changing Poor disabled access
Medbourne BC	Poor quality green Poor quality changing
North Kilworth BC	Poor disabled access

<i>Site</i>	<i>Issues</i>
South Kilworth BC	No current issues
Wycliffe BC	No current issues

3.5.3 Allotments

No updates to the position set out for allotment infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.6 Utilities and Digital Infrastructure

3.6.1 Electrical Supply

Further engagement was undertaken with National Grid Energy Distribution (NGED) during Stage 2 of the IDP. NGED has responded and confirmed that proposed new development envisaged in the Local Plan will now be included in their forecast mapping, and therefore will be considered in any plans to reinforce the network going forward.

NGED have undertaken a high-level review of the projected load from the proposed developments in the Local Plan and concluded that there is not currently sufficient capacity in the electricity network – reinforcement works will therefore be required. This is a typical position currently reached with NGED at this stage of the plan-making process, reflecting the significant transformation taking place within local electricity networks and the wider national grid, associated with energy decarbonisation and increasing demand. This results in NGED typically needing to work within a much shorter planning period than the length of a local plan period.

During our engagement with NGED as part of this stage of the IDP, load profiles were requested to be provided for each development site before they assess the impact further; and it is noted that this load profile would usually be provided by the Developer. This next stage of work would therefore form part of the development management process, although it is recommended that developers engage with NGED at the earliest appropriate stage as they develop proposals for individual development sites.

3.6.2 Water Supply

Further engagement was undertaken with Anglian Water Services (AWS) during Stage 2 of the IDP. Additionally, during Stage 1 of the IDP, it was not possible to complete engagement with the Severn Trent Water (STW). However, engagement was undertaken at Stage 2 therefore this section of the report has been written in the context of a baseline infrastructure assessment, as well as considering if inputs are required to be incorporated into the Infrastructure Schedule.

Existing Provision

Most of the existing potable water network in the District is managed by Severn Trent, with the exception of the south east of the District, which is managed by Anglian Water. Severn Trent's water comes from 40% reservoirs, 32% rivers and 28% groundwater. Challenges identified in Severn Trent's draft 2024 Water Resources Management Plan (WRMP) are:

- Growing population
- Leakages
- Sustainable abstraction
- Delivering the best value to customers

In STW's WRMP24 revised draft, a focus on demand management, leakage reduction, value for customers and climate change. Demand reduction activities include smart metering, home efficiency checks, school pop-up sessions and a target to reduce per capita consumption. Severn Trent are currently surpassing leakage targets and are predicting they will achieve a 50% reduction by 2045. There is also a focus on sustainable abstraction and ensuring the environment is protected.

Schemes to address growth and other needs

Discussions with Anglian Water indicated potential future capacity issues with employment development, but adequate capacity for domestic developments. The amount of water that businesses can abstract is reducing and could jeopardise domestic supplies. Anglian Water's Non-Domestic Water Requests Policy sets a threshold of 20m³ a day for non-household developments and properties. The policy recommends that all applicants requesting non-domestic water for non-household developments and properties to complete a Water Resource Assessment. Further engagement was undertaken with Anglian Water at Stage 2 of the IDP, however they re-stated the above and noted that they would not be able to look at this further until the Water Resource Assessment was completed.

Implications for future growth

The Joint Water Cycle Scoping Study (JBA Consulting, October 2024) has identified that the level of strategic growth being predicted by Severn Trent Water is significantly lower than the level of growth being planned within the draft Local Plan. The Study therefore recommends that further ongoing engagement between water companies and local planning authorities is undertaken to ensure that future growth is appropriately managed within the Water Resources Management Plans.

Further implications regarding the Local Plan proposed allocations for water supply infrastructure are explored in greater detail in Section 4.

3.6.3 Sewerage

Further engagement was undertaken with Anglian Water Services (AWS) during Stage 2 of the IDP. Additionally, during Stage 1 of the IDP, it was not possible to complete engagement with the Severn Trent Water (STW). However, engagement was a possibility at Stage 2 and as such this section of the report has been written in the context of a baseline infrastructure assessment, as well as considering if inputs are required to be incorporated into the Infrastructure Schedule.

Existing Provision

Anglian Water indicated planned investment at 11 sites across the region to meet growth and regulatory requirements; further details are contained within the Infrastructure Schedule in Annex A.

Severn Trent Water provided an assessment of the potential impacts of emerging Local Plan growth options on sewerage infrastructure within the areas of the district which they manage. Table 6 summarises the outcomes of this assessment. For clarity, the other settlements within the district which are not listed within this table are managed by Anglian Water.

Table 6: Severn Trent Sewerage Infrastructure

Policy Ref	Settlement	Location/Site Name	STW Potential impact on sewerage infrastructure	STW Potential impact on surface water sewerage infrastructure
TB1	Thurnby and Bushby	Land north of the A47, east of Zouche Way	Medium	Low

S1	Scraptoft	Land between Scaptoft & Bushby	High	Medium
S2	Scraptoft	Land East of Beeby Road	Medium	Low
O1	Oadby	Land South of Gartree Rd & East of Oadby *	High	Medium
L1	Lutterworth	Land off Leicester Road, Lutterworth	High	Low
L2	Lutterworth	Land at M1 Junction 20/Swinford Road	Medium	Low
F1	Fleckney	Land north of Kilby Road	Medium	Low
	Fleckney	Land to the west of the Longgrey	Medium	Low
GG1	Great Glen	Land to the North of London Rd and east of Leicester Grammar School	High	Low
K1	Kibworth	Land west of Warwick Road	High	Low

Note: High = capacity improvements likely; Medium = Capacity improvements may be required; Low = Capacity improvements are not anticipated

Schemes to address growth and other needs

STW assessed the current spare capacity at Wastewater Treatment Works (WwTW) which they manage within the district, to provide an indication of the potential infrastructure improvements which may be required to support growth being proposed through the Local Plan. Table 7 summaries the conclusions of this assessment.

Table 7: Severn Trent Waste Water Treatment Works Infrastructure

Sewerage Treatment Works	Estimated Spare Capacity	Watercourse Constraints	STW Conclusions
Broughton Astley	Medium	High	Proposed level of growth can be accommodated.
Fleckney	Medium	High	Proposed level of growth can be accommodated.
Great Glen	Low	High	Proposed level of growth can be accommodated.
Lutterworth	Medium	High	Planned schemes will enable anticipated levels of growth to be accommodated.
Wanlip	Very high	Very high	Proposed level of growth can be accommodated.

Note: Very High – WwTW capacity improvements likely to be required in the short term; High = WwTW capacity improvements likely to be required in the medium term; Medium = Capacity improvements Likely to be required in the long term; Low = Capacity improvements are not likely to be required in the short term.

Implications for future growth

Implications regarding the Local Plan proposed allocations for sewerage infrastructure are explored in greater detail in Section 4.

3.6.4 Gas Supply

Further engagement was undertaken with Cadent Gas for Stage 2 of the IDP. Cadent have undertaken an assessment of the proposed residential development sites to determine if reinforcement is required to their low and medium pressure networks; however, no costs or timescales for this work has been provided at this time. A summary of this assessment is shown in Table 8.

Table 8: Gas Supply Infrastructure Assessment (Residential)

Policy Ref	Settlement	Location/Site Name	Nearest LP Main (Diameter, material, distance)	Nearest MP Main (Diameter, material, distance)	Reinforcement required?
O1	Oadby	Land South of Gartree Rd & East of Oadby		450mm steel, within site boundary	No
S1	Scaptoft	Land between Scaptoft & Bushby	180mm PE, 7m		Yes
S2	Scaptoft	Land East of Beeby Road	90mm PE, 325m		Yes
TB1	Thurnby and Bushby	Land north of the A47, east of Zouche Way		250mm PE, 17m	No
MH3	Market Harborough	Land south of Gallow Field Road	90mm PE, 470m	125mm PE, 3m	No
MH2	Market Harborough	Market Harborough North, East of Harborough Road (south of Leicester Lane only)		125mm PE, 0m	No
MH1	Market Harborough	Land east of Leicester Road and south of the Grand Union Canal	180mm PE, 336m	24in steel, 367m	Yes for LP network, no for MP network
L1	Lutterworth	Land off Leicester Road, Lutterworth		315mm PE, 8m	No
L2	Lutterworth	Land at M1 Junction 20/Swinford Road	90mm PE, 241m		Yes
K1	Kibworth	Land west of Warwick Road		24in spun iron, 0m	No
GG1	Great Glen	Land to the North of London Rd and east of Leicester Grammar School	90mm PE, 165m	150mm steel, 8m	Yes for LP network, no for MP network
BA1	Broughton Astley	Land off Frolesworth Road	100mm DI, 51m	250mm PE, 10m	Yes for LP network, no for MP network
F1	Fleckney	Land north of Kilby Road		125mm PE	No

Cadent have also undertaken a similar assessment of the proposed commercial development sites to determine if reinforcement is required; however, again, no costs or timescales for this work has been provided at this time. A summary of this assessment is shown in Table 9.

Table 9: Gas Supply Infrastructure Assessment (Commercial)

Policy Ref	Settlement	Location/Site Name	Nearest LP Main (Diameter, material, distance)	Nearest MP Main (Diameter, material, distance)	Reinforcement required?
O1	Oadby	Land South of Gartree Rd & East of Oadby	N/A – No Viable Connection	450mm steel, within the site boundary	No
TBC	Lutterworth	Magna Park	N/A – No Viable Connection	150mm steel, 12m	Yes, for MP Main
TBC	Lutterworth	Land South of Lutterworth Rd/Coventry Rd	N/A – No Viable Connection	125mm PE, 10m	No
MH2	Market Harborough	East of Market Harborough Road	N/A – No Viable Connection	90mm PE, within site boundary	No
TBC	Market Harborough	Land off Kettering Road	N/A – No Viable Connection	600mm ST, within site boundary	No
TBC	Market Harborough	Land OS3070, Leicester Road	180mm PE, 614m	N/A – No Viable Connection	Yes, for LP Main

3.6.5 Digital

No updates to the position set out for digital infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report.

3.6.6 Flood Resilience

Following the Stage 1 Report, the Council commissioned a Strategic Flood Risk Assessment (SFRA) to be undertaken. The SFRA identified a number of sources of flood risk including fluvial, surface water, sewer, groundwater, flooding from canals and from reservoirs, with fluvial and surface water posing the greatest risk to communities across the district. The SFRA identifies that there are currently no flood alleviation schemes within or affecting the district, though there have been two surface water alleviation schemes in Broughton Astley and Market Harborough in 2005 and 2016 respectively which aimed to reduce the risk of surface water flooding.

The SFRA highlighted the opportunity to delivery natural flood management with the delivery of woodland and wildflower meadows, which can be supported through the Council’s green space standards. The SFRA noted that the Trent Rivers Trust and Leicester City Council are receiving central government funding to improve the Willow Brook catchment which includes the Bushby and Thurnby Brookes using nature based solutions.

No updates to the position set out for flood resilience infrastructure provision in Stage 1 were identified during the production of the Stage 2 Report from the LCC Flood Risk team.

During Stage 1 of the IDP, it was not possible to complete engagement with the Environment Agency. However, engagement was a possibility at Stage 2 and as such this section of the report has been written in the context of a baseline infrastructure assessment, as well as considering if inputs are required to be incorporated into the Infrastructure Schedule.

Existing Provision

Harborough District Council is covered geographically by three Environment Agency Offices, Lincolnshire and Northants, East Midlands, and West Midlands. The Environment Agency carries out routine maintenance on the main rivers in this area which covers Broughton Astley, Thurnby and Great Glen. Discussions with the Environment Agency office in Lincolnshire and Northants indicated the presence of one flood defence project in the district, Little Bowden Flood Storage Reservoir.

Schemes to address growth and other needs

There are planned works to improve the Little Bowden Flood Storage Reservoir to allow it to withstand a higher flood event without being exceeded and to ensure compliance with the requirements of the Reservoirs Act 1975. Within the East Midlands area, there is a project to survey and, if required, repair the flood bank on Church Road in Great Glen. At the time of the production of the Stage 2 Report, no start date was identified for this project.

Implications for future growth

Following discussion with the Environment Agency, it was advised that no additional infrastructure need relating to future growth in Harborough is required, in at least the short to medium term (5-10 years).

4. Summary of Inclusions in Infrastructure Schedule

4.1 Transport

The two transport authorities covering Harborough (Leicestershire County Council (LCC) and National Highways) are aware of the proposed distribution of development across the district, and the focus on meeting local housing need through urban extensions to existing settlements. The transport infrastructure requirements of the Local Plan are focussed on the delivery of sustainable development which integrates the allocations with existing walking, cycling and public transport provision to minimise dependency upon the private car.

It is of note that LCC recently adopted their fourth Local Transport Plan (LTP4) Core Document which sets the strategic vision, core policies and themes to 2040. LTP4 aims to boost greener travel and improve connectivity across the county and places transport as a central focus to delivering cleaner, greener and healthier communities. This high-level document will be implemented through investment plans, focussed strategies and Multi-Modal Area Investment Plans which will be prepared over the coming months. A key aspect of the LTP is supporting the Local Plan with housing delivery.

Strategic Transport work across the South Leicestershire has been underway for some time covering 4 authorities (Harborough, Blaby, Hinckley & Bosworth, Oadby & Wigston). This work looks at the impacts of growth at the South Leicestershire scale and has been undertaken in stages. Stage 1 is complete, and Stage 2 is anticipated in 2025. The cumulative transport impacts of development growth arising from proposals across south Leicestershire is being tested through this Joint Transport Evidence with the involvement of Leicestershire County Council as Transport Authority. Given the strategic nature of this south Leicestershire-wide work, the Council commissioned a Local Transport Study which, using the latest strategic modelling data from the JTE study has identified strategic transport impacts and mitigation measures arising from Local Plan growth, including the major growth clusters at Land South of Gartree Road SDA, Scraftoft East, North Market Harborough and Magna Park. If required, the outcomes of this study may be reviewed in future to take into account future plans and strategies produced by the transport authority to help deliver the new LTP4 and the South Leicestershire work. The Local Transport Study has identified high level proportionate costs for mitigating strategic transport impacts and apportioned them to relevant sites. Funding for these improvements is expected to be via site specific s106 contributions.

4.1.1 Highways

From a highways' perspective, National Highways and Leicestershire County Council Highways are aware of the proposed distribution of development across the borough.

The most significant allocation at Land South of Gartree Road (site reference O1) is expected to accommodate 1,200 homes and 5 hectares of employment land within Harborough District during the Plan period. Access is from London Road via the A6 and from B582 Gartree Road which is subject to a 50mph speed limit along the site boundary and has no walking or cycling provision which may present challenges for public transport and active mode connectivity.

A robust masterplan to fully integrate Land South of Gartree Road (site reference O1) with neighbouring Oadby and Great Glen will therefore be imperative to ensure the allocation is delivered in a sustainable way which maximises opportunities for non-car-based travel and provides alternative vehicular access routes to avoid Great Glen village. The phasing of infrastructure will also be important to ensure public transport, walking and cycling provision is available upon first occupation before travel patterns become established. It may be that a contribution towards transport infrastructure or delivery of off-site mitigation will be required as the proposals emerge.

Three sites are proposed at Scraptoft and Thurnby (site references S1, S2 and TB1) and whilst the allocations form extensions to the existing urban area, bus priority along the A47 corridor does not extend this far. This potentially presents a risk for car dependency placing additional pressures on radial routes into Leicester city or generating rat-running through the existing urban area. Consequently, there is an expectation that a single masterplan will be prepared to cover all three sites collectively to manage the travel impacts of these allocations and ensure any off-site mitigation measures such as traffic-calming and speed control are delivered to ensure traffic remains on suitable routes. It may be that a proportionate contribution towards transport infrastructure or delivery of off-site mitigation will be required as the proposals emerge.

Likewise, strategic master-planning will be essential to ensure safe and suitable access to the allocations proposed in Market Harborough (site references MH1, MH2 and MH3), to ensure that the sites integrate with the walking, cycling and public transport provision including any outcomes from LCC's passenger transport review, and manage the traffic impacts of these allocations. Measures will likely be required to manage the A6 corridor through Kibworth and to prevent rat-running along the B6047 which has an existing poor safety record, and routes through Great Bowden for access towards the A6 Leicester City and the A427 to Corby. It may be that a proportionate contribution towards transport infrastructure or delivery of off-site mitigation will be required from the growth sites to keep traffic on appropriate routes.

The proposed residential allocation at Land off Leicester Road in Lutterworth (site reference L1) would require access from the section of Leicester Road which is subject to a 50mph. To provide safe access and sufficient visibility from a new development access, an application would likely need to be made to LCC to reduce the speed limit to 40mph to be consistent with the speed limit further south on Leicester Road where it passes through the urban area.

The allocation at M1 Junction 20 / Swinford Road in Lutterworth (site reference L2) is not expected to have an adverse highways impact though access into the site may be constrained by its location. However, consideration should be given to the potential impact of any future need to safeguard land adjacent to the M1 motorway on the future delivery of the site. Whilst no capacity increase to the M1 mainline or Junction 20 is required or forecast by National Highways at present, a reduction in developable area may affect its viability. Land off Frolesworth Road (site reference BA1) will deliver 475 units. A comprehensive masterplan will be required to ensure safe and suitable access and management of the network surrounding the site. It may be that a contribution towards transport infrastructure (including active and sustainable travel modes) or delivery of off-site mitigation will be required.

Land North of Kilby Road, Fleckney (site reference F1) borders the recently constructed Brook Fields development. This allocation will need to be integrated with the neighbouring site and a second point of vehicular access will be needed to ensure traffic can safely access and egress the site and can disperse traffic onto the adjacent highway network.

Land West of Warwick Road, Kibworth is proposed to accommodate 475 units (site reference K1). This site would be accessed from Warwick Road immediate west of a narrow, signal controlled bridge over the rail line. The impact of the site on the operation of the Warwick Road, Kibworth Beauchamp roundabout and wider A6 corridor would need to be assessed and may require measures to manage the safe and efficient operation of the network. It may be that a contribution towards transport infrastructure or delivery of off-site mitigation will be required from the growth sites.

In terms of employment allocations, those which are existing allocations being rolled forward from the currently adopted Local Plan have previously been considered and accepted as being suitable locations for new employment development. The new allocations which have been identified at sites which will be brought forward with a mix of uses including new housing. These allocations will be expected to be considered and included within sitewide masterplans to ensure that the mix of

uses is delivered and phased in a sustainable way which maximises opportunities for non-car-based travel for residents, employees and visitors.

Regarding road infrastructure costing, LCC's 2019 Planning Obligations Policy sets out a cost of £52.85 per dwelling for travel packs and a Travel Plan Monitoring fee of £6,000 for residential developments or £11,337.50 for commercial developments. This would be required for all sites proposed as part of the Submission Draft Local Plan. In July 2024, the County Council published a consultation on updated guidance for S278 and S38 Agreements⁷.

The Strategic Transport Impact Assessment has outlined estimated costs of mitigation measures relating to highway measures as required for each strategic site. Further detail of resultant individual mitigation measures is set out in the Infrastructure Schedule.

4.1.2 Active Travel

All sites are expected to be delivered in a sustainable way which maximises opportunities for travel by active modes and integrates with existing walking and cycling routes for off-site connectivity and access to public transport, where relevant. It is expected that neighbouring sites are master planned collectively to ensure they are designed to be highly permeable and to disperse traffic onto suitable routes.

Having prepared a Cycling and Walking Strategy and Action Plan, LCC are in the process of development Local Cycling and Walking Infrastructure Plans (LCWIPs) for the county towns and urban areas surrounding Leicester City. LCWIPs were introduced in the Government's Cycling and Walking Investment Strategy (2017) to increase the number of walking, wheeling and cycling trips. They are intended to identify and prioritise improvements for investment plans, ensure walking and cycling are given appropriate consideration in local plan making and transport policy, and make the case for investment in active modes.

A plan has been prepared for South of Leicester which covers the main urban and inter-urban areas within Blaby and Oadby and Wigston including the Oadby and Wigston portion of the Oadby SDA allocation. It is therefore crucial that the masterplan for the SDA and neighbouring Great Glen allocation integrate with the LWCIP priorities for the A6 Leicester Road / Harborough Road corridor. The significant growth planned for this area may warrant extension of the LCWIP in future.

Preparation of an LCWIP for Market Harborough is underway with a view to it being adopted in Summer 2025. Lutterworth is also identified as a priority location for the future production of an LCWIP. The delivery of allocations in these locations will therefore be expected to consult with LCC to ensure they integrate with walking and cycling opportunities and aspirations defined in the LCWIPs.

The Strategic Transport Impact Assessment has outlined estimated costs of mitigation measures relating to active travel measures as required for each strategic site. Further detail of resultant individual mitigation measures is set out in the Infrastructure Schedule.

4.1.3 Bus Services

The County is served by a blend of commercially operated services and council supported services including taxi demand responsive transport (DRT) services to complement the main bus route network. Work is underway to review the passenger transport network across Leicestershire with a view to developing a hub and spoke model which connects rural communities with small and larger settlements using a blend of traditional commercial and supported services, flexible services and DRT. The implication for future communities is that the DRT would serve those within rural areas

⁷ Draft Leicestershire Highway Design Guide Consultation Summary Report, 2024

to connect people to the nearest urban settlement to then utilities the main bus network for onward travel. Therefore, supporting appropriate sustainable travel modes should be supported across all development sites, though additional consideration should be given to those within rural areas to minimise exclusion on the main bus network where possible.

The delivery of new housing sites, particularly clusters, will provide additional potential patronage and it will be important for sites to be delivered in a way which integrates them with existing and proposed bus services. This will be particularly important on the periphery of Leicester where large allocations which will place additional demands on radial routes into the city including the A6 and A47 corridors. It may be that a proportionate contribution towards bus service improvements and / or bus priority infrastructure will be required from the growth sites.

Regarding bus infrastructure costing, LCC's 2019 Planning Obligations Policy sets out costs for bus passes of between £360 and £480 per pass, with each dwelling entitled to two bus passes.

The Strategic Transport Impact Assessment has outlined estimated costs of mitigation measures relating to public transport measures as required for each strategic site. Further detail of resultant individual mitigation measures is set out in the Infrastructure Schedule.

4.1.4 Rail Services

The district is only served by one rail station in Market Harborough, although the Lutterworth area of the district is located relatively close to Rugby station. Existing services from Market Harborough may benefit some walking and cycling journeys made from the growth sites approximately 3 kilometres away on the northwest periphery of the town as well as drawing in journeys by car from other allocations for onward rail connectivity. Integration of these allocations with existing off-site walking and cycling routes should facilitate this access and could help make the case for further investment through the LCWIP.

4.1.5 Car Parking Management

Discussions with Harborough District Council indicated potential capacity issues with car parks arising from development proposed in the Local Plan. There is one car park in Great Glen, with limited opportunity for expansion and car parks in Oadby are regularly at capacity. Suitable provision would therefore be needed in a masterplanned approach for allocation Land South of Gartree Road (site reference O1) with residential parking, on street parking and retail parking.

To meet need arising from new development in Thurnby and Scraftoft (site references TB1, S1 and S2), suitable provision would be needed for residential parking and on street parking. Existing car parks in Market Harborough are unlikely to meet the need arising from the proposed scale of development. The emerging car parking strategy will consider how this need can be met. Suitable provision would need to be provided in terms of residential parking and on street parking

There is one car park in Broughton Astley with existing high demand. Suitable provision would need to be provided to meet need arising from new development in terms of residential parking and on street parking. There is one privately owned car park in Fleckney and one in Great Glen. On street parking is an issue in Kibworth. Suitable provision would need to be provided in each settlement to meet need arising from new developments (site references K1, F1, GG1 and BA1) in terms of residential parking and on street parking.

4.1.6 Electric Vehicle Charging

In September 2024, LLC's Cabinet approved the County Council's Electric Vehicle Charging Strategy (EVCS) which sets out LCC's approach to public EV charging provision. The strategy proposes a strategic evidence-led approach to planning EV infrastructure with a focus on the delivery of publicly available on-street charge-points on residential streets, high streets and main roads so they are available to all and particularly households with limited off-street parking.

Work is underway to commence delivery of public charge points in the county in partnership with operator Wenea using monies allocated through the Local Electric Vehicle Infrastructure (LEVI) pilot project. Specific charge-point locations have not yet to be determined but are expected to focus on the most populated settlements across the county and centre on residential streets where there are high proportions of housing with limited or no access to private off-street parking.

4.2 Education

4.2.1 Early Years Provisions

Phase 1 of the IDP noted that a variety of early years provision exists across Harborough currently, providing parental choice and lifestyle-based options. The LCC’s Planning Obligations Policy sets out a funding formula for new early years provision, with £8,907 being the average pupil per place cost with 8.5 children the predicted yield rates per 100 dwellings. Therefore, four schemes are identified as part of the Infrastructure Schedule as part of the Land South of Gartree (site reference O1) and the cluster allocations in Thurnby, Bushby and Scraftoft (site references S1, S2 and TB1) Market Harborough (site references MH1, MH2 and MH3). However, the Policy also notes that the need for a funding contribution will be established on a case-by-case basis for individual sites at the point they come forward, based on levels of capacity with existing providers within a one-mile radius of the site. Therefore, anticipated costs are unknown currently.

4.2.2 Primary Education

Analysis has been undertaken by LCC of the pupil yield arising from development proposed in the Local Plan in order to understand potential education solutions. At this stage the intention has been to establish that solutions can exist, and that where extensions to existing schools are identified as the solution, these can be delivered. They are not necessarily definitive schemes, and it is understood that LCC will continue to refine and develop plans as the Local Plan progresses through examination and into implementation.

Table 10 below sets out the position for each site, and proposed education solution at a settlement and school catchment level. Further detail of resultant individual solutions is set out in the Infrastructure Schedule.

Table 10: Local plan sites, assumed primary pupil yields and primary education solution proposed by LCC

Site Reference	Site Address	Dwellings	Primary pupil yield	LCC primary education solution
Urban Areas				
O1 ⁸	Land South of Gartree Road	3,150 dwellings (1,200 during Plan Period)	360.0	Phase 1: Request for a new 2FE primary school, on 2 hectares of land, with full construction costs met. LCC preference is that Early Years provision is allowed for on this site, where land and monetary value is in addition to the primary ask. Phase 2: Request for a new 2FE primary school (which can be expand to a 3FE when required in the future), on 3 hectares of land, with full construction costs met.

⁸ This is a cross-boundary site across Harborough District Council and Oadby and Wigston Borough Council. The total number of dwellings to be built out on the site will be 4,000, with the number of dwellings within Harborough District being 3,150 and 850 dwellings within Oadby and Wigston Borough. 1,200 and 350 dwellings are planned to be built out during the Harborough and Oadby and Wigston respectively during their emerging Local Plans.

Site Reference	Site Address	Dwellings	Primary pupil yield	LCC primary education solution
				LCC preference is that Early Years provision is allowed for on this site, where land and monetary value is in addition to the primary ask. This second stage is triggered at 1,800 dwellings constructed and in active use.
S1	Land between Scraftoft and Bushby, Scraftoft	950 dwellings by 2041	375.0	2FE primary school, on 2 hectares of land, with full construction costs met. LCC preference that is Early Years provision is allowed for on this site, where land and monetary value is in addition to the primary ask.
S2	Land to the east of Beeby Road, Scraftoft	175		
TB1	Land north of the A47, east of Zouche Way, Thurnby	125		
Market Towns				
MH1	Land east of Leicester Road and south of the Grand Union Canal, Market Harborough	250	510.0	3FE primary school, on 3 hectares of land, with full construction costs met. LCC preference that is Early Years provision is allowed for on this site, where land and monetary value is in addition to the primary ask.
MH2	East of Market Harborough Road, Market Harborough	500		
MH3	Land south of Gallow Field Road, Market Harborough	850		
L1	Land off Leicester Road, Lutterworth	230	96.0	1FE Expansion at Sherrier Church of England Primary School.
L2	Land at M1 Junction 20/Swinford Road	90		
Large Villages				
K1	Land west of Warwick Road, Kibworth	475	142.5	1FE Expansion at Church Langton Primary School.
F1	Land North of Kilby Road and Land to the west of the Longgrey, Fleckney	150	45.0	There is capacity to accommodate the additional pupils in the current primary school provision.
GG1	Land to the North of London Road and east of	400	120.0	Utilise capacity at St Cuthberts Great Glen Primary of 57 surplus spaces 2028. Contribute towards new provision within

Site Reference	Site Address	Dwellings	Primary pupil yield	LCC primary education solution
	Leicester Grammar School, Great Glen			the expansion of primary schools within the Oadby district.
BA1	Land off Frolesworth Road, Broughton Astley	475	142.5	Forecasted primary pupil need generated by the development is 143 pupil places. With consideration of Orchard CE Primary School, Old Mill Primary School and Hallbrook Primary School in close proximity to the proposed development, there is a shortfall of 129 pupil places. Given the location of the development, Orchard Meadow CE Primary School is the closest and it is proposed that additional land is provided to the school, with S106 fundings, to extend the school by 1 hectare of land, This would create an additional 210 pupil places with 1 form of entry.
Medium Villages				
B1	Land at Gaulby Road, Billesdon	48	18.9	Forecasts indicate sufficient capacity to meet the need generated by this development.
B2	Billesdon Depot south of Gaulby Road, Billesdon	10		
B3	Former Lorry Park Gaulby Road, Billesdon	5		
GB1	Land north of Dingley Road, Great Bowden	15	30.0	Great Bowden Primary forecast surplus of 10 pupil places by 2028. Meadowdale is forecast to have sufficient capacity to accommodate children from this development.
GB2	Land off Dingley Road and Nether Green, Great Bowden	85		
HH1	Land north of Uppingham Road, Houghton on the Hill	80	31.2	Forecasts indicate sufficient capacity to meet the need generated by this development.
HH2	Land north of Stretton Lane, Houghton on the Hill	24		
HB1	Land east of Welford Road, Husbands Bosworth	105	31.5	Surplus of 23 pupil places by 2028. The school is a small rural school which largely serves its community. There is no scope to expand this site.
U1	Land south of Ashby Road, Ullesthorpe	30	24.0	No surplus capacity available at this site. Ullesthorpe can be expanded by 0.5 FE.
U2	Land north of Ashby Road, Ullesthorpe	50		

LCC recently consulted on changes to its Planning Obligations Policy during May to June 2024. Whilst the existing (2019) policy provides fixed annual cost multipliers per pupil when seeking funding from developers, the consultation proposes to revise this approach to use the average cost of a new school place established through the National School Delivery Cost Benchmarking Report⁹. This is revised annually, based on the actual observed costs of school place provision over the preceding year, and its use ensures that the amounts of funding sought by LCC are more likely to be sufficient to cover actual costs in practice, without shortfalls. Further information following the consultation on the Planning Obligations Policy is anticipated in Spring 2025.

The latest Benchmarking Report was published in November 2023. For primary schools, this establishes a cost per pupil place in new schools of £25,378. For re-builds and extensions, the cost is lower, reflecting there being no need to acquire land, at £20,946 per pupil place. The multiplier for these costs is 210 pupils per form of entry (30 pupils in each of seven-year groups). It may be prudent to review these costs in the IDP as the Local Plan progress through examination and implementation, to reflect future iterations of the Benchmarking Report, including the outcome from the recent Planning Obligations Policy consultation.

For the appropriate apportionment of costs to support the delivery of school provision, within the Infrastructure Schedule shown in Annex A, the required costs are formed from the pupil yield numbers proposed to arise from each site multiplied by the relevant cost per pupil place, as outlined above. The infrastructure solution and resultant costs are subject to change as the Local Plan progresses and when sites come forward for development, with ongoing discussions required with the Council and LCC. Therefore, due to the apportionment of costs included within the infrastructure schedule, for some infrastructure schemes this does not reflect the total costs needed in delivering the infrastructure required within the ‘by site’ IDS. However, within the ‘by settlement’ IDS total costs are included for the three infrastructure schemes which highlight the need for the provision of new primary education facilities.

4.2.3 Secondary and Sixth Form Education

As with primary education, analysis has been undertaken by LCC of the pupil yield arising from development proposed in the Local Plan, in order to understand potential education solutions. At this stage the intention has been to establish that solutions can exist, and that where extensions to existing schools are identified as the solution, these can be delivered. They are not necessarily definitive schemes, and it is understood that LCC will continue to refine and develop plans as the Local Plan progresses through examination and into implementation.

Table 11 below sets out the position for each site, and proposed education solution at a settlement and school catchment level. Further detail of resultant individual solutions is set out in the Infrastructure Schedule.

Table 11: Local plan sites, assumed primary pupil yields and secondary education solution proposed by LCC

Site Reference	Site Address	Dwellings	Pupil yield		LCC secondary education solution
			11-16	16+	
Urban Areas					
O1 ¹⁰	Land South of Gartree Road	3,150 (1,200)	208.75	39.60	1 x New 7 Form Entry (1,050 place), 200 place

⁹ F07125-National School Delivery Cost Benchmarking - Primary, Secondary and SEN Schools - November 2023 Ver 18 (hants.gov.uk)

¹⁰ This is a cross-boundary site across Harborough District Council and Oadby and Wigston Borough Council. The total number of dwellings to be built out on the site will be 4,000, with the number of dwellings within Harborough District being 3,150 and 850 dwellings within Oadby and Wigston Borough. 1,200 and 350 dwellings are planned to be built out during the Harborough and Oadby and Wigston respectively during their emerging Local Plans.

Site Reference	Site Address	Dwellings	Pupil yield		LCC secondary education solution
			11-16	16+	
		dwellings within the Plan Period)			post 16 Secondary School with 8 Hectares of land (location TBC) and 1FE (150 places) extension to Manor High School with 1 Hectare of land expected to open September 2033.
S1	Land between Scraptoft and Bushby, Scraptoft	950	200.40	41.25	Contribution towards new secondary required. Two new secondary schools are planned within a commutable distance to the site. The new secondary sites are located in the Oadby SDA or the development Thorpebury in the Limes located in the Charnwood district. New Post16 provision at either Oadby SDA or the development Thorpebury in the Limes located in the Charnwood district.
S2	Land to the east of Beeby Road, Scraptoft	175			
TB1	Land north of the A47, east of Zouche Way, Thurnby	125			
Market Towns					
MH1	Land east of Leicester Road and south of the Grand Union Canal, Market Harborough	250	283.90	56.10	750 place (5FE) secondary school, 200 place post16 provision, land size of 5.8 hectares. Monetary contribution to deliver a 600-place secondary school.
MH2	East of Market Harborough Road Market Harborough	500			
MH3	Land south of Gallow Field Road, Market Harborough	850			
L1	Land off Leicester Road, Lutterworth	230	53.44	10.56	Contribution towards new secondary and post 16 provision in Lutterworth or monies to extend existing capacity
L2	Land at M1 Junction 20/Swinford Road	90			
Large Villages					
K1	Land west of Warwick Road, Kibworth	475	79.33	15.68	Expansion of Kibworth Mead Academy or contribute towards new secondary provision at Market Harborough or Oadby.

Site Reference	Site Address	Dwellings	Pupil yield		LCC secondary education solution
			11-16	16+	
					New Post 16 provision at either Market Harborough or Oadby.
GG1	Land to the North of London Road and east of Leicester Grammar School, Great Glen	400	66.80	13.20	Contribution to Oadby SDA secondary - 1 x New 7 Form Entry (1,050 place) + 200 place post 16 Secondary School + 8 Hectares of land (location TBC)
BA1	Land off Frolesworth Road, Broughton Astley	475	79.33	15.68	Deficit of 96 pupils forecast for 2028 at Thomas Estley. Contribution towards expansion at Thomas Estley or another appropriate Secondary. Countesthorpe Academy to accommodate additional post 16.
F1	Land North of Kilby Road and Land to the west of the Longgrey, Fleckney	150	25.05	4.95	Options of expansion of Kibworth Mead Academy or contribute towards new secondary provision at MH or Oadby. New Post16 provision at either Market Harborough or Oadby SDA.
Medium Villages					
B1	Land at Gaulby Road, Billesdon	48	10.52	2.08	Contribution towards new secondary and post 16 provision.
B2	Billesdon Depot south of Gaulby Road, Billesdon	10			
B3	Former Lorry Park Gaulby Road, Billesdon	5			
GB1	Land north of Dingley Road, Great Bowden	15	16.70	3.30	Contribution towards new secondary and post 16 provision in Market Harborough.
GB2	Land off Dingley Road and Nether Green, Great Bowden	85			
HH1	Land north of Uppingham Road, Houghton on the Hill	80	17.37	3.34	Contribution of new secondary and post 16 provision at Oadby SDA.
HH2	Land north of Stretton Lane, Houghton on the Hill	24			

Site Reference	Site Address	Dwellings	Pupil yield		LCC secondary education solution
			11-16	16+	
HB1	Land east of Welford Road, Husbands Bosworth	105	17.54	3.47	Contribution of new secondary and post 16 provision in Market Harborough.
U1	Land south of Ashby Road, Ullesthorpe	30	13.36	2.65	Contribution towards new secondary and post 16 provision in Lutterworth or monies to extend existing capacity.
U2	Land north of Ashbey Road, Ullesthorpe	50			

As with primary education, contributions for new secondary school provision are calculated based on LCC’s emerging updated Planning Obligations Policy – and in turn, the National School Delivery Cost Benchmarking Report. For re-builds and extensions, the Benchmarking Report establishes a cost per pupil place of £21,235. However, from discussions with LCC, the confirmed current cost per pupil place for re-builds and extensions is £27,014, though this is subject to change as part of the Planning Obligations Policy consultation.

Given a relative lack of recent new secondary school completion data at a national level, the Benchmarking Report does not currently establish a cost per pupil place in new schools. However, these costs are known to be notably higher than costs for new primary schools. For the purposes of costing and viability assessment at this stage, the 22.5% difference between per-pupil contribution amounts for primary and secondary schools set out in LCC’s 2019 Planning Obligations Policy has been applied to the Benchmarking Report’s current £25,378 per pupil primary cost. This results in an assumed cost for new secondary school places of £31,088. In reality, a different contributions approach may be required – noting that LCC has historically also sought different levels of contributions for pupils aged 11-16 and 16+. This should be kept under review as the Local Plan progresses through examination and implementation and is subject to change as part of the Planning Obligations Policy consultation.

For the appropriate apportionment of costs to support the delivery of school provision, within the Infrastructure Schedule shown in Annex A, the required costs are formed from the pupil yield numbers proposed to arise from each site multiplied by the relevant cost per pupil place, as outlined above. The infrastructure solution and resultant costs are subject to change as the Local Plan progresses and when sites come forward for development, with ongoing discussions required with the Council and LCC. Therefore, due to the apportionment of costs included within the infrastructure schedule, for some infrastructure schemes this does not reflect the total costs needed in delivering the infrastructure required within the ‘by site’ IDS. However, within the ‘by settlement’ IDS total costs are included for the two infrastructure schemes which highlight the need for the provision of new secondary education facilities.

4.2.4 Special Education Need and Disabilities (SEND)

LCC has identified the need for additional special educational needs provision across the county – with provision being planned on a countywide basis. At this stage the exact form of provision is unknown – this may be dedicated provision within mainstream primary and secondary schools, or may take the form of new or expanded dedicated special schools.

LCC’s 2019 Planning Obligations Policy sets out yield rates for additional special education needs places linked to new development, and the 2024 consultation on changes to the Planning Obligations Policy does not indicate any changes to these. At a primary level these equate to 0.0036 pupils per dwelling, and at a secondary level these equate to 0.004 pupils per dwelling. The latest National School Delivery Cost Benchmarking Report indicates an average cost for special

educational needs provision of £96,806. However, this is subject to change as part of the Planning Obligations Policy consultation.

4.2.5 Adult Education

Stage 1 of the IDP noted that a range of Adult Education provision exists within Harborough. Adult education requirement remains unchanged, with no updates from the Stage 1 Report, or identified infrastructure needs to be included within the infrastructure schedule.

4.3 Healthcare and Emergency Services

4.3.1 Primary Healthcare

Following discussions with the LLR ICB, we have undertaken analysis of the potential impacts of new development on existing primary care surgeries. This assumes that each new dwellings results in 2.42 new patient registrations, as found in the 2021 Census¹¹ for households within the district.

The ICB considers each development, but also analyses the cumulative effect that several local developments might have on a locality. Where clusters of developments generate a concentrated patient increase, with future patient demand having the potential to cross local authority boundaries, there may be opportunities for pooling developer contributions to explore wider local opportunity to meet future patient demand. This means the ICB prefers not to name practices to receive a set percentage of new patients, noting that not all practices have physical capacity to expand.

However, based on proximity, we have apportioned the potential patient yield to assumed surgeries proposed for inclusion in the Local Plan to individual surgeries to help inform current and future infrastructure discussions. Discussions with the LLR ICB will be continued to determine the exact and final allocation of patients in the future. These apportionments are summarised in Table 1212.

Table 12: Local plan sites, assumed new patient yields and assumed surgery at which demand would arise

Site Reference	Site Address	Dwellings	Patients ¹²	Assumed surgery ¹³
Urban Areas				
O1 ¹⁴	Land South of Gartree	3,150 (1,200 within the Plan Period)	7,623	Due to the scale of development proposed to accommodate patient demand arising from the developments and within the nearby vicinity, it is likely a new healthcare facility will be delivered within the site is likely. The ICB will undertake

¹¹ [2021 Census Profile for areas in England and Wales - Nomis \(nomisweb.co.uk\)](#) and [Household and resident characteristics, England and Wales - Office for National Statistics \(ons.gov.uk\)](#)

¹² The number of potential patients shown in this column is purely arising from each proposed allocation. Therefore, wider cumulative impacts will need to be considered with the ICB, Harborough District Council, neighbouring Councils and developers to understand the complete future patient demand context (from both each site and from other nearby allocated sites, future windfall sites and currently committed development sites) for future healthcare infrastructure. Discussions are currently ongoing and will be continued in the future to support suitable and appropriate infrastructure solutions being delivered.

¹³ We have identified the assumed surgery based on proximity to each proposed allocation. It may be that alternative surgeries are chosen in the future which may better cater to future patient demand, which will be agreed with the ICB, Harborough District Council, neighbouring Councils and developers.

¹⁴ This is a cross-boundary site across Harborough District Council and Oadby and Wigston Borough Council. The total number of dwellings to be built out on the site will be 4,000, with the number of dwellings within Harborough District being 3,150 and 850 dwellings within Oadby and Wigston Borough. 1,200 and 350 dwellings are planned to be built out during Harborough and Oadby and Wigston respectively during their emerging Local Plans.

Site Reference	Site Address	Dwellings	Patients ¹²	Assumed surgery ¹³
				an options appraisal to determine the appropriate infrastructure scheme to accommodate the arising patient demand.
S1	Land between Scraftoft and Bushby, Scraftoft	950	2,299	50% Billesdon Surgery and 50% Bushby Surgery
S2	Land to the east of Beeby Road, Scraftoft	175	423.5	50% Billesdon Surgery and 50% Bushby Surgery
TB1	Land north of the A47, east of Zouche Way, Thurnby	125	302.5	50% Billesdon Surgery and 50% Bushby Surgery
Market Towns				
MH1	Land east of Leicester Road and south of the Grand Union Canal, Market Harborough	250	605	33% Market Harborough Medical Centre, 33% Market Harborough St Lukes and 33% Two Shires Medical Centre
MH2	East of Harborough Road, Market Harborough	500	1,210	33% Market Harborough Medical Centre, 33% Market Harborough St Lukes and 33% Two Shires Medical Centre
MH3	Land south of Gallow Field Road, Market Harborough	850	2,057	33% Market Harborough Medical Centre, 33% Market Harborough St Lukes and 33% Two Shires Medical Centre
L1	Land off Leicester Road, Lutterworth	230	556.6	50% The Masharani Practice and 50% The Whycliffe Medical Practice
L2	Land at M1 Junction 20/Swinford Road	90	217.8	50% The Masharani Practice and 50% The Whycliffe Medical Practice
Large Villages				
K1	Land west of Warwick Road, Kibworth	475	1,149.5	50% Kibworth Medical Centre and 50% Old School Surgery
GG1	Land to the North of London Road and east of Leicester Grammar School, Great Glen	400	968	50% Great Glen Surgery and 50% potential new surgery to address newly arising demand from development within the vicinity may be delivered, following the completion of options appraisal work.
BA1	Land off Frolesworth Road, Broughton Astley	475	1,149.5	100% Orchard Medical Practice
F1	Land North of Kilby Road and Land to the West of the Longgrey, Fleckney	150	363	50% Fleckney Medical Centre and 50% Fleckney Duck Pond Surgery
Medium Villages				
Between 5 and 105 residential dwellings are proposed to be included the medium villages. The LLR ICB noted no specific infrastructure requirements relating to healthcare would be required to be highlighted,				

Site Reference	Site Address	Dwellings	Patients ¹²	Assumed surgery ¹³
due to the sites smaller scale but that cumulative impacts of growth in general will mean a developer contribution where appropriate in planning terms, will be requested.				

Table 1313 sets out the anticipated implications for each of the surgeries within Harborough.

Table 13: Anticipated future increases in patient demand, by surgery

Surgery name	Settlement	Registered Patients	Potential new registrations	% Increase
South Leicester Medical Group		24,709	3,287.2	13.3%
Kibworth Medical Centre	Smeeton Road, Kibworth, Leicestershire, LE8 0LG		574.75	
Old School Surgery	2a Station Road, Kibworth, Leicestershire, LE8 0LN		574.75	
Fleckney Medical Centre	High Street, Fleckney, Leicester, LE8 8AJ		181.5	
Fleckney Duck Pond Surgery	6a High Street, Fleckney, Leicester, LE8 8AJ		181.5	
Two Shires Medical Centre	Torch Way, Market Harborough, LE16 9HL		1,290.7	
Great Glen Surgery	24a Main Street, Great Glen, Leicester, LE8 9GG		484	
Billesdon Surgery	4 Market Place, Billesdon Leicestershire, LE7 9AJ	7,258	1,512.5	20.8%
Bushby Surgery	Hill Court, Main Street, Bushby, Leics, Leicester, Leicestershire, LE7 9NY	Data Not Known	1,512.5	Unable to be calculated
Market Harborough Medical Centre	67 Coventry Road, Market Harborough, Leicestershire, LE16 9BX	28,751	1,290.7	4.5%
Market Harborough St Lukes	33 Leicester Road Market Harborough Leicestershire LE16 7BN	Data Not Known	1,290.7	Unable to be calculated
The Masharani Practice	Lutterworth Health Centre Gilmorton Road, Lutterworth LE17 4EB	6,676	387.2	5.8%
The Whycliffe Medical Practice	Gilmorton Road, Lutterworth LE17 4EB	10,865	387.2	3.6%
Orchard Medical Practice	Orchard Road,	12,454	1,149.5	9.2%

Surgery name	Settlement	Registered Patients	Potential new registrations	% Increase
	Broughton Astley LE9 6RG			

It can be seen that the impact of growth on surgeries across the district varies significantly.

The largest area of growth for additional demand for primary care infrastructure is the Land South of Gartree Road (site reference O1), the cross-boundary site across Harborough and Oadby, resulting in total 7,623 patients within Harborough (and 9,680 total patients across Harborough and Oadby and Wigston Local Authorities). Further to this, this area also needs to address 50% of potential new registrations from Great Glen totalling 484 additional new patients who would not be addressed by the Great Glen Surgery (site reference GG1). Due to this level of increased demand, from the scale of development proposed, to accommodate patient demand arising from the developments and within the nearby vicinity, a new healthcare facility delivered within the site is likely. The LLR ICB will undertake an options appraisal to determine the appropriate infrastructure scheme to accommodate patient demand arising from the site O1 and site GG1. The potential requirement for land for a new healthcare facility should be factored into early-stage master planning for the O1 site whilst the ICB finalises its direction and receives further data relating to forecasted housing delivery dates and housing mix.

Of the other surgeries impacted by growth, it is expected that the growth could be accommodated with modifications, reconfigurations and extensions to current facilities. For example, The Wycliffe Medical Practice and Market Harborough Medical Centre would result in a potential patient growth level of less than 5%, though it is noted that developer contributions may still be required to meet this additional demand. However, for the Billesdon Surgery, proposed growth within the settlement would add over 20% of additional new patients to the surgery and a cumulative total of 13.3% for the South Leicester Medical Group surgeries this may result in the need for a greater potential expansion of facilities. It is noted that this healthcare infrastructure capacity and future demand will vary over time and will need to be reassessed at a development management stage with the LLR ICB. This is particularly the case for development coming forward in the latter part of the plan period.

The overall level of growth proposed across these settlements will require proactive discussions and agreed solutions between the Council, site developers and the LLR ICB to suitably address this additional pressure on primary care services. As outlined above, the LLR ICB's approach is that, in the first instance, extension of existing sites and/or increasing capacity would be the initial expectation. However, the final agreed infrastructure solution will also need to consider local authority cross border impacts to understand and respond to cumulative impacts across different authority areas.

It is noted that the tables above only reflect the difference between existing (April 2024) patient registrations and new potential patients that will result from allocated sites in the Local Plan. Additional patient growth will also arise from current development commitments that have not yet yielded new patients. The LLR ICB is aware of this demand and is considering this in conjunction with the potential additional new patients from the planned growth in the Local Plan, therefore, the chosen infrastructure schemes reflect the full picture of demand.

In terms of the costing for enhanced and extended primary care surgery provision, the ICB has provided the latest indicative costings by which funding contributions are to be sought. Based on typical build costs of £4,000/sqm and the typical established patient-to-floorspace ratio of 12.5 patients per sqm, costs per patient are calculated as £320. Using the assumption of 2.42 patients per new dwelling, this results in a contribution per dwelling of £774.4. The contribution figure is indicative and may change in the future. The ICB would be the delivery body for any amendments

or extensions to existing surgeries, working with the current GP practitioner organisations, or the delivery of a new surgeries.

For the appropriate apportionment of costs to support the delivery of healthcare provision, within the Infrastructure Schedule shown in Annex A, the required costs are formed from the patient numbers proposed to arise from each site multiplied by the relevant cost per patient, as outlined above. The infrastructure solution and resultant costs are subject to change as the Local Plan progresses and when sites come forward for development, with ongoing discussions required with the Council and LLR ICB. Therefore, due to the apportionment of costs included within the infrastructure schedule, for some infrastructure schemes this does not reflect the total costs required in delivering the infrastructure required.

4.3.2 Secondary Healthcare

No schemes in relation to secondary healthcare provision were identified during engagement.

4.3.3 Social Care

No schemes in relation to social care provision were identified during engagement.

4.3.4 Ambulance Service

No schemes in relation to ambulance service were identified during engagement.

4.3.5 Policing

No schemes in relation to policing provision were identified during engagement. However, Leicestershire Police utilise a funding formula which was developed in 2010, based on contributions of £606 per dwelling were it found that additional infrastructure requirements would be needed to support the growth proposed in the Local Plan. This provides an initial benchmark for consideration, although it is noted that costs have increased since 2010 and ultimately these are variable based on the actual costs of infrastructure that can required.

4.3.6 Fire and Rescue

No schemes in relation to fire and rescue services were identified during engagement. However, it is important to note that re-evaluations to Leicestershire Fire and Rescue Service's Operational Response is based on foreseeable risk. The Service uses a threshold of 1,000 domestic dwellings and/or 10 hectares of commercial land/development. The Service has set a 10-minute target time for Primary Domestic Dwelling fires. For all other life risk incidents, the target is an average of 12 minutes.

The Fire and Rescue Service has indicated there should be a sufficient number of fire hydrants within all new developments in the future.

4.3.7 Public Health

No schemes in relation to the public health service were identified during engagement. However, it was confirmed that LCC's broad priorities for public health have been identified and are being discussed with the Council to support how they can be embedded within the Local Plan for the delivery of maximum benefits for existing and new communities.

4.4 Community Facilities

4.4.1 Community Facilities Contributions

The Council's Planning Obligations SPD, adopted in June 2022, identifies required contributions from new residential developments to provide additional community facilities as set out in the 'Refresh of Harborough District Community Infrastructure Assessment'. The required contribution

varies depending on the size of the dwelling. Prior to identifying the precise mix of houses which will be delivered through the draft Local Plan growth strategy, for the purposes of this assessment and as presented within the Planning Obligations SPD, an average contribution for a 2.3-person household of £1,185 for an extended or new community facility will be applied per dwelling. The estimated contributions are within the Infrastructure Schedule.

4.4.2 Libraries

LCC's Planning Obligations Policy calculates contributions for new library provision based on dwelling size – with different assumed occupancies for different types of property. As the size and type of properties to be developed as a result of the Local Plan are not yet known, the average household size of 2.33 people established by the 2021 Census will be used as an initial basis for calculation. This is then multiplied by the established minimum level of library stock of 1.157 items per person, and current cost (as proposed in the 2024 Planning Obligations Policy consultation) of £11.25. This results in a funding contribution per dwelling of £30. The estimated contributions are within the Infrastructure Schedule.

4.4.3 Burial Services

The reviewed Cemetery and Burial Strategy 2016 concluded that the following upgrades in cemetery and burial provision would be required to support current and future needs:

- Market Harborough Area – Potential for a new cemetery to be delivered which would require at least 2ha to meet existing and future needs;
- Scraftoft, Thurnby and Bushby and Houghton on the Hill Area – Potential for a new cemetery or expand current facilities, with 11ha of new space required to meet existing and future needs; and
- Oadby Strategic Development Area – Potential for a new cemetery which would require at least 3.5ha to meet the needs of the new community, either within the site or within close proximity to the site, with an additional ~1.6ha of need identified to also be delivered of cemetery space within the vicinity of the development.

Additionally, to these locations, the Council will to seek either on-site burial provision or contributions towards an off-site burial provision through Section 106 agreements and obligations where appropriate. These contributions will be allocated to sites throughout the district to enhance, intensify or expand burial provision to meet community needs. The estimated contributions are within the Infrastructure Schedule.

4.4.4 Leisure Centres and Indoor Sports

To calculate the indoor sports related infrastructure contributions required from sites allocated in the Local Plan, Sport England recommend the use of the Sports England Playing Pitch Calculator. The Calculator identifies the additional infrastructure requirements based on projected population growth associated with each site. The population increase is based on an average of 2.3 people per household. The results of this assessment are presented in Table 14. Sport England recommend that contributions are only sought from those sites where a quantitative or qualitative future demand is identified.

The estimated contributions presented below are included within the Infrastructure Schedule by settlement area with the total estimated contributions. This information provides a snapshot at a point in time and therefore contributions within this section may be revised in due course. It should be cautioned that there are limitations to the Sport England Playing Pitch Calculator reflecting that the calculations are largely based on a projected population growth, and do not consider in detail local contexts such as the capacities of existing surrounding land-uses and facilities, the location,

accessibility, and the attractiveness of existing facilities. Further consideration will therefore be required by the Council, developers, and sports related organisations to determine the precise sport infrastructure related needs of the district as a result of growth allocated in the Local Plan.

Table 14: Proposed Contributions for Indoor Sports Infrastructure

Site	Dwellings	Swimming Pools	Sports Halls	Indoor Bowls	Total estimated indoor sports contribution
TB1, Land north of the A47, east of Zouche Way	125	£64,205	£57,997	£2,437	£124,640
S1, Land between Scaptoft & Bushby	950	£487,114	£440,016	£18,488	£945,617
S2, Land East of Beeby Road	175	£89,843	£81,156	£3,410	£174,409
O1, Land South of Gartree Rd ¹⁵	1200	£615,302	£555,809	£23,353	£1,194,464
L1, Land off Leicester Road, Lutterworth	230	£117,933	£106,530	£4,476	£228,939
L2, Land at M1 Junction 20/Swinford Road	90	£46,148	£41,686	£1,751	£89,585
MH1, Land east of Leicester Rd and south of Grand Union canal	250	£128,188	£115,794	£4,865	£248,847
MH2, East of Market Harborough Road	500	£256,376	£231,587	£9,730	£497,693
MH3, Land south of Gallow Field Road	600	£307,651	£277,905	£11,676	£597,232
BA1, Land off Frolesworth Road	475	£243,668	£220,109	£9,248	£473,025
F1, Land north of Kilby Road	103	£52,836	£47,727	£2,005	£102,568
F1, Land to the west of the Longgry	47	£24,077	£21,749	£914	£46,740
GG1, Land to the North of London Rd and east of Leicester Grammar School	400	£205,101	£185,270	£7,784	£398,155
K1, Land west of Warwick Road	475	£243,668	£220,109	£9,248	£473,025
B1, Land at Gaulby Road	48	£24,523	£22,152	£931	£47,605

¹⁵ This is a cross-boundary site across Harborough District Council and Oadby and Wigston Borough Council. The total number of dwellings to be built out on the site will be 4,000, with the number of dwellings within Harborough District being 3,150 and 850 dwellings within Oadby and Wigston Borough. 1,200 and 350 dwellings are planned to be built out during the Harborough and Oadby and Wigston respectively during their emerging Local Plans.

Site	Dwellings	Swimming Pools	Sports Halls	Indoor Bowls	Total estimated indoor sports contribution
B2, Billesdon Depot south of Gaulby Road	10	£5,128	£4,632	£195	£9,954
B3, Former Lorry Park Gaulby Road	5	£2,675	£2,417	£102	£5,193
GB1, Land north of Dingley Road	15	£7,803	£7,048	£296	£15,147
GB2, Land off Dingley Rd and Nether Green	85	£43,695	£39,471	£1,658	£84,824
HH1, Land north of Uppingham Road	80	£41,020	£37,054	£1,557	£79,631
HH2, Land north of Stretton Lane	24	£12,261	£11,076	£465	£23,803
HB1, Land east of Welford Road	105	£53,950	£48,734	£2,048	£104,732
U1, Land south of Ashby Road	30	£15,383	£13,895	£584	£29,862
U2, Land north of Ashby Road	50	£25,638	£23,159	£973	£49,769

4.5 Green Infrastructure

4.5.1 Green Spaces

The Green and Blue Infrastructure Study recommends planning for a Country Park near underserved urban areas with a high quantum of growth. The Study identifies Market Harborough and the area along the northern border of the district, close to Leicester would provide considerable benefits to local communities, flood management, habitat connectivity and landscape character preservation goals.

4.5.2 Public Open Space

The Council have identified the following standards for the provision of public open space which will be applied to strategic sites allocated within the Local Plan:

- Parks and gardens, 0.5ha per 1,000 new population
- Amenity Greenspace, 0.9ha per 1,000 new population
- Natural and semi-natural greenspace, 8.5ha per 1,000 new population
- Children and young people play spaces, 0.3ha per 1,000 new population

In addition to the above provision, contributions will also be sought for off-site strategic provision of greenways, based on a standard of 1.3ha per 1,000 new population. Developer contributions for this provision will be applied based on a calculation of £133 per new resident. The estimated contributions are presented within the Infrastructure Schedule, based on an average of 2.3 people per household.

4.5.3 Playing Pitches and Outdoor Sports

The review of the 2022 Playing Pitch Strategy has identified current and future issues for their continued use, with identified actions and resources required. Emerging findings from the Strategy

have explored the current infrastructure capacity of each site in Table 14. This information provides a snapshot at a point in time and therefore information within this section may be revised in due course. Further consideration will be required by the Council, developers, and sports related organisations to determine the precise sport infrastructure related needs of the district and if the actions outlined in Table 15 can be funded or supported as a result of growth allocated in the Local Plan.

Table 15: Emerging Identified Actions to address Capacity of Playing Pitch and Outdoor Sports Facilities in Harborough

Site	Action	Lead	Partners	Resources	Priority
Football					
Bird's Barn	Road access issues make the site unsuitable for expansion. Assist the Club to identify and develop new facilities at an alternative site.	Kibworth Town FC	HDC	TBC	High
			FF		
Bowden's Park	Reschedule fixtures using the '3G' pitch.	Harborough Town FC	HDC	£200,000 for changing.	High
	Improve changing facilities.		FF		
Dunton & Broughton Rangers FC	Assess pitch using Pitch Power.	Dunton & Broughton Rangers FC	PP	TBC	High
	Implement improved maintenance.				
Frolesworth Road Recreation Ground	Assess pitch using Pitch Power.	Broughton Astley PC	PP	TBC	Medium
	Implement improved maintenance.				
Great Glen Recreation Ground	Assess pitch using Pitch Power.	Great Glen PC	PP	TBC	Medium
	Implement improved maintenance.				
Houghton Field	Improve changing facilities.	Houghton-on-the-Hill PC	FF	£100,000	Medium

Site	Action	Lead	Partners	Resources	Priority
Lodge Road Recreation Ground	Review the need for on-site changing.	Fleckney PC	Fleckney Athletic FC	-	Low
Lutterworth Football Academy	Renew '3G' pitch registration	Lutterworth Athletic FC	-	-	High
	Reschedule play to the '3G' pitch on-site				
Lutterworth High School	Assess pitch using Pitch Power.	Lutterworth HS	HDC	TBC	Medium
	Implement improved maintenance.		PP		
	Negotiate Community Use Agreement				
Robert Smyth Academy	Assess pitch using Pitch Power	Robert Smyth Academy	HDC	TBC	Medium
	Implement improved maintenance		PP		
	Negotiate Community Use Agreement				
South Kilworth Recreation Ground	Assess pitch using Pitch Power	South Kilworth PC	PP	TBC	Medium
	Implement improved maintenance				
	Resolve tenancy issues		HDC	TBC	High

Site	Action	Lead	Partners	Resources	Priority
Symington's Recreation Ground	Assess pitches using Pitch Power	Borough Alliance FC	PP	£100,000 for changing.	
	Implement improved maintenance				
	Improve changing facilities.				
Ullesthorpe Playing Fields Association	Assess pitch using Pitch Power	Ullesthorpe Playing Fields Association	PP	TBC	Medium
	Implement improved maintenance				
Cricket					
Dixon's Field	Reschedule fixtures to sites with spare capacity	Houghton & Thurnby CC	Fleckney Village CC	-	High
Broughton Astley Recn. Grd.	Improve pitch quality	Broughton Astley CC	-	£8,000 for non-turf pitch	High
	Install a non-turf wicket				
Dunton Bassett CC	Re-surface non-turf pitch	Dunton Bassett CC	-	£8,000	High
Gilmorton Cricket Club	Provide new nets	Gilmorton CC	-	£20,000	Medium
Gumley Cricket Club	Improve outfield	Gumley Cricket Club	Site owner	£5,000 for outfield works	Medium
	Improve changing			TBC for changing	

Site	Action	Lead	Partners	Resources	Priority
	Negotiate Community Use Agreement.				
Houghton and Thurnby CC	Improve changing	Houghton and Thurnby CC	HDC, ECB	TBC	High
	Conclude new lease arrangements				
Illston Abey CC	Assess the impact of football on cricket usage	HDC	FA, ECB	-	High
Kibworth Cricket Club	Refurbish second changing pavilion	Kibworth Cricket Club	-	TBC for changing	High
	Provide new practice nets			£20,000 for practice nets	
Langtons Cricket Club	Expand changing	Langtons Cricket Club	-	TBC	High
Laughton and Mowsley CC	Improve changing	Laughton and Mowsley CC	-	TBC	Medium
Little Bowden Recn. Ground	Retain the pitch for future reinstatement	HDC	-	-	Low
Neville Holt Cricket Club	Negotiate Community Use Agreement.	Neville Holt Cricket Club	Site owner	-	Medium
North Kilworth CC	Improve pitch quality	North Kilworth CC	-	£8,000 for non-turf pitch	High
	Install a non-turf wicket				

Site	Action	Lead	Partners	Resources	Priority
Oakfield & Rowland CC	Improve changing	Oakfield and Rowland CC	-	TBC	Medium
Tilton and Lowesby CC	Improve changing	Tilton and Lowesby CC	-	TBC	Medium
Ullesthorpe Playing Field	Retain the pitch for future reinstatement	Ullesthorpe PC	-	-	Low
Rugby Union					
Aylestone St. James RFC	Complete the clubhouse project.	ASJRFC	RFU	£100,000	High
Lutterworth RFC	Improve drainage and maintenance.	LRFC	RFU	£100,000	High
	Provide full floodlighting to partially floodlit pitch.				
Market Harbourough RFC	Improve drainage and maintenance.	MHRFC	RFU	£100,000 for drainage and floodlights	High
	Provide floodlighting to two additional pitches.			£970,000 for artificial grass pitch.	
	In the longer term, provide a floodlit rugby-compliant artificial grass pitch.				

Site	Action	Lead	Partners	Resources	Priority
Stoneygate RFC (former site)	Retain playing field to meet local rugby and/or football demand. The loss of the site should be compensated by at least the same quantity of pitches, of at least the same quality as when it was maintained as an operational rugby site and in a suitable location subject to equivalent or better management arrangements	HDC	Landowner	-	High
Hockey					
Lutterworth College	Negotiate Community Use Agreement	Lutterworth College	Welford HC	-	Medium
Robert Smyth Academy	Re-negotiate planning conditions to allow use until 10.00pm	Robert Smyth Academy	HDC	-	High
			MHHC		
Welland Park Academy	Investigate the potential for Sunday opening	Welland Park Academy	HDC	-	High
			MHHC		
Tennis					
Gilmorton Tennis Club	Provide a tarmac path from the access point	Gilmorton Tennis Club	-	£1,500	Medium
Great Glen Recreation Ground	Provide a clubhouse	Great Glen TC	LTA	£120,000	High

Site	Action	Lead	Partners	Resources	Priority
Husband's Bosworth TC	Provide a tarmac path from the access point	Husband's Bosworth TC	-	£1,500 for path	High
	Upgrade the changing shelter			£20,000 for changing	
Market Harborough TC	Provide floodlights to the fourth court	Market Harborough TC	LTA	£10,000	High
Bowls					
Houghton BC	Improve maintenance	Houghton BC	-	£2,000 p.a.	Medium
Market Harborough Conservative BC	Upgrade changing	MHCBC	-	£50,000 for changing	Medium
	Improve disabled access			£3,000 for disabled access	
Medbourne BC	Improve maintenance	Medbourne BC	-	£2,000 p.a. maintenance	-
	Upgrade changing			£50,000 for changing	
North Kilworth BC	Improve disabled access	North Kilworth BC	-	£3,000	-

4.5.4 Allotments

The Council have identified the following standard for the provision of additional allotments / community gardens which will be applied to strategic sites allocated within the Local Plan:

- Allotments / community gardens, 0.5ha per 1,000 new population

The estimated contributions are within the Infrastructure Schedule.

4.6 Utilities and Digital Infrastructure

4.6.1 Electrical Supply

National Grid Electricity Distribution (NGED) will now be including proposed Local Plan growth within their forecast mapping. Specific infrastructure improvement projects cannot be identified until this forecasting is undertaken, with information known to support this forecasting likely to come forward as part of the development management process.

4.6.2 Water Supply

At this stage, Anglian Water Services (AWS) and Severn Trent Water (STW) have not confirmed if infrastructure improvements are required within their network to support proposed Local Plan growth from a potable water supply perspective. Further assessment will be undertaken by the providers once further details are known regarding the future strategic site allocations within the Local Plan. This will likely take place as part of the development management process.

It should be noted for the employment sites proposed as part of the Local Plan that AWS now has a threshold of 20m³ a day for consideration of whether meeting that commercial/ industrial request could jeopardise domestic supplies. When an applicant comes forward, colleagues advising on TCPA applications and connections/ increases in supply/ wastewater treatment request a Water Resources Assessment (WRA). The WRA is designed to enable the developer to include water demand information in the EIA and for this to be updated as water efficiency measures are included through design iteration.

4.6.3 Sewerage

Anglian Water Services (AWS) have provided information on proposed investment schemes in the area that are required to support proposed growth and meet regulatory requirements. AWS propose to invest approximately £25m at 11 sites in the period 2025-2030; further details can be found in the Infrastructure Delivery Schedule in Annex A.

Severn Trent Water (STW) have outlined the of proposed levels of growth will impact the network and capacity improvements are likely to be required for the majority of strategic sites proposed within the Local Plan. However, at this time the extent of these improvements has not yet been established. Regarding wastewater treatment works, STW has concluded that the level of growth proposed can be accommodated alongside planned improvement schemes.

Further assessment will be undertaken once further details are known regarding the future strategic site allocations within the Local Plan. This will likely take place as part of the development management process.

4.6.4 Gas Supply

Cadent Gas have reviewed each of the proposed development sites and indicated which of these require reinforcement of their network in order for gas to be supplied (See Section 3 for further details); however, at this stage they are unable to provide costs and timescale for these reinforcement works.

Further assessment will be undertaken once further details are known regarding the future strategic site allocations within the Local Plan. This will likely take place as part of the development management process.

4.6.5 Digital

No specific schemes are identified for digital infrastructure in the Infrastructure Schedule.

4.6.6 Flood Resilience

No specific schemes are identified for flood resilience infrastructure in the Infrastructure Schedule. However, the SFRA highlights requirements for developers and site promoters to adhere to when bringing forward a site for development.

A. Infrastructure Schedule

Scheme Ref Site Policy Ref		Infrastructure type	Scheme description	Scheme location	Anticipated cost
TR1	County-wide	Transport infrastructure	LCC transport modelling may identify transport infrastructure interventions which are required to enable Local Plan growth to come forward. It may be that a contribution towards transport infrastructure will be required from growth sites.	County-wide	Subject to scope and scale
TR2	O1	Transport infrastructure	A robust cross-boundary masterplan to ensure safe and suitable access, full integration of the Oadby SDA with neighbouring transport infrastructure (including LCWIP route enhancements) and a phased approach to delivery to ensure public transport, walking and cycling provision is available upon occupation.	Oadby	Subject to scope and scale
TR3	TB1, S1 and S3	Transport infrastructure	A single masterplan to cover all three sites in Scraftoft and Thurnby to collectively manage the traffic impacts of these allocations, ensure any off-site mitigation measures which may include traffic calming and speed control through Stoughton and Thurnby are delivered and for active and sustainable travel modes to be enhanced. It may be that a contribution towards transport infrastructure or delivery of off-site mitigation will be required from the growth sites.	Scraftoft & Thurnby	Subject to scope and scale
TR4	MH1, MH2 and MH3	Transport infrastructure	Strategic masterplanning will be essential to ensure safe and suitable access, that the sites integrate with the walking, cycling and public transport provision (including any outcomes from LCC's passenger transport review), and manage the traffic impacts of these allocations. Measures will likely be required to manage the A6 corridor through Kibworth and prevent rat-running along the B6047 (which has a poor safety record) and routes through Great Bowden. It may be that a contribution towards transport infrastructure or delivery of off-site mitigation will be required from the growth sites.	Harborough	Subject to scope and scale
TR5	L2	Transport infrastructure	Any future requirement to increase capacity at M1 J20 could potentially be impaired by allowing development up to the boundary of the SRN on the M1 J20 / Swinford Road site. No such capacity increase is required or forecast by National Highways at present but consideration should be given to the potential impact of safeguarding land adjacent to the SRN.	Lutterworth	Subject to scope and scale
TR6	L1	Transport infrastructure	Potential need to reduce speed limit on Leicester Road to ensure safe access to the Land off Leicester Road site.	Lutterworth	Subject to scope and scale
TR7	F1	Transport infrastructure	Land North of Kilby Road borders the recently constructed Brook Fields development but a second point of access will be required to distribute traffic. It may be that a contribution towards transport infrastructure (including active and sustainable travel modes) or delivery of off-site mitigation will be required.	Fleckney	Subject to scope and scale
TR8	GG1	Transport infrastructure	Proposals to be integrated with Oadby SDA masterplan to the west and existing residential areas to include consideration of opportunities to deliver alternative traffic routes which avoid the village. It may be that a contribution towards transport infrastructure (including active and sustainable travel modes) or delivery of off-site mitigation will be required from the growth sites.	Great Glen	Subject to scope and scale
TR9	K1	Transport infrastructure	Will need to ensure safe and suitable access, including impacts on the narrow, signal controlled rail bridge, and integration with walking and cycling routes. Measures will likely be required to manage the A6 corridor and Kibworth Beauchamp roundabout. It may be that a contribution towards transport infrastructure or delivery of off-site mitigation will be required from the growth sites.	Kibworth	Subject to scope and scale
TR10	Smaller allocations	Transport infrastructure	Delivery of a suitable and safe access will be imperative. It may be that a proportionate contribution towards off-site transport infrastructure (including active and sustainable travel modes) will be required from growth sites.	District wide	Subject to scope and scale
TR11	TB1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Thurnby and Bushby	£ 383,000.00
TR12	TB1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Thurnby and Bushby	£ 25,000.00

TR13	TB1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Thurnby and Bushby	£	13,000.00
TR13	TB1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Thurnby and Bushby	£	304,000.00
TR14	S1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Scraptoft	£	1,499,000.00
TR15	S1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Scraptoft	£	804,000.00
TR16	S1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Scraptoft	£	56,000.00
TR17	S1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Scraptoft	£	2,037,000.00
TR18	S2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Scraptoft	£	1,020,000.00
TR19	S2	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Scraptoft	£	148,000.00
TR20	S2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Scraptoft	£	15,000.00
TR21	S2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Scraptoft	£	348,000.00
TR22	O1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Oadby	£	10,633,000.00
TR23	O1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Oadby	£	1,244,000.00
TR24	O1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Oadby	£	246,000.00
TR25	O1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Oadby	£	7,280,000.00
TR26	L1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£	51,000.00

TR27	L1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£	54,000.00
TR28	L1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Lutterworth	£	18,000.00
TR29	L1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Lutterworth	£	2,918,000.00
TR30	L2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£	15,000.00
TR31	L2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Lutterworth	£	11,000.00
TR32	L2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Lutterworth	£	2,445,000.00
TR33	MH1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Market Harborough	£	1,472,000.00
TR34	MH1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Market Harborough	£	124,000.00
TR35	MH1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Market Harborough	£	19,000.00
TR36	MH1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Market Harborough	£	1,735,000.00
TR37	MH2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Market Harborough	£	5,004,000.00
TR38	MH2	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Market Harborough	£	304,000.00
TR39	MH2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Market Harborough	£	56,000.00
TR40	MH2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Market Harborough	£	5,898,000.00
TR41	MH3	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Market Harborough	£	3,894,000.00
TR42	MH3	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Market Harborough	£	263,000.00
TR43	MH3	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Market Harborough	£	66,000.00

TR44	MH3	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Market Harborough	£	4,846,000.00
TR45	TBC - Land off Kettering Road	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Market Harborough	£	35,000.00
TR46	TBC - Land off Kettering Road	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Market Harborough	£	11,000.00
TR47	TBC - Land off Kettering Road	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Market Harborough	£	243,000.00
TR48	TBC - Land off Leicester Road	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Market Harborough	£	75,000.00
TR49	TBC - Land off Leicester Road	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Market Harborough	£	7,000.00
TR50	TBC - Land off Leicester Road	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Market Harborough	£	9,000.00
TR51	TBC - Land off Leicester Road	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Market Harborough	£	92,000.00
TR52	BA1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Broughton Astley	£	873,000.00
TR53	BA1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Broughton Astley	£	70,000.00
TR54	BA1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Broughton Astley	£	31,000.00
TR55	BA1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Broughton Astley	£	3,348,000.00
TR56	F1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Fleckney	£	29,000.00
TR57	F1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Fleckney	£	30,000.00
TR58	F1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Fleckney	£	11,000.00
TR59	F1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Fleckney	£	339,000.00
TR60	GG1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Great Glen	£	373,000.00

TR61	GG1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Great Glen	£	156,000.00
TR62	GG1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Great Glen	£	27,000.00
TR63	GG1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Great Glen	£	2,313,000.00
TR64	K1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Kibworth	£	1,995,000.00
TR65	K1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Kibworth	£	29,000.00
TR66	K1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Kibworth	£	31,000.00
TR67	K1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Kibworth	£	2,713,000.00
TR68	B1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Billesdon	£	65,000.00
TR69	B1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Billesdon	£	4,000.00
TR70	B1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Billesdon	£	9,000.00
TR71	B1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Billesdon	£	136,000.00
TR72	B2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Billesdon	£	13,000.00
TR73	B2	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Billesdon	£	1,000.00
TR74	B2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Billesdon	£	7,000.00
TR75	B2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Billesdon	£	28,000.00
TR76	B3	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Billesdon	£	7,000.00
TR77	B3	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Billesdon	£	6,000.00

TR78	B3	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Billesdon	£	14,000.00
TR79	GB1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Great Bowden	£	2,000.00
TR80	GB1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Great Bowden	£	5,000.00
TR81	GB1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Great Bowden	£	7,000.00
TR82	GB1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Great Bowden	£	158,000.00
TR83	GB2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Great Bowden	£	9,000.00
TR84	GB2	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Great Bowden	£	30,000.00
TR85	GB2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Great Bowden	£	10,000.00
TR86	GB2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Great Bowden	£	897,000.00
TR87	HH1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Houghton on the Hill	£	19,000.00
TR88	HH1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Houghton on the Hill	£	35,000.00
TR89	HH1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Houghton on the Hill	£	10,000.00
TR90	HH1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Houghton on the Hill	£	193,000.00
TR91	HH2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Houghton on the Hill	£	19,000.00
TR92	HH2	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Houghton on the Hill	£	33,000.00
TR93	HH2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Houghton on the Hill	£	7,000.00
TR94	HH2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Houghton on the Hill	£	58,000.00

TR95	HB1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Husbands Bosworth	£	25,000.00
TR96	HB1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Husbands Bosworth	£	12,000.00
TR97	HB1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Husbands Bosworth	£	1,324,000.00
TR98	U1	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Ullesthorpe	£	4,000.00
TR99	U1	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Ullesthorpe	£	9,000.00
TR100	U1	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Ullesthorpe	£	8,000.00
TR101	U1	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Ullesthorpe	£	337,000.00
TR102	U2	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Ullesthorpe	£	6,000.00
TR103	U2	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Ullesthorpe	£	16,000.00
TR104	U2	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Ullesthorpe	£	9,000.00
TR105	U2	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Ullesthorpe	£	562,000.00
TR106	TBC - Land South of Lutterworth Road	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£	25,000.00
TR107	TBC - Land South of Lutterworth Road	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£	98,000.00
TR108	TBC - Land South of Lutterworth Road	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Lutterworth	£	26,000.00
TR109	TBC - Land South of Lutterworth Road	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Lutterworth	£	2,471,000.00
TR110	TBC - Land East of Market Harborough Road	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£	347,000.00
TR111	TBC - Land East of Market Harborough Road	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£	44,000.00

TR112	TBC - Land East of Market Harborough Road	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Lutterworth	£ 34,000.00
TR113	TBC - Land East of Market Harborough Road	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Lutterworth	£ 1,103,000.00
TR114	TBC - Land off Harborough Drive	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Fleckney	£ 40,000.00
TR115	TBC - Land off Harborough Drive	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Fleckney	£ 16,000.00
TR116	TBC - Land off Harborough Drive	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Fleckney	£ 14,000.00
TR117	TBC - Land off Harborough Drive	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Fleckney	£ 160,000.00
TR118	TBC - Land off Wistow Road, Kibworth	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Kibworth	£ 405,000.00
TR119	TBC - Land off Wistow Road, Kibworth	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Kibworth	£ 410,000.00
TR120	TBC - Land off Wistow Road, Kibworth	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Kibworth	£ 31,000.00
TR121	TBC - Land off Wistow Road, Kibworth	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Kibworth	£ 606,000.00
TR122	TBC - Magna Park	Transport infrastructure	Walking and Cycling Infrastructure Measures to support the delivery of the site	Lutterworth	£ 886,000.00
TR123	TBC - Magna Park	Transport infrastructure	Public Transport Infrastructure Measures to support the delivery of the site	Lutterworth	£ 1,595,000.00
TR124	TBC - Magna Park	Transport infrastructure	Travel Planning Measures to support the delivery of the site	Lutterworth	£ 147,000.00
TR125	TBC - Magna Park	Transport infrastructure	Junction Improvement Measures to support the delivery of the site	Lutterworth	£ 9,410,000.00
ED20	B1, B2 and B3	Education - Secondary	Contribution towards new secondary school and post 16 provision at a suitably identified school.	Billesdon	£ 391,708.80
ED2	TB1, S1 and S3	Education - Early Years	Provision of Early Years facility, preferably on the same site as the primary school identified in ED1 where possible to accommodate pupil demand arising from the new developments in the vicinity.	Thurnby, Bushby and Scraftoft	Subject to scope and scale
ED13	BA1	Education - Primary	Extension to Orchard Mill Primary School with an additional one form of entry and 1ha of land.	Broughton Astley	£ 2,984,805.00
ED4	O1	Education - Early Years	Provision of Early Years facility, preferably on the same site as the phase 1 primary school identified in ED3 where possible to accommodate pupil demand arising from the new development.	Oadby	Subject to scope and scale

ED5	O1	Education - Early Years	Provision of Early Years facility, preferably on the same site as the phase 2 primary school identified in ED3 where possible to accommodate pupil demand arising from the new development.	Oadby	Subject to scope and scale
ED14	BA1	Education - Secondary	Contribution towards an expansion at Thomas Eastley Secondary School, or another appropriately identified Secondary School to accommodate pupil demand arising from the new development.	Broughton Astley	£2,566,600.14 or £2,953,670.88
ED15	F1	Education - Secondary	Contribution towards either the expansion of Kibworth Mead Academy or towards the new secondary provision and post-16 provision at Market Harborough or Oadby (identified in ED8 and ED12) to accommodate pupil demand arising from the new development.	Fleckney	£810,420 or £932,640
ED21	GB1 and GB2	Education - Secondary	Contribution towards new secondary school and post 16 provision at a Market Harborough secondary school.	Great Bowden	£ 621,760.00
ED16	GG1	Education - Primary	Contribution towards the provision of primary education facilities within Oadby (identified in ED3 and ED4).	Great Glen	£ 3,045,360.00
ED17	GG1	Education - Secondary	Contribution towards the provision of secondary education and post-16 education facilities within Oadby (identified in ED8).	Great Glen	£ 2,487,040.00
ED22	HH1 and HH2	Education - Secondary	Contribution towards the provision of secondary education and post-16 education facilities within Oadby (identified in ED7).	Houghton on the Hill	£ 643,832.48
ED12	MH1, MH2 and MH3	Education - Early Years	Provision of Early Years facility, preferably on the same site as the primary school identified in ED11 where possible to accommodate pupil demand arising from the new developments in the vicinity.	Market Harborough	Subject to scope and scale
ED23	HB1	Education - Secondary	Contribution towards new secondary school and post 16 provision at a Market Harborough secondary school.	Husbands Bosworth	£ 653,158.88
ED18	K1	Education - Primary	Extension to Church Langton Primary School with an additional one form of entry.	Kibworth	£ 2,984,805.00
ED19	K1	Education - Secondary	Contribution towards either the expansion of Kibworth Mead Academy or towards the new secondary provision and post-16 provision at Market Harborough or Oadby (identified in ED8 and ED12) to accommodate pupil demand arising from the new development.	Kibworth	£2,566,600.14 or £2,953,670.88
ED8	L1 and L2	Education - Primary	Extension to the Sherrier Church of England Primary School within Lutterworth by one form entry to accommodate pupil demand arising from new developments in the vicinity.	Lutterworth	£ 2,010,816.00
ED9	L1 and L2	Education - Secondary	Contribution towards secondary school and post 16 secondary school provision or for extending an existing local secondary school to accommodate pupil demand arising from new development in the vicinity.	Lutterworth	£ 1,728,896.00
ED10	MH1, MH2 and MH3	Education - Primary	Provision of a new three form of entry primary school on a 3ha site to be identified.	Market Harborough	£ 12,942,780.00
ED11	MH1, MH2 and MH3	Education - Secondary	Provision of a new five form of entry secondary school with 200 places post 16 secondary provision which would require a 5.8ha of land, on a site to be identified. Monetary contribution to deliver a 600-place secondary school that would also have post-16 provision included on site to accommodate pupil demand arising from the new developments in the vicinity.	Market Harborough	£ 10,569,920.00
ED3	O1	Education - Primary	Provision of a new two form of entry primary school on a 2ha site to be identified within the development, to accommodate pupil demand arising from the new development as part of phase 1 of the site's delivery. Provision of a new three form of entry primary school on a 3ha site (initially opened as a 2FE) to be identified within the development, to accommodate pupil demand arising from the new development as part of phase 2 of the site's delivery.	Oadby	£ 9,136,080.00
ED7	O1	Education - Secondary	Provision of a new seven form of entry secondary school (1,050 places), 200 places post 16 secondary school with 8ha of land on a site to be identified and 1FE extension (150 places) to Manor High School with 1ha of land expected to be open September 2033.	Oadby	£ 7,720,704.80
ED1	TB1, S1 and S2	Education - Primary	Provision of a new two form of entry primary school within Thurnby, Bushby and Scraftoft, on a 2ha site to be identified, to accommodate pupil demand arising from new developments in the vicinity.	Thurnby, Bushby and Scraftoft	£ 9,516,750.00
ED6	TB1, S1 and S3	Education - Secondary	Contribution towards secondary school and post 16 secondary school provision to accommodate pupil demand arising from new developments in the vicinity.	Thurnby, Bushby and Scraftoft	£6,527,933.1 or £5,308,750

ED24	U1 and U2	Education - Primary	Expansion to Ullesthorpe Primary School by 0.5 of a form entry to accommodate pupil demand arising from the new developments.	Ullesthorpe	£	502,704.00
ED25	U1 and U2	Education - Secondary	Contribution towards new secondary school and post 16 provision at a Lutterworth secondary school.	Ullesthorpe	£	497,408.00
ED26	County-Wide	Education - Special Educational Needs	Contributions to countywide expansions and enhancements in special educational needs provision, at both primary and secondary level, proportionally based on needs arising from sites within Harborough.	County-wide		Subject to scope and scale
HE1	TB1, S1, and S2	Healthcare and Emergency Services - Primary Healthcare	Extension or other enhancements to local practice(s), to accommodate patient demand arising from development in the vicinity. If this is found to not be possible due to potential site constraints, funding is then required to address the increase in patient demand arising from development in the vicinity through another means which is to be decided with the ICB.	Thurnby and Bushby	£	951,250.00
HE2	O1	Healthcare and Emergency Services - Primary Healthcare	At this time, due to the scale of development proposed to accommodate patient demand arising from the developments and within the nearby vicinity, a new healthcare facility delivered within the site is likely. The ICB will undertake an options appraisal to determine the appropriate infrastructure scheme to accommodate patient demand arising from the site O1 and site GG1.	Oadby	£	968,000.00
HE3	L1 and L2	Healthcare and Emergency Services - Primary Healthcare	Extension or other enhancements to local practice(s), to accommodate patient demand arising from development in the vicinity. If this is found to not be possible due to potential site constraints, funding is then required to address the increase in patient demand arising from development in the vicinity through another means which is to be decided with the ICB.	Lutterworth	£	247,808.00
HE4	MH1, MH2 and MH3	Healthcare and Emergency Services - Primary Healthcare	Extension or other enhancements to local practice(s), to accommodate patient demand arising from development in the vicinity. If this is found to not be possible due to potential site constraints, funding is then required to address the increase in patient demand arising from development in the vicinity through another means which is to be decided with the ICB.	Market Harborough	£	1,239,040.00
HE5	BA1	Healthcare and Emergency Services - Primary Healthcare	Extension or other enhancements to local practice(s), to accommodate patient demand arising from development in the vicinity. If this is found to not be possible due to potential site constraints, funding is then required to address the increase in patient demand arising from development in the vicinity through another means which is to be decided with the ICB.	Broughton Astley	£	367,840.00
HE6	F1	Healthcare and Emergency Services - Primary Healthcare	Extension or other enhancements to local practice(s), to accommodate patient demand arising from development in the vicinity. If this is found to not be possible due to potential site constraints, funding is then required to address the increase in patient demand arising from development in the vicinity through another means which is to be decided with the ICB.	Fleckney	£	116,160.00
HE7	GG1	Healthcare and Emergency Services - Primary Healthcare	At this time, due to the scale of development proposed to accommodate patient demand arising from the developments and within the nearby vicinity, a new healthcare facility delivered within site O1 is likely. The ICB will undertake an options appraisal to determine the appropriate infrastructure scheme to accommodate patient demand arising from the site O1 and site GG1.	Great Glen	£	309,760.00
HE8	K1	Healthcare and Emergency Services - Primary Healthcare	Extension or other enhancements to local practice(s), to accommodate patient demand arising from development in the vicinity. If this is found to not be possible due to potential site constraints, funding is then required to address the increase in patient demand arising from development in the vicinity through another means which is to be decided with the ICB.	Kibworth	£	367,840.00
C1	TB1	Community Facilities - Libraries	General improvements to library facilities	Thurnby and Bushby	£	3,750.00
C2	S1 & S2	Community Facilities - Libraries	General improvements to library facilities	Scraptoft	£	33,750.00
C3	O1	Community Facilities - Libraries	General improvements to library facilities	Oadby	£	36,000.00
C4	L1 & L2	Community Facilities - Libraries	General improvements to library facilities	Lutterworth	£	9,600.00
C5	MH1, MH2, MH3	Community Facilities - Libraries	General improvements to library facilities	Market Harborough	£	40,500.00
C6	BA1	Community Facilities - Libraries	General improvements to library facilities	Broughton Astley	£	14,250.00

C7	F1	Community Facilities - Libraries	General improvements to library facilities	Fleckney	£	4,500.00
C8	GG1	Community Facilities - Libraries	General improvements to library facilities	Great Glen	£	12,000.00
C9	K1	Community Facilities - Libraries	General improvements to library facilities	Kibworth	£	14,250.00
C10	B1, B2, B3	Community Facilities - Libraries	General improvements to library facilities	Billesdon	£	1,890.00
C11	GB1 & GB2	Community Facilities - Libraries	General improvements to library facilities	Great Bowden	£	3,000.00
C12	HH1 & HH2	Community Facilities - Libraries	General improvements to library facilities	Houghton on the Hill	£	3,120.00
C13	HB1	Community Facilities - Libraries	General improvements to library facilities	Husbands Bosworth	£	3,150.00
C14	U1 & U2	Community Facilities - Libraries	General improvements to library facilities	Ullesthorpe	£	2,400.00
C15	TB1	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Thurnby and Bushby	£	124,640.00
C16	S1 & S2	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Scraptoft	£	1,120,026.00
C17	O1	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Oadby	£	1,194,464.00
C18	L1 & L2	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Lutterworth	£	318,524.00
C19	MH1, MH2, MH3	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Market Harborough	£	1,343,772.00
C20	BA1	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Broughton Astley	£	473,025.00
C21	F1	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Fleckney	£	149,308.00
C22	GG1	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Great Glen	£	398,155.00
C23	K1	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Kibworth	£	473,025.00
C24	B1, B2, B3	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Billesdon	£	62,753.00
C25	GB1 & GB2	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Great Bowden	£	99,971.00
C26	HH1 & HH2	Community Facilities - Indoor sports facilities	Contibutions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Houghton on the Hill	£	103,434.00

C27	HB1	Community Facilities - Indoor sports facilities	Contributions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Husbands Bosworth	£ 104,732.00
C28	U1 & U2	Community Facilities - Indoor sports facilities	Contributions towards the provision of indoor sports facilities (swimming pools, halls, indoor bowls)	Ullesthorpe	£ 79,631.00
C32	District wide	Community Facilities	Contribution towards community facilities, average contribution for 2.3 person household of £1,185 per dwelling.	District wide	£ 11,096,340.00
C24	TB1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Thurnby and Bushby	£ 25,875.00
C25	S1	Community Facilities - Cemetery and Burial Provision	0.819ha of cemeteries and burial grounds delivered onsite	Scraptoft	Subject to scope and scale
C26	S2	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Scraptoft	£ 36,225.00
C27	O1	Community Facilities - Cemetery and Burial Provision	3.45ha of cemeteries and burial grounds delivered onsite	Oadby	Subject to scope and scale
C28	L1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Lutterworth	£ 47,610.00
C32	L2	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Lutterworth	£ 18,630.00
C24	MH1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Market Harborough	£ 51,750.00
C25	MH2	Community Facilities - Cemetery and Burial Provision	2.5ha of cemeteries and burial grounds delivered onsite	Market Harborough	Subject to scope and scale
C26	MH3	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Market Harborough	£ 124,200.00
C27	BA1	Community Facilities - Cemetery and Burial Provision	0.5ha of cemeteries and burial grounds delivered onsite as an extension to existing cemetery	Broughton Astley	Subject to scope and scale
C28	F1	Community Facilities - Cemetery and Burial Provision	0.129ha of cemeteries and burial grounds delivered onsite	Fleckney	Subject to scope and scale
C32	GG1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Great Glen	£ 82,800.00
C24	K1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Kibworth	£ 98,325.00
C25	B1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Billesdon	£ 9,936.00
C26	B2	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Billesdon	£ 2,070.00
C27	B3	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Billesdon	£ 1,035.00
C28	GB1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Great Bowden	£ 3,105.00
C32	GB2	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Great Bowden	£ 17,595.00
C24	HH1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Houghton on the Hill	£ 16,560.00
C25	HH2	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Houghton on the Hill	£ 4,968.00
C26	HB1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Husbands Bosworth	£ 21,735.00
C27	U1	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Ullesthorpe	£ 6,210.00

C28	U2	Community Facilities - Cemetery and Burial Provision	Contributions to offsite cemetery and burial provision facilities within the vicinity of the development	Ullesthorpe	£ 10,350.00
GI1	TB1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Thurnby and Bushby	£ 251,562.50
GI2	S1	Green Infrastructure - Outdoor sports facilities	Contributions to 3.496ha outdoor sports facilities within the vicinity of the development	Scraptoft	£ 1,911,875.00
GI3	S2	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Scraptoft	£ 352,187.50
GI4	O1	Green Infrastructure - Outdoor sports facilities	Provision of 14.72ha onsite outdoor sports facilities within the development site	Oadby	Subject to scope and scale
GI5	L1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Lutterworth	£ 462,875.00
GI6	L2	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Lutterworth	£ 181,125.00
GI7	MH1	Green Infrastructure - Outdoor sports facilities	Provision of 0.92ha onsite outdoor sports facilities within the development site	Market Harborough	£ 503,125.00
GI8	MH2	Green Infrastructure - Outdoor sports facilities	Provision of 1.84ha onsite outdoor sports facilities within the development site	Market Harborough	Subject to scope and scale
GI9	MH3	Green Infrastructure - Outdoor sports facilities	Provision of 12.208ha onsite outdoor sports facilities within the development site	Market Harborough	Subject to scope and scale
GI10	BA1	Green Infrastructure - Outdoor sports facilities	Provision of 1.748ha onsite outdoor sports facilities within the development site	Market Harborough	Subject to scope and scale
GI11	F1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Fleckney	£ 301,875.00
GI12	GG1	Green Infrastructure - Outdoor sports facilities	Provision of 1.472ha onsite outdoor sports facilities within the development site	Great Glen	Subject to scope and scale
GI13	K1	Green Infrastructure - Outdoor sports facilities	Provision of 1.748ha onsite outdoor sports facilities within the development site	Kibworth	Subject to scope and scale
GI14	B1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Billesdon	£ 96,600.00
GI15	B2	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Billesdon	£ 20,125.00
GI16	B3	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Billesdon	£ 10,062.50
GI17	GB1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Great Bowden	£ 30,187.50

GI18	GB2	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Great Bowden	£	171,062.50
GI19	HH1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Houghton on the Hill	£	161,000.00
GI20	HH2	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Houghton on the Hill	£	48,300.00
GI21	HB1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Husbands Bosworth	£	211,312.50
GI22	U1	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Ullesthorpe	£	60,375.00
GI23	U2	Green Infrastructure - Outdoor sports facilities	Contributions to offsite outdoor sports facilities within the vicinity of the development	Ullesthorpe		
GI24	N/A	Green Infrastructure - Green Space	Country park to meet current and future Green and Blue Infrastructure needs	TBC		Subject to scope and scale
GI25	TB1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.145ha of parks and gardens, 0.259ha amenity green space and 2.444ha natural and semi natural green space onsite	Thurnby and Bushby	£	38,237.50
GI26	S1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 1.093ha of parks and gardens, 1.967ha amenity green space and 18.573ha natural and semi natural green space	Scraptoft	£	290,605.00
GI27	S2	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.203ha of parks and gardens, 0.362ha amenity green space and 3.421ha natural and semi natural green space onsite	Scraptoft	£	53,532.50
GI28	O1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 4.6ha of parks and gardens, 8.28ha of amenity greenspace and 78.2ha of natural and semi natural green space onsite	Oadby	£	1,223,600.00
GI29	L1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.265ha of parks and gardens, 0.476ha amenity green space and 4.497ha natural and semi natural green space	Lutterworth	£	70,357.00
GI30	L2	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.104ha of parks and gardens, 0.186ha amenity green space and 1.760ha natural and semi natural green space	Lutterworth	£	27,531.00
GI31	MH1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.288ha of parks and gardens, 0.518ha amenity green space and 4.888ha natural and semi natural green space	Market Harborough	£	76,475.00
GI32	MH2	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.575ha of parks and gardens, 1.035ha amenity green space and 9.775ha natural and semi natural green space	Market Harborough	£	152,950.00
GI33	MH3	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.69ha of parks and gardens, 1.242ha amenity green space and 11.73ha natural and semi natural green space	Market Harborough	£	183,540.00
GI34	BA1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.546ha of parks and gardens, 0.983ha amenity green space and 9.286ha natural and semi natural green space	Broughton Astley	£	145,302.50
GI35	F1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.1736ha of parks and gardens, 0.312ha amenity green space and 2.932ha natural and semi natural green space	Fleckney	£	45,885.00
GI36	GG1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.46ha of parks and gardens, 1.472ha amenity green space and 7.82ha natural and semi natural green space	Great Glen	£	122,360.00
GI37	K1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.546ha of parks and gardens, 0.983ha amenity green space and 9.286ha natural and semi natural green space	Kibworth	£	145,302.50
GI38	B1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.055ha of parks and gardens, 0.099ha amenity green space and 0.938ha natural and semi natural green space	Billesdon	£	14,683.20
GI39	B2	Green Infrastructure - Public Open Space	Contributions to greenways delivered offsite	Billesdon	£	3,059.00
GI40	B3	Green Infrastructure - Public Open Space	Contributions to greenways delivered offsite	Billesdon	£	1,529.50

GI41	GB1	Green Infrastructure - Public Open Space	Contributions to greenways delivered offsite	Great Bowden	£ 4,588.50
GI42	GB2	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.098ha of parks and gardens, 0.176ha amenity green space and 1.662ha natural and semi natural green space	Great Bowden	£ 26,001.50
GI43	HH1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.092ha of parks and gardens, 0.166ha amenity green space and 1.564ha natural and semi natural green space	Houghton on the Hill	£ 24,472.00
GI44	HH2	Green Infrastructure - Public Open Space	Contributions to greenways delivered offsite	Houghton on the Hill	£ 7,341.60
GI45	HB1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.121ha of parks and gardens, 0.217ha amenity green space and 2.053ha natural and semi natural green space	Husbands Bosworth	£ 32,119.50
GI46	U1	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.035ha of parks and gardens, 0.0621ha amenity green space and 0.587ha natural and semi natural green space	Ullesthorpe	£ 9,177.00
GI47	U2	Green Infrastructure - Public Open Space	Contributions to greenways, with the delivery of 0.056ha of parks and gardens, 0.104ha amenity green space and 0.978ha natural and semi natural green space	Ullesthorpe	£ 15,295.00
GI48	TB1	Green Infrastructure - Public Open Space	0.086ha of additional childrens and young people place space delivered onsite	Thurnby and Bushby	Subject to scope and scale
GI49	S1	Green Infrastructure - Public Open Space	0.66ha of additional childrens and young people place space delivered onsite	Scraptoft	Subject to scope and scale
GI50	S2	Green Infrastructure - Public Open Space	0.12ha of additional childrens and young people place space delivered onsite	Scraptoft	Subject to scope and scale
GI51	O1	Green Infrastructure - Public Open Space	2.76ha of additional childrens and young people place space delivered onsite	Oadby	Subject to scope and scale
GI52	L1	Green Infrastructure - Public Open Space	0.159ha of additional childrens and young people place space delivered onsite	Lutterworth	Subject to scope and scale
GI53	L2	Green Infrastructure - Public Open Space	0.062ha of additional childrens and young people place space delivered onsite	Lutterworth	Subject to scope and scale
GI54	MH1	Green Infrastructure - Public Open Space	4.888ha of additional childrens and young people place space delivered onsite	Market Harborough	Subject to scope and scale
GI55	MH2	Green Infrastructure - Public Open Space	0.345ha of additional childrens and young people place space delivered onsite	Market Harborough	Subject to scope and scale
GI56	MH3	Green Infrastructure - Public Open Space	0.141ha of additional childrens and young people place space delivered onsite	Market Harborough	Subject to scope and scale
GI57	BA1	Green Infrastructure - Public Open Space	0.328ha of additional childrens and young people place space delivered onsite	Broughton Astley	Subject to scope and scale
GI58	F1	Green Infrastructure - Public Open Space	0.104ha of additional childrens and young people place space delivered onsite	Fleckney	Subject to scope and scale
GI59	GG1	Green Infrastructure - Public Open Space	0.276ha of additional childrens and young people place space delivered onsite	Great Glen	Subject to scope and scale
GI60	K1	Green Infrastructure - Public Open Space	0.328ha of additional childrens and young people place space delivered onsite	Kibworth	Subject to scope and scale
GI61	B1	Green Infrastructure - Public Open Space	0.033ha of additional childrens and young people place space delivered onsite	Billesdon	Subject to scope and scale
GI62	GB2	Green Infrastructure - Public Open Space	0.059ha of additional childrens and young people place space delivered onsite	Great Bowden	Subject to scope and scale
GI63	HH1	Green Infrastructure - Public Open Space	0.055ha of additional childrens and young people place space delivered onsite	Houghton on the Hill	Subject to scope and scale
GI64	HB1	Green Infrastructure - Public Open Space	0.0725ha of additional childrens and young people place space delivered onsite	Husbands Bosworth	Subject to scope and scale
GI65	U1	Green Infrastructure - Public Open Space	0.021ha of additional childrens and young people place space delivered onsite	Ullesthorpe	Subject to scope and scale
GI66	U2	Green Infrastructure - Public Open Space	0.035ha of additional childrens and young people place space delivered onsite	Ullesthorpe	Subject to scope and scale

GI67	TB1	Green Infrastructure - Public Open Space	0.1ha of additional allotments / community gardens delivered onsite	Thurnby and Bushby	Subject to scope and scale
GI68	S1	Green Infrastructure - Public Open Space	0.765ha of additional allotments / community gardens delivered onsite	Scraptoft	Subject to scope and scale
GI69	S2	Green Infrastructure - Public Open Space	0.141ha of additional allotments / community gardens delivered onsite	Scraptoft	Subject to scope and scale
GI70	O1	Green Infrastructure - Public Open Space	3.22ha of additional allotments / community gardens delivered onsite	Oadby	Subject to scope and scale
GI71	L1	Green Infrastructure - Public Open Space	0.185ha of additional allotments / community gardens delivered onsite	Lutterworth	Subject to scope and scale
GI72	L2	Green Infrastructure - Public Open Space	0.072ha of additional allotments / community gardens delivered onsite	Lutterworth	Subject to scope and scale
GI73	MH1	Green Infrastructure - Public Open Space	0.201ha of additional allotments / community gardens delivered onsite	Market Harborough	Subject to scope and scale
GI74	MH2	Green Infrastructure - Public Open Space	0.403ha of additional allotments / community gardens delivered onsite	Market Harborough	Subject to scope and scale
GI75	MH3	Green Infrastructure - Public Open Space	0.483ha of additional allotments / community gardens delivered onsite	Market Harborough	Subject to scope and scale
GI76	BA1	Green Infrastructure - Public Open Space	0.382ha of additional allotments / community gardens delivered onsite	Broughton Astley	Subject to scope and scale
GI77	F1	Green Infrastructure - Public Open Space	0.121ha of additional allotments / community gardens delivered onsite	Fleckney	Subject to scope and scale
GI78	GG1	Green Infrastructure - Public Open Space	0.322ha of additional allotments / community gardens delivered onsite	Great Glen	Subject to scope and scale
GI79	K1	Green Infrastructure - Public Open Space	0.382ha of additional allotments / community gardens delivered onsite	Kibworth	Subject to scope and scale
GI80	B1	Green Infrastructure - Public Open Space	0.039ha of additional allotments / community gardens delivered onsite	Billesdon	Subject to scope and scale
GI81	GB2	Green Infrastructure - Public Open Space	0.068ha of additional allotments / community gardens delivered onsite	Great Bowden	Subject to scope and scale
GI82	HH1	Green Infrastructure - Public Open Space	0.064ha of additional allotments / community gardens delivered onsite	Houghton on the Hill	Subject to scope and scale
GI83	HB1	Green Infrastructure - Public Open Space	0.085ha of additional allotments / community gardens delivered onsite	Husbands Bosworth	Subject to scope and scale
GI84	U1	Green Infrastructure - Public Open Space	0.024ha of additional allotments / community gardens delivered onsite	Ullesthorpe	Subject to scope and scale
GI85	U2	Green Infrastructure - Public Open Space	0.040ha of additional allotments / community gardens delivered onsite	Ullesthorpe	Subject to scope and scale
GI86	District wide	Green Infrastructure - Outdoor sports facilities	Football pitch improvements and improvements to changing room facilities	District wide	£1,455,000
GI87	District wide	Green Infrastructure - Outdoor sports facilities	Cricket pitch improvements, new nets, and improvements to changing room facilities	District wide	£69,000
GI88	District wide	Green Infrastructure - Outdoor sports facilities	Rugby union clubhouse, pitch, and flood lighting improvements	District wide	£1,270,000
GI89	District wide	Green Infrastructure - Outdoor sports facilities	Tennis court clubhouse, pathways, changing rooms and flood lighting improvements	District wide	£153,000
GI90	District wide	Green Infrastructure - Outdoor sports facilities	Bowls green, changing rooms and access improvements	District wide	£110,000

UT1	N/A	Utilities - Wastewater Treatment	Improvements in the Market Harborough Water Recycling Centre catchment, including a new pumping station and emergency overflow at Lubenham and a new storm overflow at Harborough South	Market Harborough	£ 2,350,000.00
UT2	N/A	Utilities - Wastewater Treatment	Improvements in the Kibworth Recycling Centre catchment, including a new pumping station and emergency overflow at Tur Langton and a emergency overflow at Kibworth Weir	Kibworth	£ 290,000.00
UT3	N/A	Utilities - Wastewater Treatment	New emergency overflows at Husbands Bosworth Water Recycling Centre	Husbands Bosworth	TBC
UT4	N/A	Utilities - Wastewater Treatment	Improvements in the East Langton Water Recycling Centre catchment, including a new emergency overflow at West Langton and flow monitoring at East Langton	East Langton	£ 3,210,000.00
UT5	N/A	Utilities - Wastewater Treatment	Improvements in the Medbourne Water Recycling Centre catchment, including a new pumping station and emergency overflow at Medbourne and an emergency overflow at Drayton	Medbourne	£ 4,100,000.00
UT6	N/A	Utilities - Wastewater Treatment	Improvements at Mowsley Water Recycling Centre to allow for improved Phosphorous removal to meet Water Framework Directive requirements	Mowsley	£ 3,750,000.00
UT7	N/A	Utilities - Wastewater Treatment	Improvements at Foxton Water Recycling Centre for flow monitoring and to allow for improved Phosphorous removal to meet Water Framework Directive requirements	Foxton	£ 2,680,000.00
UT8	N/A	Utilities - Wastewater Treatment	Improvements at Hallaton Water Recycling Centre for flow monitoring, emergency overflows and to allow for improved Phosphorous removal to meet Water Framework Directive requirements. Works also include a new pumping station at Slawston	Hallaton	£ 3,630,000.00
UT9	N/A	Utilities - Wastewater Treatment	Improvements at Tilton on the Hill Water Recycling Centre to accommodate growth, provide for flow monitoring and to allow for improved Phosphorous removal to meet Water Framework Directive requirements.	Tilton on the Hill	£ 4,600,000.00
UT10	N/A	Utilities - Wastewater Treatment	Improvements at Tugby Water Recycling Centre to allow for improved flow monitoring	Tugby	TBC
UT11	N/A	Utilities - Wastewater Treatment	Improvements at Great Easton Water Recycling Centre to allow for improved flow monitoring and provide emergency overflows	Great Easton	£ 180,000.00

Delivery body	Funding method	Contributing sites	Delivery phasing	Prioritisation	Source of scheme
Leicestershire County Council	Developer contributions - S106	All sites in district	Whole plan period	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	O1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	TB1, S1 and S3	2025-2030	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	MH1, MH2 and MH3	2025-2030	Integral	Discussions with Leicestershire County Council
Site promoter	Developer funded	L2	2025-2030	Integral	Discussions with National Highways
Site promoter	S278 or Developer contributions - S106	L1	2025-2030	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	F1	2025-2030	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	GG1	2025-2030	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	K1	2025-2030	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	All sites in district	Whole plan period	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	S278 or Developer contributions - S106	TB1	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TB1	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment

Leicestershire County Council	S278 or Developer contributions - S106	TB1	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TB1	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S2	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S2	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S2	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	S2	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	O1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	O1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	O1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	O1	2030-2035 / 2035 - 2040	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	L1	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment

Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land East of Market Harborough Road	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land East of Market Harborough Road	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Harborough Drive	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Harborough Drive	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Harborough Drive	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Harborough Drive	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Wistow Road, Kibworth	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Wistow Road, Kibworth	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Wistow Road, Kibworth	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Land off Wistow Road, Kibworth	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Magna Park	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Magna Park	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Magna Park	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	S278 or Developer contributions - S106	TBC - Magna Park	2025-2030 / 2030-2035	Integral	Harborough Local Plan Strategic Transport Impact Assessment
Leicestershire County Council	Developer contributions - S106	B1, B2 and B3	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	TB1, S1, and S2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	BA1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	O1	2030-2035	Integral	Discussions with Leicestershire County Council

Leicestershire County Council	Developer contributions - S106	O1	2035-2041	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	BA1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	F1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	GB1 and GB2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	GG1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	GG1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	HH1 and HH2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	MH1, MH2 and MH3	2035-2041	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	HB1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	K1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	K1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	L1 and L2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	L1 and L2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	MH1, MH2 and MH3	2035-2041	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	MH1, MH2 and MH3	2035-2041	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	O1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	O1	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	TB1, S1, and S2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	TB1, S1, and S2	2030-2035	Integral	Discussions with Leicestershire County Council

Leicestershire County Council	Developer contributions - S106	U1 and U2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	U1 and U2	2030-2035	Integral	Discussions with Leicestershire County Council
Leicestershire County Council	Developer contributions - S106	All sites in district	Whole plan period	Integral	Discussions with Leicestershire County Council
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	TB1, S1, and S2	2030-2035	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	O1 and GG1	2035-2041	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	L1 and L2	2030-2035	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	MH1, MH2 and MH3	2035-2041	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	BA1	2030-2035	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	F1	2030-2035	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	O1 and GG1	2030-2035	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicester, Leicestershire and Rutland Integrated Care Board	Developer contributions - S106	K1	2030-2035	Integral	Discussions with Leicester, Leicestershire & Rutland Integrated Care Board
Leicestershire County Council	Developer contributions - S106	TB1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	S1 & S2	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	O1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	L1 & L2	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	MH1, MH2, MH3	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	BA1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy

Leicestershire County Council	Developer contributions - S106	F1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	GG1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	K1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	B1, B2, B3	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	GB1 & GB2	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	HH1 & HH2	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	HB1	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
Leicestershire County Council	Developer contributions - S106	U1 & U2	Variable depending on specific site	Fundamental	LCC's Planning Obligations Policy
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	TB1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	S1 & S2	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	O1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	L1 & L2	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	MH1, MH2, MH3	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	BA1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	F1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	GG1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	K1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	B1, B2, B3	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	GB1 & GB2	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	HH1 & HH2	Variable depending on specific site	Fundamental	Sport England calculator

HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	HB1	Variable depending on specific site	Fundamental	Sport England calculator
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	U1 & U2	Variable depending on specific site	Fundamental	Sport England calculator
HDC	Developer contributions - s106	All sites	Variable depending on sites	Beneficial	Planning Obligations SPD (June 2022)
HDC, developers	Developer contributions, on site provision	TB1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	S1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	S2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	O1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	L1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	L2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH3	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	BA1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	F1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	GG1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	K1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B3	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	GB1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	GB2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	HH1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	HH2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	HB1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	U1	Variable depending on sites	Fundamental	Requirements Identified by HDC

HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	GB2	Variable depending on specific site	Fundamental	Requirements Identified by HDC
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	HH1	Variable depending on specific site	Fundamental	Requirements Identified by HDC
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	HH2	Variable depending on specific site	Fundamental	Requirements Identified by HDC
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	HB1	Variable depending on specific site	Fundamental	Requirements Identified by HDC
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	U1	Variable depending on specific site	Fundamental	Requirements Identified by HDC
HDC, Sport England, developers	Developer contributions - S106, grants or loans via Football Foundation, ECB, Sport England etc	U2	Variable depending on specific site	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions - S106	TBC	Whole plan period	Beneficial	Green and Blue Infrastructure Study
HDC, developers	Developer contributions, on site provision	TB1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	S1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	S2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	O1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	L1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	L2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH3	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	BA1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	F1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	GG1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	K1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B3	Variable depending on sites	Fundamental	Requirements Identified by HDC

HDC, developers	Developer contributions, on site provision	TB1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	S1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	S2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	O1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	L1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	L2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	MH3	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	BA1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	F1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	GG1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	K1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	B1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	GB2	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	HH1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	HB1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	U1	Variable depending on sites	Fundamental	Requirements Identified by HDC
HDC, developers	Developer contributions, on site provision	U2	Variable depending on sites	Fundamental	Requirements Identified by HDC
Football Foundation, HDC, Sport England	Developer contributions - S106, grants or loans via Football Foundation, Sport England etc	All sites	Variable depending on sites	Beneficial	Emerging findings from the Playing Pitch and Outdoor Sports Facilities Strategy
ECB, HDC, Sport England	Developer contributions - S106, grants or loans via ECB, Sport England etc	All sites	Variable depending on sites	Beneficial	Emerging findings from the Playing Pitch and Outdoor Sports Facilities Strategy
RFU, HDC, Sport England	Developer contributions - S106, grants or loans via RFU, Sport England etc	All sites	Variable depending on sites	Beneficial	Emerging findings from the Playing Pitch and Outdoor Sports Facilities Strategy
LTA, HDC, Sport England	Developer contributions - S106, grants or loans via LTA, Sport England etc	All sites	Variable depending on sites	Beneficial	Emerging findings from the Playing Pitch and Outdoor Sports Facilities Strategy
HDC, Sport England	Developer contributions - S106, grants or loans via Sport England etc	All sites	Variable depending on sites	Beneficial	Emerging findings from the Playing Pitch and Outdoor Sports Facilities Strategy

B. Settlement Public Health Information

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Scraptoft and Thurby	Land East of Beeby Road	LE7 9SJ	Mapped to Postcode for Scraptoft Golf Club on Beeby Road	Thurnby & Houghton	Houghton, Thurnby & Scraptoft	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14: 17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Index of Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 16.1% Year 6 (Including obesity): 32%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Family Active 19.1% Inactive	7

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Scraptoft and Thurby	Scraptoft East	LE7 9UF	Mapped to Postcode for Southfield Close	Thurnby & Houghton	Houghton, Thurnby & Scraptoft	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 16.1% Year 6 (Including obesity): 32%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Family Active 19.1% Inactive	7

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Scraptoft and Thurby	Thurnby Land North of the A47, East of Zouche Way	LE7 9NA	Mapped to Postcode for Houghton & Thurnby Cricket Club on Wadkins Way	Thurnby & Houghton	Houghton, Thurnby & Scraptoft	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 16.1% Year 6 (Including obesity): 32%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Family Active 19.1% Inactive	7

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Market Harborough	East of Market Harborough Road and South of Leicester Lane Land South of Leicester Lane	LE16 7HP	Mapped to Postcode for Great Bowden Hall on Leicester Lane	Market Harborough-Logan	Market Harborough West, Great Bowden & Lubenham	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 15.9% Year 6 (Including obesity): 27.5%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive	6.1

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Market Harborough	Land East of Leicester Road and South of Grand Union Canal	LE16 7ND	Mapped to Postcode for Abrahart VFX on Davies Close	Market Harborough-Logan	Market Harborough West, Great Bowden & Lubenham	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 15.9% Year 6 (Including obesity): 27.5%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Family Active 19.1% Inactive	6.1

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Market Harborough	Land South of Gallow Field Road	LE16 7QB	Mapped to Postcode for Harborough Fireworks, Harborough Showground on Gallowfields Road	Lubenham	Market Harborough West, Great Bowden & Lubenham	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 15.9% Year 6 (Including obesity): 27.5%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive	6.1

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Lutterworth	Land off Leicester Road	LE17 4QX	Mapped to Postcode for Buttercup Close	Lutterworth East	Lutterworth	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 18.8% Year 6 (Including obesity): 27.3%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Family Active 19.1% Inactive	8.5

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Lutterworth	Land at M1 Junction 20/ Swinford Road	LE17 4HN	Mapped to Postcode for Kids Planet Lutterworth, Snapethorpe House, Rugby Road	Lutterworth East	Lutterworth	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 18.8% Year 6 (Including obesity): 27.3%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive	8.5

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Broughton Astley	Land off Frolesworth Road	LE9 6PF	Mapped to Postcode for Broughton Astley Cricket Club, Frolesworth Road	Broughton Astley - Primethorpe & Sutton	Broughton Astley	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 21.4% Year 6 (Including obesity): 33.3%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive	4.5

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Fleckney	Land North of Kilby Road	LE8 8TB	Mapped to Postcode for Long Grey	Fleckney	Fleckney, Kilworth & Foxton	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 21.1% Year 6 (Including obesity): 29.3%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Family Active 19.1% Inactive	8.6

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Great Glen	Land North of London Road	LE8 9FG	Mapped to Postcode for Great Glen Recreational Ground, Fordview Close	Glen	Kibworth & Great Glen	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 15.5% Year 6 (Including obesity): 29.2%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive	6.3

Settlement	Site name	Postcode or nearby postcode to parcel of land	Comments or information for PH attention if applicable	Ward	MSOA	Projected population information	JSNA area of concern?	Air quality	Wider Determinants - data considerations	Obesity rates	inactivity rates	Indices of Deprivation level (1 indicates most deprived - 10 least deprived)
Kibworth	Land West of Warwick Road	LE8 0RX	Mapped to Postcode for Beauchamp Business Park, Widstow Road	Kibworths	Kibworth & Great Glen	Harborough Predicted population from 2020 to 2031 in each age group: 0 – 14:17.0% to 15.6% 15 – 24: 9.5% to 9.2% 25 – 49: 29.1% to 28.4% 50 – 64: 22.4% to 20.5% 65+: 22.0% to 26.3%	No	Harborough Shape Data: Low NO2 Levels Medium Particulate Matter Levels Low Sulphur Dioxide Levels No Air Quality Management Areas Low NO2 Vulnerability Indicator Low PM2.5 Vulnerability Indicator	Low fuel poverty Relative low risk of loneliness Low risk on Rural Deprivation Index for Health No Multiple Deprivation highlighted	Harborough Data: Adult Obesity Overweight (Including Obesity): 60.7% MSOA Data: Children Obesity Reception (Including obesity): 15.5% Year 6 (Including obesity): 29.2%	Harborough Data: Adults 64.7% Active 12.6% Fairly Active 22.7% Inactive Harborough Data: Children 56.9% Active 24% Fairly Active 19.1% Inactive	6.3