

The
Kibworth Villages'
Neighbourhood Development Plan
2017 – 2031



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1 INTRODUCTION

Neighbourhood Planning was introduced by the Localism Act 2011 to give people the opportunity to shape the future development of their town or parish by creating a Neighbourhood Plan. In 2014, the adjoining parishes of Kibworth Beauchamp and Kibworth Harcourt took the decision to create a joint Neighbourhood Plan covering both parishes. On 7th November 2014, Kibworth Beauchamp Parish Council, as the relevant body, applied to Harborough District Council for the designation of the areas covered by Kibworth Beauchamp and Kibworth Harcourt as the Neighbourhood Plan Area. This was made on 16th January 2015 and work on the Kibworth Neighbourhood Plan began.

The Plan has been produced by an Advisory Committee, appointed by and reporting to both parish councils, after careful consideration of many consultations and responses from the community and a wide variety of stakeholders. Detailed consideration has also been given to other sources including local survey information and higher-level planning policies and guidance.

This Neighbourhood Plan reflects community-wide observations, comments, concerns and aspirations about planning, development and related issues until 2031, the timescale covered by the Harborough District Council Local Plan. Our Plan has two audiences: the first is Harborough District Council's Planning Department and Planning Committee, who will ultimately use the policies contained within to help determine planning applications as they relate to the Kibworth villages; the second is the communities of the Kibworth villages who have contributed to the process of developing the Plan and have voted to support it through a Referendum, so that it has become a part of the Development Plan for the District.

Because it is necessary for the Neighbourhood Plan to be understood by the local community, where district-wide policies are referenced, the actual policies are replicated in the text rather than merely referencing the policy source. It is hoped that by doing this, the document will be more transparent and accessible to all readers.

We are grateful to officers at the Local Authority and to the wider community for their involvement. The Kibworth area is an attractive and popular place in which to live, and the contribution from people who care about their community and want to make it better for generations to come is greatly appreciated.

Chris Wood Chair, Kibworth Neighbourhood Planning Group.

2 WHY NEIGHBOURHOOD PLANS ARE IMPORTANT

A Neighbourhood Plan is an opportunity for local people to create a framework for delivering a sustainable future for the benefit of all who live or work in the area or visit it.

The right for communities to prepare Neighbourhood Plans was established by the Localism Act 2011 and the rules governing their preparation were published in 2012. The National Planning Policy Framework (NPPF) states that a Neighbourhood Plan gives the community “direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need” (NPPF para 183).

The Kibworth Neighbourhood Plan will ensure the neighbourhood gets the right types of development in the right locations. It also establishes planning policies in areas related to housing, the environment, community facilities, the local economy and transport that will be used in determining decisions on planning applications across the Kibworth villages. These policies will add local detail to the strategic policies of Harborough District Council and Leicestershire County Council. Aspects requiring community action to be progressed further are also identified alongside the planning policies.

A Neighbourhood Plan is part of the statutory Development Plan for the area and this statutory status gives it far more weight than other local documents such as parish plans or village design statements. However, a Neighbourhood Plan must also be compatible with European legislation, have regard for national policies and be in general conformity with existing local strategic planning policy. Whilst every effort has been made to make the main body of this Neighbourhood Plan easy to read and understand, the wording of the actual policies is necessarily more formal so that it follows these statutory requirements, known as ‘basic conditions’.

Robust evidence is the foundation on which a Neighbourhood Plan must be based. This includes evidence of community engagement and consultation and how the views, aspirations, wants and needs of local people have been considered alongside stakeholder comment and statistical information to justify the policies contained within the Plan.

3 WHY WE NEED A PLAN FOR THE KIBWORTH VILLAGES

Neighbourhood Plans help communities to guide and shape development in their local areas. These powers give local people the opportunity to shape new development, as planning applications are determined in accordance with national planning policy and the local development plan, and Neighbourhood Plans form part of this Framework.

Working in partnership with Harborough District Council, a Neighbourhood Plan Advisory Committee was established representing the Parish Councils of Kibworth Beauchamp and Kibworth Harcourt to drive the process forward. An application was made to Harborough District Council for designation as a neighbourhood planning area and this application was approved by the District Council in January 2015, after a six-week consultation period.

To progress the Neighbourhood Plan, several theme groups were established comprising representatives from the community, local groups and organisations and Parish Councillors. The Theme Groups each focussed on a given topic area to consider different planning issues which were to be addressed in the Neighbourhood Plan. These were:

- Housing and the Built Environment
- Employment and Retail
- Community and Leisure Facilities
- Transport and Access
- Environment

The Advisory Committee and Theme Groups met on a regular basis, and worked throughout the preparation of the plan to engage residents in helping to formulate objectives and proposals.

Information about the Neighbourhood Plan and early consultation work included publication of annual reports, and newsletters sent to each household and published on the Kibworth Neighbourhood Plan website as well as each Parish Council's website. A questionnaire survey was also sent to all households in the Kibworth villages in late 2015. The results of the questionnaire informed the content of the Draft Neighbourhood Plan.

4 THE PURPOSE OF THE PLAN

The purpose of the Neighbourhood Plan is not to duplicate the planning framework developed by Harborough District Council, but to:

- Refine and clarify how Harborough District Council's planning policies should be applied to development proposals that affect the Parishes of Kibworth Beauchamp and Kibworth Harcourt;
- Set out specific development proposals for certain defined areas within the Parish;
- Document aspirations that are intended to help determine the suitability of possible future development proposals;
- Establish local design principles for new development; Protect specific important local buildings and services;
- Safeguard important environmental areas within the two Parishes.

This Neighbourhood Plan sets out a planning framework for the Kibworth villages up to 2031, to help ensure that the distinctive character of the Parishes is maintained and enhanced for future residents to enjoy. The two Parish Councils see it as part of their role to promote the Kibworth villages and to take or strongly influence local decisions that will serve the best interests of the community in the years to come.

There is recognition that sustainable development is not only necessary but desirable, as without it our community may stagnate. However, we want to influence and direct the shape and nature of the development and where within our Community it takes place. In this our overall aim is to maintain and enhance the character and setting of the Plan area, which is defined by an historic and attractive built environment, an easily accessible rural environment, open views, extensive Conservation areas in both villages and vibrant communities. Consultation has shown us that it is these characteristics, and the amenity value and wellbeing benefits that go with them, that local people value most highly.

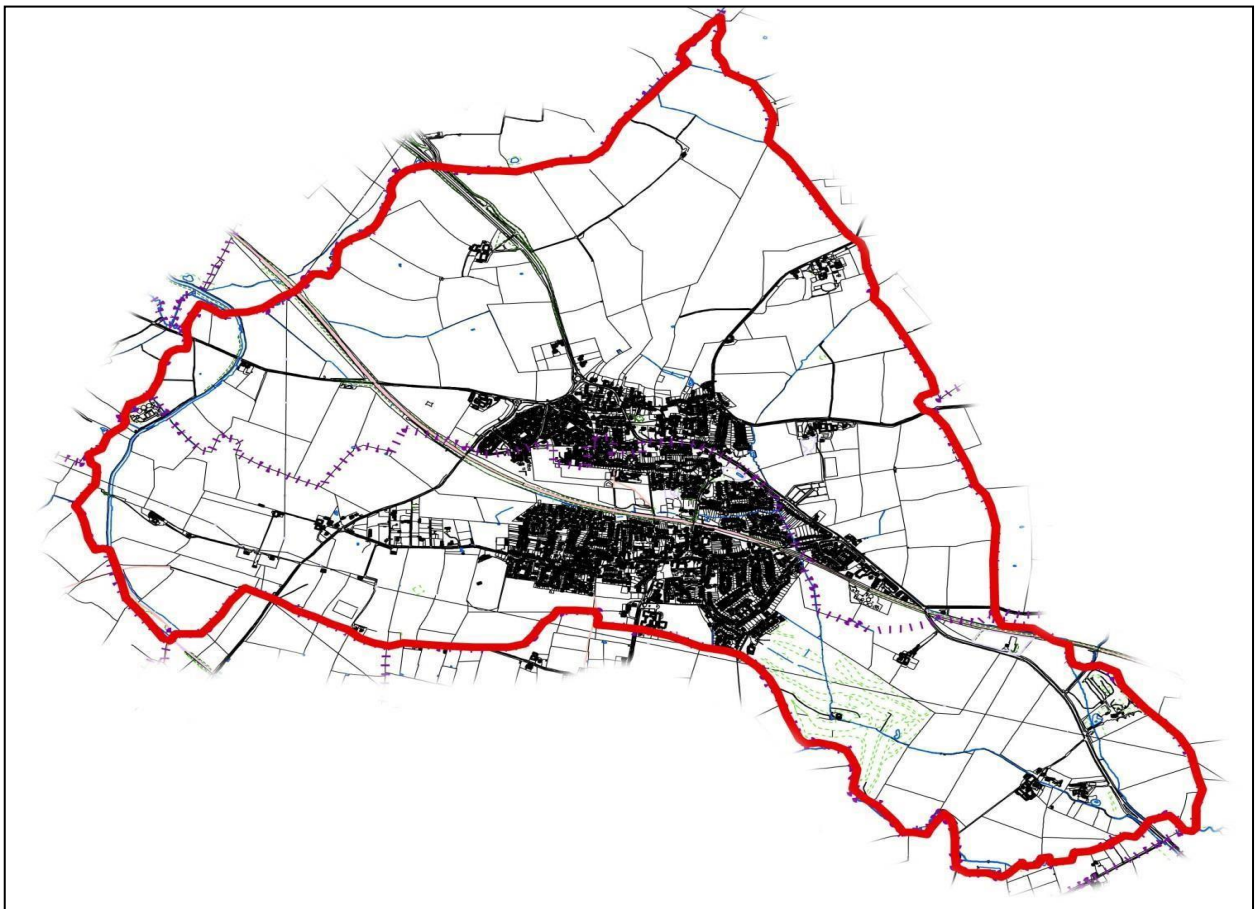
A Neighbourhood Plan cannot be used to prevent development and we have been very clear from the outset that KNPG embraces new development but wishes to control and channel it in the interests of the local community. Having a Neighbourhood Plan gives us the opportunity to identify the best ways to deliver development, directing it towards what the local community needs and wants, while protecting our natural environment and heritage assets and ensuring a more sustainable future for ourselves and future generations.

This Plan has been prepared, following extensive consultation, by members of the community alongside the Parish Councils with these goals in mind. We have embraced the NPPF's core principle of "a presumption in favour of sustainable development" and

have approached our task as a “creative exercise in finding ways to enhance and improve the places in which we live our lives” (NPPF para 17).

The emergence of the draft Local Plan for Harborough, due to be Adopted in late 2017, has caused concern within the local community as one of the Options proposes a minimum of an additional 1,200 homes as part of a Strategic Development Area within the boundary of the two Parishes. This volume of development is considered excessive locally as the road network is under considerable pressure and local facilities such as schools and medical services have limited scope for expansion and are close to capacity.

The draft Neighbourhood Plan is prepared on the understanding that the decision about housing numbers will be taken by Harborough District Council prior to the Neighbourhood Plan being 'Made'. The other options as they affect the Kibworth villages are for 56 or 0 new houses up to 2031. The Plan is based on the largest non-strategic option (56) being chosen by Harborough District Council.



The Plan Area as designated by Harborough District Council on 16 January 2015

SECTION TWO - NEIGHBOURHOOD PLAN POLICIES

1 A SUSTAINABLE KIBWORTH

A) INTRODUCTION

The purpose of the UK Planning System as set out in the NPPF is to achieve sustainable development. This means ensuring that providing for the needs of the current generation does not make life worse for future generations. This Neighbourhood Plan has the need to secure sustainable development at its heart. This includes how much new development is required to meet the needs of the local community, where it should best go and how it should be designed, both for now and in the future. This encompasses all proposals for development which requires planning approval from the very smallest, such as an extension to a house, to larger housing developments and employment proposals.

The Parish Councils will take a positive approach to the consideration of development proposals that contribute to sustainable development. This includes working with Harborough District Council, Leicestershire County Council, the local community, developers and other partners to encourage the formulation of development proposals which clearly demonstrate how sustainable development has been considered and addressed, and can be approved without delay.

NPPF paragraph 11 states that applications for planning permission must be determined in accordance with the development plan unless other material considerations indicate otherwise. Once the Kibworth Villages Neighbourhood Plan has been made, the policies will form part of the development plan along with those in the adopted Harborough Local Plan/Local Development Framework. The Policies in the Neighbourhood Plan provide more locally specific requirements to help achieve the community's vision for the area.

The Community Actions (set out in the Appendices) do not form part of the Neighbourhood Development Plan.

B) LIMITS TO DEVELOPMENT

The purpose of Limits to Development is to ensure that sufficient sites for new homes and economic activity are available in appropriate locations that will avoid impinging into the local countryside.

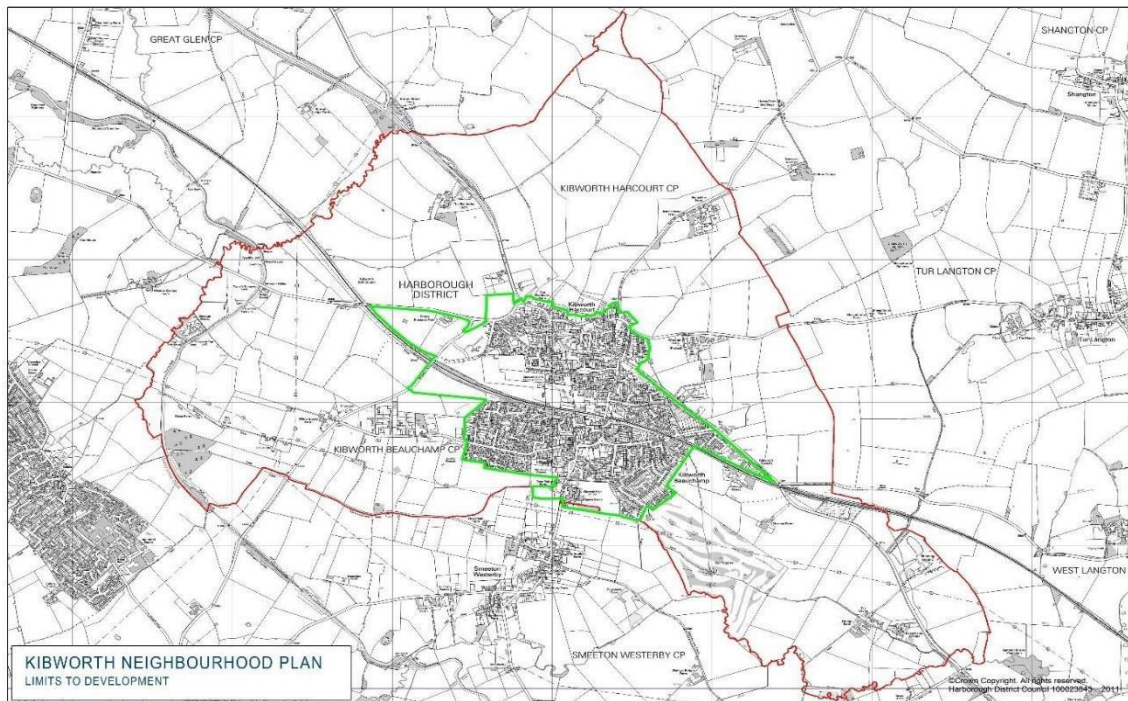
Limits to Development have been defined by Harborough District Council in the Adopted Core Strategy for Villages such as the Kibworth villages that are seen as suitable settlements for development. The Core Strategy makes it clear that such a

measure is important to clarify where new development activity is best located. The Core Strategy defines the extent of a built-up part of a settlement and distinguishes between areas where, in planning terms, development is acceptable in principle, such as in the built-up area of the village, and where it would not be acceptable, generally in the least sustainable locations such as in the open countryside.

The Limits to Development define the extent of the built-up part of the settlement where development is generally acceptable in principle and distinguishes it from the open countryside where development will only be acceptable in special circumstances in accordance with national planning policy.

The Neighbourhood Plan proposes to designate Limits to Development for the villages of Kibworth Beauchamp and Kibworth Harcourt. This updates the Limits to Development currently used by Harborough District Council and draws a line around the existing built-up area. Within the Limits to Development, new development proposals should be suitably designed, taking into account the local design guidance and should avoid those areas that are safeguarded from development.

Focusing development within the agreed Limits to Development will help to support existing services within the villages and help to protect the countryside and the remainder of the Plan area from inappropriate development.



Limits to Development

In drawing up the Limits to Development, the Neighbourhood Plan has followed the following principles:

1. Generally, open areas of countryside – agricultural land, meadows, woodland and other greenfield land (except for residential land) – have been excluded;

2. Planning permissions that already exist for residential or employment development on the fringes of the settlement are included;
3. Isolated or sporadic development that is detached from the main built-up area is excluded.

The revised Limits to Development are tightly drawn around the built-up area of the Kibworth villages in recognition of the amount of development that has taken place in the Plan area over recent years and the recommendation contained in the Harborough District Council New Local Plan Options Consultation Paper (September 2015) updated in October 2016 which proposed additional housing requirement over the plan period.

POLICY SD1: LIMITS TO DEVELOPMENT

Development shall be located within the Limits to Development as defined on the Proposals Map unless there are special circumstances to justify its location in the countryside outside the Limits of Development.

2 COMMUNITY SERVICES AND AMENITIES

A) INTRODUCTION

The two villages of Kibworth Beauchamp and Kibworth Harcourt are served by a wide range of services and amenities. They have been designated a Rural Centre by Harborough District Council as they have more than four of the six essential facilities needed for sustainability.

There are two schools, two GP surgeries and a pharmacy which are all centrally placed in the village of Kibworth Beauchamp. Other facilities include a library, post office and shops. These facilities are complemented by restaurants, pubs and accommodation for community groups. The villagers also benefit from having two places of worship; St Wilfrid's Church and Kibworth Methodist Church.

There are over 50 groups that are active in the parish covering activities as diverse as sport, local history and yoga. Many of these groups meet in the historic buildings within the villages such as the Village Hall and Grammar School Hall.

The villages also enjoy golf, cricket, tennis and bowls clubs plus a large and proactive scout/guiding group. Parks and open spaces are also seen as important amenities in the area. They include children's play areas and a skateboard park for young people although facilities for young people in the plan area are limited.

The NPPF supports the development of community facilities as does the Harborough District Council Core Strategy.

The Kibworth villages has a strong community ethos and the retention and in some cases enhancement of these facilities is important for the future sustainability and wellbeing of residents of the villages.

B) EDUCATION

I) Pre-school Provision

The Kibworth villages have two pre-school services and three private day nurseries. A fourth pre-school closed in 2015 when the premises were returned to The Kibworth School to accommodate additional GCSE PE provision. Kibworth CE Primary School is considering the possibility of offering pre-school provision on the school site.

The government currently provides funding for children age 3+ to access 15 hours of free preschool provision each week, with plans to increase this to 30 hours per child. Children in the Kibworth villages though have more limited access to pre-school provision, both in terms of the quantity and quality of facilities, than in many other

parts of Leicestershire and nationally. Demand in the Kibworth villages far outstrips supply and the rapid rise in numbers has resulted in some children, entitled to 15 free hours per week, only being able to access 3 hours due to high demand. The cohort has also changed significantly, with a growing number of children from disadvantaged families.

Planned and proposed development across the Kibworth villages will place additional pressures on preschool provision and an objective of the Neighbourhood Plan is to ensure that children aged 3-5 years in the Plan area can access pre-school provision locally.

POLICY CSA1: PRE-SCHOOL PROVISION

An increase in the number of pre-school places in appropriate quality accommodation which would meet the government target of 30 hours per child per week is supported subject to the accommodation:

- 1) Being safely accessible by pedestrians.
- 2) Including outdoor spaces for children to play, learn and develop.

ii) Primary and Secondary Schools

Kibworth Primary School

The Kibworth villages have one large three-form entry Primary School, with 545 pupils on roll at start of 2015/16, increasing to 624 for 2016/17, 6 below the capacity. It is a Church of England school and part of a multi-academy trust, Discovery Schools Academies Trust. It was judged Outstanding by Ofsted in 2010 and Outstanding by the Diocese of Leicester in its most recent Statutory Inspection of Anglican and Methodist Schools (SIAMS) inspection in 2015.

The school has agreed an increased Pupil Admission Number (PAN) of 90 from September 2016 and a maximum Number on Role (NOR) of 630, and is reviewing its admission policy for 2018/19 and beyond to help manage pupil numbers. It is built three additional classrooms and extended the hall in 2016 to ease pressure on space following 30% growth in the past five years, but any further growth places the quality of, and access to, primary education in the Kibworth villages at serious risk of harm. This is confirmed by Harborough District Council's Kibworth Settlement Profile (2015), which states that the school has 'no capacity to meet dwelling growth'.

Access to the school along a small residential road, Hillcrest Avenue, and the dangerous congestion and parking it causes, is also a major concern. The Neighbourhood Plan seeks to ensure that children living in the Kibworth villages can attend schools within that area.

The Kibworth School (Secondary)

The Kibworth villages have one secondary school, The Kibworth School (TKS), a high attaining 11-16 Academy, with an educational history that can be traced back over many centuries. It was judged by Ofsted in 2013 as being “Good with outstanding behaviour”. The school became a converter academy in October 2011. It is an expanding school which currently has 716 students on roll.

Since July 2015, it has had an admission number of 175 making a total NOR (Number on Roll) of around 875 students. It converted to 11-16 status in September 2015 and it remains a popular school of choice for local families.

It was formerly known as Kibworth High School which, until August 2015, was an 11-14 Leicestershire High School. The school campus is situated on Smeeton Road, south of Kibworth Beauchamp, close to the boundary with Smeeton Westerby. Students are currently drawn from a wide catchment area from a range of local communities. Because of imminent expected changes in the age range of schools in Oadby and Market Harborough, together with the impact of Leicestershire County Council policy regarding free school transport, governors have now decided that, with effect from August 2017, they will not name feeder schools in their new admission policy.

Owing to the school’s popularity, extra classroom space is to be provided from September 2016, but increased learning capacity is still required given the likelihood of more students needing places as a result of housing development in the area. The school also requires extra infrastructure provision, including office and car parking spaces as well as new teaching areas.

The school is likely, however, to resist expansion beyond a maximum of 875 students as it is felt important to retain the character and ethos of a medium size establishment offering a closer working relationship between members of the school community. The family atmosphere that has been a positive feature of this setting, over many years, continues to be held in high esteem and is the reason for a high level of parent support and oversubscription.

Safeguarding considerations remain paramount in any plans for future expansion and the management of increased numbers of students around the building has to be carefully handled. In addition, whilst recognising that many students have to be “bussed” to and from school, a growing number of them are forced to use the very narrow footpath along Smeeton Road, and challenges continue to be presented by some parents parking their cars on the road outside school at the end of the school day, thereby increasing congestion.

POLICY CSA2: SCHOOLS

Proposals for the expansion of existing schools in the Parishes will be supported where it can be demonstrated that:

- 1) Expansion would not exacerbate existing access-related or traffic circulation problems, or that suitable mitigation measures are brought forward as part of the proposal:
- 2) There is no loss of land already used for recreation by the schools; and
- 3) The development would not result in a significant loss of amenity to residents or other adjacent users.

Proposals for a new school will be supported where it can be demonstrated that the development:

- 4) Would be safely accessible for pedestrians and cyclists, and is well-related to bus routes and/or there is adequate provision for waiting school buses to park;
- 5) Has appropriate vehicular access, and does not adversely impact upon traffic circulation; and:
- 6) Would not result in a significant loss of open space, amenity to residents or other adjacent users.

iii) Adult and Further Education

Currently, there is no adult education or training available in the villages. Residents of the Plan area must travel to other areas such as Market Harborough, Oadby and Wigston access adult learning. The Neighbourhood Plan recognises the importance of adult education and wishes to support access to quality education and training for residents of the Plan area.

C) LEISURE

i) Clubs and Groups

The two villages are served by a wide range of leisure activities. There are a number of well-developed clubs covering a number of interests for most age ranges. These include the larger sports clubs, such as the golf, tennis and cricket clubs who have their own premises and the smaller groups who meet in community buildings such as the village and grammar school halls; although lack of car parking and facilities for the disabled are concerns mentioned by some clubs about several venues that are used. Most social activity groups can be accommodated in the community halls/rooms, although only the village hall can accommodate 120+ people.

The provision of space for children/youth activities is limited. In particular this affects the scout and guide groups. Their current premises (scout hut) are unable to accommodate all the children who wish to join. The groups would benefit from

additional or new premises. They have significant waiting lists and would benefit from premises that are suitable for their activities and allow generous storage of equipment.

The Fusion Youth Club meets at the village hall which is adequate in size but needs more volunteers to ensure continuation of this valuable amenity. The Club did not operate between December 2016 and October 2017 due to lack of trained leaders.

Only four clubs have seen a significant increase in membership in recent years, although 32 clubs envisage some increase if there is further housing development in the Plan area.

The Neighbourhood Plan Club Questionnaire highlights the lack of parking for the village hall, scout hut and at times the Grammar School Hall. Respondents also felt that the Grammar School Hall was near to capacity.

The envisaged rise in future club activities and participants including the scouts and guides groups will potentially need the provision of a multi-functional facility capable of accommodating the needs of the scout/guide groups including their storage. This facility should be centrally situated with relevant car parking and disabled facilities; with the ability to accommodate other group activities. The purpose of this policy is to ensure that residents of the Plan area have access to quality sporting facilities, child play areas and accommodation for social club activities.

POLICY CSA3: MULTI-FUNCTIONAL COMMUNITY CENTRE

The Plan would support proposals for a multi-functional community centre which:

- 1) Is within the Limits to Development;
- 2) Meets the design requirements in Policy H7;
- 3) Has the capacity to accommodate scout/guide groups and their storage requirements;
- 4) Will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties;
- 5) Will include adequate parking provision; and:
- 6) Is of a scale appropriate to the needs of the locality and is accessible for residents wishing to walk or cycle.

ii) Sporting Facilities

Kibworth Beauchamp has a reasonable number of sporting facilities and groups including junior football. There is a thriving cricket and golf club and a well subscribed tennis and bowling club. These four clubs have premises within walking distance of the village centre. These clubs have membership by subscription and it was highlighted through respondents to the Neighbourhood Plan questionnaire that there is little publicly-owned sport such as outdoor table tennis, French boules or an outdoor gym.

51 people would like a gym while 57 people have aspirations for a swimming pool. These facilities were often mentioned together as a joint facility.

Other sports mentioned were rugby, squash, table tennis, netball, hockey, badminton and the provision of a running track was suggested.

Harborough District Council is putting increasing importance on improving sport and activity. In the District Council's Best Value Performance Plan 2003/4 the council is committed to the development of indoor sport and recreation together with outdoor amenities.

In the Harborough district there is only one publicly accessible leisure centre and one dual facility. Kibworth Sports Centre allied to Kibworth School is classed in the report by the District Council as a club-use facility.

Although 69% of NP questionnaire respondents did not feel there was a need for more sporting facilities, 31% of respondents would like to see the development of more sporting amenities including publicly owned tennis courts and more facilities for younger people.

Parish councils when asked by the District Council what they would like more of responded by an equal spread of swimming pools, sports halls, health and fitness gyms and village/community halls.

The village hall and the grammar school halls in the Kibworth villages are primarily not used for indoor sport and are used predominantly for leisure and social meetings/clubs and groups.

If the village is to address the current and future need for more indoor facilities and work towards the Sport England target of increasing participation by 70% through five weekly sessions of 30 minutes by 2020, purpose built facilities will need to be considered.

POLICY CSA 4: SPORTING FACILITIES

The provision of new and/or improved sporting facilities which are accessible to all age groups and disabilities will be supported subject to the facility:

- 1) Being within or adjacent to the Limits to Development;
- 2) Meeting the design requirements in Policy H7;
- 3) Not resulting in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties;
- 4) Will include adequate parking provision;
- 5) Being of a scale appropriate to the needs of the locality and is accessible for residents wishing to walk or cycle.
- 6) Providing sporting amenities which are open to all residents.

D) HEALTH AND WELLBEING



New Kibworth Health Centre (Architect's design) © Matrix Medical

The villages have two GP practices which are both situated in the centre of Kibworth Beauchamp. These practices have patient lists that include residents of Market Harborough and surrounding villages, where they have satellite surgeries, but as stated in the Harborough District Councils' Kibworth Settlement Profile 2015, the provision at that time 'had insufficient capacity to accommodate new patient growth'.

The Kibworth Health Centre (Smeeton Road) has 9,069 patients of whom 31.7% live within the local post code area (LE8) but excluding Fleckney.

The practice has now opened larger and better-equipped premises nearby, but is not envisaged it will enable a significant growth in their patient list. The new surgery includes increased car parking provision as many people access the surgery by car, many travelling in from nearby villages for appointments. The overwhelming view (87%) of people participating in the Neighbourhood Plan questionnaire is that the second surgery (Old School) should remain in present central position. Only 28% of respondents would like to see both surgeries on one site.

The Old School surgery has 14,895 patients as at 2016 of whom 28.7% live within LE8 (again, excluding Fleckney). The practice is accepting new patients but any significant further increase in numbers would swamp them in terms of medical time and facilities. Their car parking is inadequate with no easy solution.

The fact that our local GP's have responsibility for more patients outside the village than inside and the need to visit several branch surgeries on rota (particularly Market Harborough) places an additional travelling time on the GP and has the effect of increasing motor vehicle traffic within Kibworth for patients coming to see their GP.

Quality of care is important to all residents for their health and wellbeing and many residents expressed both in the NP questionnaire and at public events their concerns regarding the inability to access GP's in a timely manner both now and in the future if more houses were built in the villages. Some respondents mentioned the lack of medical facilities to the north of the village which results in inaccessibility and an increase in car usage.

POLICY CSA5: GP PREMISES

Proposals for additional GP premises that increase the accessibility of health care for residents living North West of the Plan area will be supported providing that the development:

- 1) Will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties; and
- 2) Will include adequate parking provision.

E) PARKS AND FORMAL SPACES

The parks and many green spaces in the villages all contribute to the character of the area and to the quality of resident's lives. They promote health and wellbeing for all age groups and the Neighbourhood Plan endeavours to ensure that the current green spaces are invested in and protected.

Kibworth Beauchamp Parish Council owns the Smeeton Road recreation ground whilst Kibworth Harcourt Parish Council owns the Rookery Close recreation ground and Jubilee Green and Larkswood.



Warwick Road Recreation Ground Play Area

In November 2014, the Parish Councils jointly purchased the Warwick Road recreation ground which means the people of the Kibworth villages can now decide how it is used in future. Warwick Road and Smeeton Road parks as well as Rookery and Larkwood will continue to be managed by the well-established Kibworth Joint Recreation Committee which is made up of Parish Councillors from both villages. Maintenance of these recreation grounds is the financial responsibility of the Parish Councils.

The Harborough District Council Open Spaces/Sport and Recreational Facilities Assessment of Local Need (2004) identified a shortage of provision in 12-16 years multi use games areas and a deficiency of provision for children and young people. Concerns were also expressed in the Neighbourhood Plan questionnaire about the play areas for children. These areas have at times suffered anti-social behaviour leading to damage of equipment and fencing. The Skateboard Park has also been the target of substantial vandalism resulting in considerable cost for repair and a decision to remove or replace it when funds are available.

Parks and green spaces were important to over 90% of residents who completed the KNPG questionnaire. Over 80% also responded that the rural feel of the villages was important. It is an objective of the Neighbourhood Plan to preserve and enhance the local parks and green spaces and to expand facilities so that all age groups are catered for.

POLICY CSA6: PARKS AND GREEN SPACES

The following parks, sports and recreation grounds shown on the Proposals Map will be safeguarded:

Jubilee Green
Warwick Road
Rookery Close
Larkwood

Smeeton Road
Kibworth Cricket Club ground
Football field (off Fleckney Road)

Development proposals on these areas will not be supported except where:

- 1) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or:
- 2) It is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or:
- 3) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.
- 4) The provision of new formal parks will be supported, especially those including provision of child and 12-16 year old activity.

F) KIBWORTH COMMUNITY LIBRARY

Almost 65% of respondents to the questionnaire said they would use traditional library facilities, with 33% saying they would use library facilities to access information technology. This demonstrates the importance of the Library locally.

On 23 May 2016, Kibworth Beauchamp Parish Council (KBPC) became responsible for the running of Kibworth Library. A Library Management Group was formed, consisting of volunteers who actively look after the daily operations. This group, and the operational volunteers have worked diligently to provide a highly-successful service, including delivering projects and events in conjunction with Kibworth Primary School and the Kibworth Bookshop.



Kibworth Community Library

Strategies are being developed to expand the service of the library and to offer the library building for use to external groups and organisations. To achieve this, plans are in place for the internal and external alteration of the library building. These include a new entrance from High Street, internal reorganisation to accommodate small groups for talks, additional storage areas and the installation of a disabled toilet.

G) COMMUNITY ASSETS

Community facilities such as shops, community centres, schools, libraries, places of worship, sport and leisure facilities are important as they provide a focus for community life and interaction and are important for good health and the long-term sustainability of the community. The Kibworth villages have a good range of community facilities as referenced in the preceding pages.

The retention and enhancement of these important community facilities has been identified as a priority for the Plan which considers it important to protect these important community facilities situated in the villages from inappropriate redevelopment.

The important community assets in the Kibworth villages are Kibworth Grammar School Hall, Kibworth and Smeeton Village Hall, Kibworth Methodist Church, Kibworth Scout Hut, St Wilfrid's Church Hall and Kibworth Community Library.



Kibworth Grammar School Hall

POLICY CSA7: SAFEGUARDING OF COMMUNITY FACILITIES

The following community facilities shall be safeguarded and enhanced:

Kibworth Grammar School Hall

Kibworth Village Hall

St Wilfrid's Church and Hall

Kibworth Methodist Church

Kibworth Scout Hut

Kibworth Community Library

Development proposals that would result in the loss of, or have a significant adverse effect on, a community facility will not be supported, unless the facility is replaced by an equivalent or better facility in terms of quantity and quality in a suitable location or it can be demonstrated that the facility is not viable or is no longer required by the community.

3 HOUSING AND THE BUILT ENVIRONMENT

A) INTRODUCTION

In recent times, housing developments in and around the villages of Kibworth Beauchamp and Kibworth Harcourt have caused concern among residents. It is widely felt that the villages are in danger of becoming a small town with over-stretched amenities and loss of important local character. These concerns have been exacerbated by recent and on-going planning applications and approvals which have placed additional pressure on an already over-stretched infrastructure.

The Housing Theme Group began its work in October 2015. It has sought to examine various key elements associated with housing development and using the views expressed in the questionnaire and census data, has come up with a range of policy proposals linked to these elements. The areas examined are as follows:

Housing Need

Who are the people either already living in the villages or wishing to do so, for whom there is an inadequate supply of housing?

Site Sustainability

Which, if any of the various sites put forward for development, are considered sustainable when measured against agreed criteria?

Windfall Housing

How can small numbers of infill developments benefit the villages?

Housing Design

What key elements of design are essential in future developments to maintain the villages' character and attractiveness?

Housing Types and Sizes

What types of dwellings best meet residents' needs?

Space Standards

Recent new build developments in the Kibworth villages have resulted in properties that are below national space standards. The Neighbourhood plan seeks to ensure that further development achieves and where possible exceeds minimal standards.

Affordable Housing

What form of affordable housing meets local need?

External Storage

What is required for modern usage?

Car Parking

This is a key issue as many of the villages' roads and streets are already congested (including the new Kibworth Meadows). What is the optimum requirement?

Private Spaces

Privacy and a sense of space are important factors in general well-being. What should be required of any new development?

Refuse Storage

The introduction of the wheelie bin system has revealed that many houses do not have any space or facility to store 3 large bins. What standards should be required?

Each of these facets of housing provision have been investigated and 'policy proposals' are made in respect of each to ensure that development delivers appropriate housing with the facilities that are essential for today's and tomorrow's housing needs.

Long term design standards are essential as homes built today have an extraordinary life expectancy. The above referenced 'policy proposals' are an integral part of the Neighbourhood Plan's objective of ensuring that all future homes built within the Kibworth villages are genuinely sustainable.

The pressure on the infrastructure of the Kibworth villages is severe:

1. There is a lack of primary school pupil capacity to accommodate all existing known planning approved housing developments. Indeed, there is a very real prospect of primary school age children being unable to attend the local school.
2. There is limited capacity for the 2 GPs practices to increase further patient roles.
3. Traffic flows on the A6, the main trunk road which dissects the Kibworth villages, is classed by Leicestershire County Council as "Problematic" (Highways Head of Policy and Strategy speaking at a transport Theme Group meeting on 4 November 2015) and approaching severe.

The Kibworth villages have increased considerably in the number of dwellings over the last eight years, with much of the development concentrated on the Kibworth Meadows estate which has added in region of 550 homes. To this can be added a stream of continuing infill developments within the villages' defined boundaries.

It is these new homes that have almost absorbed the total capacity of the present infrastructure and the estimated further development of more than 130 approved new homes (primarily 3/4/5 bed roomed homes) for which planning permission has been granted will absorb what capacity remains. An independently commissioned site sustainability report has highlighted the concerns and is available in the supporting information.

B) HOUSING PROVISION

It is recognised that the provision of new housing helps to support existing community facilities such as shops and pubs and helps to achieve the aim of providing a more balanced and sustainable community.

Consultation has shown that residents are not opposed to development, but are concerned that house building is not disproportionate and that where it takes place it does not have an adverse impact on the character of the Parish, or result in inadequate infrastructure.

The New Local Plan Options Consultation Paper (September 2015) for Harborough has updated the housing need across the District and the allocation of housing within it. This document states that there is a requirement to provide for at least 9,500 new dwellings between 2011 and 2031 across the District. Of this, nearly two thirds (61%) of the 9,500 dwellings needed over the Plan period have already been built or planned for. This leaves a district wide shortfall of 3,687 dwellings which need to be accommodated for between 2015 and 2031.

The Harborough Local Plan (Adopted in April 2019) states that 'The full objectively assessed housing need (OAN) for the Leicester and Leicestershire HMA is 4,829 dwellings per annum between 2011 and 2031 (96,580 total) and for the Harborough District is an additional 532 dwellings per annum between 2011 and 2031 (HEDNA), giving a total plan requirement across the 20 year plan period of 10,640 dwellings'.

The Local Plan incorporates a 20% buffer and therefore makes provision for 12,800 dwellings from 2011 to 2031. Of this, 8,150 dwellings have already been built or committed (through the granting of planning permission, or through allocation in neighbourhood plans) leaving a residual requirement of 4,650 dwellings up to 2031.

The Local Plan establishes a hierarchy of settlements to help to determine the most appropriate locations for development. On the basis of this hierarchy, the Kibworth villages are identified as a Rural Centre along with 6 other settlements across Harborough. Rural Centres are identified on the basis of the presence of least 4 of the 6 key services (food shop, GP surgery, library, post office, primary school and pub) together with a scheduled bus service and are considered a sustainable location for rural housing and additional employment, retail and community uses to serve the settlement and the surrounding area. The approach to development is stated as being 'capable of sustaining expansion, infill and re-development to provide a focus for new housing and employment development in rural parts of the District due to its level of services and facilities'.

Given the large residential development still under construction and recent approved planning applications there are no further residential development requirements for the parish up to 2031.

takes into account the policies contained in this Neighbourhood Plan and the infrastructure requirements identified.

C) WINDFALL HOUSING

Windfall sites are expected to come forward over the lifetime of the Plan. These are small infill or redevelopment sites that come forward unexpectedly and which have not been specifically identified for new housing in a planning document. These small sites often comprise redundant or underutilised buildings, including former farm buildings, or a restricted gap in the continuity of existing frontage buildings and can range from small sites suitable for only a single dwelling to areas with a capacity for several houses.

This type of development has provided a good source of new housing in the Kibworth villages over recent years. Though these sites cannot be identified, the high land values in the Plan area coupled with the level of vacant and underutilised land and buildings mean that they will continue to provide a reliable source of housing supply. However, if not sensitively undertaken and designed, such development can have an adverse impact on the character of the area. Such new development will generally increase car ownership and there is a need to ensure that it does not worsen traffic and parking issues.

POLICY H1: WINDFALL SITES

Small scale development proposals for infill and redevelopment sites will be supported where:

- 1) It is within the Limits to Development;
- 2) It helps to meet the identified housing requirement for the Plan area in terms of housing mix;
- 3) It maintains and where possible enhances the character of the built environment;
- 4) It is of an appropriate scale which reflects the size, character and level of service provision within the Plan area;
- 5) It retains natural boundaries such as trees, hedges and streams;
- 6) It provides for a safe vehicular and pedestrian access to the site and any traffic generation and parking impact created does not result in an unacceptable direct or cumulative impact on congestion or road and pedestrian safety;
- 7) It does not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise; and:
- 8) It does not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours and the occupiers of the dwelling.

D) AFFORDABLE HOUSING

The Kibworth villages experience the third highest 'house price to income' ratio in the District. The high house prices mean that it is difficult for lower income households to enter the housing market. There is a range of affordable housing options to help address this situation:

Starter Homes are defined as new homes available to people under the age of 40 which are sold at a discount of 20% to the purchaser.

Shared Ownership allows for applicants to buy a share of the home, renting the remaining share.

Community self-build projects are managed by community groups/individuals to ensure that houses meet local need.

Evidence from local estate agents shows a high demand for accommodation for young couples, and consultation has shown that there is a need for housing for elderly people.

The Neighbourhood Plan policies will require development proposals for new housing of eleven or more dwellings to meet the District Council's requirement for affordable housing, currently 40%.

E) PROMOTING SELF-BUILD

The NPPF calls for 'custom build' opportunities to be included in local plans as part of the housing mix. This is accommodated within the Neighbourhood Plan and referred to as 'self-build'. These opportunities offer benefits in terms of affordability, local engagement and encouraging bespoke design appropriate to the area. This will ensure the fit within the overall design of the scheme and provide flexibility to meet a range of different needs.

In this type of development, new homes are built either by the future homeowner themselves (self-build), or to their specification by a small developer or local builder (custom build). The Neighbourhood Plan promotes this approach and encourages self-build opportunities to be incorporated into new housing developments.

The national self-build website - <http://www.nasba.org.uk/> - identifies several benefits to this type of development model when compared to conventional development:

- Better quality homes.
- More individual and contemporary architecture (but the style must still be in accordance with local planning policy).
- Cheaper to build than to buy the equivalent.
- More likely to be undertaken by residents, thereby enhancing a sense of community.

- More likely to include sustainable and green technology.
- Homes that are tailored to the needs of their owners.
- More likely to involve local tradespeople in the construction.

POLICY H2: PROMOTING SELF-BUILD

Development proposals for self-build or custom build schemes will be viewed positively. Plots may be sold to individuals without a local connection if a lack of local demand has been demonstrated.

F) HOUSING MIX

The Kibworth villages' population increased by 17% and the number of households by 17% between 2001 and 2011. In line with national trends the local population is getting older as average life expectancy continues to rise. Growth has been particularly noticeable in Kibworth Harcourt which has seen its population and number of households increase by over 38%.

There is a predominance of detached housing and under-occupied dwellings, particularly those with 4 or more bedrooms. Substantial housing development over recent years has seen detached housing representing almost half of new build sales.

POLICY H3: HOUSING MIX

To meet the future needs of the residents of the Plan area, new housing development proposals should provide a mixture of housing types specifically to meet identified local needs in the Kibworth villages. Priority should be given to dwellings of three bedrooms or fewer and to homes for older people.

The policy supports smaller homes suitable for residents needing to downsize, and small families, with a presumption against larger homes (4 or more bedrooms). Providing suitable homes for elderly residents will enable them to remain in the local community and release under-occupied larger properties onto the market for growing families.

G) HERITAGE

Consultation has shown a desire to balance the need to protect the character of the villages with the need for them to grow and evolve in a sensitive and proportionate manner to sustain the community and its facilities.

The Neighbourhood Plan recognises the importance of the Conservation Areas and their importance in protecting the character of Kibworth. It supports proposals that preserve and enhance the unique character of these areas.

There are two Scheduled Monuments (Kibworth Harcourt Windmill and The Munt, Kibworth Harcourt) and 37 buildings/structures in Kibworth that have been granted national 'Listed Building' Status, in recognition of their special historical or architectural interest. A list is included in the Appendices. Their Listed Building designation gives them statutory protection. It is important, however, that the Neighbourhood Plan highlights them, especially to ensure that all parties are aware of their local importance and merit, and the need to protect and enhance these structures.

Development proposals that affect a Listed Building or any other nationally designated heritage asset or its setting will be required to conserve and enhance the character, integrity and setting of that building or structure in accordance with national and district wide planning policies.

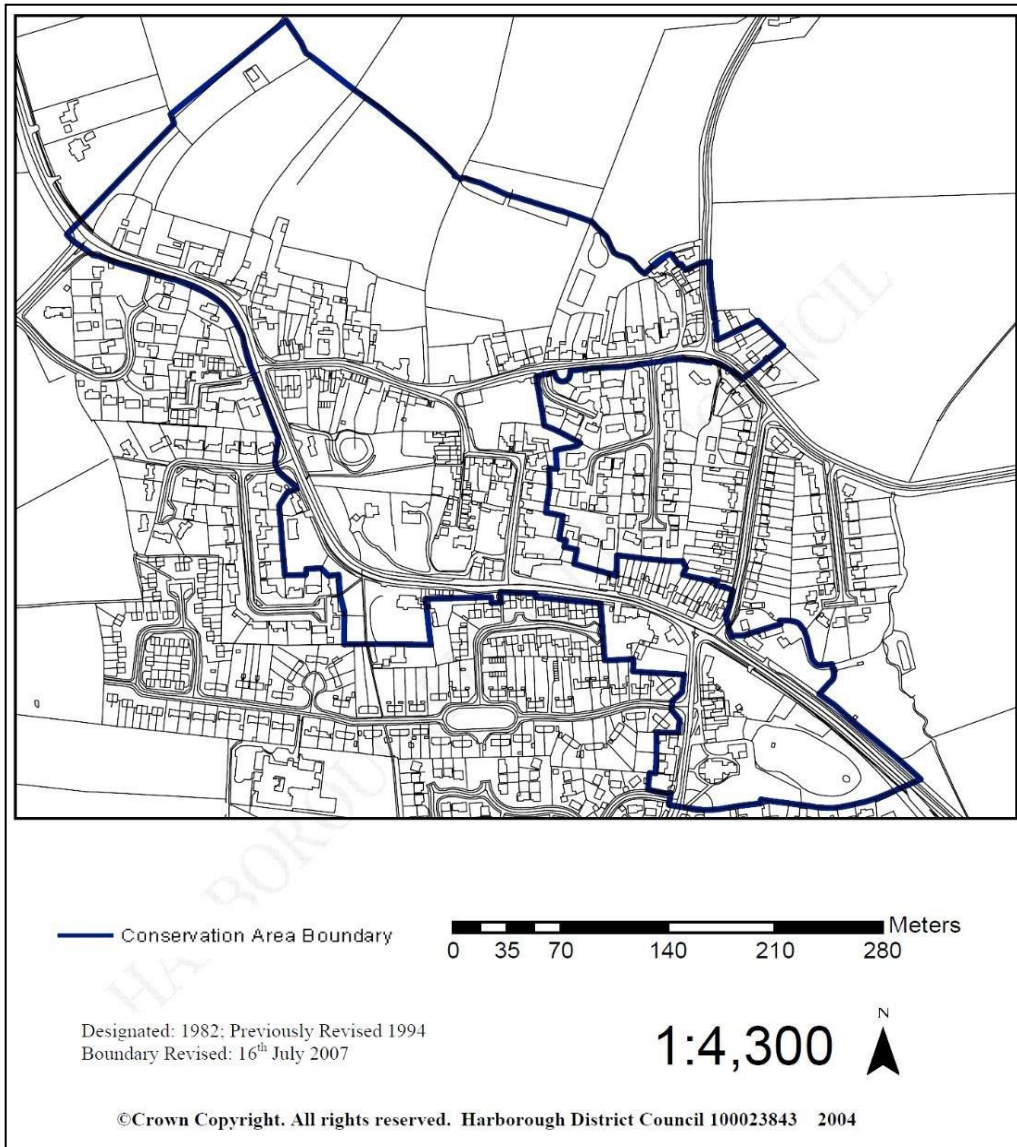
H) DESIGN PRINCIPLES

Kibworth has a long and interesting history, resulting in a wide array of heritage assets, attractive landscapes and a distinctive local character. Their biggest challenge is to balance the desire to protect the character of each village with the need for them to grow and evolve in a sensitive and proportionate manner to sustain the community and its facilities. The policies in this section seek to reflect the design principles which the community believes will help to achieve this aim.

The overall aim is to protect Kibworth so that it retains its character as a unique and distinctive place. This can be achieved using the planning system to respond sensitively to the wide range of historic buildings, structures, landscapes and archaeology situated within the Plan area. These assets form many of the key characteristics of Kibworth, and future development should seek to enhance, reinforce and preserve this distinctive historic environment.

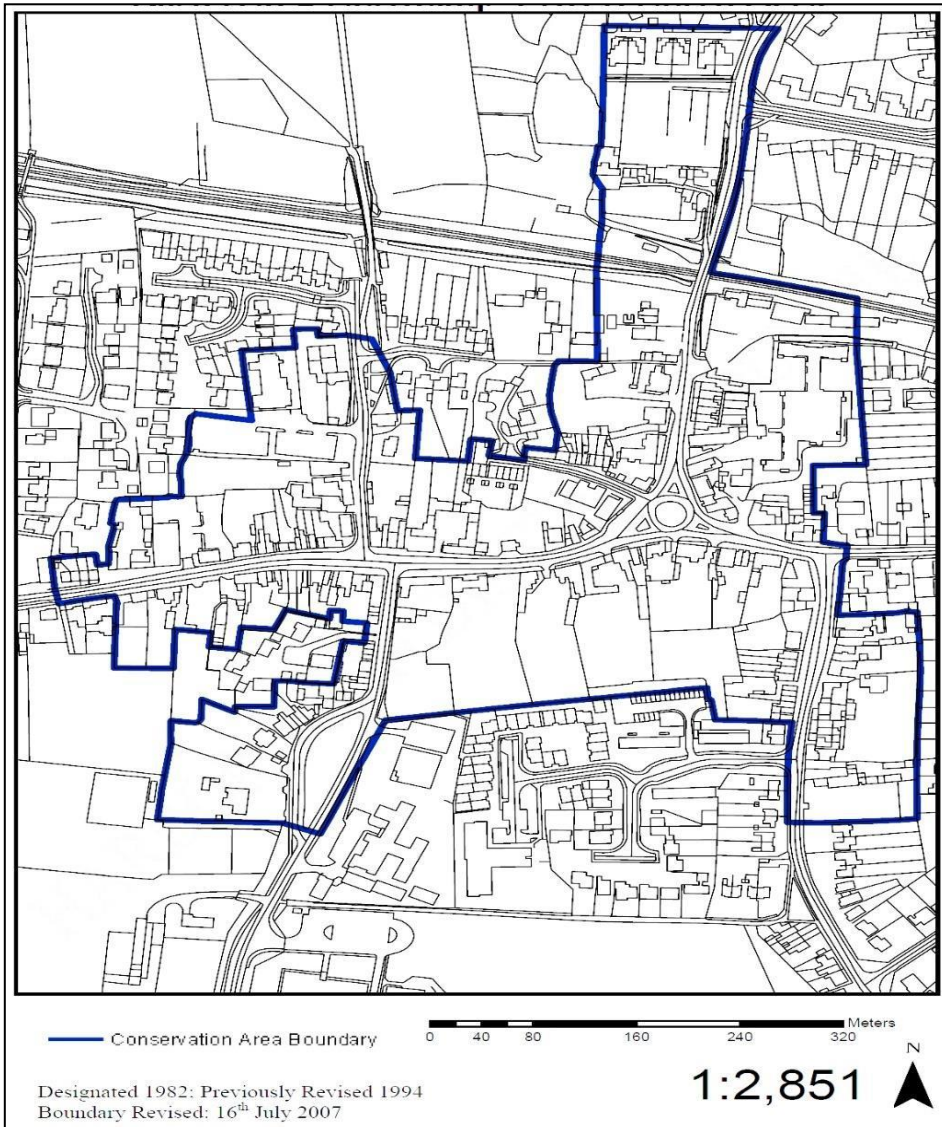
Kibworth's history has developed over many years and encompasses medieval, Georgian, Edwardian, Victorian and modern buildings often alongside one another. It is this variety and level of invention that makes Kibworth the lovely place it is. Repeated house styles taken from a standard template will not be acceptable.

The adoption of design principles will help to maintain the unique feel of Kibworth as a place. In this section therefore, the Neighbourhood Plan sets out planning policies which seek to identify and protect the distinctive elements which together provide the special qualities of the landscape setting and built heritage of Kibworth. New development proposals should be designed sensitively to sit within the distinctive settlement patterns of the villages of Kibworth Beauchamp and Kibworth Harcourt. Existing settlement patterns have grown incrementally over time. The buildings date from many different periods, providing a richness and variety of styles and materials. This traditional rural character should be enhanced by new development and schemes should be designed to ensure that new buildings sit comfortably within the existing settlement pattern, and are respectful of their surroundings.



Kibworth Harcourt Conservation Area

New development proposals should be designed sensitively to ensure that the high quality built environment of the Plan area is maintained and enhanced, particularly where schemes are located within or near the Conservation Areas. New designs should respond in a positive way to the local character through careful and appropriate use of high quality materials and detail. Proposals should also demonstrate consideration of height, scale and massing, to ensure that new development delivers a positive contribution to the street scene and adds value to the distinctive character of the area. The Neighbourhood Plan expects that housing developments will be attractive, functional and sustainable places, having regard to Building for Life 12 - the industry standard for well-designed homes. This Plan requires proposals to consider the requirements of Building for Life on all development where appropriate (it is recognised that not all development will be able to address all the requirements of the Building for Life requirements):



Kibworth Beauchamp Conservation Area

Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?

Facilities and Services

Does the development provide (or is it close to) community facilities with free capacity, such as shops, schools, workplaces, parks, play areas, pubs and cafes.

Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?

Creating well-defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Easy to find your way around?

Is the scheme designed to make it easy to find your way around?

Streets for all?

Are streets designed to encourage low vehicle speeds and to function as social spaces?

Car Parking

Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?

Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

External storage and amenity space

is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Concern has also been expressed through consultation that recent new development, specifically Kibworth Meadows, has resulted in homes with inadequate space standards. For this reason, the Neighbourhood Plan reinforces the need for new development to achieve National Space Standards (*Technical Housing Standards – Nationally described space standard* Department for Communities and Local Government, 2015)

Space and sunlight standards are to be introduced on developments of five units or more in line with the District Council's Supplementary Planning Guidance note 2 which considers standards for daylight, sunlight, privacy and overshadowing. This policy seeks to ensure minimum distances between principal windows (the main window in a kitchen, dining-room, lounge or bedroom) along with minimum garden sizes and internal space standards.

Detailed design guidance described within these documents are available in the supporting information on the KNPG website.

In view of the ageing population and imbalance in the housing stock it is proposed that 15% of new homes are built to the higher standard for adaptable homes found in Building Regulations part M2.

Development proposals will be required, where appropriate, to:

- 1) Maximise opportunities to protect and enhance biodiversity.

- 2) Provide a net gain in the extent of habitat suitable for species to thrive.
- 3) Integrate habitat and other measures that will support biodiversity.
- 4) Retain trees and contribute to tree planting.
- 5) Ensure development proposals are accompanied by a Biodiversity Statement, where appropriate.

POLICY H4: BUILDING DESIGN PRINCIPLES

All new development proposals of one or more houses, replacement dwellings and extensions should satisfy the following building design principles:

- 1) Design principles that apply to the Conservation Area should be applied where development is adjacent to the Conservation Area to help ensure a controlled transition between the Conservation Area and new development outside the Conservation Area;
- 2) Innovative and inventive designs with varied house types, building widths, styles, details, facing and roofing materials reflecting a varied street scene will be supported. On developments of ten or more dwellings, housing development should be predominantly two-storey with any three-storey dwellings being spread throughout the development;
- 3) The character, scale, mass, density and layout of the development should fit with the surrounding area, including external roof and wall materials, and should not adversely impact on the visual amenity of the street scene or wider landscape views;
- 4) Where appropriate, the provision of village greens and squares will be supported;
- 5) Different tenures must be fully integrated into the development ('tenure blind');
- 6) Schemes, where appropriate, should contain a fully worked up landscape proposal. Hedges and native trees should be retained. Plot enclosures should, where possible, be native hedging, wooden fencing or stone/brick wall of local design. Enhancements are to be made to the biodiversity of the scheme, for example provision for swifts, hirundines, house sparrows, other birds, bats and hedgehogs;
- 7) Security lighting should be appropriate, unobtrusive and energy efficient;
- 8) Developments, where appropriate, should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency.

I) RESIDENTIAL CAR PARKING

Car ownership in Kibworth increased from 2,926 in 2001 to 3,524 in 2011, an increase of over 20%. Over the same period the percentage of households with 3 or more cars increased from 9.6% to 11.4%.

Further reference to the 2011 Census confirms that of 2284 dwellings in the villages in 2011 only 273 (11.7%) did not have a vehicle. Meanwhile 261 dwellings (11.4%) had 4 or more vehicles and 1098 (48%) of dwellings had 2 or more vehicles.

The Department of Communities and Local government (2007) projected that car ownership would increase by 25% from 2000 to 2036, so clearly the problem is not going to get any easier in the coming years.

Parking and vehicular movements are a particular issue in specific areas of the Plan area. A combination of older, terraced properties with no garages or off-road parking (particularly around the Village centre) and more modern houses with inadequate parking spaces to cater for larger modern cars is adding to the street parking problem that is severe in key areas within Kibworth. The roads themselves and the street pattern in the Kibworth villages has developed over many centuries, and is not suited to modern traffic. There is a serious issue with parking on the narrow streets in Kibworth with the consequent detrimental effect on pedestrian and road safety and the ease by which traffic, including emergency and service vehicles, can travel within the Kibworth villages. The Neighbourhood Plan supports measures to minimise the impact of new development on parking issues and Policy H8, by adding detail to the Leicestershire County Council parking standards, is intended to help ensure that new development does not make an already problematic situation worse.

The Leicestershire 6Cs Parking Guidance applies to developments of 1 – 5 dwellings and expects developers of larger sites to use the DCLG paper method to determine the parking provision required.



POLICY H5: RESIDENTIAL CAR PARKING

New residential development should incorporate sufficient parking provision to meet the needs of future residents in accordance with the Leicestershire parking standards except that:

- 1) New residential development shall include the following minimum number of car parking spaces:
- 2) 4+ bed roomed dwellings shall have a minimum of 4 off-street parking spaces within the curtilage of each dwelling.
- 3) Extensions to existing dwellings should not result in the loss of parking spaces below the minimum level.

J) REFUSE STORAGE

The advent of the wheelie bin system with its requirement for each household to store, and yet have easy access to, three large, strong refuse and recyclables containers has posed some problems for the villages. Many of the existing homes were designed with narrow frontages and no easy access to the rear, resulting in many households having to store the unsightly containers at the front of their homes or on the pavement or wheel the containers through their houses to position them for collection. Although welcomed, the three-bin system has a negative effect on the villages' appearance when large bins are clearly visible.



POLICY H6: REFUSE STORAGE

New homes are to be designed so that they can accommodate storage containers compliant with the collection system. This currently comprises three wheelie bins which occupy a space 0.75 x 1.8m. This hardstanding must be separate but can be adjacent to private car parking spaces.

In the case of terraced housing, paths or private/shared passageways must be provided at ground floor level between the houses to allow free and easy movement of refuse bins.

K) EXTERNAL STORAGE

The provision of secure sustainable outside storage is now a necessity for home occupiers. Pastimes now include: gardening, food production, alfresco eating, barbecuing, sitting out, entertaining, the recreational use of bikes and other sports.

All these activities generate equipment which, when not in use, needs to be stored securely. When storage is inadequate or non-existent, this equipment tends to go into the garage, thereby eliminating car parking spaces. This is a very big issue in Kibworth where there are many narrow streets which are quickly prone to congestion.

The following external storage standards are based on an update to Parker Morris Standards that were established some 55 years ago.

POLICY H7: EXTERNAL STORAGE

New residential development shall include provision for secure external storage at the following minimum standard:

Size of dwelling	External storage area
1 and 2 bedroomed dwellings	3 sqm
3 bedroomed dwellings	3.5 sqm
4+ bedroomed dwellings	4.0 sqm

L) NORTH-EAST KIBWORTH STRATEGIC DEVELOPMENT AREA

Harborough District Council has considered the inclusion of an Strategic Development Area (SDA) north-east of Kibworth Harcourt, north of the A6, as one of several options to help the District Council achieve its housing targets.

In September 2016, the Local Plan Executive Advisory Committee of HDC indicated its preference for an alternative strategic site, plus reserve site, other than the SDA described here. Nonetheless, the Advisory Committee considered it important to retain Policy H11 in recognition of the fact that the location of the strategic site will not be confirmed until the emerging Local Plan is Adopted, and until that time a range of options remain open.

The proposal comprises a new development including at least 1,200 new homes (some projections put the total at above 1,800), employment areas, shops, and a new Primary School set within areas of open space. The development will provide for a relief road designed to ease congestion along the A6 through the Kibworth villages.

As the development is a strategic site, it would not be appropriate, nor do the rules governing the preparation of a Neighbourhood Plan allow, for the Plan to seek to change or amend the 'strategic' elements of the development. Equally, as the SDA, if approved, is likely to be the biggest development in and around the Parish for many decades to come it is imperative that the community plays its part in ensuring that this reflects local needs and priorities.

Local people are concerned about the impact of the proposed development on the infrastructure in the Kibworth villages and are sceptical that the relief road will achieve its aspirations in reducing traffic-related issues within the Parishes. The proposed development is in a prominent and landscape-sensitive location. Studies undertaken as part of the Neighbourhood Plan show that much of the proposed development site is locally important for biodiversity, history and landscape.

There is also a need to ensure that any housing development within the SDA helps to meet the housing and other development needs of the Parish as set out within policies contained in this Plan.

POLICY H8: NORTH EAST KIBWORTH SDA

If the North East of Kibworth SDA is allocated for development, the development proposals should provide for:

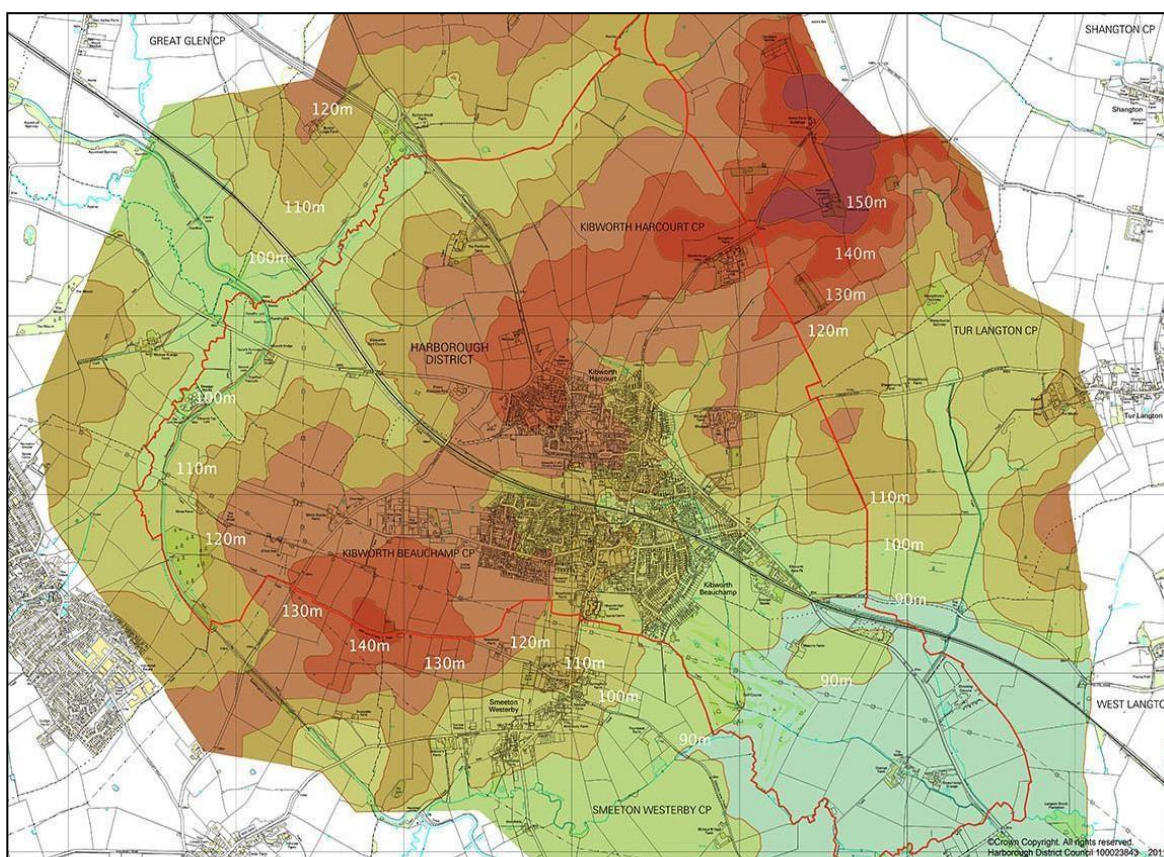
- 1) The construction of a relief road in advance of the construction of new housing or phased in conjunction with the development of the housing.”
- 2) Important areas of wildlife and bio-diversity should be retained;
- 3) Adequate protection in terms of the Kibworth Harcourt Conservation Area and landscape character be retained;
- 4) An area of open green space shall be maintained between the new development and existing dwellings within Kibworth Harcourt; and
- 5) A mix of housing types and sizes to meet the current and future needs of people in the Parish and the wider area are to be provided.

NATURAL AND HISTORICAL ENVIRONMENT

A) INTRODUCTION

The origin of, and continuing basis for, the landscapes of the Kibworth villages was established in the medieval period when the two villages already had distinctly different characters; Harcourt was a farming community with a Manor House, fishponds and three large open fields, while Beauchamp, down the hill, was a village of smallholders and craftsmen. The church, on its own mound, lay between them. This early medieval difference has influenced the shape and character of the settlements in their landscape ever since.

The two villages rise from the Welland valley to the east, up and onto a broad ridge at around 125m, with higher ground to the north east and south west. This ridge (map below) forms the watershed between waters running east into the River Welland and those running west into the River Sence and then on to the River Soar and finally the River Trent.



Contour map of the plan area showing the ridge and furrow of high ground, giving the Kibworth villages their valued open landscape and views.

Green infrastructure is a strategy that considers the landscape as a network of green spaces and natural elements that intersperse and connect within the villages and beyond

to the wider countryside. This plan considers Green infrastructure as the holistic approach to viewing the natural environment that acknowledges the multiple benefits and vital functions it provides for people, their community, their economy and its wildlife.

The landscape is predominantly rural in character, comprising undulating fields with a mix of pasture on the higher sloping land and arable farming on the lower, flatter land. Fields are divided by well-established hedgerows, with occasional mature hedgerow trees. A network of narrow country lanes, tracks and footpaths connect across the landscape interspersed by small thickets, copses and woodlands. Ponds are dotted across the landscape with the land draining to distinct streams that run, often at speed in heavy rainfall, to the lower lands in the east and west of the Plan Area where the flow slows as it passes through meadows.

The villages benefit from extensive mature tree cover in and amongst the housing which breaks up and softens the roofscape of the villages when seen from the surrounding rural setting especially the housing on the higher ground where tree canopies dominate the skyline. The older edges of the villages also typify the English village with the rear gardens of houses stopping at retained hedgerows with mature trees to the perimeter. This often gives an articulated edge to the villages breaking down in both visual and physical terms. Farms and farm buildings where subsumed in the village retain their tree cover and relationship with smaller in-ground fields. Newer developments sadly present flat, somewhat featureless, perimeters against outer roads and are stark due to the lack of trees and the immaturity of those few that are planted.

Tree-lined country lanes approach the villages providing distinct pastoral corridors that offer delightful entrances of a rural character. The busy A6, on the line of the 18th Century London turnpike, benefits from mature trees and hedgerows. These linear lines of trees are further added to by the hedgerow trees and trees along the streams.

Compared with neighbouring parishes, there are relatively few sites of biodiversity significance in the Plan Area. As noted above, there is a scarcity of woodland outside the settlements, there are few species-rich hedges, and Priority Habitats (Natural England mapping) and potential Local Wildlife Sites (LCC Environment Team mapping) are small and scattered. An environmental inventory was conducted to provide evidence for this Plan; this identified several other sites of natural environment significance. This relative paucity – which is largely a result of the Kibworth villages' history – means that the surviving sites have a disproportionate importance in the context of the Plan Area, and are considered to be therefore deserving of protection as allowed by the National Planning Policy Framework.

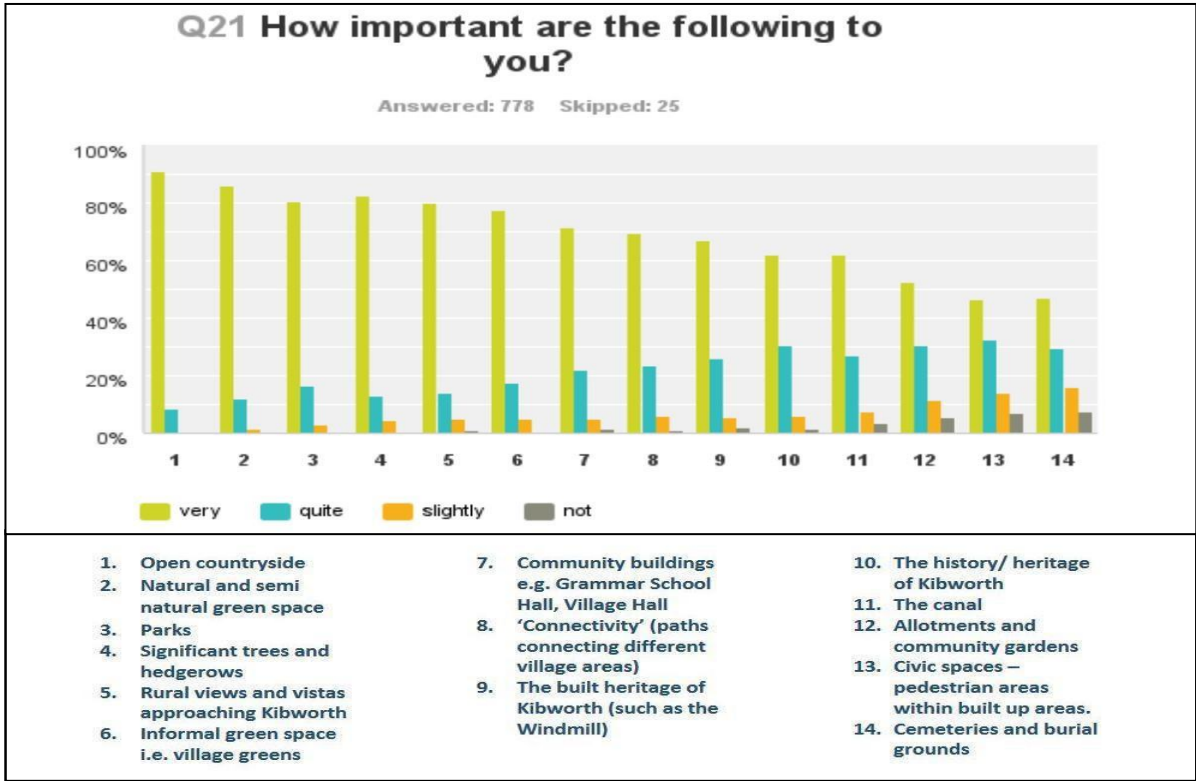
The villages, their landscape, history and biodiversity form part of the Green Infrastructure (GI) of the Plan Area. GI is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. It is important to take a strategic approach to integrated GI because it provides a focus for multiple initiatives operating at various scales. Local or neighbourhood level projects can contribute incrementally to the bigger landscape-scale picture, so that the whole becomes greater than the sum of its parts. A GI approach enables landscapes to deliver social, economic and environmental benefits simultaneously, and then looks at how those benefits can be multiplied by being connected to a wider network of landscapes.

Conservation of the valued landscapes, their wildlife, and the historic relationship between the two villages – together but separate, with mutually supportive economies – is the basis of the sustainable development objective of this Plan. The Plan Area’s historical and natural environment, as mapped in this section, provides a framework, based on National Planning Policy criteria, for doing this.

This section of the plan also seeks to achieve the intent as set out in the Statement of Environmental Opportunity found within the National Character area profiles of the Kibworth villages landscape.

- Protect and manage the strong visual and historic character of this landscape of broad rolling ridges and wide valleys to maintain the settlement patterns and features of archaeological and heritage interest including the field patterns, ridge and furrow, ancient woodlands and villages churches to enhance the sense of place and history so that the area can be enjoyed by all for its tranquillity.
- Manage and enhance the natural assets such as the Rights of Way network and improve access to the open countryside and maintain a sense of place, enhance soil and water quality and have a beneficial effect on people’s health and well-being.
- Manage conserve and enhance the woodlands, hedgerows, streams and field ponds to enhance biodiversity, soil quality and improve water quality flow and manage flooding.

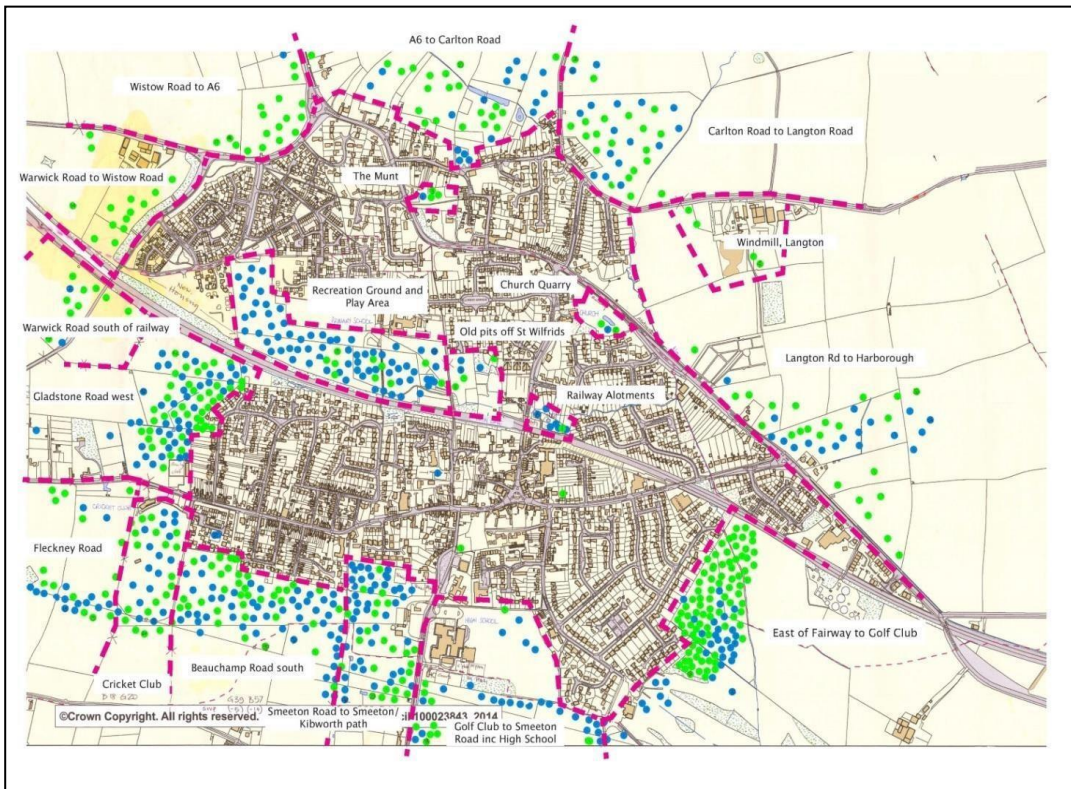
B) COMMUNITY CONSULTATION



A questionnaire and two consultation events, at which residents were invited to comment both on issues of importance in the villages and on evolving policies, provided the basis for, and data for ongoing review of, the environmental policies in this Plan.

The questionnaire established the following levels of importance of the many facets of the environment among the local community, as shown in the diagram on the previous page.

The questionnaire provided direction for research and policies, while residents' identification of important open space (blue dots) and views (green) on this map (next page) of the Plan area at a community engagement open event provided a geographical framework for the designations and policies in this section of the Plan.



COMMUNITY CONSULTATION - VALUED OPEN SPACES AND VIEWS

ENVIRONMENTAL INVENTORY

The other part of the evidence base was assembled as a comprehensive environmental inventory. This has two parts:

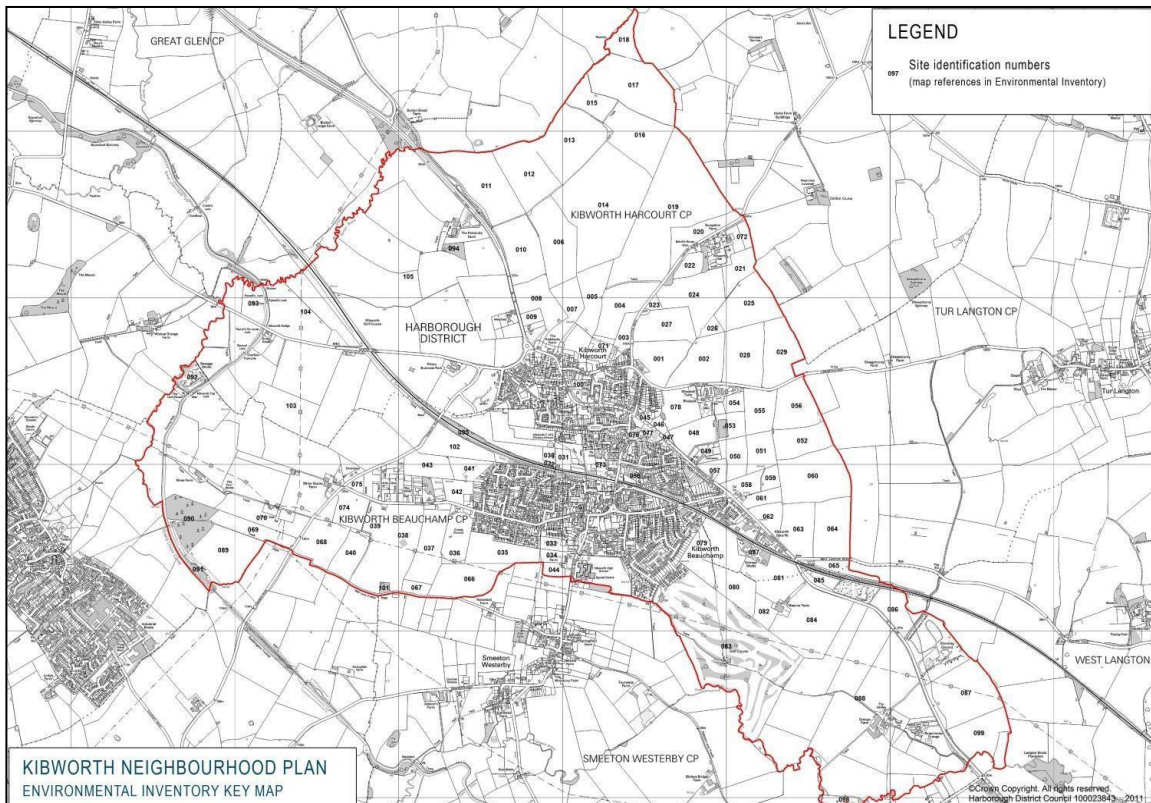
- review of all existing designations and available information and
- fieldwork to identify sites and features of natural and historical environment significance in the context of the Plan Area.

The review compiled information from many sources, including:

- DEFRA
- Natural England
- Historic England
- Leicestershire & Rutland Historic Environment Records
- Leicestershire & Rutland Environmental Record Centre records (biodiversity and geology)
- Environment Agency
- British Geological Survey
- Leicestershire County Council Phase 1 Habitat Surveys
- Old maps (Ordnance Survey, manuscript)
- British History Online
- Local history and archaeology publications
- Local knowledge

The fieldwork to gather the necessary evidence was conducted between November 2015 and June 2016 by a group of residents some of whom were environmental and landscape professionals. All accessible open land in the Plan Area was visited and its species, habitats, landscape characteristics, earthworks and other extant features were recorded on a site-by-site basis. These data, along with all relevant site-specific data from the existing information review, were mapped and tabulated, and each site was scored and evaluated using the nine criteria for Local Green Space selection in the *National Planning Policy Framework 2012*:

Criterion (NPPF 2012)	Score range			Notes
ACCESSIBILITY	0	-	4	e.g. private, no access (0) – could be made accessible – accessed via public right of way – fully open to the public (4)
PROXIMITY / LOCAL	0	-	4	Distant (0) --- fairly near to --- adjoins (3) or is within (4) settlement
BOUNDED	0	-	4	Individual parcel of land (not an undefined or large area)
SPECIAL TO COMMUNITY	0	-	4	Opinion of local people via questionnaire or at consultation event
RECREATIONAL / EDUCATIONAL USE	0	-	4	Actual or potential, everything from kick-about, dog-walking to Forest School use and Public Open Space
BEAUTY (including views)	0	-	2	Subjective, relative (give justification); use consultation map results
TRANQUILITY	0	-	2	Subjective, relative (give justification)
HISTORICAL SIGNIFICANCE	0	-	4	Extant, visible evidence. Number of periods/features/records etc. / Relevant existing designations (Historic Environment Records)
WILDLIFE SIGNIFICANCE, GEOLOGY	0	-	4	Richness of species and habitats (Priority (BAP) spp. / Priority habitats) / relevant existing designations (Habitat Survey, Local Wildlife Sites / site of geological/industrial history significance)
[Maximum possible score]	32			



ENVIRONMENTAL INVENTORY KEY MAP

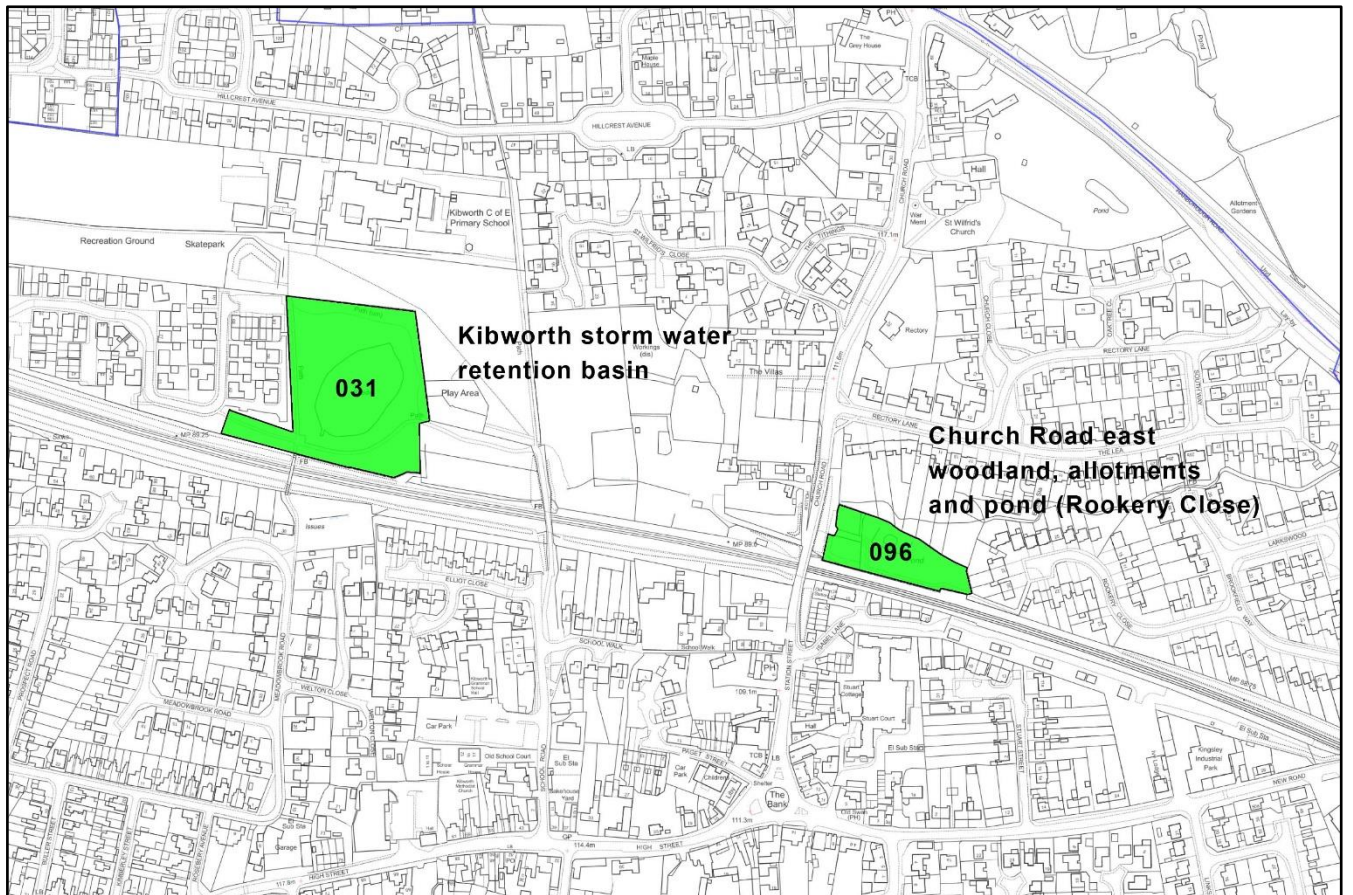
Source: Base map Harborough District Council using OS data under Licence 100023843, 2011 (same throughout); Inventory survey 2015-16

Sites were graded by their scores. Eleven sites were identified as fulfilling NPPF criteria for designation as Local Green Space, scoring more than 75% (between 24 and 32). Two sites have been accepted for inclusion in the Neighbourhood Plan. Fourteen further sites were shown to be of high natural or historical environment significance and community value, scoring between 19 (60%) and 23, while the remainder (approximately 86) were recorded for their environmental features of local significance. The fieldwork also identified significant or important environmental/community features not suitable for LGS evaluation (they are not ‘bounded’ sites), including trees, hedgerows, ridge and furrow, valued views and landscapes and susceptibility to flooding; these have been incorporated into other policies in the Plan.

POLICY ENV1: PROTECTION OF LOCAL GREEN SPACES

Local Green Spaces are designated on the following sites shown on the Proposals Map. Development on the sites will not be acceptable other than in very special circumstances, including the development of utility infrastructure provided by Anglian Water.

- (1) Kibworth storm water retention basin
- (2) Church Road east woodland, allotments and pond



Local Green Spaces (Source: Environmental Inventory (2015-16))

LOCAL GREEN SPACES

As noted above, eleven sites emerged from the inventory and community consultation process as scoring highly enough for Local Green Space designation. Three of these sites are already protected by other statutory designations, ownership or use. Two sites are designated as Local Green Space (LGS). The statutory protection afforded by LGS designation will ensure that these most important places in the Kibworth villages' unique natural and human landscape are preserved. Sites are designated in the policy where they meet all the criteria of NPPF Paragraph 77. The policy for managing development within a Local Green Space is consistent with that for Green Belts in that development will only be acceptable in very special circumstances.

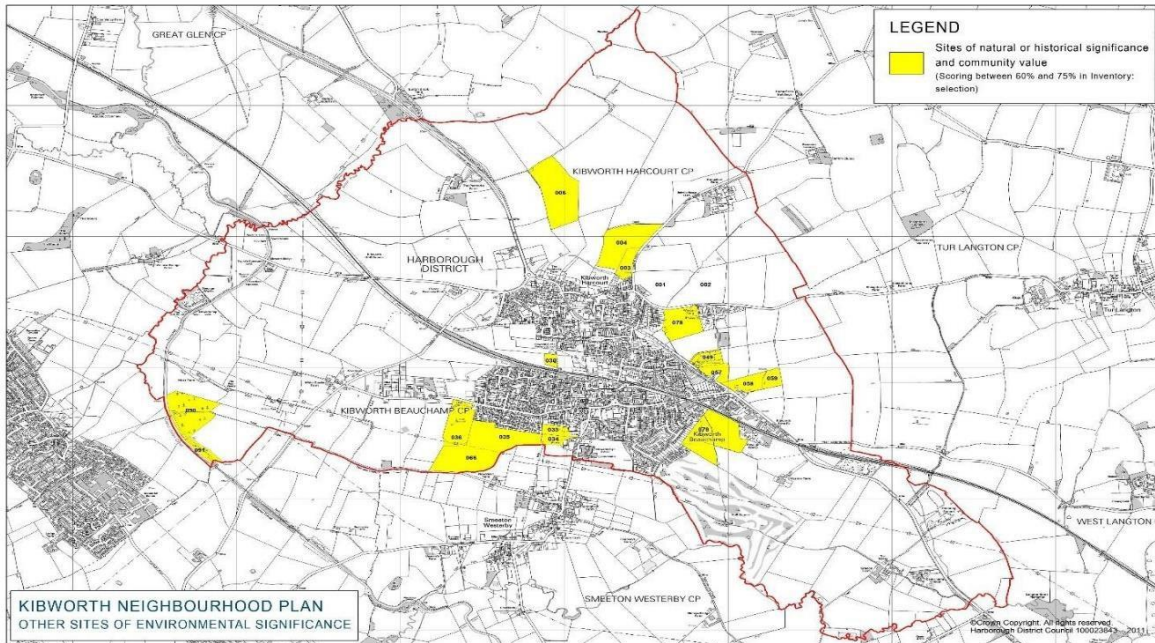
LGS designation is a statutory mechanism to identify green areas considered to be of particular importance to local communities. It provides a site with special protection against the adverse effects of development, however, it does not provide any changes to ownership or access to the site; it simply aims to prioritise, protect and preserve the site as a part of the Kibworth villages' unique landscape for future generations.

OTHER SITES OF HIGH ENVIRONMENTAL (NATURAL AND HISTORICAL) SIGNIFICANCE

While the built environment landscape of the Kibworth villages is clearly influenced by history, so too is the natural environment of the wider Plan Area. Both parishes have been intensively farmed for over a thousand years. Harcourt had three open fields of ploughland (arable) with some permanent meadows and rotational grazing, while Beauchamp had closes and strips of farmland associated with smallholdings and cottages. In both parishes, woodland was cleared early, leaving only as much as was needed for fuel and construction, while the only hedges were on important permanent boundaries or between livestock fields. From the seventeenth century, culminating in the Enclosure Award of 1779, most of the old fields were subdivided, allocated among the largest landowners, enclosed by hedges and turned into (mostly) grazing land. In the late twentieth century many of the Enclosure Fields have been made back into arable land, with intensive management.

The result in the landscape is a rarity of places of ecological value or visible historical interest; the only surviving bits of semi-natural habitat – mainly permanent grassland with ridge and furrow ploughlands, along streams, in land liable to flooding and where previous inhabitants have created ornamental woods, parkland or coverts for game – are thus of disproportionate value in the context of the landscape of the Plan Area. In the same way, sites of historical importance have been ploughed or lost, and are now only known as 'site of...' or 'find-spot'.

There is a very strong desire among residents to protect the relatively little natural and historical heritage that still survives in the Plan Area. Fourteen sites scoring



Other sites of high Environmental (Natural and Historical) significance.
Source: Environmental Inventory (2015-16)

between 19 and 23 (over 60% of the maximum score) are noted here for protection in the Planning System.

TREES AND WOODLAND

The open countryside of the Plan Area has very little mature or extensive woodland, for historical reasons; this contrasts with the green and wooded appearance of the built-up areas thanks to (mainly 19th century) roadside garden and amenity planting. The community wishes to protect what remains in the open country, to protect and enhance the wooded appearance of the villages, and to create new woodland wherever possible. These aims will be achieved through protection and new planting in a combination of action through the planning system, new planting by the local authorities and community volunteers, and a presumption against the unnecessary removal of existing trees.

Ash Die-Back (infection by *Chalara fraxinus*) is recognised as a potential issue but new research is producing a consensus that mature ash trees can survive it and that they, and other old trees of landscape value, should not be felled unless they pose a risk to the public.

It is well documented that woodland close to where people live can form an integral part of Green Infrastructure (GI), delivering a wide range of environmental and social benefits, including places for outdoor relaxation and play, space for wildlife, climate change adaptation, environmental education, and improved health and well-being. This plan supports the *Woodland Access Standards* as set out by the Woodland Trust in their document 'Space for people', which sets a clear aspiration that no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in

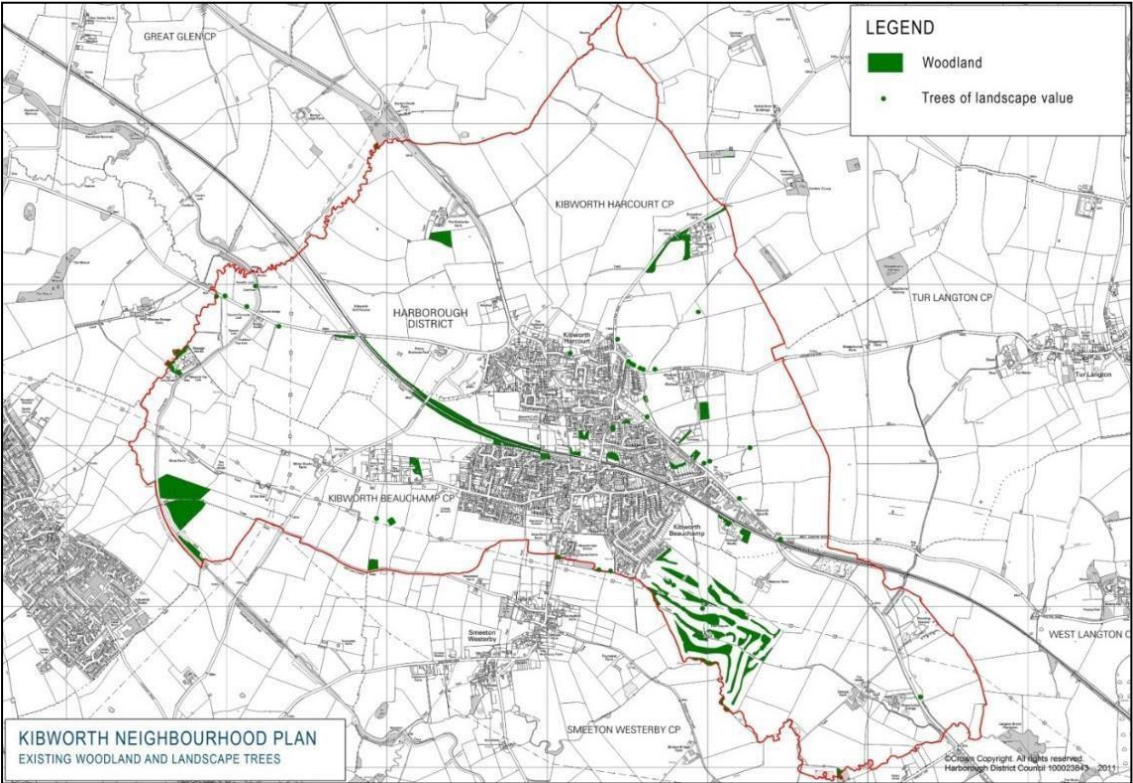
size and that there should be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people’s homes.

POLICY ENV2: IMPORTANT TREES AND WOODLAND

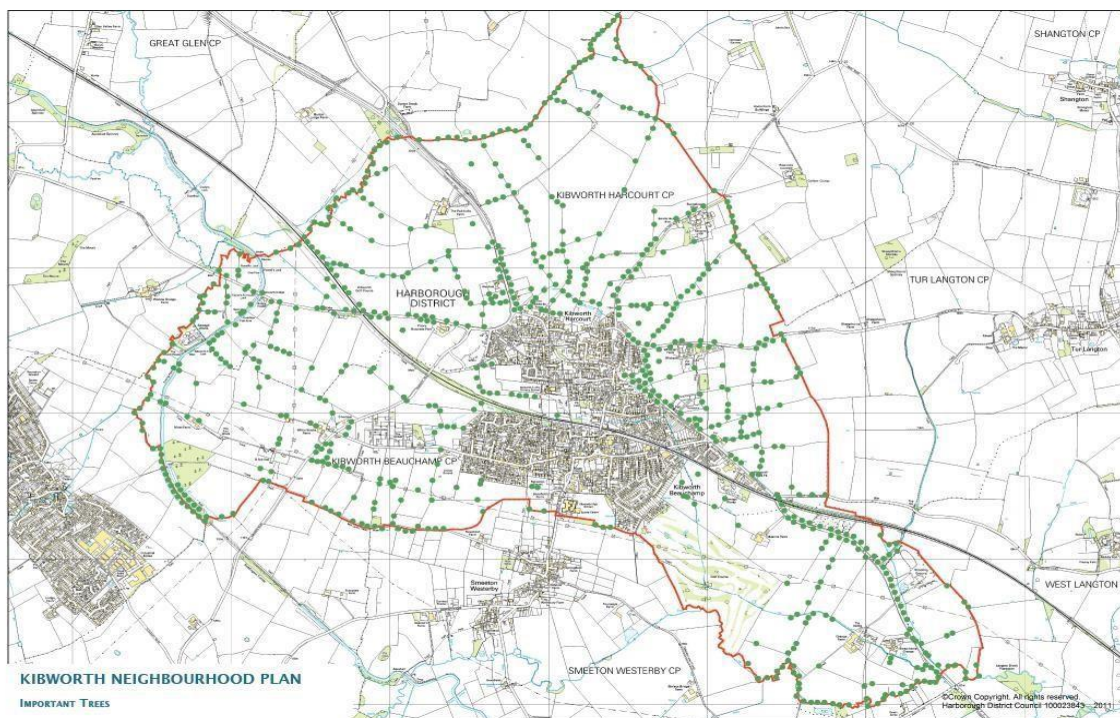
Development proposals should be laid out and designed to avoid damage to or loss of woodland and trees of arboricultural and ecological significance and amenity value will be resisted. Proposals should be designed to retain such trees where possible. Trees that are lost or damaged should be replaced on a two-for-one basis using semi mature trees planted in accordance with the British Standard on Trees BS5837:2012.

Major developments including residential development of ten or more dwellings should include a contribution to Green Infrastructure, the characteristic wooded appearance of the villages, and the principle of ‘allowing space for trees’ in the form of new planting, including street trees, spinneys and individual trees, at a scale appropriate to the size of the development, and on land allocated for the purpose.

WOODLAND AND IMPORTANT TREES



Source: Environmental Inventory (2015-16); Natural England *Priority Habitats* mapping (2016); LCC Phase 1 Habitats Survey (Draft, 2015-16)



BIODIVERSITY

The Kibworth villages have relatively few substantial sites of importance for wildlife, meaning that biodiversity overall is relatively low. The need for the community to make its own contribution to reversing the current threats to and loss of priority habitats and species is recognised in this Plan.

Biodiversity enhancement (species and habitats) is supported by the National Planning Policy Framework, which is itself compliant with the UK *Conservation of Species and Habitats Regulations, 2010, Amended 2012* and the European Habitats Directive 1992 (*Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora*).

The Policy and Community Action here provide for five proactive measures: requiring developers to take biodiversity into account in their proposals; designating a wildlife corridor along the best semi-natural habitat in the Plan Area; having up-to-date information about Parish wildlife; and mobilising the community to create new, and manage existing, habitats to enhance biodiversity.

Local Wildlife Sites (LWS)

A Phase 1 Habitat Survey was conducted in the Plan Area during May to September 2015 and April 2016 by Leicestershire County Council (Historic and Natural Environment Team). Although the Survey findings are draft and have not at the time of writing been submitted for validation, this Plan will support the draft and validated designations in the published Phase 1 Survey report.

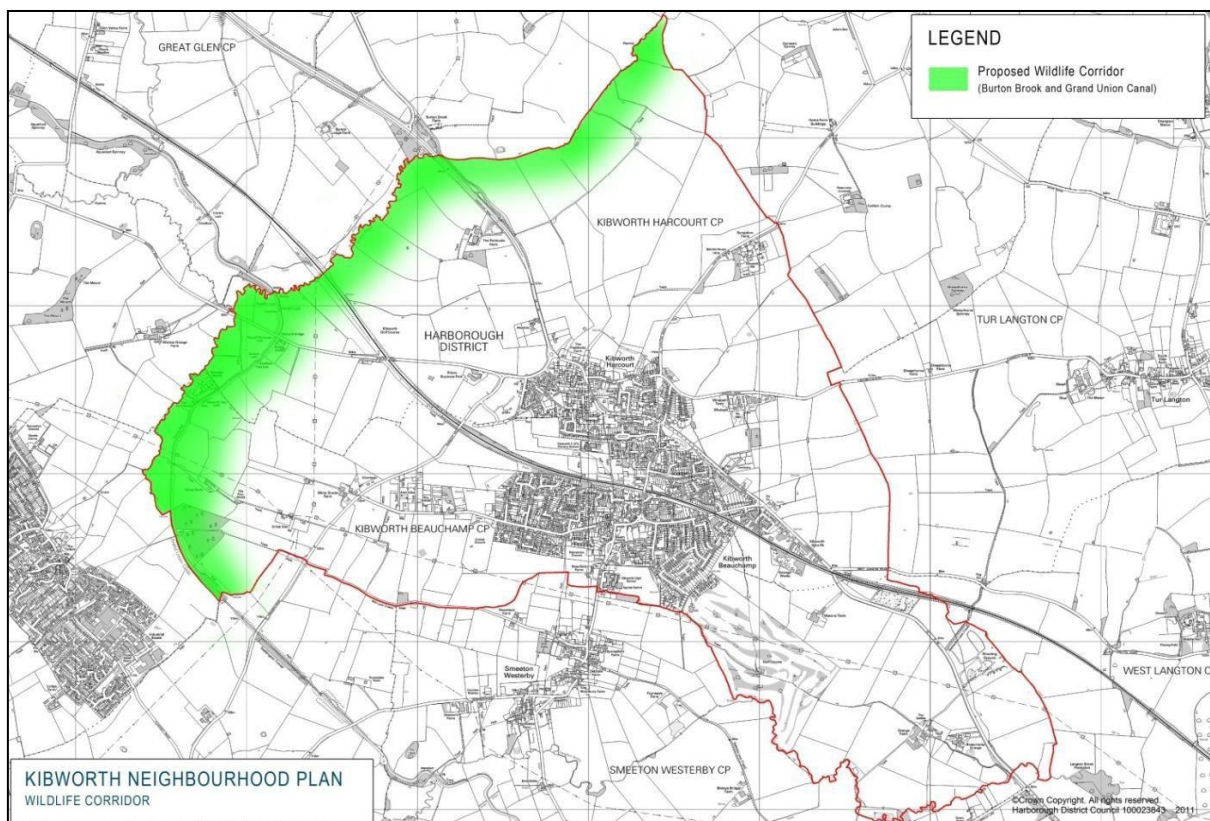
POLICY ENV3: BIODIVERSITY

Development proposals should protect local habitats and species, in accordance with the status of the site, especially those identified as candidate (cLWS), proposed (pLWS) or validated Local Wildlife Sites (LWS), or those covered by relevant English and European legislation, and, where possible, to create new habitats for wildlife.

The Plan will designate a wildlife corridor is designated along the course of the Burton Brook as shown on the proposals map.

*There is a wish to establish a properly-constituted Community Wildlife Group to advance this aim by acquiring and managing land, applying for grant funding, etc.

BIODIVERSITY ENHANCEMENT: PROPOSED WILDLIFE CORRIDOR



Source: Environmental Inventory (2015/16)

RIDGE AND FURROW

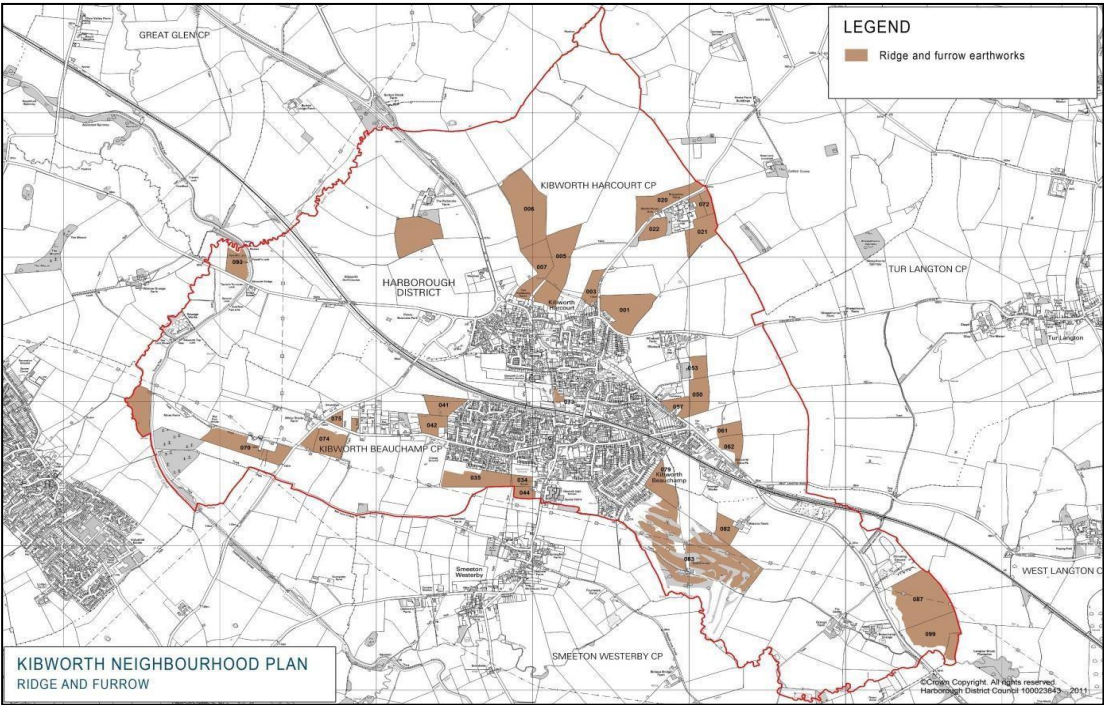
Ridge and furrow earthworks are the surviving traces of ploughing under the medieval arable farming system used for at least a thousand years until the Enclosures of the 17th and 18th Centuries.

Generally, across England more than 90% of ridge and furrow fields have been destroyed since 1950*, and the two parishes in the Plan Area are fairly typical. Of the 139 parcels of agricultural and undeveloped land, 32 have some surviving ridge and furrow (23%); in area, however, the ratio is 113 ha of ridge and furrow in more than 950 ha of open land (11%).

Protection of what remains across the English Midlands is supported in principle by Historic England. In English legislation, except for the few that are also Scheduled Monuments, ridge and furrow fields are not protected, despite a recognition that “as the open field system was once commonplace in NW Europe, these [surviving] sites take on an international importance” (English Heritage (now Historic England), 2012).

While individual fields in the Kibworth villages are not considered to be of international importance, they are an important part of the distinctive landscape character of the parishes and provide a link to their historic past. They are valued by the local community and any further, avoidable, loss of ridge and furrow would be irreversibly detrimental. This policy not only seeks to protect the remaining ridge and furrow fields from development, but also highlights their importance to the community, especially bearing in mind that many of the threats to ridge and furrow fields often involve types of development and practices that do not require planning approval.

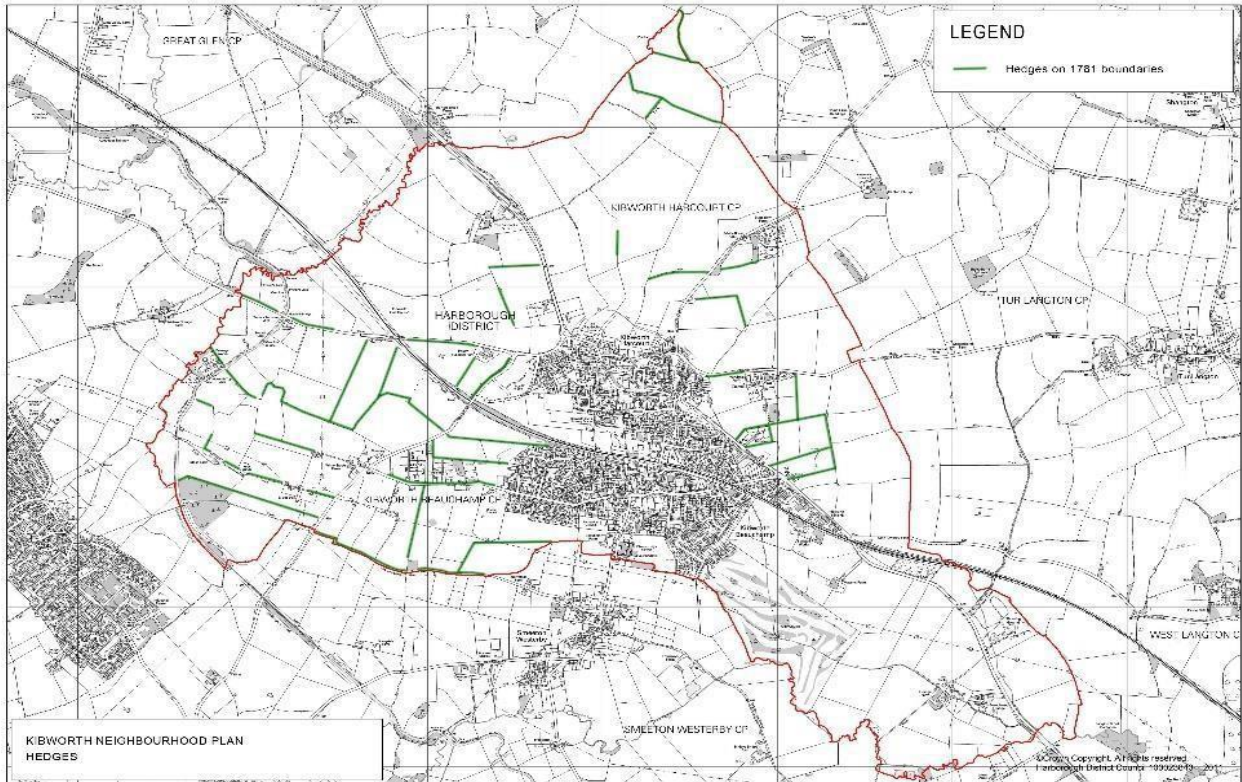
***Reference:** Hall, D 2001. *Turning the Plough. Midland open fields: landscape character and proposals for management* English Heritage and Northamptonshire County Council.



Ridge and Furrow fields.
Source: Environmental Inventory (2015-16); Google Earth imagery 1998 - 2016

POLICY ENV4: RIDGE AND FURROW FIELDS

The surviving areas of Ridge and Furrow fields are non-designated heritage assets and any harm arising from a development proposal will need to be balanced against their significance as heritage assets.



Important hedges. Source: Copy of MS map (1781) showing boundaries and ownerships of fields immediately after the 1779 Enclosure Award; Inventory Index, 2016

HEDGES

Farmland hedges have a degree of protection in England under the Hedgerows Regulations 1997 (their removal requires permission from the Local Planning Authority). There is a strong desire in the community for hedgerows to be maintained as landscape features for their historical significance and biodiversity value. While the Plan does not have authority to supersede the national Regulations, it can promote action to support this aspiration through a Community Action.

A few hedges in Kibworth warrant stronger protection because of their demonstrable antiquity or their ecological richness. Generally, these will be (medieval or older) survivors from before the 1779 Enclosure, although more modern plantings, where species diversity was introduced deliberately for aesthetic or nature conservation reasons, may also qualify.

POLICY ENV5: IMPORTANT HEDGES

Development proposals should be laid out and designed to avoid damage to or loss of important hedgerows of historical and ecological significance and amenity value.

Proposals should be designed to retain and manage such hedges where possible. Important hedgerows are those that meet the definition in Hedgerow Regulations 1997 and are shown on the Proposals Map.

New development proposals should incorporate existing hedgerows, wherever possible, as components of the landscaping, for example as parts of 'green ways'.

VIEWS

Important views have been identified and mapped using an analysis of the community consultation and fieldwork for the Plan.

Because views define open spaces in the open countryside, they are regarded as essential for protecting the rural context of the two villages, and for maintaining the geographical and landscape relationship (separation and connection) between them that has evolved during at least 1000 years of local history. The views themselves are framed by equally important 'skylines', mostly on higher ground, which create the characteristic visible parameters of the two parishes.

A) Footpath west of Carlton Road looking back towards Kibworth Harcourt village.

There is a traditional village skyline, looking over traditional ridge and furrow fields, through mature trees towards the church. There is a mixture of paddocks, fish ponds and traditional village houses made from a variety of building materials. The well treed entrance along the country lane is prominent.

B) Langton Field with Permitted Access looking between the Carlton and Langton Roads into a bowl to a broad skyline ridge of arable and pasture fields with field hedgerows and mature hedgerow trees. The iconic 18th Century windmill is visible. A rural setting to the north east of Kibworth Harcourt.

C) Wistow Road and Warwick Road views from the highest point of the village looking towards the West and North West. There are wide views across the Soar Valley to Leicester Forest and Charnwood. These have been visible for Centuries to local people and travellers. The road is a rural road with fields on either side, giving the essence of rural England. The Wistow Road has views of fields and mature trees out from that site. Whilst the new estate has hedging and grass and a varied skyline any further encroachments would create urban sprawl in a rural landscape.

D) Moss Farm Track and Footpath A90 from the Electricity Sub Station northeast across open country with Warwick Road development on the northeast skyline. Further development westwards from Warwick Road would encroach onto this valued open country vista.

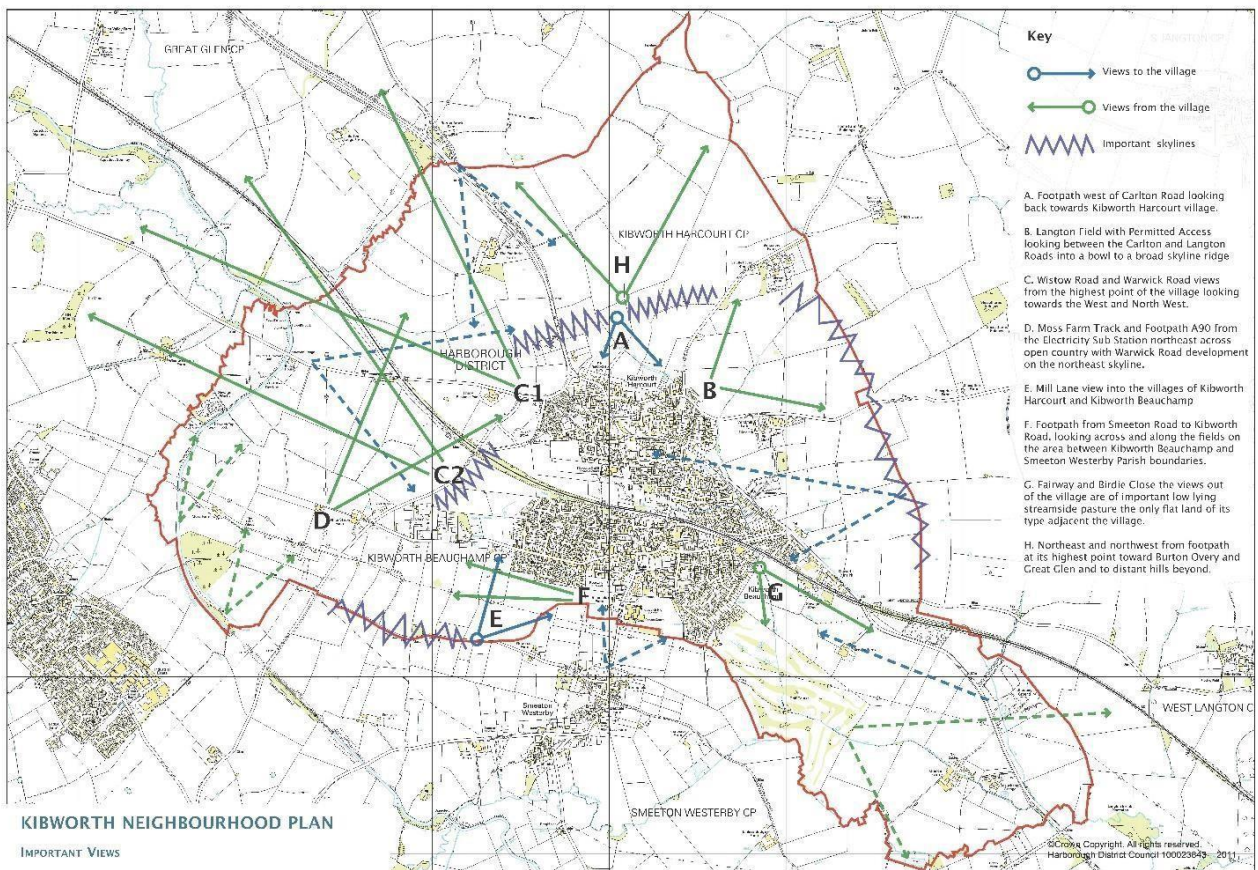
E) Mill Lane view into the villages of Kibworth Harcourt and Kibworth Beauchamp was of an eclectic style of rural colloquial English architecture. The skyline of the village is dominated by a variety of mature and established trees that are a mixture of deciduous and evergreen with the rooftops visually subordinate.

F) Footpath from Smeeton Road to Kibworth Road, looking across and along the fields on the area between Kibworth Beauchamp and Smeeton Westerby Parish boundaries.

The views are of a rural landscape on the edge of a traditional contained rural settlement rather than that of harsh urban/rural transition.

G) Fairway and Birdie Close the views out of the village are of important low-lying streamside pasture the only flat land of its type adjacent the village. This is of a traditional pastoral landscape, with a meandering brook that runs through ridge and furrow fields. There are trees and hedgerows throughout this pastoral scene. The backdrop of the golf course spatially defines the view which continue across the Welland valley to high land above Market Harborough.

H) Northeast and northwest from footpath B6 at its highest point toward Burton Overy and Great Glen and to distant hills beyond.



Important Views

Source: Community consultation, 2015; Inventory fieldwork, 2016

OPEN SPACES (OSSR SITES)

The Kibworth villages are relatively well-provided with open spaces – 42 falling within the typologies proposed – are listed in the Harborough District Council *Open Spaces Strategy 2016-2021*. Not all of these are public facilities, however, and there are shortfalls (compared with the recommended ratios for area to population) or absences in several typologies, particularly *parks and gardens* and *facilities for young people*, the

latter being strongly identified as under-provided in a community consultation undertaken for this Plan specifically with young people.

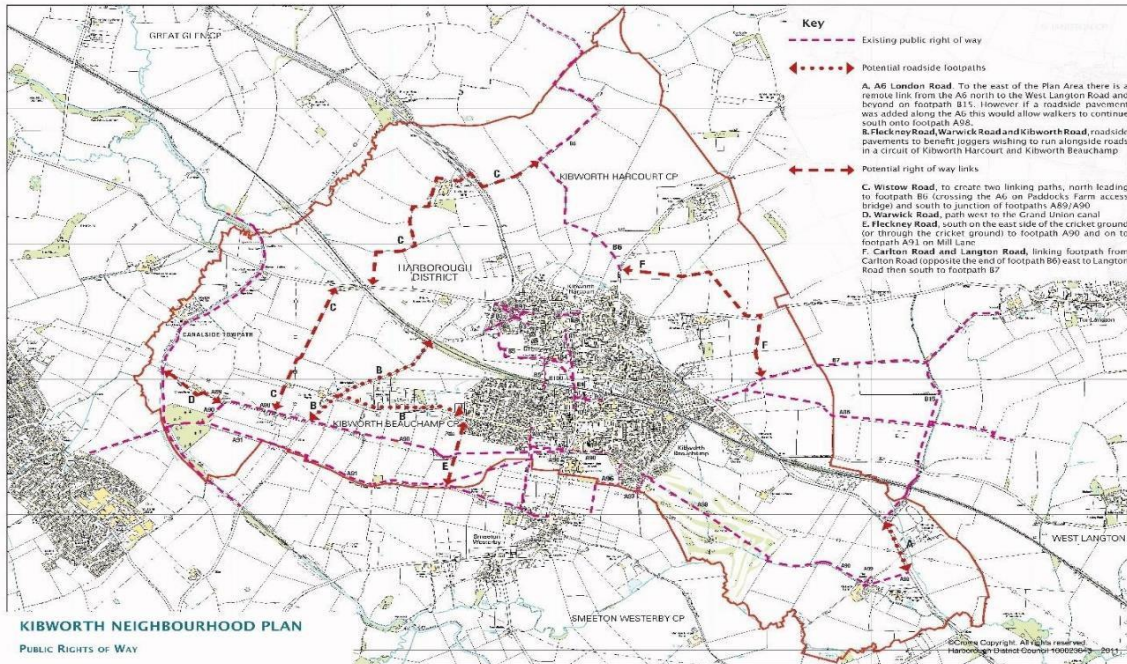
While the Neighbourhood Plan is not on a position to allocate sites for open spaces, sport and recreation, there is a wish in the community to redress the shortfalls and enhance the Green Infrastructure of the Plan Area, both by supporting the objectives of the Open Spaces Strategy and by prioritising, wherever possible, the creation of new OSSR sites in new development and/or the allocation of Developer Contributions funding to the creation and maintenance of OSSRs in typologies wanted by local residents.

PUBLIC RIGHTS OF WAY

For historical reasons, the Plan area is only moderately well served by public footpaths or bridleways. There are only seven open country footpaths, all but one of them old trackways connecting the villages with neighbouring settlements. Only one circular rural route is currently possible that does not involve walking along a public highway with no footway for part of the walk.

Country walking brings benefits as a leisure activity that contributes to health and wellbeing, but the present incomplete network does not encourage widespread participation. Where possible the existing network should be extended and enhanced, with more radial paths generally and the development of circular or interconnecting routes. The Community Action expresses a local aspiration for creating better, safer circular routes for recreation to support the known benefits to physical and mental wellbeing of walking and other forms of exercise. The following routes have been identified in fieldwork and community consultation as potentially achieving these objectives:

- A) **A6 London Road.** To the east of the Plan Area there is a remote link from the A6 north to the West Langton Road and beyond on footpath B15. However, if a roadside pavement was added along the A6 this would allow walkers to continue south onto footpath A98.
- B) **Fleckney Road, Warwick Road and Kibworth Road,** roadside pavements to benefit joggers wishing to run alongside roads in a circuit of Kibworth Harcourt and Kibworth Beauchamp.
- C) **Wistow Road,** to create two linking paths, north leading to footpath B6 (crossing the A6 on Paddocks Farm access bridge) and south to junction of footpaths A89/A90.
- D) **Warwick Road,** path west to the Grand Union Canal.
- E) **Fleckney Road,** south on the east side of the cricket ground (or through the cricket ground) to footpath A90 and on to footpath A91 on Mill Lane.
- F) **Carlton Road and Langton Road,** linking footpath from Carlton Road (opposite the end of footpath B6) east to Langton Road then south to footpath B7.



Public Rights of Way

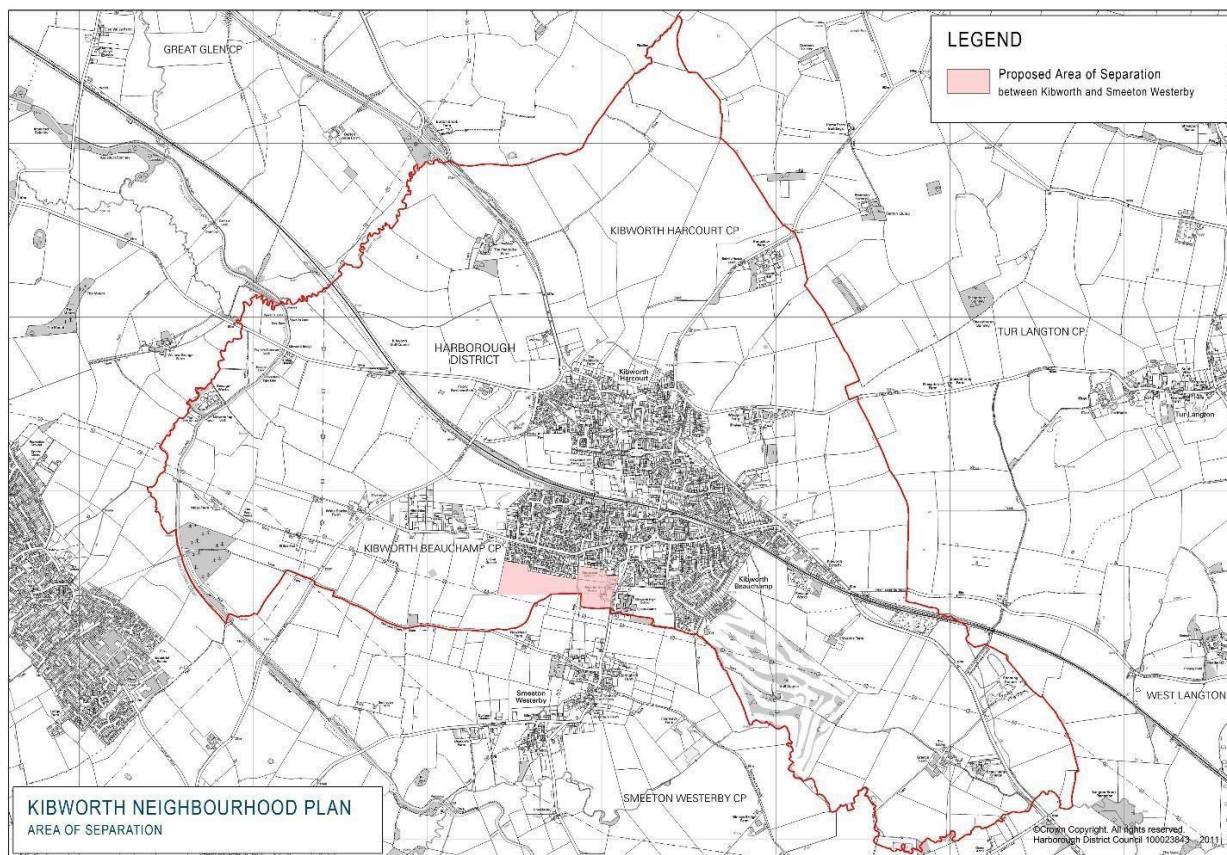
Source: Desk study, community consultation and Environmental Inventory (2015-16).

AREAS OF SEPARATION

The communities of both Kibworth Beauchamp and Smeeton Westerby agree that maintenance of the separation of the built-up areas is important. This separation is crucial to the identities of the settlements, having been a continuous feature since the villages' establishment between the 8th and 11th centuries when Smeeton was an outlying settlement in the medieval manorial landscape where metalworking was carried out. The Area of Separation is designated in order to retain the highly valued physical and visual separation between Kibworth Beauchamp and Smeeton Westerby.

POLICY ENV6: AREA OF SEPARATION

The area of land identified on the Proposals Map is designated as an Area of Separation. Development within the area should be located and designed to maintain and where possible enhance the separation of the villages.



Areas of Separation

Source: Desk study, community consultation and Environmental Inventory (2015-16)

SUSTAINABLE DEVELOPMENT

In consultation, Kibworth residents expressed a wish for their community to play its part in mitigating the effects of climate change and related, inappropriate, development. Policy ENV7 deals with developments that deliver renewable and low carbon energy.

Policy ENV7 sets out criteria to be used in assessing proposals for energy generation equipment and facilities, including those for wind and solar energy generation.

POLICY ENV7: RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT

Development proposals that generate renewable and low carbon energy should:

- 1) Not have an adverse impact (such as noise, visual impact, reflections, shadow flicker, water pollution, smell, air quality, gaseous or particulate emissions) on the health, wellbeing or amenities of residents and visitors;
- 2) Not have an adverse impact on the area in relation to views or the character of the surrounding landscape; and:
- 3) Be of an appropriate scale for its location.

- 4) Where practicable, incorporate designed-in features to enhance biodiversity in the built environment, including (but not limited to) provision for swifts, hirundines, house sparrows, other birds, bats, and hedgehogs.

SUSTAINABLE DRAINAGE

The Plan area is almost entirely situated on a bedrock of mudstone with superficial glacial till ('boulder clay') on the higher ground and Alluviums of clays silts sands and gravels, in the lowland. The effect of predominantly clay bedrock is poorly draining soil on which, at times of high rainfall, surface water either accumulates in puddles or runs off quickly. The result is a propensity to localised flooding, as evidenced in the Environment Agency flood maps below.

The following Policy and Community Actions have been drafted to reflect current thinking about the predicted effects of climate change on rainfall intensity and frequency drawing on new and evolving, best practice guidance from the Environment Agency and conservation organisations for ameliorating the risk of flooding locally and downstream.

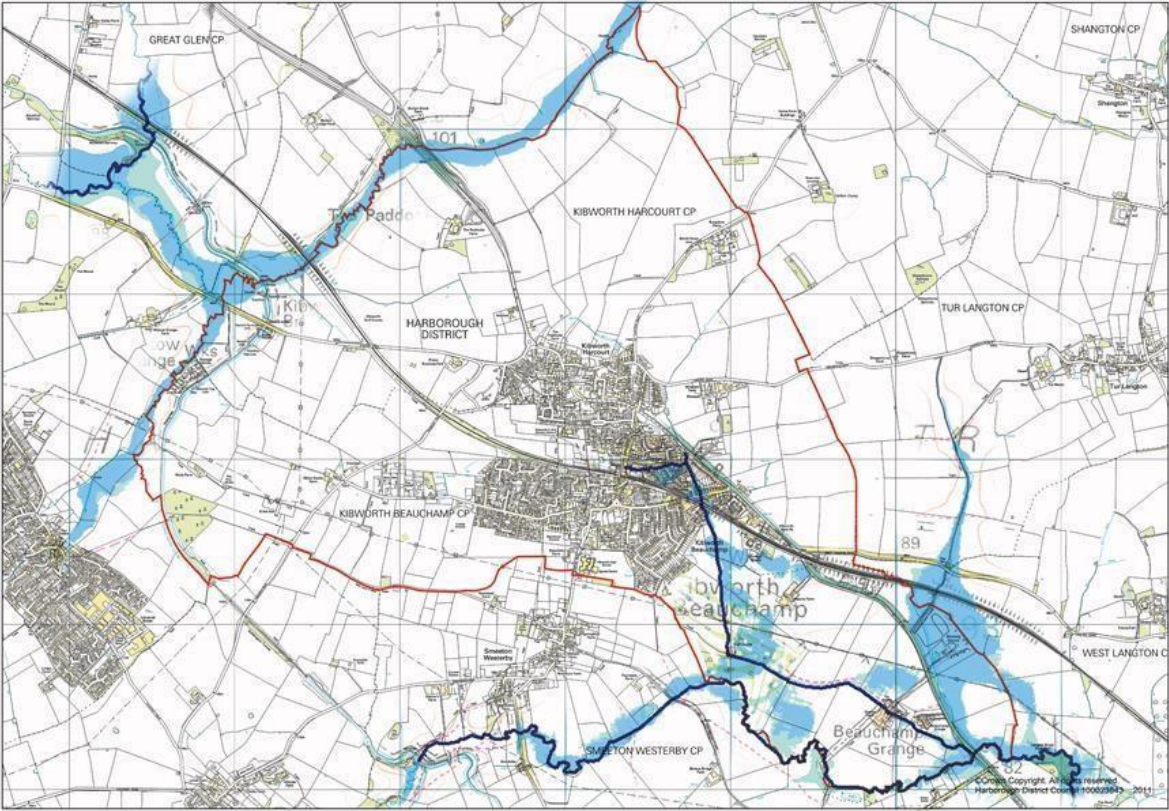
POLICY ENV8: WATERCOURSES AND FLOODING

The sequential test is required in flood zones 2 and 3 and in flood zone 1 for developments. In addition, development proposals in areas adjacent to zones 2 and 3 should take account of the forecast flooding levels arising as a result of climate change.

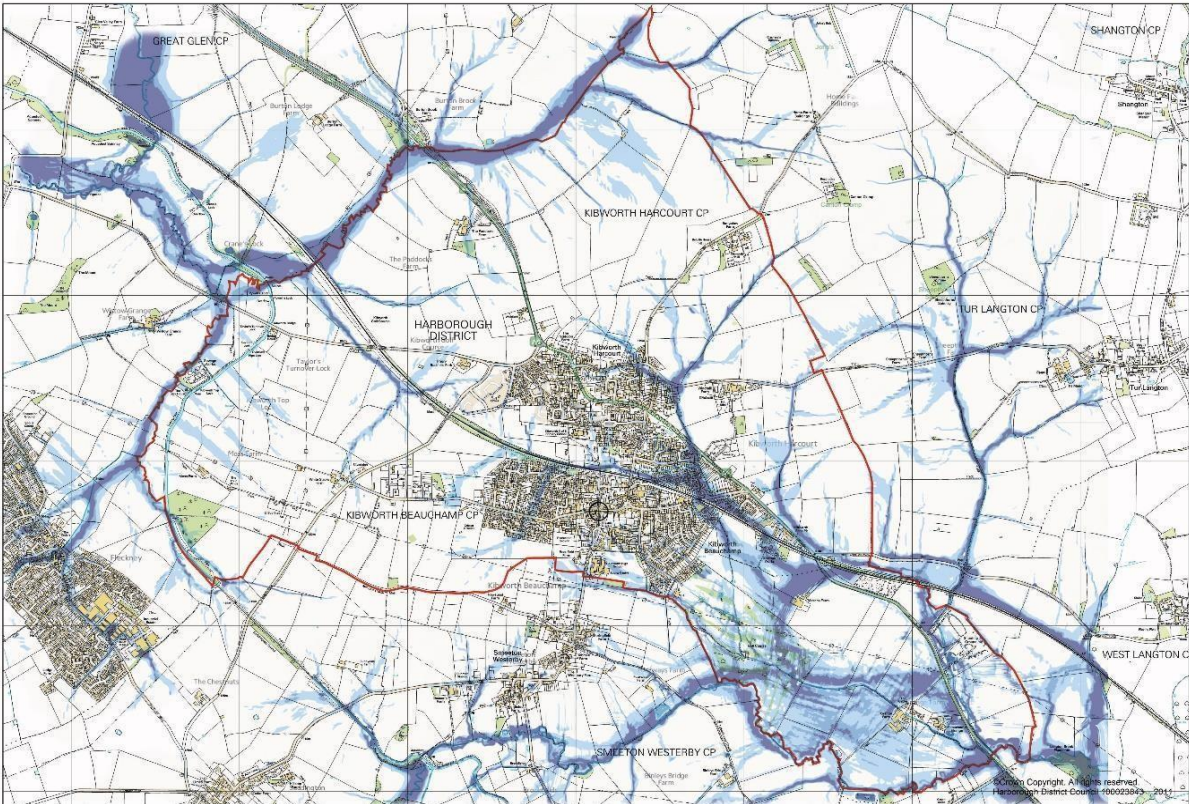
Every development proposal in the Plan Area will be required to demonstrate that:

- 1) Its location takes geology, hydrology and flood risk into account;
- 2) Its design includes, as appropriate, sustainable drainage systems (SuDS), surface water management measures and permeable surfaces; and
- 3) It does not increase the risk of flooding downstream.

FLOOD RISK FOR PLANNING



Source: Environment Agency mapping, 2016



Flood Risk from Surface Water

SOILS

Soils play a crucial role in built up areas in supporting ecosystems, improving drainage and providing green spaces for communities. They are subject to many demands and pressures and can easily be lost or damaged if not managed with care during construction and development. Pressure on our soils will only increase as demand for development and housing expands.

The currently undeveloped areas of open country around the two settlements are primarily situated on glacial till ('boulder clay') or Jurassic clay. They have been under cultivation (ploughland, grazing or arable) more or less continuously for some 1200 years; although the topsoil is not deep, its fertility and structure is of high quality, and this makes it an irreplaceable local natural resource.

The community wishes to ensure that appropriate consideration is given to soils in the planning process and to keep its good topsoil in the Plan Area, for re-use locally and to avoid the environmental impact of transporting it elsewhere. The following Policy is intended to promote best practice from developers (currently the *Construction Code of Practice for the Sustainable Use of Soils on Construction Sites*, which is based on *Safeguarding our Soils – a Strategy for England* (both DEFRA, 2009), and to involve the community in making use of surplus topsoil. G

GRAND UNION CANAL

The Leicester Section of the Grand Union Canal passes through the northwest corner of the Plan Area. The whole of the canal and its curtilage is mapped both as an SSSI (national importance) and as a (non-statutory) historic heritage feature. Preliminary discussions with the Canal & River Trust have explored a shared aspiration to enhance its community, heritage and biodiversity value through the provisions of the Neighbourhood Plan.

POLICY ENV9: GRAND UNION CANAL IN KIBWORTH BEAUCHAMP

Development proposals potentially affecting the biodiversity, historic heritage or setting of the canal will be required to protect or enhance those features. Developers will be encouraged to support the objectives of the River Soar & Grand Union Canal Strategy and any related community initiatives.

5 TRANSPORT AND ACCESS

A) INTRODUCTION

The Kibworth villages sit either side of the main A6 which runs between Market Harborough (7 miles) and Leicester (9 miles).

Community consultation has highlighted the importance of transport related issues within the Kibworth villages. Widespread concern was expressed at the Open Event held in July 2015 about the capacity of the road network to cope with existing levels of vehicle movement and the impact that additional housing and higher levels of car ownership would have. This concern was given weight by the draft housing distribution options being prepared by Harborough District Council as part of the production of the new Local Plan for the District which now identifies four options for the distribution of new housing across Harborough which, for the Kibworth villages, resulted in a range from 0 to 1,200.

The A6 cuts through Kibworth Harcourt and Kibworth Beauchamp and effectively divides the communities north and south of the road. Access to the A6 was highlighted as a primary concern followed by the need to address parking issues, improved public transport and better connectivity with more cycle ways and footpaths.

The volume of traffic entering and leaving the Kibworth villages, especially at times of going to and leaving work and the school runs was identified as a real source of worry in the community questionnaire (February 2016). People expressed concern about parking issues, blocked roads and difficulty getting safely out of the village and onto the A6. They also raised concerns about the danger to pedestrians, especially the children and young people traveling to and from school, the adequacy of public transport, speeding and the impact of the deterioration of road surfaces and air pollution caused by traffic volume.

Other traffic 'hotspots' in the Kibworth villages include Smeeton Road, where the GP surgery, School, Residential care home, park and tennis club are all located and where narrow roads caused by on-street parking create significant congestion at peak times; in the Village centre where problems of narrow roads and cars manoeuvring to park are exacerbated by HGVs, especially when stationary, oversize delivery vehicles obstruct routes as well as high volumes of traffic taking people to and from the shops; and along Fleckney Road where cars park on the road side due to a lack of off-street parking in the old terraced properties. The low railway bridge on New Road limits the access for buses in particular, with the difficulties this creates at the Church Road junction, and for goods vehicles.

The A6 is a part of Leicestershire's strategic road network and contributes significantly to external traffic related issues within the Parish which are described by Leicestershire County Council Highways as 'problematic'. At peak times the traffic flows along the A6 result in congestion through the built-up area and queueing traffic can build up on the roads within the Kibworth villages that feed into the A6 (primarily New Road, Church Road, Marsh Drive, Lodge Close, Main Street, Hall Close and Albert Street. Wistow Road is served by a roundabout which reduces the impact at this junction).

The use and congestion of roads within the parish is determined by the growth in both local and neighbouring populations, higher rates of vehicle ownership and use, and the proximity to key local growth areas such as Market Harborough and Leicester which results in increasing numbers of through traffic generated from external sources.

Residents are also concerned that road congestion will worsen in years to come as a result of further initiatives outside the Parish boundaries. The major housing development on the airfield farm site on the west side of Market Harborough will ultimately bring around a further 1,500 homes to the District, a number of which are likely to house people whose employment will be in Oadby/Wigston or Leicester and therefore adding considerably to an already 'problematic' situation. Traffic flows along the A6 through Kibworth Harcourt are recorded as being at a single direction highest level of 1,190/hr which is close to the maximum government guidance level for the type of urban single carriageway road of 1,300/hr (*Design Manual for Streets. Traffic Capacity of Urban Roads*, Advice Note TA 79/99, 1999). The additional traffic generation as a result of development within and outside the Parish boundaries is likely to breach this level unless mitigation is provided.

A Cumulative Traffic Impact Study carried out for the District and County Councils by Jacobs which reported its findings in early 2017 looked at current traffic numbers on the A6, and then the potential cumulative impact from traffic from the known pipeline of developments in Fleckney (150 + 350 houses), Great Glen (170 + 100 houses) and the Kibworth villages (56+110+250 houses). The study concluded that the A6 junctions at Wistow Road (the big roundabout), Church Road (by Coach & Horses) and New Road are already over capacity.

The problems experienced within the Kibworth villages are compounded by the high levels of car ownership within both Parishes and from externally generated through traffic. Between 2001 and 2011 the percentage of households with 3 or more cars increased from 9.6% to 11.4%. The total number of cars in the Kibworth villages rose from 2,926 to 3,524 over the same period – an increase of over 20%. This translates directly into increasing volumes of people who use their car to get to and from work, with 75% of people using a car or van for this purpose (higher than the Harborough District average which is 71%) and fewer people going to work on foot than the Harborough average (9% compared to 10%). In the community questionnaire two thirds of respondents said that they exited the Kibworth villages onto the A6 when going to work. Fewer people are classified as working from home than across Harborough generally and this exacerbates the problem.

Given the commonly held concerns amongst the local community about the problems accessing the A6 and the steady build-up of traffic, a long-standing aspiration of a significant number of residents has been the need to construct a bypass or relief road to divert through traffic away from the built-up area of the Kibworth villages along the A6. Although the Highways authority has made it clear that funds are not currently available from within local authority resources or central government to meet the cost of such a development, one of the strategic development areas being put forward as an option by Harborough District Council includes provision for 1,200 houses within the Kibworth villages and the potential to deliver a relief road on land north of Kibworth Harcourt.

Although the provision of a relief road would go a long way towards alleviating some of the transport related issues identified within this Plan, it is recognised that even if such a

proposal was given the go ahead, there would potentially be many more houses built within the Plan area before this came to fruition, making the 'problematic' situation considerably worse before any improvements would be felt. The Neighbourhood Plan does not support extensive development north of the A6 and is in favour of a bypass or relief road to help alleviate the existing traffic related problems. If a strategic decision is taken by Harborough District Council to develop housing north of the A6, or and a condition of that decision is that a bypass or relief road is required, then Policy H8 sets out that this should be constructed prior to the development of the housing or phased in conjunction with the development of the housing.

B) IMPACT OF NEW DEVELOPMENT

There has been significant development over recent years in the Kibworth villages and residents are concerned that the infrastructure has not kept pace with the increase in housing. In order to recognise the concerns of residents it is essential that any further development takes into account the severe transport problems across the Plan area and that the location of any new build housing addresses the legitimate concerns raised. Therefore, when considering proposals for new development, the impact of the development on the wider highway network, in particular on traffic in the village centre and at known congestion points, will be considered. Where necessary appropriate highway improvements may be required to mitigate against the effects of the new development.

POLICY T1: TRANSPORT ASSESSMENT FOR NEW HOUSING DEVELOPMENT

Transport assessments for new housing development should demonstrate that:

- 1) The cumulative impact on traffic flows on the strategic and local highway network, including the roads within and leading to the village centre, will not be severe, unless appropriate mitigation measures are undertaken where feasible;
- 2) Provision is made for accessible and efficient public transport routes within the development site or the improvement of public transport facilities to serve the development;
- 3) Improvements to pedestrian and cycle routes are incorporated to serve the development, where appropriate, and to provide safe, convenient and attractive routes to shops, employment, schools and community facilities and which are integrated into wider networks;
- 4) It retains existing rights of way or provides acceptable diversions;
- 5) It incorporates adequate parking and manoeuvring space within the development in accordance with the Highway Authority's standards and Neighbourhood Plan Policy H8; and:
- 6) Travel packs are to be provided on residential developments to encourage sustainable forms of transport and to promote existing pedestrian and cycle routes.

C) ACCESS TO THE A6

This has been an area of considerable concern to residents of the Kibworth villages as demonstrated by the weight of feeling expressed through the various community consultation activities that have been undertaken through the process of producing this Neighbourhood Plan. A total of nine roads access the A6 from within the Kibworth villages from the roundabout at Wistow Road to West Langton Road alongside the business park and adjacent to the railway bridge.

The volume of traffic is increasing (LCC traffic count of 16,195 average daily flow in 2009 on Leicester Road, and 21,917 average daily flow in 2014 on Leicester Road; this is a 35% increase in 5 years) and there is concern that air quality is at dangerous levels (Air Quality Assessment on behalf of Manor Oak Homes for planning application 15/00525/OUT on corner of Wistow Road and Leicester Road).



Specific studies that have been undertaken by the Transport and Access Theme Group have provided evidence to back up this anecdotal evidence. These studies are included as part of the evidence base for the Neighbourhood Plan.

In summary, the studies recorded the volume of traffic accessing the A6 from junctions including Main Street. The studies were undertaken at a range of times including peak commute times in the morning and early evening over the course of a week and revealed the volume of traffic during these times. As an example, between 203-239 cars exited Main Street onto the A6 during the time between 7:00 am and 9:00 pm from Monday–Friday week beginning 18 January 2016. Waiting times ranged from 1 minute to 9 minutes.

Residents are concerned that delays caused by the amount of queuing traffic trying to access the A6 leads to frustration and potential risk to safety as risky manoeuvres are attempted. The need to address these issues are a top priority for residents who have prioritised the need to improve access onto the A6 from the various junctions within the Kibworth villages, but especially at New Road, Main Street, Marsh Drive and Church Road.

POLICY T2: ACCESS ONTO THE A6

Proposals to improve access onto the A6 by means of the provision of roundabouts or other appropriate measures at key junctions will be supported.

D) CAR PARKING

The need for better parking featured heavily in the public consultation events: both the Open Event in July 2015 and the Questionnaire in February 2016 resulted in a large number of comments drawing attention to this issue – which is of particular concern in the village centre where the public car parks are overwhelmed; along Smeeton Road close to the Academy; the GP surgery and the park/tennis club; on New Road outside Clarkes' business premises and along Fleckney Road where Victorian terraces have limited off-road parking and residents have to use the road, thus narrowing the access to one way.

Residents are pleased with the free car parking in the Parish to help support local retail and hospitality sectors. Residents and visitors alike should have access to parking facilities in the village and it is seen as being very important that the existing public car parks are not reduced in size or lost.

Inspections of the public car parks undertaken by members of the transport Theme Group demonstrated the pressure under which they are operating. The Paget Street car park was inspected between 8 January and 10 February 2016 and all 15 spaces were occupied at the time of the visits. Some of the cars were the same on both occasions, indicating that they were parked on a longer-term basis than intended. Paget Street itself has approximately 14 parking spaces which are regularly full.

The Grammar School Hall Car Park on School Road has spaces for approximately 82 and generally has some availability except when there are large group users of the Hall or functions on when it can be fully utilised.

The survey has revealed that there have been 3 times at different dates with about 25 spaces taken up, although if an activity taking place in the hall such as U3A monthly meeting on Tuesday, or the regular Affinity Education Group meetings, when the car park is usually full, with only spaces at the far end.

Station Street has fourteen on-street spaces and is usually full whilst the car park adjacent to the pharmacy on Station Street now has only four spaces due to the construction of two semi-detached dwellings.

The area around the Station Street GP surgery is fully occupied for most of the day, especially with activities in the village hall. People are finding it difficult to park for the doctors although they do have a car park behind the surgery with ten or more spaces depending on tidy parking and staff parking. This car park is very restricted in space, causing difficulties for drivers manoeuvring, but there is a disabled parking space which is easy to access.

Smeeton Road is full along one side, and in the side road, almost permanently during the daytime because of staff and patients visiting the Kibworth Health Centre, although if tennis club members are playing, it can be full in the evening too.

The Co-op private (for customers only) car park has 50 spaces and at 12.20 pm on Monday 11th January 2017 had seven vacant spaces including three of the four parent/child spaces and one next to the railings which is usually empty because it is narrow and not helped by poor parking in the adjoining space and proximity of the railings making it difficult to get out of a car.

On-street parking up High Street from the roundabout to Smeeton Road is full most of the day with up to 2 spaces on the street and a couple outside the paper shop depending on time of day. From Smeeton Road up to Co-op is now usually full of many cars parking on the pavement nearer to the Co-op often for shopping at the Co-op or accessing the ATM, although some are residents parking.

The Church car park has fourteen spaces which is clearly not adequate for activities at church where parking can stretch down and round into Rectory Lane as well as into St. Wilfrid's Close. If there is parking outside the Villas then traffic flow and the pedestrian crossing are compromised.

Fleckney Road is extremely congested with the parking switching from side to side and traffic flow is compromised by the bin lorry, double decker buses and heavy goods vehicles so there are frequent hold ups.

The Kibworth villages attract many visitors to its retail and leisure facilities but lacks adequate provision for short term and on-street parking which restricts visitor activity as well as leading to safety concerns.

POLICY T3: PUBLIC CAR PARKING

Development proposals that would result in the loss of off-street car parking on the areas shown on the Proposals Map would only be acceptable where:

- 1) It can be clearly demonstrated that there is no longer any potential for the continued use of the land for car parking and that the loss of parking will not aggravate an existing shortfall of spaces in the vicinity; or
- 2) Adequate and convenient replacement car parking spaces will be provided elsewhere in the vicinity.

The Neighbourhood Plan will support proposals to develop a new car park or extend an existing public car park in the village at a suitable location will be supported.

D) ROAD SAFETY

Concern has been expressed through consultation for various aspects of transport related provision that contributes to public safety.

Specifically this relates to perceived danger to pedestrians walking along Fleckney Road (supported by 92% of respondents in the community questionnaire) and Warwick Road (supported by 76% of respondents in the community questionnaire) leading to the football ground, allotments and garden centre as a result of the absence of a pavement; danger to pedestrians using the footpath and 'tin bridge' from the Primary school to

Meadowbrook Road as a result of inadequate lighting and the lack of sustainable modes of transport for cyclists and pedestrians, especially those with disabilities.

POLICY T4: IMPROVEMENTS TO ROAD SAFETY

The proposals in the Plan to address safety concerns identified by Parishioners will be supported involving the provision of new cycleways and footpaths, accessible to people with disabilities, linking village facilities and amenities.

F) TRAFFIC MANAGEMENT

Traffic speeding is a key concern as expressed by villagers through community consultation.

Traffic generated by recent housing developments within and outside the Plan area has increased both volumes and the problems of capacity at peak times on the main A6, resulting in the village roads being used as 'rat runs', bringing with it the problems of speeding as well as increased volumes of traffic on what are small, rural roads.

Respondents to the consultation could not agree on the best method of regulating the traffic and ensuring compliance with speed limits. The Parish Councils will work with the Highways authority to identify appropriate solutions.

POLICY T5: TRAFFIC MANAGEMENT

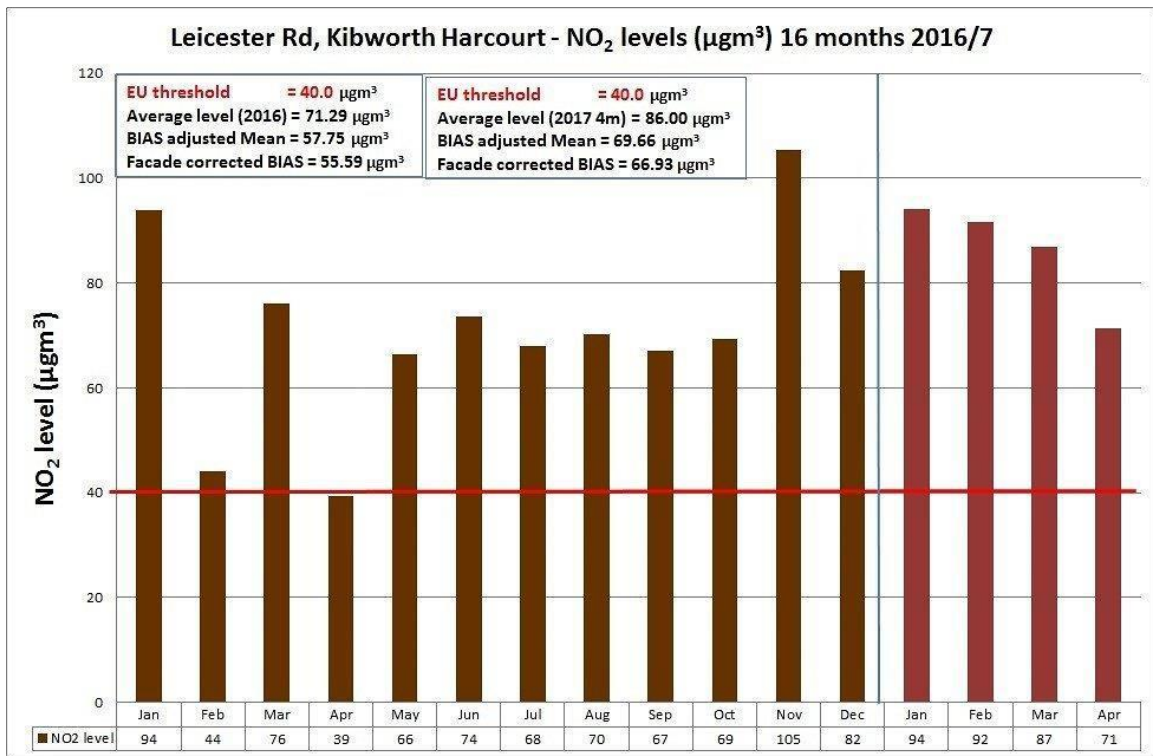
The provision of traffic management solutions to address the impacts of traffic arising from development will be strongly supported. This includes either directly provided solutions or the use of contributions from development to contribute towards the costs of provision.

G) AIR QUALITY

Issues of air quality were referenced by the community as an important area of concern. Although the Parish is predominantly rural, air pollution is a problem along the A6 where it passes through the Plan area where congestion is frequent.

Increased pressure on roads within and through the Kibworth villages is anticipated from the development at Airfield Farm in Market Harborough and from planned development within and outside of the Plan area.

An Air Quality Management Area (AQMA) has been declared by Harborough District Council for the length of the A6 between the junctions with Wistow Road and Church Road.



POLICY T6: AIR QUALITY

Planning decisions should take account of the impact on air quality in the Plan area, supporting proposals which will result in the improvement of Air Quality or minimise reliance upon less sustainable forms of transport.

6 EMPLOYMENT

A) INTRODUCTION

The two Kibworth villages are combined and identified as a Rural Centre in the Core Strategy for the District and, as such, is a focus for employment, retail and service provision. Rural Centres were selected on the basis that they have at least 4 of the 6 key services (general practitioner, library, public house, primary school, food shop, post office). It has a range of shops to meet day to day requirements of local people.

The wide range of shops, services, facilities and small businesses in the Kibworth villages provide a range of employment opportunities in the Kibworth villages. There are also more established employment areas on Harborough Road which provide further local employment.

The Census 2011 reported that almost 200 people work from home or mainly from home and that around 260 people walk or cycle to work.

The majority of the shops and professional services are now located in the Kibworth Beauchamp Conservation Area, located on High Street, Station Street and Harcourt Estate.

There are business parks located off New Road, Harborough Road and Wistow Road as well as other businesses in pockets throughout the village.

These provide a range of employment opportunities in the Kibworth villages.

In 2011, 74% of the population aged 16 – 74 in the Kibworth villages was economically active, same as the District figure and well above both the national level of 69.6% and the regional level at 69.3%.

The Census found that 3% were unemployed in the Kibworth villages compared to 2.5% across the District.

Of the economically inactive, 62.7% were retired, a little above the District level of 59.4%. The level of self-employment is the same as the District rate of 13%.

i) Local Shopping Area

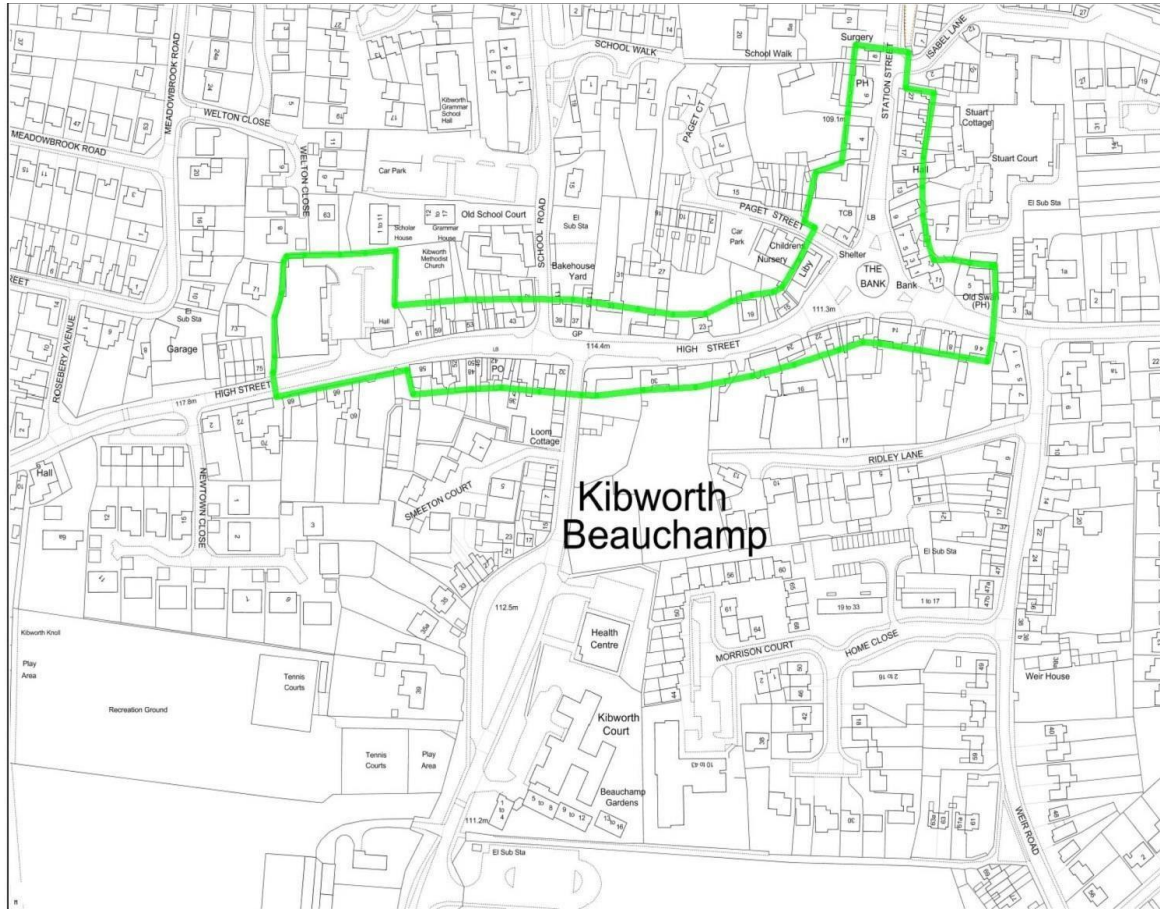
In Kibworth Beauchamp, the concentration of retail shopping frontages is along High Street and the part of Station Street closest to the roundabout. The parade of shops on Leicester Road in Kibworth Harcourt provides shops and services to serve the local community, and should be retained for commercial use.

POLICY E1: LOCAL SHOPPING CENTRE

The Local Shopping Centre is shown on the Proposals Map. Within frontage in this area, proposals for new retail (A1) development in new or existing frontages will be supported.

Other appropriate town centre uses will be supported where they could contribute to the role of the Local Centre.

Figure 20 - Primary Shopping Area



Date Created: 15-5-2016 | Map Centre (Easting/Northing): 468163 / 293675 | Scale: 1:2873 | © Crown copyright and database right. All rights reserved (100053360) 2016

ii) SHOP FRONTAGES IN KIBWORTH BEAUCHAMP VILLAGE CENTRE

Concern has been expressed that the visual appearance of shops and businesses in the village centre has declined, resulting in a less attractive street scene and diminishing the impact of the traditional buildings within it.

Well-designed shopfronts and frontages to buildings make an important contribution to the character of the Kibworth villages as well as to individual buildings across it. The retention of historic shopfronts, is particularly important. Alongside high quality contemporary design, they make an important contribution to the special architectural and historic interest of the retail area.



Where existing shopfronts are of indifferent or poor design, replacement with shopfronts of high quality design and materials which complement the design and proportions of the host building will be encouraged.

Run down or broken shopfronts should be repaired rather than replaced where they make an important contribution to the local distinctiveness of the building or area.

Signage is also an important feature of the village centre. All signage should be kept to a minimum and must be designed to fit sympathetically with the local character. Internally illuminated box signs that are fixed externally to a building are not in keeping and will not normally be permitted.

POLICY E2: SHOP FRONTAGES

Development proposals to alter or replace existing shopfronts, create new shopfronts or to alter the frontages within the Local Centre will be supported where they:

- 1) Conserve and enhance the special qualities and significance of the building and area; and Relate well to their context in terms of design, scale, material and colour.
- 2) Development proposals that remove, replace or substantially harm shop fronts or the frontages of buildings by poor or indifferent design will not

be supported. 'Swan neck' external lighting or the use of internal illumination (either of the whole sign or of the lettering) will not normally be permitted.

iii) BROADBAND

The importance of maintaining internet connectivity and having access to new information technologies is recognised to support local businesses and employment across the Parish.

This is important in small rural settings where better broadband will enable improved access to an increasing number of on-line applications and services provided by the public and private sector and can help to reduce social exclusion.

Broadband speeds have recently improved and it is essential to the continuing maintenance and expansion of self-employed activity for those working from home or from a small office that access to effective broadband remains in place.

iv) HOME WORKING

In rural areas such as the Kibworth villages, the benefit of supporting home working is that it helps to promote employment activities whilst reducing the dependency on the car for journeys to employment sites outside the Parish.

There is a need to recognise the high levels of people who state that they work from home. The benefit of supporting home working is that it helps to promote business activities, encouraging local employment and reducing the dependency of the car for long journeys to employment sites outside the Parish.

The intention of Policy E4 is to recognise that people may not have a suitable space within their home from which to run a business, or they may wish to distinctly and deliberately separate their work and living space. Policy E3 supports the construction of extensions, the conversion of outbuildings, and the development of new free-standing buildings in gardens from which businesses can operate. This is intended to maximise the opportunity for home run enterprises to be created and supported in the long term in the Kibworth villages, recognising the reality of employment patterns and work habits in a rural location and would apply where a material change of use occurs, such that planning permission is required. This reflects positive support for entrepreneurial activity in line with the NPPF and emerging Harborough Local Plan.

POLICY E3: HOME WORKING

Proposals for the use of part of a dwelling for office and/or business use (Class B1) will be supported where:

- 1) No significant and adverse impact arises to nearby residents or other sensitive land uses from traffic generation, noise, fumes, odour or other nuisance associated with the work activity; and

- 2) Any extension or free-standing building shall be designed having regard to policies in this Plan and should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction.

V) FARM DIVERSIFICATION

There are few working farms remaining in the Kibworth villages. To help maintain the rural economy and protect the open countryside from inappropriate development, the Plan supports the sustainable growth and expansion of business and enterprise through the conversion of existing buildings in the countryside. Specifically, this is intended to:

- Promote a viable and sustainable farming and rural economy in the Kibworth villages;
- Promote the diversification of rural businesses;
- Encourage new businesses to provide a wider range of local produce, services and leisure facilities, to provide local employment and attract visitors to the Kibworth villages;
- Maintain and enhance the local environment of rural and agricultural lands.

The change of use of some rural buildings to new uses is already permitted under the General Permitted Development Orders. The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 allows, under certain circumstances, the change of use of agricultural buildings to residential use and change of use of agricultural buildings to registered nurseries providing childcare or state-funded schools, under the prior approval system.

POLICY E4: FARM DIVERSIFICATION - RE-USE OF AGRICULTURAL AND COMMERCIAL BUILDINGS

The re-use, conversion and adaptation of rural buildings for small businesses, recreation, or tourism purposes will be supported where:

- 1) The use proposed is appropriate to the rural location;
- 2) The conversion/adaptation works respect the local character of the surrounding area;
- 3) The development will not have an adverse impact on any archaeological, architectural, historic or environmental features including wildlife. Consideration in line with Environment Policy ENV7 to be included to replace possible lost habitat and help wildlife;
- 4) The local road system can accommodate the traffic generated by the proposed new use and adequate parking can be accommodated within the site; There is no significant adverse impact on neighbours through noise, light pollution, increased traffic levels or increased flood risk.

7 DEVELOPER CONTRIBUTIONS

A) INTRODUCTION

All development has the potential to impact on the environment and place pressure on local infrastructure and services. It is recognised that the planning system should be used to ensure that new development contributes positively to the local environment and helps to mitigate against any adverse impacts on infrastructure.

However, the NPPF stresses that the need for infrastructure accompanying development must have regard for the viability of that development. Planning Practice Guidance (PPG 46) also recognises the ability of Neighbourhood Plans to identify the need for new or enhanced infrastructure, but requires the Plan to prioritise the infrastructure requirements.

Provision of the necessary physical and community infrastructure arising from proposed development is therefore a critical component of the Plan, which has identified a wide range of potential infrastructure requirements through its production.

Funding for new infrastructure is currently provided through a legal agreement (often referred to as a Section 106 Agreement) between the District Council and the applicant, along with other parties involved in the delivery of the specific infrastructure improvement. However, once the new Local Plan has been adopted, Harborough District Council will be considering the introduction of what is known as a Community Infrastructure Levy (CIL) where charges will be applied according to the scale and type of development, and these funds used to pay for the infrastructure requirements.

B) INFRASTRUCTURE REQUIREMENTS

The provision of these diverse elements of infrastructure needs to be timely if deficiencies are to be avoided. The infrastructure requirements identified and detailed within the Plan are prioritised below:

- Increase in preschool provision (CSA1)
- Expansion of existing schools (CSA2)
- Provision of new school (CSA2)
- Provision of multi-functional amenities centre (CSA3)
- New and improved sports facility (CSA4)
- Additional GP premises (CSA5)
- New formal park (CSA6)
- New footpath links (Env8/T4)
- Provision of travel packs (T1)
- Pavement along Fleckney Road/Warwick Road (T4)
- Enhanced lighting on Tin Bridge (T4)

- Clearer demarcation of pavement along Albert St (T4)
- Traffic Management solutions (T5).

8 MONITORING AND REVIEW

It is anticipated that the Neighbourhood Plan will last until 2031. During this time, it is likely that the circumstances which the Plan seeks to address will change.

The Neighbourhood Plan will be monitored on an annual basis. This will be led by the Parish Councils of Kibworth Beauchamp and Kibworth Harcourt in conjunction with Harborough District Council as the local planning authority at least on an annual basis. The policies and measures contained in the Plan will form the core of the monitoring activity, but other data collected and reported at the Parish level relevant to the delivery of the Neighbourhood Plan will also be included.

The Parish Councils propose to formally review the Neighbourhood Plan on a five-year cycle or to coincide with the review of the Harborough Local Plan if this cycle is different.

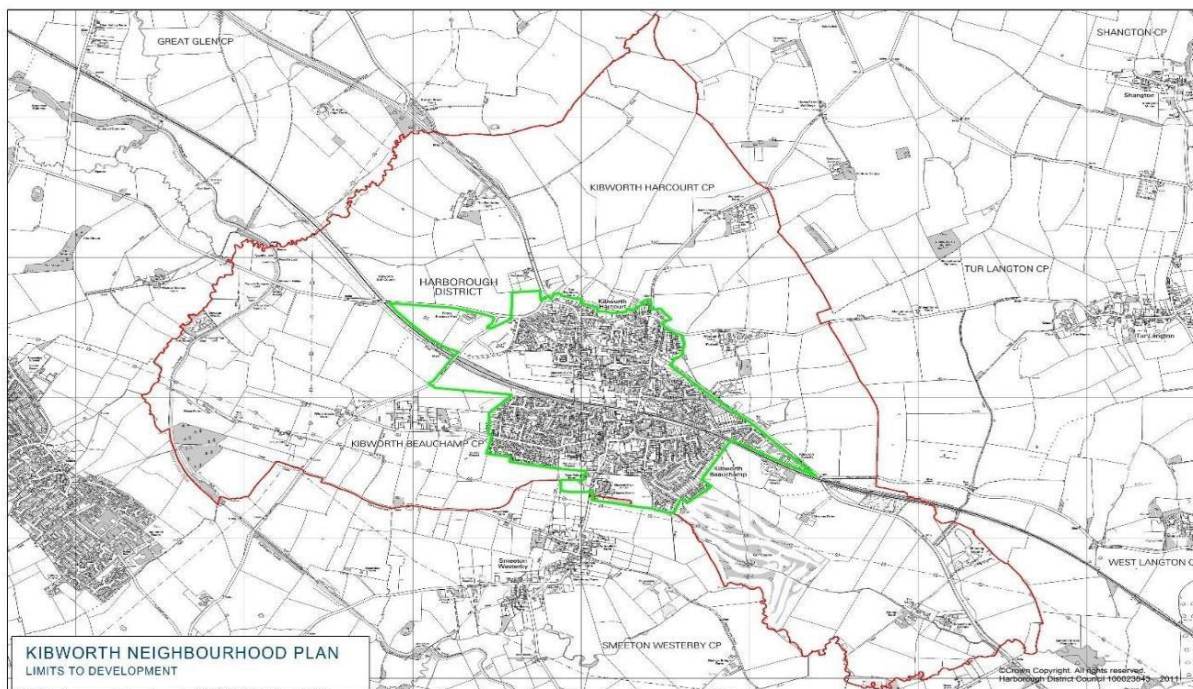
SECTION THREE SUMMARIES AND APPENDICES

1 SUMMARY OF POLICIES (with Proposals Mapping)

SUSTAINABLE DEVELOPMENT

POLICY SD1: LIMITS TO DEVELOPMENT

Development shall be located within the Limits to Development as defined on the Proposals Map unless there are special circumstances to justify its location in the countryside outside the Limits of Development.



COMMUNITY SERVICES

POLICY CSA1: PRE-SCHOOL PROVISION

An increase in the number of pre-school places in appropriate quality accommodation which would meet the government target of 30 hours per child per week is supported subject to the accommodation:

- 1) Being safely accessible by pedestrians.

2) Including outdoor spaces for children to play, learn and develop.

POLICY CSA2: SCHOOLS

Proposals for the expansion of existing schools in the Parishes will be supported where it can be demonstrated that:

1) Expansion would not exacerbate existing access-related or traffic circulation problems, or that suitable mitigation measures are brought forward as part of the proposal:

2) There is no loss of land already used for recreation by the schools; and

3) The development would not result in a significant loss of amenity to residents or other adjacent users.

Proposals for a new school will be supported where it can be demonstrated that the development:

4) Would be safely accessible for pedestrians and cyclists, and is well-related to bus routes and/or there is adequate provision for waiting school buses to park;

5) Has appropriate vehicular access, and does not adversely impact upon traffic circulation; and:

6) Would not result in a significant loss of open space, amenity to residents or other adjacent users.



POLICY CSA3: MULTI-FUNCTIONAL COMMUNITY CENTRE

The Plan would support proposals for a multi-functional community centre which:

- 1) Is within the Limits to Development;
- 2) Meets the design requirements in Policy H7;
- 3) Has the capacity to accommodate scout/guide groups and their storage requirements;
- 4) Will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties;
- 5) Will include adequate parking provision; and
- 6) Is of a scale appropriate to the needs of the locality and is accessible for residents wishing to walk or cycle.

POLICY CSA 4: SPORTING FACILITIES

The provision of new and/or improved sporting facilities which are accessible to all age groups and disabilities will be supported subject to the facility:

- 1) Being within or adjacent to the Limits to Development;
- 2) Meeting the design requirements in Policy H7;
- 3) Not resulting in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties;
- 4) Will include adequate parking provision;
- 5) Being of a scale appropriate to the needs of the locality and is accessible for residents wishing to walk or cycle.
- 6) Providing sporting amenities which are open to all residents.

POLICY CSA5: GP PREMISES

Proposals for additional GP premises that increase the accessibility of health care for residents living North West of the Plan area will be supported providing that the development:

- 1) Will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties; and
- 2) Will include adequate parking provision.



POLICY CSA6: PARKS AND GREEN SPACES

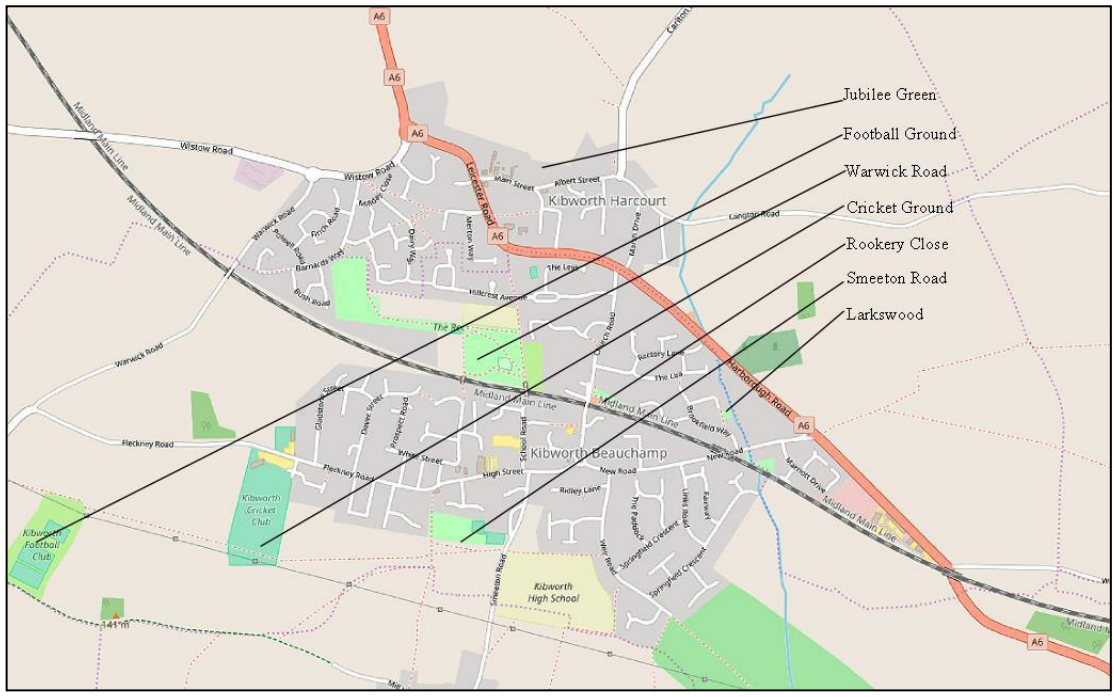
The following parks, sports and recreation grounds shown on the Proposals Map (below) will be safeguarded:

Jubilee Green
 Warwick Road
 Rookery Close
 Larkswood

Smeeton Road
 Kibworth Cricket Club ground
 Football field (off Fleckney Road)

Development proposals on these areas will not be supported except where:

- 1) A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or
- 2) it is demonstrated that there is a surplus of recreational land, facilities or open space of the same typology exceeding the needs of the local community; or
- 3) The development of a small part of a larger site in recreational use would result in the enhancement of recreational facilities on the remainder of the site, or on a nearby site serving the same community.
- 4) The provision of new formal parks will be supported, especially those including provision of child and 12-16 year old activity.



POLICY CSA7: SAFEGUARDING OF COMMUNITY FACILITIES

The following community facilities shall be safeguarded and enhanced:

- Kibworth Grammar School Hall
- Kibworth Methodist Church
- Kibworth Village Hall
- Kibworth Scout Hut
- St Wilfrid's Church and Hall
- Kibworth Community Library



Development proposals that would result in the loss of, or have a significant adverse effect on, a community facility will not be supported, unless the facility is replaced by an equivalent or better facility in terms of quantity and quality in a suitable location or it can be demonstrated that the facility is not viable or is no longer required by the community.

HOUSING AND THE BUILT ENVIRONMENT

POLICY H1: WINDFALL SITES

Small scale development proposals for infill and redevelopment sites will be supported where:

- 1) It is within the Limits to Development;
- 2) It helps to meet the identified housing requirement for the Plan area in terms of housing mix;
- 3) It maintains and where possible enhances the character of the built environment;
- 4) It is of an appropriate scale which reflects the size, character and level of service provision within the Plan area;
- 5) It retains natural boundaries such as trees, hedges and streams;
- 6) It provides for a safe vehicular and pedestrian access to the site and any traffic generation and parking impact created does not result in an unacceptable direct or cumulative impact on congestion or road and pedestrian safety;
- 7) It does not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise; and
- 8) It does not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours and the occupiers of the dwelling.

POLICY H2: PROMOTING SELF-BUILD

Development proposals for self-build or custom build schemes will be viewed positively. Plots may be sold to individuals without a local connection if a lack of local need has been demonstrated.

POLICY H3: HOUSING MIX

To meet the future needs of the residents of the Plan area, new housing development proposals should provide a mixture of housing types specifically to meet identified local needs in the Kibworth villages. Priority should be given to dwellings of three bedrooms or fewer and to homes for older people.

POLICY H4: BUILDING DESIGN PRINCIPLES

All new development proposals of one or more houses, replacement dwellings and extensions should satisfy the following building design principles:

- 1) Design principles that apply to the Conservation Area should be applied where development is adjacent to the Conservation Area to help ensure a controlled transition between the Conservation Area and new development outside the Conservation Area;
- 2) Innovative and inventive designs with varied house types, building widths, styles, details, facing and roofing materials reflecting a varied street scene will be supported. On developments of ten or more dwellings, housing development should be predominantly two-storey with any three-storey dwellings being spread throughout the development;
- 3) The character, scale, mass, density and layout of the development should fit with the surrounding area, including external roof and wall materials, and should not adversely impact on the visual amenity of the street scene or wider landscape views;
- 4) Where appropriate, the provision of village greens and squares will be supported;
- 5) Different tenures must be fully integrated into the development ('tenure blind');
- 6) Schemes, where appropriate, should contain a fully worked up landscape proposal. Hedges and native trees should be retained. Plot enclosures should, where possible, be native hedging, wooden fencing or stone/brick wall of local design. Enhancements are to be made to the biodiversity of the scheme, for example provision for swifts, hirundines, house sparrows, other birds, bats and hedgehogs;
- 7) Security lighting should be appropriate, unobtrusive and energy efficient;
- 8) Developments, where appropriate, should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency.

POLICY H5: RESIDENTIAL CAR PARKING

New residential development should incorporate sufficient parking provision to meet the needs of future residents in accordance with the Leicestershire parking standards except that:

- 1) New residential development shall include the following minimum number of car parking spaces:
- 2) 4+ bedroomed dwellings shall have a minimum of 4 off-street parking spaces within the curtilage of each dwelling.
- 3) Extensions to existing dwellings should not result in the loss of parking spaces below the minimum level.

POLICY H6: REFUSE STORAGE

New homes are to be designed so that they can accommodate storage containers compliant with the collection system. This currently comprises 3 wheelie bins which

occupy a space 0.75 x 1.8m. This hardstanding must be separate but can be adjacent to private car parking spaces.

In the case of terraced housing, paths or private/shared passageways must be provided at ground floor level between the houses to allow free and easy movement of refuse bins.

POLICY H7: EXTERNAL STORAGE

New residential development shall include provision for secure external storage at the following minimum standard:

Size of dwelling	External storage area
1 and 2 bed roomed dwellings	3 sqm
3 bed roomed dwellings	3.5 sqm
4+ bed roomed dwellings	4.0 sqm

POLICY H8: NORTH EAST KIBWORTH SDA

If the North East of Kibworth SDA is allocated for development, the development proposals should provide for:

- 1) The construction of a relief road in advance of the construction of new housing or phased in conjunction with the development of the housing.”
- 2) Important areas of wildlife and bio-diversity should be retained;
- 3) Adequate protection in terms of the Kibworth Harcourt Conservation Area and landscape character be retained;
- 4) An area of open green space shall be maintained between the new development and existing dwellings within Kibworth Harcourt; and
- 5) A mix of housing types and sizes to meet the current and future needs of people in the Parish and the wider area are to be provided.

NATURAL AND HISTORIC ENVIRONMENT

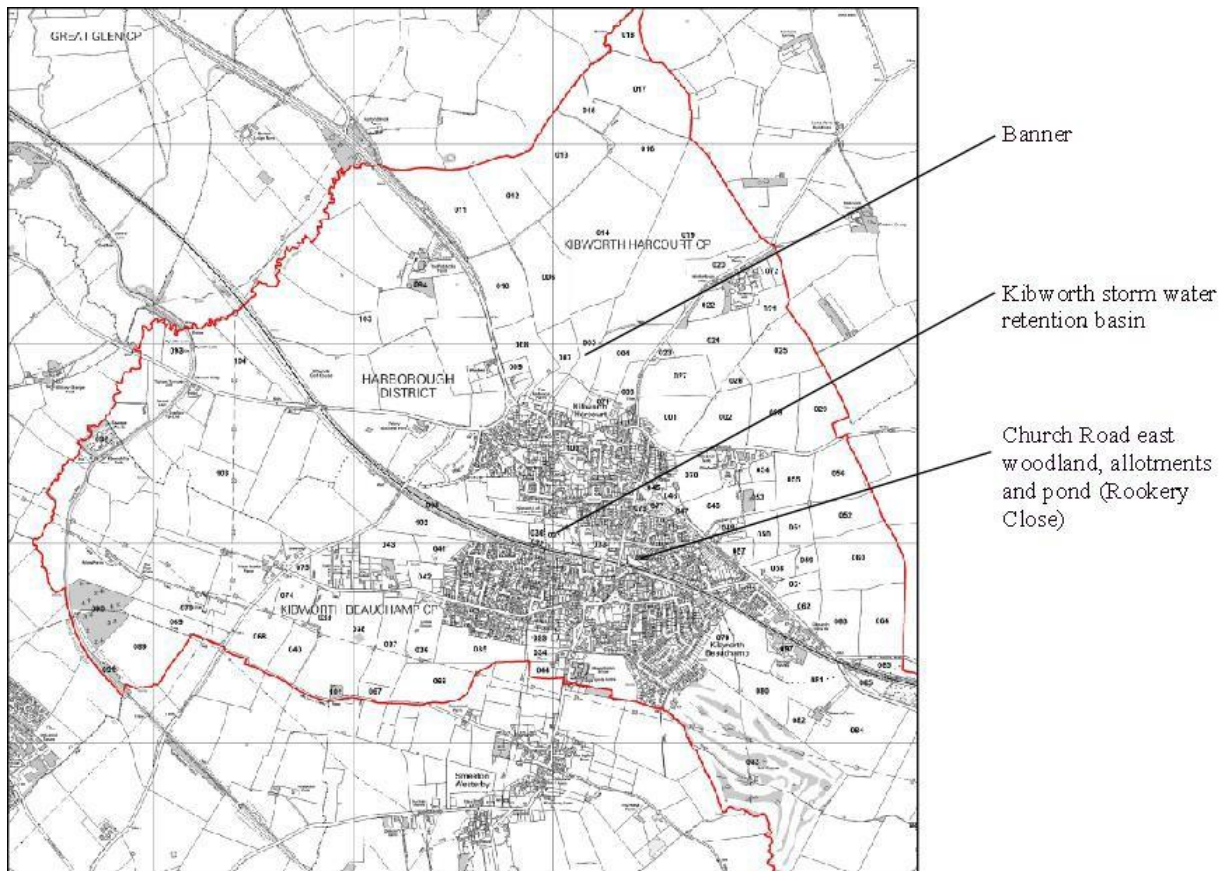
POLICY ENV1: PROTECTION OF LOCAL GREEN SPACES

Local Green Space are designated on the following sites shown on the Proposals Map. Development on the sites will not be acceptable other than in very special circumstances, including the development of utility infrastructure provided by Anglian Water.

Kibworth storm water retention basin

Banner

Church Road east woodland, allotments and pond



POLICY ENV2: IMPORTANT TREES AND WOODLAND

Development proposals should be laid out and designed to avoid damage to or loss of woodland and trees of arboricultural and ecological significance and amenity value will be resisted. Proposals should be designed to retain such trees where possible. Trees that are lost or damaged should be replaced on a two-for-one basis using semi mature trees planted in accordance with the British Standard on Trees BS5837:2012.

Major developments including residential development of ten or more dwellings should include a contribution to green Infrastructure, the characteristic wooded appearance of the villages, and the principle of ‘allowing space for trees’ in the form of new planting, including street trees, spinneys and individual trees, at a scale appropriate to the size of the development, and on land allocated for the purpose.

POLICY ENV3: BIODIVERSITY

Development proposals should protect local habitats and species, in accordance with the status of the site, especially those identified as candidate (cLWS), proposed (pLWS) or validated Local Wildlife Sites (LWS), or those covered by relevant English and European legislation, and, where possible, to create new habitats for wildlife.

The Plan will designate a wildlife corridor is designated along the course of the Burton Brook as shown on the proposals map (below).



Burton Brook, east of the Kibworth villages, and the line of the Grand Union Canal

POLICY ENV4: RIDGE AND FURROW FIELDS

The surviving areas of Ridge and Furrow fields are non-designated heritage assets and any harm arising from a development proposal will need to be balanced against their significance as heritage assets.

POLICY ENV5: IMPORTANT HEDGES

Development proposals should be laid out and designed to avoid damage to or loss of important hedgerows of historical and ecological significance and amenity value. Proposals should be designed to retain and manage such hedges where possible. Important hedgerows are those that meet the definition in Hedgerow Regulations 1997 and are shown on the Proposals Map.

New development proposals should incorporate existing hedgerows, wherever possible, as components of the landscaping, for example as parts of 'green ways'.

POLICY ENV6: AREA OF SEPARATION

The area of land identified on the Proposals Map is designated as an Area of Separation. Development within the area should be located and designed to maintain and where possible enhance the separation of the villages.

POLICY ENV7: RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT

Development proposals that generate renewable and low carbon energy should:

- 1) Not have an adverse impact (such as noise, visual impact, reflections, shadow flicker, water pollution, smell, air quality, gaseous or particulate emissions) on the health, wellbeing or amenities of residents and visitors;
- 2) Not have an adverse impact on the area in relation to views or the character of the surrounding landscape; and
- 3) Be of an appropriate scale for its location.
- 4) Where practicable, incorporate designed-in features to enhance biodiversity in the built environment, including (but not limited to) provision for swifts, hirundines, house sparrows, other birds, bats, and hedgehogs.

POLICY ENV8: WATERCOURSES AND FLOODING

The sequential test is required in flood zones 2 and 3 and in flood zone 1 for developments. In addition, development proposals in areas adjacent to zones 2 and 3 should take account of the forecast flooding levels arising as a result of climate change.

Every development proposal in the Plan Area will be required to demonstrate that:

- 1) Its location takes geology, hydrology and flood risk into account;
- 2) Its design includes, as appropriate, sustainable drainage systems (SuDS), surface water management measures and permeable surfaces; and
- 3) It does not increase the risk of flooding downstream.

POLICY ENV9: GRAND UNION CANAL IN KIBWORTH BEAUCHAMP

Development proposals potentially affecting the biodiversity, historic heritage or setting of the canal will be required to protect or enhance those features. Developers will be encouraged to support the objectives of the River Soar & Grand Union Canal Strategy and any related community initiatives. See above Proposals Map.

TRANSPORT AND ACCESS

POLICY T1: TRANSPORT ASSESSMENT FOR NEW HOUSING DEVELOPMENT

Transport assessments for new housing development should demonstrate that:

- 1) The cumulative impact on traffic flows on the strategic and local highway network, including the roads within and leading to the village centre, will not be severe, unless appropriate mitigation measures are undertaken where feasible;
- 2) Provision is made for accessible and efficient public transport routes within the development site or the improvement of public transport facilities to serve the development;
- 3) Improvements to pedestrian and cycle routes are incorporated to serve the development, where appropriate, and to provide safe, convenient and attractive

routes to shops, employment, schools and community facilities and which are integrated into wider networks;

- 4) It retains existing rights of way or provides acceptable diversions;
- 5) It incorporates adequate parking and manoeuvring space within the development in accordance with the Highway Authority's standards and Neighbourhood Plan Policy H8; and:
- 6) Travel packs are to be provided on residential developments to encourage sustainable forms of transport and to promote existing pedestrian and cycle routes.

POLICY T2: ACCESS ONTO THE A6

Proposals to improve access onto the A6 by means of the provision of roundabouts or other appropriate measures at key junctions will be supported.



POLICY T3: PUBLIC CAR PARKING

Development proposals that would result in the loss of off-street car parking on the areas shown on the Proposals Map would only be acceptable where:

- 1) It can be clearly demonstrated that there is no longer any potential for the continued use of the land for car parking and that the loss of parking will not aggravate an existing shortfall of spaces in the vicinity; or
- 2) Adequate and convenient replacement car parking spaces will be provided elsewhere in the vicinity.

The Neighbourhood Plan will support proposals to develop a new car park or extend an existing public car park in the village at a suitable location will be supported.

POLICY T4: IMPROVEMENTS TO ROAD SAFETY

The proposals in the Plan to address safety concerns identified by Parishioners will be supported involving the provision of new cycleways and footpaths, accessible to people with disabilities, linking village facilities and amenities.

POLICY T5: TRAFFIC MANAGEMENT

The provision of traffic management solutions to address the impacts of traffic arising from development will be strongly supported. This includes either directly provided solutions or the use of contributions from development to contribute towards the costs of provision.

POLICY T6: AIR QUALITY

Planning decisions should take account of the impact on air quality in the Plan area, supporting proposals which will result in the improvement of Air Quality or minimise reliance upon less sustainable forms of transport.

EMPLOYMENT

POLICY E1: LOCAL SHOPPING CENTRE

The Local Shopping Centre is shown on the Proposals Map (below in red). Within frontage in this area, proposals for new retail (A1) development in new or existing frontages will be supported. Other appropriate town centre uses will be supported where they could contribute to the role of the Local Centre.



POLICY E2: SHOP FRONTAGES

Development proposals to alter or replace existing shopfronts, create new shopfronts or to alter the frontages within the Local Centre will be supported where they:

- 1) Conserve and enhance the special qualities and significance of the building and area; and Relate well to their context in terms of design, scale, material and colour.
- 2) Development proposals that remove, replace or substantially harm shop fronts or the frontages of buildings by poor or indifferent design will not be supported. 'swan neck' external lighting or the use of internal illumination (either of the whole sign or of the lettering) will not normally be permitted.

POLICY E3: HOME WORKING

Proposals for the use of part of a dwelling for office and/or business use (Class B1) will be supported where:

- 1) No significant and adverse impact arises to nearby residents or other sensitive land uses from traffic generation, noise, fumes, odour or other nuisance associated with the work activity; and
- 2) Any extension or free-standing building shall be designed having regard to policies in this Plan and should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction.

POLICY E4: FARM DIVERSIFICATION - RE-USE OF AGRICULTURAL AND COMMERCIAL BUILDINGS

The re-use, conversion and adaptation of rural buildings for small businesses, recreation, or tourism purposes will be supported where:

- 1) The use proposed is appropriate to the rural location;
- 2) The conversion/adaptation works respect the local character of the surrounding area;
- 3) The development will not have an adverse impact on any archaeological, architectural, historic or environmental features including wildlife. Consideration in line with Environment Policy ENV7 to be included to replace possible lost habitat and help wildlife;
- 4) The local road system can accommodate the traffic generated by the proposed new use and adequate parking can be accommodated within the site; There is no significant adverse impact on neighbours through noise, light pollution, increased traffic levels or increased flood risk.

OUR NEIGHBOURHOOD: KIBWORTH BEAUCHAMP

People who live in Kibworth Beauchamp enjoy a village character and a built environment which has developed over at least 1200 years.

Kibworth Beauchamp became a settlement independent of Kibworth Harcourt in the late Saxon period when a small number of people came to live near what is now known as 'The Bank' or 'The Square' and which later became a market place where annual *statis* fairs were held when farmers would hire their seasonal workers.

Perhaps a son decided to break away from his family in Kibworth Harcourt and move down Church Hill. Boundary ditches dating to c.800 AD have been found behind properties on High Street near Smeeton Road suggesting that this was the location of the first manor house.



Opposite Home Close, leading to the modern housing development of Morrison Court, is the Tudor Cottage, which local historian George Weston has confirmed was once two separate residences, now flanked by later buildings of varying design.

In Leicestershire there are some settlements where one predominant influence has controlled development for much of their history. Nearby Stoughton, for example, was the centre of a wealthy farm estate, and that history is strongly evidenced in the pattern of style of the buildings that remain today. Development in neighbouring Kibworth Harcourt has been controlled by the influence of one landlord, Merton College, over many centuries, giving that village a distinctive sense of antiquity. In both

cases, relatively few land transactions, and centralised management, have tended to protect these villages from some external pressures and influences, excepting wars and pestilence.

By comparison, Kibworth Beauchamp has been buffeted by social, political and economic influences for its entire history. Today, its road patterns and buildings tell that story. The variety of styles and the somewhat illogical placing of some buildings, yards and lanes give the village a character and atmosphere which adds to the reasons why it is a popular location in which to live and work. The result of this long organic change is a village which is hardly picturesque but has a rich character.



The old Grammar School building in School Road, and the Kibworth Grammar School Hall behind it, are solid reminders of one of England's oldest educational establishments.

The first houses in Kibworth Beauchamp were timber-framed thatched cottages. Some have survived along Weir Road, and others are almost unnoticed, such as Stuart Cottage near the village hall and Rose Cottage in White Street. The more impressive dwellings of the gentry are clustered around the area of the Bank and High Street including the sixteenth century Manor House, currently (in 2016) undergoing major refurbishment, and 33 High Street, a dignified eighteenth-century building which has served as a school and as offices for the electricity board. The distinguished Georgian Crossbank House, carefully restored in the mid-twentieth century, was formerly the residence of the village doctor. Nearby, Inkersall House was originally a two-storey

thatched cottage owned by the village hauliers. Over several centuries, the building gained a storey and an extension.

The earliest land charter connected with the school is dated 1359. The lords of the manor of Kibworth Beauchamp in the later Middle Ages were the Beauchamp family who were also the Earls of Warwick. Richard Neville married Anne Beauchamp, daughter of the 13th Earl of Warwick, and assumed that title. It is he – Warwick the Kingmaker – who is regarded as the founding father of the School and his name remains in the locality with Warwick Road and the 11.55 acres of open space known as the Warwick Road Recreation Ground which the Kibworth Parish Councils purchased in 2015 to maintain as a recreational area in perpetuity.



The railway enabled gas to be produced in Kibworth from coal brought from the north-west Leicestershire coalfield. The Kibworth Gas and Coke Company Manager's Office remains. Small industrial units occupy the former gasworks site.

Industry developed in Kibworth Beauchamp in three different stages and in the space of 140 years as three forms of transport connected the settlement with the wider area. In 1721/2 the road from Market Harborough to Leicester, now the A6, was the first route in Leicestershire to be turnpiked. The Grand Union Canal reached the parish boundary between 1790 and 1797 and the Midland Railway cut through the centre of the village in 1857.

Each era left its mark on the built landscape. Although the railway station closed in 1968, the railway still influences the village. Local builder John Littlejohn Ltd has developed the former railway land to provide a campus of small homes, and has retained the station building as offices. The low railway bridge over New Road restricts the movement of high-sided vehicles into the village, and the eventual

electrification of the line will require the replacement of several bridges including the well-used School Road and Meadowbrook Road 'tin bridge'.

Initially, the Harborough Turnpike followed a route along Main Street in Kibworth Harcourt until the 'bypass' was cut through in 1810. A deliberate curve in the road where it dropped down to ford a brook was engineered to enable coaches to manage the gradient. Later, the brook was channelled into a conduit and the road straightened. The original curve remains as the layby next to the Kibworth Antiques Centre. Smeeton Road was also straightened when the present Health Centre and school were built. Ironically, straight roads encourage speeding traffic whereas today's traffic management strategy is to control traffic speed by using chicanes and speed humps.



Johnson and Barnes, Fleckney Road. The original factory was constructed in 1901. The company began with two knitting frames in a shed. At its height, it employed 400 people.

A later phase of industrial expansion was located west of the village along the Fleckney Road. Here, small factories such as Johnson and Barnes brought together the local skills of the framework knitters and those who worked the 'Griswolds' in cottage kitchens. Much of this area, including the rows of small and medium-sized houses in Dover Street, Gladstone Street, White Street, Harcourt Road and Imperial Road were constructed by local builder John Loveday who brought more than a touch of arts and crafts influences to his larger houses. Some of the houses in Halford Road were built for the managers of Johnson and Barnes, their differing sizes reflecting the status within the company of the occupants.

Mixed developments, where industry, manufacturing, warehousing and social amenities are incorporated into residential developments is considered a relatively modern concept, but this is how Kibworth Beauchamp has developed for centuries. It means

that families still live in our High Street next to takeaways, hairdressers and off-licences. Independent small businesses occupy first floor premises above an attractive variety of independent shops. Services such as Meadowbrook Garage and the Ash Tree Veterinary Practice, the three village pubs, schools, Parish and Methodist churches, Post Office, dental practice and opticians are all within a few minutes' walk of each other and are not separated from where people live.

Today, the heart of the village remains around and close to the Square, along the High Street towards its junction with the road to Smeeton Westerby, and in the other direction to Weir Road. Within this small area are buildings representing five hundred years of architectural styles including the Tudor Manor House, seventeenth century farmworkers cottages, Victorian schools and twentieth century sheltered accommodation.



The gardens of Stuart Court, sheltered accommodation for retired Anglian clergy, located close to village amenities. The clock tower adds interest and historic connectivity to what would otherwise be a plain vista.

This happy confusion of styles continues along the Weir Road which, like Smeeton Road, connected the village with the land and was therefore where small cottages housing a variety of industries were built between the farmsteads, and where later, high status town houses appeared. Behind the Victorian village hall is Stuart House, a small cottage of great character and charm which has carved beams dating to 1627 and a fireplace of the same period, now imaginatively incorporated into the Stuart Court complex.

Of vital importance to the cohesion of the settlement is the network of footpaths which criss-cross the settlement and connect the two Kibworth villages. Several of these routes

are ancient, such as the path from Main Street, Kibworth Harcourt through the Home Close (past the Munt) which then follows the parish boundary and turns south to cross the Warwick Road recreation ground and the High Street before skirting the Smeeton Road recreation ground and heading out of the parish into Smeeton Westerby. These paths, with more recent additions, encourage walking, as they link to both schools.



Stuart House, a small cottage of great character and charm with carved beams dating to 1627 and now imaginatively incorporated into the Stuart Court care home.

Kibworth Beauchamp has coped with almost continuous expansion through new developments for the past fifty years. These developments include the Brookfield Way estate leading to Larkwood and Rookery Close, Braymish Close, St Wilfrid's Close/The Tithings, Meadowbrook Road, Links Road/Springfield Crescent, Newtown Close and the extensions to Dover Street and Gladstone Street.

These developments have placed a steadily increasing pressure on the village's amenities, particularly the through roads (New Road, Church Road, Station Street, High Street, Smeeton Road and Fleckney Road). This pressure has increased logarithmically as car ownership per residence/household has more than doubled over the past two decades. The result is that many of the roads on these estates are now congested to the point of causing major access issues for service and emergency vehicles. A quick assessment of the two residences either side of my own home, and including the two vehicles we own reveals a total ownership of sixteen vehicles by five houses in an estate where each plot was designed with a drive to accommodate one car and one garage.

This is the present situation – before the completion of the Kibworth Pastures estate and before the Manor Oaks development at Wistow Road has even commenced; yet

developers are proposing further residential and commercial expansion, the cumulative effect of which would place many more on Kibworth Beauchamp's roads. The capacity of the A6 and its disconnection from the motorway network is of secondary importance. The insoluble problem is that the village's roads, designed for horse drawn coaches, cannot cope with the existing traffic levels, let alone those that would result from current and future developments.



1980s residential development off Rectory Way on the former rectory fields.

The residents of Kibworth Beauchamp still regard their settlement as a village despite the significant increase in population over recent decades. The regular presence of agricultural vehicles in the High Street indicates that it is still closely connected with the farming community and a time when there were farmhouses in the centre of the village.

Kibworth Beauchamp developed organically, following an unplanned path through history influenced by political events, wars and the industrial revolution. Its 'weather-beaten' character reflects all these influences and more. The variety of style and scale is what gives the village a real personality and makes it more than simply a dormitory for Leicester, Kettering and Corby.

Shoe-horning ever more houses, each with its own pre-built imitation chimney stack and a small strip of grass termed a 'public open space' onto the remaining agricultural land in the parish will not create a comparative future heritage nor will it produce a vibrant and healthy community as described by the National Planning Policy Framework.

KIBWORTH HARCOURT CONSERVATION AREA

Dr John Malpas

This is not a history of Kibworth Harcourt, but simply a collection of photographs taken in 2015 to show what makes the village such a special and attractive place. Like Kibworth Beauchamp, Kibworth Harcourt has grown slowly over many centuries and this evolution is evident in the photographs. Development during the twentieth century has been gradual and the village has been able to assimilate the modest changes. However, any sudden large-scale development, and the inevitable consequences of this, would destroy all that makes Kibworth Harcourt the historic and attractive village it is.

All the views are from places familiar to anyone walking around the village. Photos were all taken from roads (A6, Main Street, Albert Street, Church Road, Carlton Road, Langton Road) or from within a few yards of a road. Photographs are presented in groups following simple headings to illustrate typical and attractive aspects of the village. A brief commentary indicates some of the interesting and ancient features within the village.



The Old House, Main Street, Kibworth Harcourt

Trees

The number and variety of mature trees in Harcourt is stunning. The photos below show that there is hardly a village view that doesn't include trees.

Variety of buildings on size, style, materials and juxtaposition

The village still has the old centre in front of 'The Old House' (above) with mature trees and open spaces across the road. From here, a wide range of buildings is visible (below).

The village is small but densely packed in parts, largely because of the high proportion of terraced houses. Many small houses are directly connected to larger ones – an attractive evolution over time. Simple terraced labourer's cottages stand cheek by jowl with elegant houses, former farmhouses, former pubs and shops. This would be seen as unusual these days when so many developments are of largely similar houses designed to appeal to similar social groups.

There is plenty of evidence in the old part of Harcourt that current residential properties have been adapted from former forges, builder's yards, pubs, shops, and hotels in response to the needs of the Community



A wide range of buildings is visible from 'The Old House', Kibworth Harcourt

It is often clear how the village has evolved to meet the needs of villagers – nobody would have designed the village as it is now if they were starting from scratch! This makes for an attractive 'quirkiness', for example in Main Street with narrow sections and sharp corners which would probably not be acceptable in any current development.



Village houses vary greatly from one another in style, size, and height. In many cases, these variations probably reflect the wealth and social standing of villagers who built them originally.



The direct 'new' A6 route through the village contrasts with the former A6 winding through old Main Street but even this new road has been softened by trees.



The 'new' route of the A6

Path from the 'new' A6 to Main Street via 'the Munt'

VILLAGE SPACES

Everyone is within easy reach of play areas and open spaces and with mature trees always in sight.



The children's play area, Albert



A copse opposite 'The Old

VARIED HOUSE FRONTAGES

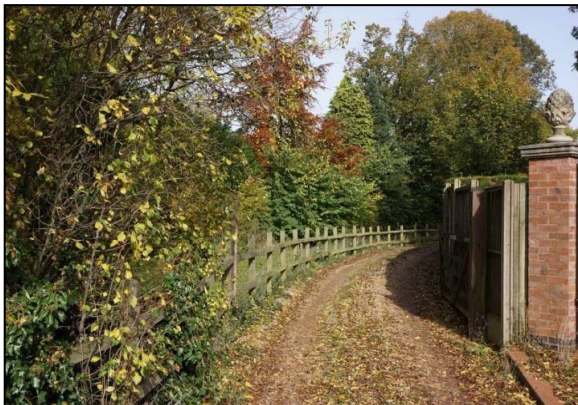
The private spaces associated with houses in the village vary greatly – from terraced houses having front doors opening directly onto the footpath to houses with modest front gardens overlapping with the footpath, and houses with larger fenced, hedged, or walled gardens.



Front doors opening directly onto the footpath

A variety of front gardens and approaches





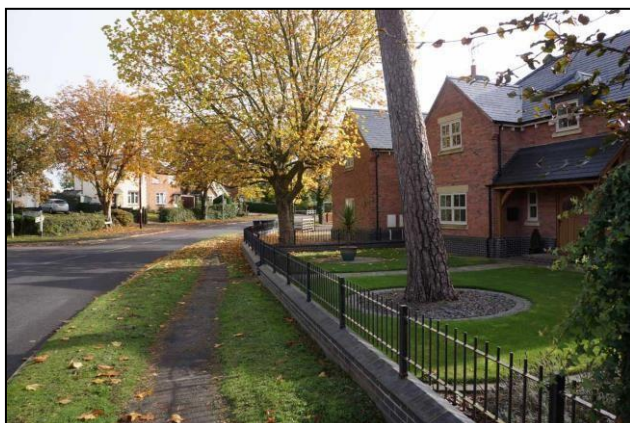
A mix of construction materials and styles – mainly attractive brick, of course, but many houses have painted brickwork and there is stucco in parts.

There are stone bases to some houses and stone quoins. Roofs are mainly slate in the older parts but re-roofing and later building developments have often been tiled and this can add to the pleasant variation of textures. Creepers cover and soften many walls. There is still one thatched cottage.

There is a wide variety of window styles and, thankfully, many are still painted or stained timber, rather than plastic. There are still plenty of casements, windows with small panes, and the simple vernacular sliding window construction that, traditionally, was always chosen for simple cottages in this area.

Chimneys are varied, interesting features, and many are still in use.

Quite grand farmhouses and Yeoman's Houses sit side by side with '2-up-2-down' terraced houses.



Main Street has changed decade by decade, as has the Albert St./Carlton Road corner where three houses (left) have been built on the former 'Pinecote' site at the far end of the village (historically 'the swamp' because of flooding) where they sit together with Edwardian houses, bungalows, simple terraced labourer's cottages and semi-detached houses.



Main Street: changing decade by decade

CHANGES OVER RECENT DECADES

The many pubs in Harcourt have gradually been converted into private houses but the 'Three Shoes' pub has been retained as a Restaurant (Boboli) – a welcome feature for a small village.

The Coach and Horses Pub remains, and the Rose and Crown may yet have life in it.



Boboli restaurant



The "Coach and Horses"

Most recent development has been small and gradual and the small numbers of new houses has meant that most have been assimilated into the street scene. Many enterprises such as butchers, grocers, bread and cake shops, haberdashers and shoe

repairers were still active until the 1980s, until the rise of supermarkets. The builder's yard closed twenty-five years ago, although the village forge was lost much earlier.



The former village theatre was in the garden to the rear of this house.

New developments in Harcourt have been gradual and of modest scale. There have never been any large developments in Harcourt to the east of the A6. Small developments such as Beech Tree Close have been done sympathetically and on a reasonable scale. The replacement of the key original beech tree (below right) was a major success for the Kibworth Harcourt Conservation Society.



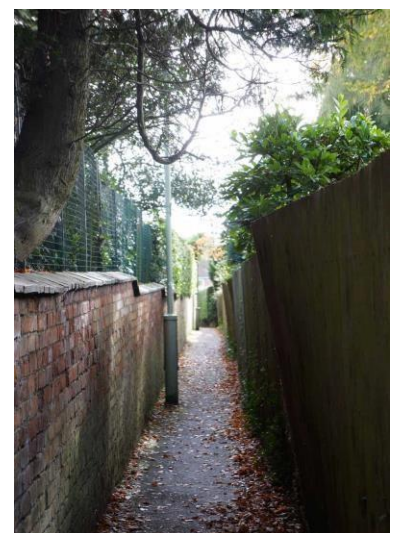
Marsh Drive is a fairly typical pre-war development; it has been softened and made attractive by age and by the very attractive cherry trees planted in the grass verge at both sides of the road.

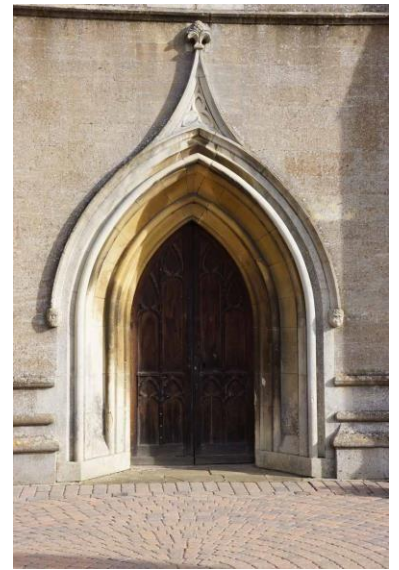


Historical development is visible in the layout of the village, the range of styles, and materials, interesting brickwork and doors, and the way in which the village has clearly evolved over time. Parts are attractively 'quirky', not least hidden areas like 'The City' off the bottom end of Albert Street.



There are many 'quirky' features. A few are shown below.





KIBWORTH HARCOURT VILLAGE SETTING

THE VILLAGE SETTING IS ATTRACTIVE, SURROUNDED AS IT IS BY OPEN FIELDS AND ROLLING GREEN VIEWS. MOST HOUSES ARE ONLY YARDS FROM A VILLAGE GREEN SPACE AND NONE IS MORE THAN A COUPLE OF MINUTES' WALK FROM OPEN FIELDS. EVEN ON THE MAIN A6 ROAD, EVERY ENTRANCE TO AND EXIT FROM THE VILLAGE SHOWS OPEN COUNTRYSIDE AND MATURE TREES. ALL THE ROADS INTO AND OUT OF THE VILLAGE ARE SHOWN IN THE PHOTOGRAPHS BELOW.



North-west approaching from Wistow.



South towards Market Harborough



North side views, arriving and leaving



Northeast towards Carlton Curlieu



Northeast towards Carlton Curlieu



East, to and from Tur Langton

KIBWORTH HARCOURT TODAY

Dr Kevin Feltham

The name *Harcourt* is in recognition of the Norman family of "de Harcourt" who held the manor in the 12th and 13th centuries. In 1271 most of the manor was obtained by Walter of Merton from the de Harcourt family for the endowment of his new college in Oxford. To this day much of the village land and some property is still owned by Merton College. This has maintained the "closed" nature and stabilised the agricultural character unlike the adjacent "open" settlement of Kibworth Beauchamp which suffered poverty during the 18th century because of the lack of a single lordship.

Archaeological excavations in and around Harcourt have provided indications that a farming and trading community was in existence here right back to the time of the Roman occupation. It is believed a pre-Roman road, the Jurassic Way, ran to the north of the settlement from Husbands Bosworth towards the Gartree Road beyond Three Gates some four miles to the north-east of the village.

To the present day, farming is still very much in evidence. For a fascinating historical book about Kibworth Harcourt between 1280 and 1700 see Dr Cicely Howell's "*Land, Family & Inheritance in Transition*" published by Cambridge University Press in 1983. As befits an ancient agricultural village on a busy coaching route, the village had many inns or ale houses in the 18th century. Today only two remain of the seven that once existed – currently the Boboli restaurant on Main Street and the former Rose and Crown Inn on the A6. The older central part of Harcourt village has around twenty listed buildings and enjoys Conservation Area status.



Contrary to popular opinion, the A6 is not the principal boundary between the villages of Kibworth Harcourt and Kibworth Beauchamp. The only part that is shared is the part of the A6 between Kibworth Cemetery and 74 Leicester Road. The rest of the length of the A6 through the villages lies entirely within Kibworth Harcourt. A half-playful antagonism exists between the two villages, as told by a former Rector, Revd. Edmund Knox, in his memoirs. He presided over a Vestry meeting at the end of the 19th century and had to intercede over the plans for a new main sewer, which was to run along the A6. It had been suggested, with a fine disregard of costs, that two parallel sewers should be constructed, that the sewage of one village should not be "contaminated" by the waste of the other.

The last century saw a number of small-scale housing and business developments in Kibworth Harcourt, mainly to the east of the village and stretching along the A6. Unlike the

Conservation Area, the houses are a modern style with many bungalows to retain the low rooflines in this part of the village.



Marsh Avenue, off Langton Road, has many bungalows



Windmill Gardens and Gainsborough Road, which runs off it, both have a range of bungalows

In the 1960s and 1970s, Hall Close, Merton Way and Lodge Close to the west of the A6 were constructed in the grounds of the former Kibworth House. In the 1990s another housing estate of some 50 homes was constructed off New Road with many houses backing onto the A6. Because this estate lies to the west of the A6, many visitors think it is in Kibworth Beauchamp.



Marriott Drive, built in the 1990s.



Bungalows along New Road near the A6 junction

The Kibworth Business Park on the A6 provides office units of varying sizes. The Priory Business Park off Wistow Road currently provides 240sqm of industrial units, and a proposal to increase this by a further 8,000 sqm was approved by the District Council in 2016.

By far the greatest changes to Kibworth Harcourt has been in the last decade, with the addition of some 550 houses in the Kibworth Meadows development to the west of the A6 off Wistow Road. The southern part of the estate off Barnard's Way crosses the parish boundary and lies within Kibworth Beauchamp. This development meant constructing a roundabout at the junction of the A6 with Wistow Road adjacent to the listed Manse and close to the former Congregational Chapel.



The new A6 roundabout at junction with Wistow Road Footway through Kibworth Meadows maintaining original public footpaths



Open area off Dairy Way on Kibworth Meadows estate Children's Play Area on Polwell Road in new estate

PROFILES OF THE PLAN AREA FROM 2011 CENSUS DATA

KIBWORTH HARCOURT

This is the smaller parish but has seen the largest percentage growth in population in 10 years of 38% to 1368 residents. Households have grown to 582 due to a large housing development in the Parish.

The parish has a higher than average percentage of residents aged 0-15 at 22.5%, compared with 19.1% (Harborough), 18.5% (East Midlands) and 18.9% (England), although there is a smaller proportion aged 16-64.

There is also an above average percentage of lone parent households (8.2%) compared with Harborough (4.7%). In 2001 the figure was 4%.

Ill health is lower than average.

There are more detached and terraced houses than average, but fewer semi-detached houses than in the wider district.

More people travel to work by car than nationally and this has increased by a higher % than in the district, region or England.

At 36.9% there is a higher proportion of residents with Level 4 Qualifications, this is above the level in the district, region or England.

Kibworth Harcourt has a higher proportion of residents in lower managerial, administrative and professional occupations than in the district, region or England. However, there are fewer small employers and people in routine or semi routine professions.

The density of residents per hectare has increased from 1.7 to 2.3; this is lower than the national average, but higher than the 2011 district level of 1.4.

There is a higher % of people renting social housing (10.5%) compared with across Harborough (8.4%) but this figure is well below the regional and national figures. Homeownership is less than across Harborough but still higher than regionally and nationally.

Kibworth Beauchamp

Between 2001 and 2011 the population grew by 7%, to 4065 residents and 1702 households. This is below the average growth for Harborough of 11.5% but not too different from the growth in the East Midlands and England.

The proportion of residents aged over 65 (20.7%) and aged 90 and over (1.6%) is higher than the average in the district, region and England. The percentage increase in people over 90 is 113%. However, there is a smaller proportion than average of residents aged 25-44 (21.9%) than in the district, region and England.

The percentage of people who class themselves as long term sick or disabled has fallen by 42.4% and percentage of people looking after home or family and not working has fallen by 47.3%.

Using the car to get to work (33.3%) is higher than the average in the district, region or England, but it is lower than in Kibworth Harcourt.

The density of residents has increased from 7.2 to 7.7 people per hectare. This is far higher than the levels in Harborough District overall (1.4), regionally (2.9) or in England (4.1).

Like Kibworth Harcourt there is a higher proportion of residents in lower managerial, administrative and professional occupations (28%) than in the district, region or England.

Household tenure has a higher proportion of residents in social and private rented accommodation than in the district. With a 169.6% increase in the private rented sector,

this is a far larger increase than in the District (157.3%), Region (123.7%) and England (106.6%).

There is very little shared ownership, and the numbers haven't changed in 10 years.

Recent developments in the Kibworth villages

Like many rural villages, The Kibworth villages has seen further development since 2011 which has impacted on the scale of the two parishes.

In 2011 the total dwellings in the Kibworth villages was as follows:

Kibworth Harcourt	582
Kibworth Beauchamp	1702

TOTAL - 2284

Since 2011 the level of further development has been as follows (dwellings completed 2011 – March 2016):

Kibworth Harcourt	492
Kibworth Beauchamp	74

TOTAL - 566

Thus, the total dwellings in the Kibworth villages as at April 2016 is 2850 (Kibworth Harcourt 1074 and Kibworth Beauchamp 1776).

This represents an increase of 25% in dwellings within the Kibworth villages between 2011 and 2016.

HOW THE PLAN WAS PREPARED

The Parish Councils came together in early 2015 to form an Advisory Committee to take the process forward. Its mandate was to define and drive the process, consult with the local community and deliver the Plan. Designation as a Neighbourhood Plan area was applied for on 7 November 2014, and Designation was approved by Harborough District Council on 16 January 2015. Letters to a range of statutory and local stakeholders advising them of the decision to undertake a Neighbourhood Plan were sent out in early 2015 and a series of information stalls were held at various fetes and fairs through the spring/summer of 2015.

These preliminary events led up to an Open Event, which attracted over 180 people, held at the Kibworth Cricket Club in July 2015.



The Advisory Committee began regular monthly meetings, commencing in early 2015 and continuing until the end of the process. Specific 'Theme Groups' were established in 2015 to drill down into the detail of the Neighbourhood Plan in the subject areas of housing/built

environment and the natural environment, community facilities, transport and employment. These groups met regularly through the remainder of 2015 and into 2016 reporting their findings at the end of March 2016. Meetings were also organised with community organisations, landowners, specialist professionals and the business community to gather further evidence and perspectives.

A questionnaire was developed and distributed to households across the Parish in September/October 2015 and attracted 803 responses. Further consultation with young people took place and with the business community through a questionnaire geared towards local businesses. Through the process of undertaking the work of the Theme Groups' extensive consultation occurred with local service providers and community groups as local information was gathered to help inform the evidence base for the Neighbourhood Plan. Members of the Advisory Committee and Theme Groups also went to School Council meetings and some youth groups to gather the views of children and young people from the Kibworth villages. Questionnaires were sent to clubs operating in the two parishes as well as businesses.

A further Open Event was held in May 2016 to report to the local community on progress and to encourage comment on the policies being developed.



The Neighbourhood Plan was developed from these discussions, from all the other consultations and interviews conducted by members of KNPG and from research and evidence collected.

Throughout the Plan's development we have also liaised with officers from Harborough District Council to ensure not only that our policies are in general conformity with the existing Local Plan but are also unlikely to conflict with policies being progressed in the draft Local Plan which is scheduled to be adopted in 2017.

COMMUNITY ACTIONS

These actions do not form part of the Neighbourhood Development Plan

Community Action ENV6: The Parish Councils will work with landowners, developers, appropriate agencies and organisations:

to improve the current infrastructure in the Plan Area with measures for managing and mitigating river, run-off and surface water flooding;

to use all appropriate strategies and works to reduce the rates of run-off and stream flow through the settlements and other areas of built infrastructure, including but not exclusively the 're-wilding' of water courses, natural dams and tree-planting in the catchment area.

Community Action CSA5: Kibworth Community Library: Kibworth Beauchamp Parish Council will continue to support the Library Management Group in providing accessible and viable library services including access to IT, learning for education and training.

The library management committee will facilitate enhancements of the library building and services and provide support and training for volunteers.

The Parish Councils encourage and support the recruitment of volunteers to enable the provision of enhanced library services.

Community Action CSA1: School parking: The Parish Councils will investigate ways to provide and improve vehicle access and parking for parents, including purpose built 'drop off' zones outside schools in the Kibworth villages.

Community Action CSA2: Adult Education: The Parish Councils together with the Kibworth Community Library Management Group will explore ways of providing education for employment and training in the library facility.

Community Action CSA3: Sporting facilities: The parish councils in collaboration with the Joint Recreation Committee will identify centrally placed park and green spaces for the development of community tennis courts, ball sports (rugby/football) and will explore ways in which funding can be sought to fund these amenities.

Community Action CSA4: Parks and Green Spaces: The Parish Councils will identify space within parks and green spaces for the provision of public tennis courts and enhanced child play facilities and space for 12-16 year old activities and will explore ways in which funding can be sought to upgrade the current skateboard park and develop tennis courts and child play areas.

Community Action ENV1: Trees, woodland conservation and habitat creation: The identified scarcity of woodland in the Plan Area will be addressed. The Parish Councils and the community (volunteer organisations and landowners) will endeavour to secure land for

planting with and subsequent management of new woodland. The Parish Councils will aspire to achieving the Woodland Access Standards recommended by the Woodland Trust.

An area of a suitable Public Open Space will be adopted for creation and management of a community orchard in collaboration with the landowner and an appropriate advisory organisation and source of stock, e.g. Harborough Grafters & Growers.

The Parish Councils will continue to identify and monitor woodland and trees of value, as above, for recommendation to the Planning Authority for Tree Preservation Orders.

An agreed proportion of the area of suitable Public Open Spaces will be designated for new woodland planting and management.

Community Action ENV2: Biodiversity: The Parish Councils in conjunction will other bodies will prepare and keep updated an environmental inventory list of known sites of biodiversity interest;

The Parish Councils will actively seek to work with community groups*, landowners and other organisations to enhance the biodiversity of the proposed wildlife corridor.

The Parish Councils will actively seek to work with community groups*, landowners and other organisations to enhance the biodiversity of the Plan Area by habitat enhancement and/or creation on suitable parcels of land.

Community Action ENV3: Hedgerows: The Parish Councils will work with landowners, farmers, funding bodies and the community to survey, monitor, protect, enhance and manage hedgerow field boundaries, roadside hedgerows and others for the benefit of biodiversity, as valued landscape features and as a contribution to the Plan Area's Green Infrastructure.

A survey will be conducted by community members to identify hedgerows of high biodiversity and historical significance to enable the best surviving examples to be proposed for listing as non-designated Heritage Assets.

Community Action ENV4: Open Space, Sport and Recreation sites: The Parish Councils will support the community's wish for more OSSR sites in typologies identified as being underprovided (parks and gardens; facilities for young people) by working with developers, landowners and the Local Authority to create and maintain new ones.

Community Action ENV5: Footpaths and bridleways: The Parish Councils will monitor the condition of the existing network of footpaths and bridleways, and work with the responsible Local Authority departments and with the community and landowners to ensure that the network is maintained in a safe, useable condition.

The Parish Councils will actively seek to work with landowners, Leicestershire County Council, the Canal and River Trust and other bodies to achieve enhancements to the present network of walking routes in the Plan Area.

Community Action ENV7: Grand Union Canal in Kibworth Beauchamp: Measures to monitor and reduce input of pollutants, agricultural chemicals and sediment to the canal will be encouraged by the Parish Councils.

The Parish Councils will actively seek to work with landowners, the Canal and River Trust, Leicestershire County Council and other bodies to achieve enhancements to the present network of footpaths connecting Kibworth to the canal towpath, to create circular walking routes. The C&RT and the parishes will collaborate on promoting these paths and other features of the canal.

The Parish Councils will actively seek to work with community groups, C&RT, landowners and other organisations to maintain the industrial history features of the canal.

Community Action T1: Car Parking Enforcement: The Parish Councils of Kibworth Beauchamp and Kibworth Harcourt will work with Harborough District Council and Leicestershire County Council to ensure the enforcement of on-street parking regulations. Businesses will be asked to make sure that employees avoid using on-street car parking places to the detriment of shoppers, and the introduction of waiting restrictions within the built-up area will be explored.

Community Action T4: Improvements to Road Safety: The following proposals to address safety concerns identified by Parishioners will be supported involving the provision of:

A pavement along Fleckney Road and Warwick Road linking the built-up area to the football ground; allotments and garden centre;

Enhanced lighting on the footpath and 'tin bridge' from the Primary School to Meadowbrook Road;

New cycleways and footpaths, accessible to people with disabilities, linking village facilities and amenities;

Clearer demarcation of the pavement on Albert Street adjoining Main Street.

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The School Council, Kibworth Church of England Primary School
The School Council, The Kibworth School
3rd Kibworth Guides
1st Kibworth Cub Scouts (Arctic Wolves and Mountain Wolves)

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