

LEICESTERSHIRE POLICE

SECTION 106 CONTRIBUTION REQUEST

LAND at Ashby Road and Normandy Way, Hinckley.

Planning application 26/00813/FUL

Section 106 and CIL Regulation 122 Assessment

Submitted on behalf of the Police and Crime Commissioner for Leicester, Leicestershire
and Rutland



1. Contribution Mitigation Request

1.1 Executive Summary

Leicestershire Police requests a **Section 106 Police Infrastructure Contribution of £131,684** to mitigate the additional capital policing infrastructure requirements arising from the proposed development of **482 dwellings on land off Ashby Road and Normandy Way, Hinckley**.

The application seeks full planning permission for 482 dwellings across two coordinated development parcels, together with access arrangements, internal roads, pedestrian and cycle connections, public open space, play provision, landscaping, sustainable drainage infrastructure and associated works.

The application site forms part of the wider **Hinckley North Strategic Urban Extension**, identified through the emerging local planning framework for a minimum of 1,320 dwellings.

Applying the established average occupancy assumption of **2.42 persons per dwelling**, the development is expected to accommodate approximately: **482 dwellings × 2.42 persons = 1,166.44 residents**

Current Hinckley and Bosworth demand-profile information records;

- **12,991 crime occurrences**
- **8,247 non-crime occurrences**
- **21,238 combined policing occurrences**

Across a resident population of approximately **113,095 residents**, this produces an annual occurrence rate of:

21,238 ÷ 113,095 = 0.18779 occurrences per resident

Applied to the proposed development:

1,166.44 residents × 0.18779 = 219 occurrences annually

The proposed development is therefore forecast to generate approximately:

219 additional policing occurrences annually

The development lies within the operational area of the **Greater Hinckley NH26 Beat**, which forms part of the Hinckley and Blaby Neighbourhood Policing Area. The NH26 beat programme also refers to operational matters including road safety, vehicle crime, drug dealing and people-based demand.

The contribution is restricted to additional capital infrastructure required to support the development-generated demand. No contribution is sought towards police officer or police staff salaries, pensions, recruitment, training, fuel, routine maintenance, subscriptions, general operational expenditure or ordinary replacement.

1.2 Contribution Schedule

Infrastructure category	Contribution
Officer and staff capital equipment	£20,475.73
Infrastructure and estate support	£49,091.36
Operational vehicle infrastructure	£13,580.93
Technology and surveillance infrastructure	£36,871.29
Crime reduction and prevention infrastructure	£11,664.40
Total calculated contribution	£131,683.71
Rounded contribution requested	£131,684

1.3 Submission Summary

Submission Detail	Position
Development	482 dwellings
Estimated development population	1,166.44 residents
Latest Hinckley and Bosworth occurrence total	21,238
Occurrence rate	0.18779 per resident
Forecast development demand	Approximately 219 occurrences annually
Local Planning Authority	Hinckley and Bosworth Borough Council
Neighbourhood policing area	Hinckley and Blaby NPA
Local beat	NH26
Purpose	Additional growth-related police capital infrastructure
Contribution requested	£131,684
Equivalent contribution	£273.20 per dwelling

2. Development and demand assessment

2.1 Site and Development

The proposed development comprises **482 dwellings** across two parcels at Ashby Road and Normandy Way, Hinckley.

The larger northern parcel is accessed from the A447 Ashby Road by a proposed three-arm roundabout. The smaller southern parcel is accessed from the A47 Normandy Way through a dedicated right-turn arrangement. The scheme includes new residential roads, pedestrian and cycle links, public open space, play provision, structural landscaping and sustainable drainage infrastructure.

The development will introduce:

- 482 new households.
- Approximately 1,166 residents.
- Additional vehicle movements.
- New residential streets and parking areas.
- New pedestrian and cycle routes.
- Public open space and play facilities.
- Additional property and personal assets.
- Phased construction and occupation activity.
- Increased use of transport and community infrastructure.

These features will create recurring requirements across emergency response, neighbourhood policing, investigations, safeguarding, road safety, crime prevention, public protection and community engagement.

2.2 Local demand evidence

The appropriate operational beat reference for the site is **Greater Hinckley NH26 Beat Area**.

The current NH26 - Beat Management Plan 2026-27 identifies local operating considerations including:

- Road-safety issues.
- Vehicle crime.
- Drug dealing.
- People-based demand.
- Community engagement requirements.
- Neighbourhood policing visibility.

The development will be policed through the same operational arrangements, fleet, communications systems, technology and supporting infrastructure serving existing communities across Greater Hinckley NH26.

2.3 Latest Hinckley and Bosworth Demand Information

Occurrence type	Current
Crime occurrences	12,991
Non-crime occurrences	8,247
Combined current occurrences	21,238
Population	113,095
Occurrence rate	0.18779

The latest Hinckley and Bosworth crime and non-crime occurrence profile supplied for this assessment records the following current position.

Crime type	Current	Non-crime type	Current
Violence against the person	4896	Non-crime incident	3,883
Sexual offences	671	Non-validated crime	324
Robbery	86	Other NSIR	1,305
Theft offences	4,176	Non-crime other	2,735
Criminal damage and arson	1,343		
Possession of weapons offences	69		
Public disorder	1,068		
Drug offences	269		
Miscellaneous crimes against society	413		
Total crime occurrences	12,991	Total non-crime occurrences	8,247

2.4 Development Demand Calculation

Input	Calculation	Result
Dwellings	Application total	482
Occupancy assumption	Persons per dwelling	2.42
Estimated population	482×2.42	1,166.44
Crime occurrences	HBBC Demand Profile	12,991
Non-crime occurrences	HBBC Demand Profile	8,247
Total occurrences	$12,991 + 8,247$	21,238
Population	2021 Census	113,095
Occurrence rate	$21,238 \div 113,095$	0.18779
Development demand	$1,166.44 \times 0.18779$	219.044
Rounded forecast		219 annually

This is a recurring annual estimate. It does not imply that every occurrence will require an emergency response or physical attendance. It represents the estimated additional volume of policing activity generated by the additional population.

The figures demonstrate that policing demand extends beyond recorded crime and includes substantial levels of non-crime activity requiring police assessment, deployment, safeguarding, investigation, intelligence management and community engagement.

Modern policing increasingly relies upon technology-enabled, intelligence-led and prevention-focused service delivery rather than solely traditional response functions. Population growth generates additional demand relating to safeguarding, vulnerability management, digital investigations, intelligence development, ANPR-supported interventions, CCTV deployment, road-safety enforcement, public protection and community safety activity.

As population growth increases demand across these areas, Leicestershire Police must maintain sufficient digital, technological, fleet and estate infrastructure to enable effective service delivery. The infrastructure identified within this submission reflects the operational requirements of contemporary policing and supports technology-enabled, evidence-led and prevention-focused policing services

3. Policy and Statutory Context

3.1 Statutory Framework

This request has been prepared having regard to:

- Section 106 of the Town and Country Planning Act 1990.
- Regulation 122 of the Community Infrastructure Levy Regulations 2010.
- Section 17 of the Crime and Disorder Act 1998.
- National Planning Practice Guidance.
- The National Planning Policy Framework (17 August 2026)
- Hinckley and Bosworth planning policy framework.
- The Police and Crime Plan 2024–2029.
- The Leicestershire Police Digital Strategy 2024–2027.
- The Leicestershire Police and Police and Crime Commissioner Estates Strategy 2026–2035.
- The Leicestershire Police Force Management Statement.

The revised National Planning Policy Framework published on 17 August 2026 places increased emphasis on ensuring sufficient infrastructure is identified and delivered to support sustainable development. Emergency services form an important component of public service infrastructure required to support planned growth and the creation of safe, healthy and secure communities. The contribution is sought solely towards additional capital infrastructure. It does not seek to meet general policing expenditure or remedy historic funding pressures.

3.2 Local Planning Policy

The relevant local planning context includes:

- Hinckley and Bosworth Core Strategy Policy 1.
- Site Allocations and Development Management Policies DPD Policy DM3.
- Site Allocations and Development Management Policies DPD Policy DM10.
- Emerging Local Plan Policy PS09 concerning the Hinckley North Strategic Urban Extension.

Policy DM3 provides for development to contribute towards necessary additional or improved infrastructure. Policy DM10 supports development that incorporates crime-prevention principles and natural surveillance.

The submitted planning statement recognises that the development will introduce additional population and place demand on infrastructure and services. The proposal forms part of a strategic urban extension identified through the emerging Local Plan growth strategy. The scale of growth reinforces the need for associated blue-light infrastructure to maintain safe and sustainable communities. National policy now places greater emphasis on ensuring infrastructure providers are engaged in plan-making and development delivery.

3.3 Regulation 122 Tests

Test	Assessment
Necessary	The development will add approximately 1,166 residents and generate an estimated 219 policing occurrences annually based upon the current Hinckley and Bosworth demand profile. Additional capital infrastructure capacity is therefore required to maintain effective policing services.
Directly related	The contribution will be restricted to infrastructure serving the Greater Hinckley NH26 Beat, the Hinckley and Blaby Neighbourhood Policing Area, or wider operational assets providing documented additional capacity for that locality.
Fairly and reasonably related in scale and kind	The contribution is proportionate to the scale of development and restricted to additional capital infrastructure required to mitigate development-generated demand.

3.4 Methodological Principle

The request is not a general per-dwelling tariff.

The methodology identifies:

1. Development population.
2. Verified local demand evidence derived from the current Hinckley and Bosworth crime and non-crime occurrence profile.
3. Forecast development-generated activity.
4. The relevant policing locality.
5. Identified capital infrastructure requirements.
6. An evidenced growth programme.
7. The development's proportionate share.

4. Officer and Staff Capital Equipment

4.1 Need and Purpose

Additional policing activity requires durable capital equipment to support operational delivery.

Eligible capital assets may include:

- Body-worn video equipment.
- Operational communications equipment.
- Laptops and mobile devices.
- Computer workstations.

- Evidence-capture equipment.
- Durable protective and operational equipment.
- Other initial capital equipment supporting growth-related capacity.

The contribution **excludes**:

- Salaries.
- Employer pension contributions.
- Recruitment.
- Training.
- Routine consumables.
- Subscriptions and licences.
- Maintenance.
- Ordinary replacement.

4.2 Contribution

Category	Contribution
Uniformed operational capital equipment	£13,127.36
Police staff and central-support capital equipment	£7,348.37
Total officer and staff capital equipment	£20,475.73

The amount is a capped capital contribution. The latest 219 occurrence forecast strengthens the evidence of need but does not automatically increase the amount sought. This prevents a higher demand figure from being used mechanically to inflate the contribution without corresponding capital cost evidence.

4.3 Regulation 122 Assessment

Test	Assessment
Necessary	The forecast increase in incidents, investigations, safeguarding activity and neighbourhood-policing demand requires suitable capital equipment.
Directly related	The equipment will support additional operational capacity serving the development and Greater Hinckley NH26.
Fairly and reasonably related in scale and kind	The request is capped at the identified capital amount and excludes staffing, revenue expenditure and ordinary replacement.

5. Infrastructure and Estate Support

5.1 Need and Purpose

The development will increase demand upon operational accommodation serving Greater Hinckley NH26 and the wider Hinckley and Blaby Neighbourhood Policing Area such as investigation space, safeguarding functions, neighbourhood policing accommodation, digital-enabled workspaces, operational briefing and deployment facilities.

Relevant capital infrastructure may include:

- Neighbourhood-policing workspace.
- Response-policing facilities.
- Investigation facilities.
- Safeguarding and vulnerability work areas.
- Contact-management infrastructure.
- Secure operational storage.
- Technology-enabled workstations.
- Supporting operational accommodation.
- Documented growth-related capacity within wider police facilities serving Hinckley.

5.2 Contribution

Input	Position
Indicative fitted construction cost	£3,187.50 per square metre
Capped equivalent accommodation	Approximately 15.40 square metres
Infrastructure and estate contribution	£49,091.36

This is a proportionate contribution. It does not seek to fund a standalone police facility solely for the development.

5.3 Regulation 122 Assessment

Test	Assessment
Necessary	Approximately 219 additional annual occurrences will create recurring requirements across operational and supporting functions
Directly related	The relevant facilities support policing services delivered to Greater Hinckley NH26 and the residents of the development.
Fairly and reasonably related in scale and kind	The amount is capped below the potential theoretical accommodation requirement and is restricted to additional capital capacity

Routine maintenance, general refurbishment and correction of historic estate deficits are excluded.

6. Operational Vehicle Infrastructure

6.1 Need and Purpose

Police vehicles are essential operational infrastructure. Additional residents increase calls for service, emergency deployments, neighbourhood patrol activity, investigations, safeguarding visits and community engagement requirements. These activities increase utilisation of the operational fleet and create a requirement for additional growth-related vehicle capacity.

Vehicles enable police officers and staff to:

- Attend emergency and priority incidents.
- Undertake neighbourhood patrols.
- Conduct safeguarding visits.
- Complete crime investigations.
- Respond to missing-person incidents.
- Attend road collisions.
- Carry operational equipment.
- Support community engagement and reassurance activity.

The development is forecast to generate approximately **219 additional occurrences annually**, increasing deployment activity across Greater Hinckley NH26 and the wider NPA.

Existing fleet evidence used in recent police infrastructure assessments records average operational utilisation of approximately **95%**. The vehicle programme is intended to provide additional growth capacity rather than fund the routine replacement of existing vehicles.

6.2 Vehicle Growth Programme

Vehicle infrastructure	Programme value
Emergency response vehicles and fit-out	£152,000
Neighbourhood-policing vehicles and fit-out	£70,000
Electric fleet and associated infrastructure	£220,000
Total vehicle growth programme	£442,000

The programme may support:

- Additional emergency-response vehicles.
- Additional neighbourhood-policing vehicles.
- Operational fit-out.
- Emergency lighting and markings.
- Communications and mobile-data equipment.
- Electric operational vehicles or bicycles.
- Charging infrastructure.
- Supporting operational systems.

The programme and cost basis are from the established contribution methodology. The identified programme represents growth-capacity investment required to support planned housing growth across Hinckley and Bosworth. It excludes routine replacement, lifecycle renewal, maintenance, existing operational commitments and the correction of historic infrastructure deficits. The contribution sought is restricted to the development's proportionate share of additional infrastructure capacity required to mitigate the impacts of development-generated demand.

6.3 Growth Apportionment

The emerging Hinckley and Bosworth growth scenario provides for **15,687 additional dwellings**.

Measure	Development	Growth scenario	Share
Dwellings	482	15,687	3.0726%
Estimated residents	1,166.44	37,962.54	3.0726%

Calculation

Calculation	Result
Vehicle growth programme	£442,000
Development share	$482 \div 15,687$
Percentage share	3.0726%
Vehicle contribution	£13,580.93

6.4 Regulation 122 Assessment

Test	Assessment
Necessary	The development will increase emergency response, patrol, investigation, safeguarding and community-engagement deployments.
Directly related	Operational vehicles serving Greater Hinckley NH26 will be used to provide services to future residents.
Fairly and reasonably related in scale and kind	The development is charged only for its 3.0726% proportionate share of an identified growth programme.

7. Technology and Surveillance Infrastructure

7.1 Need and Purpose

Technology infrastructure represents an essential component of contemporary policing and in many circumstances provides the most efficient and proportionate means of accommodating growth-related demand.

Modern policing is increasingly delivered through technology-enabled, intelligence-led and prevention-focused approaches. Population growth does not solely increase demand for traditional response policing but also generates additional requirements for community safety operations, digital investigations, safeguarding, ANPR capability, CCTV deployment, intelligence development, road-safety enforcement, mobile policing technology, public protection and vulnerability management.

The infrastructure identified within this submission reflects the operational requirements of contemporary policing and supports the delivery of efficient and effective policing services to existing and future communities.

7.2 Technology Growth Programme

Technology infrastructure	Programme value
Fixed ANPR network	£200,000
Mobile ANPR systems	£200,000
Deployable CCTV units	£80,000
Digital surveillance and investigative infrastructure	£250,000
Aerial surveillance infrastructure	£250,000
Thermal-imaging technology	£100,000
Vehicle-based CCTV systems	£120,000
Total technology growth programme	£1,200,000

These programmes represent identified growth-capacity investment requirements and exclude routine replacement, maintenance, lifecycle renewal and existing operational commitments. The contribution is restricted to the development's proportionate share of additional infrastructure capacity required to support planned growth.

The programme provides additional operational capacity rather than routine maintenance or replacement. The identified programme represents growth-capacity investment required to support planned housing growth across Hinckley and Bosworth. It excludes routine replacement, lifecycle renewal, maintenance, existing operational commitments and the correction of historic infrastructure deficits. The contribution sought is restricted to the development's proportionate share of additional infrastructure capacity required to mitigate the impacts of development-generated demand.

7.3 Operational Relationship

ANPR

ANPR supports the identification of vehicles associated with crime, safeguarding concerns, missing people, road-safety matters and active investigations.

Deployable CCTV

Deployable CCTV supports evidence gathering, prevention, reassurance, neighbourhood problem-solving and responses to emerging community-safety issues.

Digital Investigation Infrastructure

Digital systems support the storage, processing, review and presentation of evidence generated by criminal investigations and safeguarding activity.

Aerial and Thermal-Imaging Technology

Aerial and thermal-imaging assets support searches, missing-person investigations, offender location, public-safety incidents and operational assessment.

Vehicle-Based CCTV

Vehicle-based CCTV supports evidence capture, operational accountability, road-safety activity and criminal investigations.

7.4 Calculation

Calculation	Result
Technology growth programme	£1,200,000
Development share	$482 \div 15,687$
Percentage share	3.0726%
Technology contribution	£36,871.29

7.5 Regulation 122 Assessment

Test	Assessment
Necessary	Approximately 219 additional annual occurrences will generate additional intelligence, communications, evidence, investigations and safeguarding work
Directly related	The assets must be deployed within, allocated to, or provide documented additional capacity for Greater Hinckley, NH26 and the policing locality serving the development.
Fairly and reasonably related in scale and kind	The development is charged 3.0726% of the identified programme, reflecting its share of planned Hinckley and Bosworth housing growth.

8. Crime Reduction and Prevention Infrastructure

8.1 Need and Purpose

The development will introduce:

- 482 dwellings.
- Approximately 1,166 residents.
- Additional vehicles.
- Residential streets and parking areas.
- Pedestrian and cycle routes.
- Public open space.
- Play facilities.
- Construction and phased occupation activity.

The capital contribution may fund:

- Property-marking equipment.
- Target-hardening equipment.
- Security packs.
- Locks and alarms.

- Deployable cameras.
- Reusable crime-prevention assets.
- Physical security infrastructure.
- Other tangible crime-prevention equipment for the development or immediate locality.

The contribution does not fund staffing, campaigns or general revenue-based community-safety programmes.

8.2 Calculation

Calculation	Result
Estimated population	1,166.44
Population units	1,166.44 ÷ 50
Number of units	23.3288
Capital allowance	£500 per unit
Crime-prevention contribution	£11,664.40

8.3 Regulation 122 Assessment

Test	Assessment
Necessary	The new homes, property, streets, vehicles and public spaces generate an identifiable preventive-infrastructure requirement.
Directly related	Capital measures will be deployed within, distributed to or used for the benefit of the development and its immediate locality.
Fairly and reasonably related in scale and kind	The amount is calculated directly from the development population and is restricted to tangible capital assets.

9. Consolidated Contribution Schedule

Infrastructure category	Calculation basis	Contribution
Officer and staff capital equipment	Capped capital provision	£20,475.73
Infrastructure and estate support	Capped fitted-space contribution	£49,091.36
Operational vehicle infrastructure	£442,000 × 482 ÷ 15,687	£13,580.93
Technology and surveillance infrastructure	£1,200,000 × 482 ÷ 15,687	£36,871.29
Crime reduction and prevention	1,166.44 ÷ 50 × £500	£11,664.40
Total calculated contribution		£131,683.71
Rounded contribution request		£131,684

The contribution is equivalent to:

£131,683.71 ÷ 482 dwellings = £273.20 per dwelling

The latest occurrence data strengthens the evidence that additional capital capacity is required. It does not alter the fleet or technology contribution because those elements are proportionately calculated from the development's share of the 15,687-dwelling growth programme.

10. Section 106 Requirements

The contribution to be secured through the associated Section 106 agreement and include:

1. A **Police Infrastructure Contribution of £131,684**, indexed from an agreed base date.
2. Defined capital purposes
3. A restriction requiring expenditure to:
 - Serve the development and Greater Hinckley NH26; or
 - Provide documented additional capacity for the wider policing locality from which the development will receive policing services.
4. Payment triggers linked to commencement or occupation.
5. An agreed expenditure period, with repayment of any unspent balance in accordance with the agreement.
6. An auditable record of expenditure.
7. Reconsultation with Leicestershire Police if:
 - The dwelling number changes.
 - The development description changes materially.
 - The tenure or accommodation mix changes materially.
 - Delivery is substantially rephased.
 - The permission or legal agreement is not completed within an agreed period

11. Conclusion

The proposed development of 482 dwellings at Ashby Road and Normandy Way, Hinckley will accommodate approximately 1,166 residents and is forecast to generate approximately **219 additional policing occurrences annually based on the current Hinckley and Bosworth crime and non-crime occurrence profile**, including neighbourhood policing, safeguarding, vulnerability management, investigations, intelligence development, road-safety activity and public protection functions.

The contribution recognises that policing infrastructure is no longer limited to traditional buildings and vehicles. Modern policing requires substantial investment in digital technology, intelligence systems, ANPR, surveillance capability, mobile data solutions, investigative technology and flexible operational infrastructure. These assets form essential components of contemporary police service delivery and are necessary to accommodate the additional demands generated by planned population growth.

The revised National Planning Policy Framework recognises the importance of ensuring infrastructure providers are appropriately engaged in supporting sustainable growth. The infrastructure identified within this submission represents essential operational capacity required to maintain effective policing services and support safe and sustainable communities as new development is delivered.

The scheme forms part of the wider Hinckley North Strategic Urban Extension and will introduce substantial additional population, households, property, vehicles, roads, open space, movement corridors and public activity.

The resulting growth will increase requirements across:

- Emergency and priority response.
- Neighbourhood policing.
- Safeguarding and vulnerability.
- Crime investigation.
- Contact management.
- Public protection.
- Road safety.
- Crime prevention.
- Vehicle deployment.
- Technology-enabled policing.

Leicestershire Police therefore requests a Section 106 Police Infrastructure Contribution of: **£131,684**

The contribution is:

Necessary	The development generates measurable additional population and recurring policing demand requiring additional capital capacity.
Directly Related	The funded infrastructure must serve the development and Greater Hinckley NH26 and the policing locality from which future residents will receive policing services.
Fairly and Reasonably Related in Scale and Kind	The equipment, accommodation and crime-prevention sums are capped and connected to development population and infrastructure need. Vehicles and technology are calculated using the development's 3.0726% share of the assessed Hinckley and Bosworth growth programme

The contribution does not include salaries, pensions, recruitment, training, general revenue expenditure, maintenance or ordinary replacement. Leicestershire Police therefore considers that the contribution satisfies Regulation 122 of the Community Infrastructure Levy Regulations 2010 and requests that Hinckley and Bosworth Borough Council secure it through the associated Section 106 agreement.

12. References

1. Town and Country Planning Act 1990, section 106.
2. Community Infrastructure Levy Regulations 2010, Regulation 122.
3. Crime and Disorder Act 1998, section 17.
4. National Planning Practice Guidance, Planning obligations.
5. National Planning Policy Framework, published 17 August 2026.
6. Hinckley and Bosworth Core Strategy 2009.
7. Hinckley and Bosworth Site Allocations and Development Management Policies DPD 2016.
8. Hinckley and Bosworth emerging Local Plan 2024–2045.
9. Police and Crime Plan 2024–2029.
10. Leicestershire Police Digital Strategy 2024–2027.
11. Leicestershire Police and Police and Crime Commissioner Estates Strategy 2026–2035.
12. Leicestershire Police Force Management Statement.
13. Current Hinckley and Bosworth crime and non-crime occurrence profile supplied for this assessment.
14. Office for National Statistics Census 2021 population data for Hinckley and Bosworth Borough.
15. NH26 - Beat Management Plan 2026-27.
16. Land to the East of Ashby Road Ashby Road, Hinckley 25.01207.OUT.
17. Developers Planning Statement.
18. Ashby Rd and Normandy Way Design statement 1.
19. Ashby Rd and Normandy Way Design statement 2.
20. Ashby Rd and Normandy Way Design statement 3.

