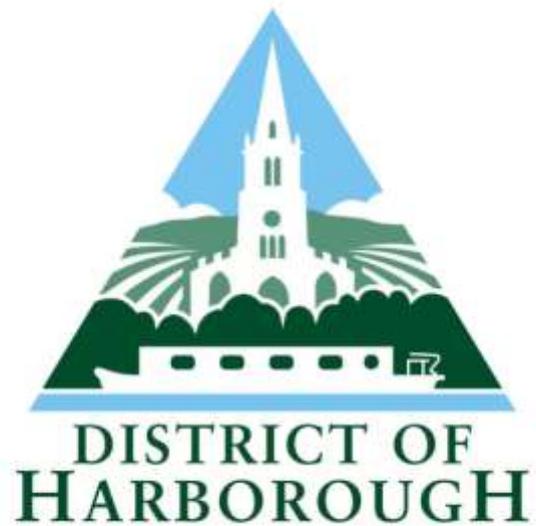


Harborough District Council

Settlement Profile: Thurnby and Bushby



May 2015

General Introduction

This settlement profile has been prepared as part of the evidence base for the preparation of the new Local Plan. The new Local Plan, which will cover the period 2011 – 2031, will review and replace existing Core Strategy policies.

New evidence in the [Strategic Housing Market Assessment](#) (2014) shows that the number of new homes needed annually across the District to 2031 is substantially higher than the figure set out in the Core Strategy. The new Local Plan will set out a strategy to meet these higher housing numbers, whilst ensuring that sustainable economic development is supported, infrastructure is delivered, local communities are protected, environmental capacity is respected, the quality of the built environment and heritage assets are protected and the level of development is not disproportionate to the size of the settlement and the level of services.

This profile seeks to summarise currently available evidence in relation to the settlement which, along with other evidence, will be used in determining the appropriate amount of development to be directed to the settlement to 2031. The profile does not seek to set out future policy as this will be done through the new Local Plan and any reference to Core Strategy policies is to provide context only.

Section D of the profile sets out the findings of the Strategic Housing Land Availability Assessment (SHLAA) for the settlement. It should be noted that the sites shown are not allocations and their inclusion in no way implies that planning permission for housing will be granted. Information in the SHLAA regarding potential sites will be part of a range of evidence used in deciding the appropriate scale of housing development for the settlement.

It is important to note that the profile only provides a snapshot of the evidence available for the settlement at a point in time. Every effort will be made to incorporate new evidence as it becomes available.

The settlement profile is split into the following sections:

- Introduction
- A) Transport and Communications
- B) Local Services and Facilities
- C) Natural Environment
- D) Built Environment
- E) Local Employment and Economic Activity
- Emerging Findings
- Appendix 1 (Maps)

Thurnby and Bushby Profile

Introduction

General Location: The Parish of Thurnby and Bushby lies about 4 miles east of Leicester city centre, adjacent to the City boundary. It adjoins Scraftoft parish to the north and extends south of Thurnby Brook into open countryside south of the village to incorporate the Bushby Brook valley. The A47 (Uppingham Road) runs east to west through the village. Station Road runs north to Scraftoft and the road south leads to Stoughton village. The two contiguous settlements have formed a single civil parish since 1935 and for the purposes of this profile are treated as one settlement. The parish lies on the western slopes of the east Leicestershire uplands, largely occupying the relatively high ground between two streams which join on the parish boundary and flow west to the Soar.

Historic Thurnby is essentially a linear settlement along the line of the former Uppingham/ Leicester Road which follows a slight ridge. The Thurnby and Bushby Conservation Area follows this linear form and extends northwards to include some large detached dwellings north of the A47 in Bushby. The wider settlement with its more recent development however extends well beyond the A47 to coalesce with Scraftoft. At its eastern end Thurnby merges with Bushby. The Green Wedge designation to the west of Thurnby has prevented total coalescence with the Leicester built up area. The dismantled railway line from Leicester to Melton Mowbray, which closed in 1953, crosses the parish in the north and is still in evidence as a green infrastructure feature.

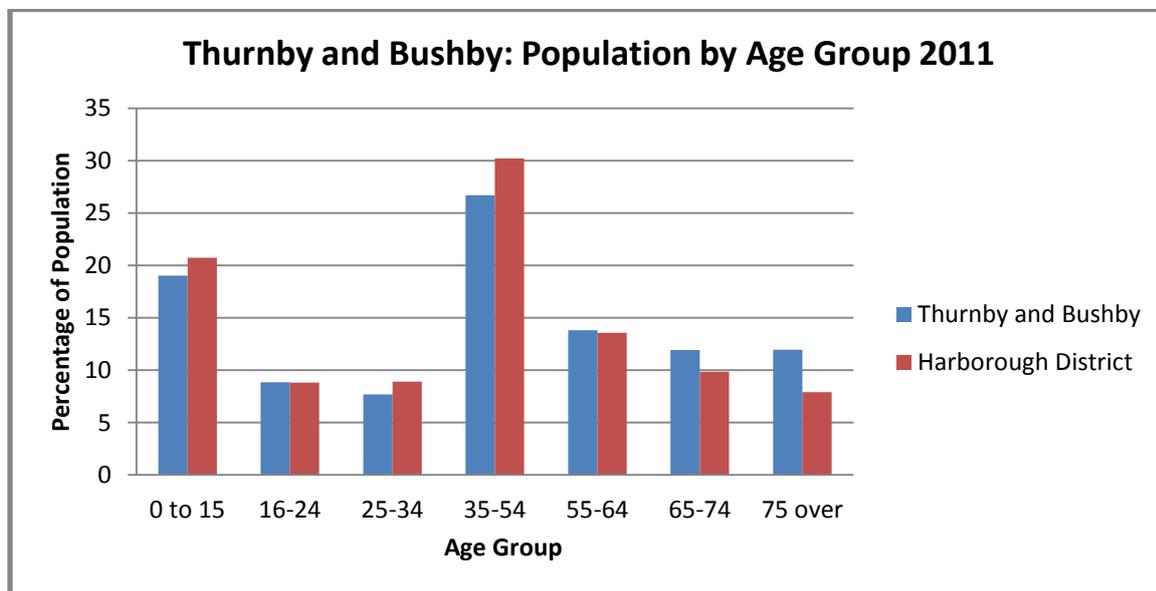
Thurnby and Bushby is part of the Leicester Principal Urban Area and is dealt with under Policy CS15 of the Core Strategy. This policy seeks to ensure that development within or adjoining Thurnby and Bushby (and Scraftoft) is appropriate in scale and type to existing communities, safeguards the identity of the communities, and does not undermine regeneration and development objectives in neighbouring Leicester City and Oadby and Wigston Borough. The minimum housing requirement for Thurnby/Bushby/Scraftoft is set out as 880 dwellings for the period 2006 – 2028.



Key Statistics for Thurnby and Bushby Parish (Census 2011):

- Population of 3301 (increase of 154 or 4.9% since 2001 compared to an increase of 11.5% across the District over same period);
- 19% of population is in 0–15 age group whilst 23.9% of population is 65 or over;
- Number of dwellings is 1363 (an increase of 4% since 2001);
- Number of households is 1317 (an increase of 3.6% since 2001);
- 52% of households have 2 or more cars/vans whilst 10.1% of households have no car/van;
- 60.7% of dwellings are detached (compared to 48.4% detached across the District);
- 86.9% of dwellings are owner occupied, 6.5% are social rented/shared ownership and 5.8% are private rented;
- 20.4% of the population is black and minority ethnic (BME) compared to 8.4% in 2001;
- 58.6% of the population is Christian and 16.4% is other religions (including Buddhist, Hindu, Jewish, Muslim and Sikh).

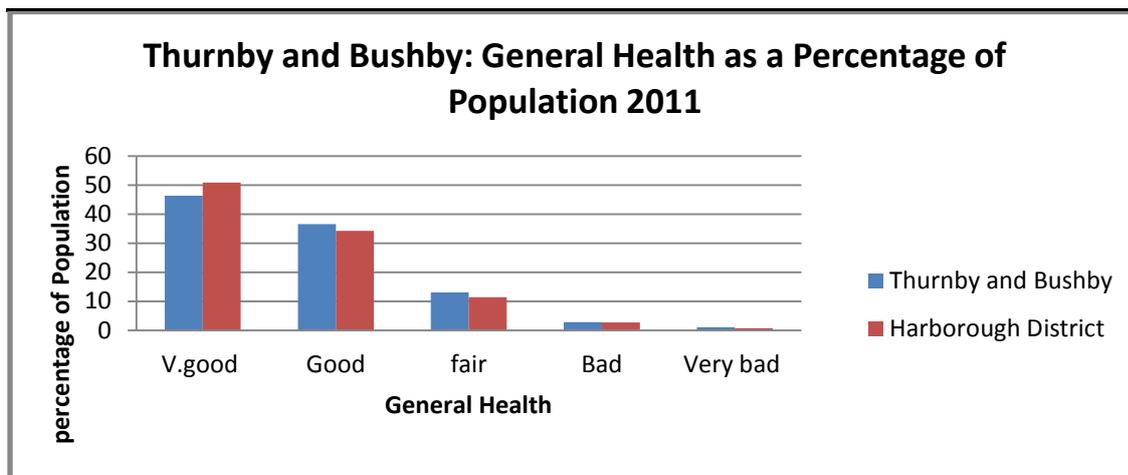
Age Structure: The age structure of the population is set out below. The proportion of the population in the 55 and over age groups is 37.7% well above the Harborough figure of 31.3%. However the percentage in the 35-54 age group is 26.7% well below the District figure of 30.2%. The percentage in the 75 and over age group has increased from 9.2% to 12% since 2001 and is over 4% higher than the District figure.



Source: ONS Census 2011

General Health: The Census 2011 found that 3.9% of the resident population was in bad or very bad health, similar to the Harborough figure (3.5%) but below the regional (5.5%) and national (5.4%) percentages. 6.6% of residents considered that their day-to-day activities were limited a lot through health or disability (compared to 5.9% across District) with a further 10.2% of the opinion that their activities were limited a little. Some 418 (12.7%) residents provided unpaid care according to the

2011 Census, with 28.7% of these providing more than 20 hours of unpaid care per week.



Source: Census 2011

Thurnby and Bushby Parish Council:

There are 10 parish council seats at present on the Parish Council, with one vacancy. Elections are due in 2015. There is one General Purposes Committee.

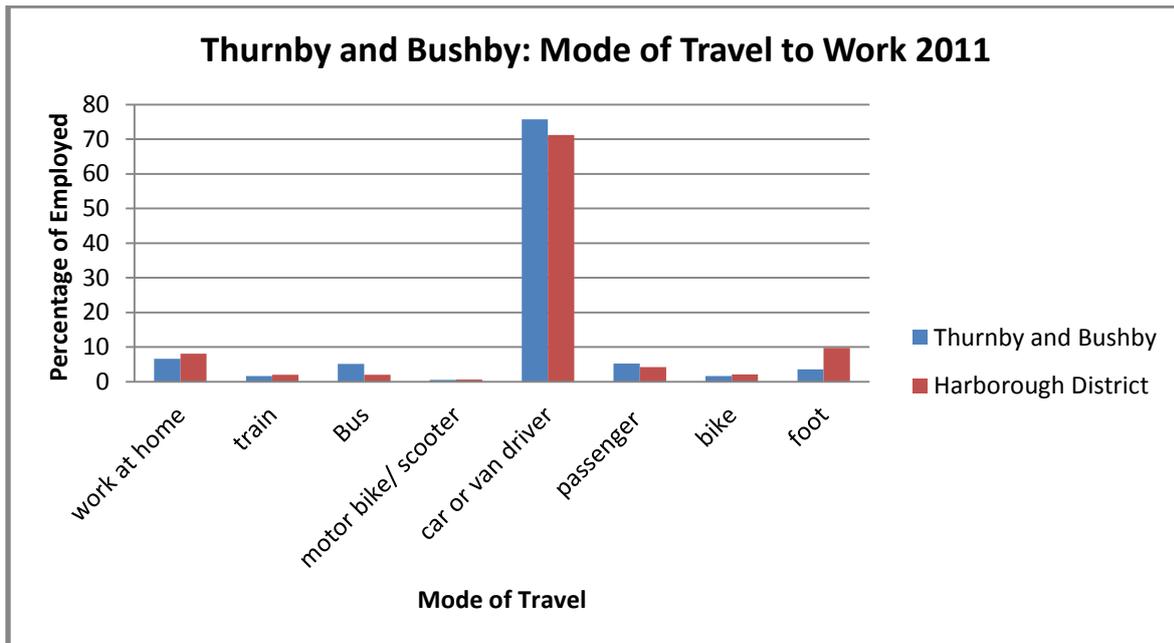
- Parish Council meetings are held monthly, usually on the second Monday of the month.
- The Parish Council has decided not to pursue a Neighbourhood Plan at the present time.
- The Parish Council reviewed the Parish Plan produced in 2007 and has published a Parish Plan 2014 Supplement.
- A military memorial stone was donated to the Parish and has recently been erected on the green opposite St Luke's Church.
- There is an aspiration to upgrade the Memorial Hall and Wadkins Pavilion.
- Speed calming measures within the parish and parking restrictions in the vicinity of the two primary schools are being addressed by the Parish Council in association with Leicestershire County Council.
- Public transport in the evenings and at weekends is an issue.

For more information see: <http://thurnbyandbushby.leicestershireparishcouncils.org/>
<http://www.leicestershirevillages.com/bushby/>
<http://www.leicestershirevillages.com/thurnby/>

The next sections consider Thurnby and Bushby's:

A) Transport and Communications

- **Transport:**
 - Rail: Nearest railway stations are Leicester (4.5 miles) and Syston (7.5 miles);
 - Bus services/frequency:
 - Arriva 56: Leicester – Thurnby - Scraftoft. Service runs every 30 mins Mon-Sat (no evening, Sunday or Bank Holiday service). Bus stops:
 - Opp Coles Nursery Uppingham Road;
 - Outside 594 Uppingham Road;
 - Opposite 586 Uppingham Road;
 - Outside and After Forest Rise;
 - Opp/adj Cranbrook Road;
 - Outside Primary School;
 - Outside Pulford Drive;
 - Opp/adj School;
 - Adj Cranbrook Road
 - Centrebus 747: Leicester – Thurnby – Bushby Houghton on the Hill – Uppingham. Service runs hourly, Monday - Saturday daytime (no evening, Sunday or Bank Holiday service). Bus stops:
 - Opp/adj The Cedars;
 - Opp/adj The Granary;
 - Opp/adj Main Street;
 - Opp/adj Dalby Avenue;
 - Opp/adj Hereward Drive;
 - Opp Coles Nursery Uppingham Road;
 - Outside 594 Uppingham Road;
 - Opposite 586 Uppingham Road.
 - Further services are available in the City and accessible to some parts of Thurnby and Bushby.
 - Thurnby and Bushby are covered by the Community Transport Initiative which can provide transport for shopping, visiting friends & relatives, social activities and health appointments for the elderly, the mobility impaired/disabled, the rurally isolated and those who find it difficult to use public transport.
 - In addition, the Parish Council subsidises a 'taxibus' service which provides a weekly shopping trip for elderly and infirm residents and/or their carers.
 - Travel to work: 75.7% of people use a car or van to get to work, compared to District figure of 71.2%. 6.6% work from home at present, below the District figure of 8%. However, only 3.6% walk to work and is reflective of the limited employment opportunities in and around the village. Despite Thurnby and Bushby's location on the edge of Leicester, only 5.1% use the bus service to get to work.



Source: ONS Census 2011

- Road connections: There is direct access onto the A47 (Leicester – Peterborough). While the A47 provides good transport links to Leicester, the settlement has poor orbital transport links between radial routes. This is due to the outer ring road not being upgraded to the east of Leicester and results in the creation of ‘rat runs’ on local roads around and within the settlements of Thurnby, Bushby and Scraftoft. It also means that access to the M1 and M69 is not as straightforward as the distance to the motorways suggests (11 miles approximately).
- **Broadband Connectivity/Coverage:** Broadband is available in the village, but there are concerns about capacity due to housing growth. There are also pockets of inadequate supply.
- **Movement around village/parking issues:** As mentioned previously the A47 cuts through the settlement and acts as a barrier to movement. This, together with the large volume of traffic and speeding vehicles is seen by the community to have a divisive impact on community cohesion.
 - The settlement is significantly affected by the lack of an effective orbital route around Leicester resulting in the use of local roads as shortcuts.
 - The speed of traffic is a particular issue for local movement of pedestrians and cyclists and the Parish Council is currently working with Leicestershire County Council on traffic calming and pedestrian safety schemes. The Parish Council is funding significant elements of these schemes as a third party initiative.
 - Following representations made by the Parish, District and County Councillors, LCC are addressing parking problems in the vicinity of St Luke’s and Fernvale Primary Schools.
- **Car Ownership:** Whilst the majority of households have access to at least one car or van, over 10% of households do not have a car or van available for use. This is slightly lower than the 2001 figure of 10.9% and the comparable District

figure of 11.8%. During this same period the percentage of households with 3 or more cars has risen from 9.8% to 13.3%. The total number of cars/vans in the parish has risen from 1910 in 2001 to 2114 in 2011, representing an increase of 10.7%.

B) Local Services and Facilities

Thurnby and Bushby (along with Scraftoft) is recognised as part of the Leicester Principal Urban Area (PUA) in the Harborough District Core Strategy (2011) which means it forms part of the wider Leicester built up area. Policy CS16 (Leicester PUA) defines the strategy for Thurnby and Bushby and sets out development within or adjoining the settlement should be of a scale and type that will safeguard its identity and not undermine the regeneration and development objectives of Leicester City and Oadby and Wigston. It also encourages the improvement of local links to bus services, walking, cycling and easing the effects of traffic generation. The policy also seeks to encourage new retail development which would support the viability of existing local retail centres and serve the everyday convenience shopping and service needs of local residents.

In understanding how Thurnby and Bushby functions as a settlement, it is important to have a clear understanding of the range of services available within the parish and where reliance is on services in neighbouring parts of the Leicester urban area. This assessment focuses on the location of six key services (food shop, GP surgery, library, post office, primary school and pub) in and around Thurnby/Bushby (where the service is beyond the parish its location is specified).

- **Key services:**
 - Food/convenience store/ATM (Co-op Supermarket, Station Road; Nisa Local, Telford Way);
 - GP surgery (Billesdon Surgery (Bushby Branch), Hill Court, Main Street);
 - Post Office (There is no post office in the parish. The nearest available are on Main Street, Scraftoft; Downing Drive, Evington and Thurncourt Road, Thurnby Lodge);
 - Primary schools (Fernvale Primary School and St Luke's Church of England Primary School); and
 - Pub (The Rose & Crown).

- **Other services/community facilities present:**
 - Library (mobile only – this service is currently being consulted on by Leicestershire County Council);
 - Thurnby Memorial Hall;
 - Thurnby and Bushby Community Centre;
 - Manor Field Pavilion (changing rooms for football ground, meeting place for Parish Council and Parish Council Information Centre), playing field (football), and children's play area;
 - Wadkins playing field (cricket), pavilion and tennis courts;
 - Pulford Drive – open space which is used as a play area;

- Churches (St Luke's Church, Main Street and the United Reformed Church, A47, Thurnby);
- Coles Garden Centre/Nurseries;
- <http://www.leicestershirevillages.com/thurnby/village-organisations.html>

Infrastructure Capacity Issues:

Early consultation with infrastructure providers identifies specific issues regarding:

- Impact on existing GP practices in area. There is sufficient capacity to manage increased growth. Bushby Branch of the Billesdon Surgery is indicated as having capacity to provide additional services and accommodate anticipated growth. However, s106 contributions would be sought towards the provision of additional equipment required to support growth;
- Capacity of primary schools, 11-16 and post 16 educational establishments. No capacity to meet growth. S106 contributions towards primary school extensions and other school extensions (11-16 and post 16) would be sought;
- Shortfall in types of open space. Appropriate S106 contributions would be sought where a shortfall in certain types of open space is identified.

Thurnby and Bushby has 5 of the 6 key services identified in the Core Strategy. Further services and facilities are available in neighbouring Scraptoft and in adjoining Leicester City. No insurmountable infrastructure constraints have been identified to date although Section 106 contributions would be sought for additional equipment for the Bushby GP surgery and for extensions to existing schools.

In addition, the Parish Council has identified the following infrastructure issues which need to be considered in s106 agreements:

- Capacity of primary schools within the parish
 - Approved housing development to the north of the A47 will have a significant impact on the capacity of the primary schools and consideration should be given to changing the catchment area for the two primary schools.
 - In addition, current consideration of potential changes at secondary level, with the necessity to absorb year 10+ back into the primary schools will have a major impact on the capacity of the two primary schools.
- Capacity of roads within and around the parish.
 - Approved housing development within the PUA and beyond will have a significant impact on the volume of traffic within and travelling through the parish and consequent safety issues

C) Natural Environment

Landscape: In terms of landscape, Thurnby and Bushby is located within the High Leicestershire Landscape Character Area which overall is assessed as having low medium capacity to accommodate new development as defined in the Districtwide Landscape Character Assessment. The Leicester PUA Landscape Character Assessment and Landscape Capacity Study (2009), refined the findings of the landscape character areas and identified that the settlement is located in the Leicester Fringes local landscape character area of moderate sensitivity where the impact of Leicester is more evident than in the wider High Leicestershire Landscape Character Area.

This study also looked in detail at the capacity of the landscape around Thurnby and Bushby to accommodate additional development while respecting its character. The land immediately south of Thurnby on the relatively steep slopes of the Bushby Brook valley is identified as having low capacity to accommodate development whilst the wider brook valley and slopes have low - medium capacity. The landscape capacity map from the study is included at Appendix 1.

However, in addition to purely landscape considerations, the function and value of the local landscape to the local community is also recognised in the Core Strategy policy. This supports the principle of maintaining the Thurnby/Leicester/Oadby Green Wedge which wraps round the west and south of Thurnby/Bushby and extends southwards to include Stoughton. The Core Strategy also supports the principle of maintaining an Area of Separation between Thurnby and Scraftoft. Whilst some of the existing Area of Separation (as defined by 'saved' Local Plan (2001) policy) now has planning permission for residential development, the boundaries of an Area of Separation are likely to be set out in the emerging Scraftoft Neighbourhood Plan.

Natural Environment Constraints in and around Thurnby and Bushby

Constraint	Present
Area of Separation	Yes: The principle of maintaining an Area of Separation to the east of Station Road and south of Covert Lane is supported in the Core Strategy. Whilst the area capable of being designated has been eroded, the importance of the keeping the remaining area undeveloped has grown in significance and is likely to be defined in the emerging Scraftoft Neighbourhood Plan.
Green Wedge	Yes: The principle of maintaining the Thurnby/Leicester/Oadby Green Wedge (as one of a network around the Leicester urban area) is supported in the Core Strategy in order to: <ul style="list-style-type: none"> - Prevent the merging of settlements; - Guide urban form; - Provide access from urban areas into green spaces/countryside; and - Provide recreational opportunities. - The detailed boundaries of the Green Wedge will be

	set out in the new Local Plan.
Tree Preservation Orders	Several groups and individual trees located: <ul style="list-style-type: none"> • between Dalby Avenue and the dismantled railway line; • Off Uppingham Road and The Copse; • Off Grange Lane and Bradgate Close; Blanket TPO area: <ul style="list-style-type: none"> • Around Bennion Close and Newstead Avenue; • Around Hollies Way; • Lakeside Court; Group TPO off White Gates.
SSSI	None in vicinity
Protected and Notable Species recorded in the Area	Badgers Bats
Wildlife Corridors	Thurnby Brook Dismantled Railway Bushby Brook Bushby Spinney and hedge line along watercourse.
Local Wildlife Sites	Bushby Spinney woodland
Areas at risk of flooding	Areas in Flood Risk 2 and 3: <ul style="list-style-type: none"> • around Bushby Brook to west and south of Thurnby; and • around Thurnby Brook at northern boundary of parish.
Footpaths and Bridleways	Settlement is well served by RoWs.

Green House Gas Emissions: Thurnby and Houghton Ward, which includes Thurnby and Scraftoft is responsible for 2.3 Tonnes per person emissions of CO₂ from domestic gas and electricity consumption (based on 2011 data). Most homes have access to mains gas. There are a very high proportion of detached homes that have higher heating requirements.

D) Built Environment

Although the parish of Thurnby and Bushby runs northward to meet Scraftoft parish at Thurnby Brook, the development around Pulford Drive straddles both parishes meaning that the border is indistinguishable. The core of Thurnby village lies to the south of the A47 with the majority of the Thurnby and Bushby Conservation Area lying to the south of the A47, along the upper slopes of the Bushby Brook valley. The parish's more recent development lies between Station Lane and Pulford Drive and on the eastern edge of Bushby at Wadkins Way. Planning permission for the development of 128 dwellings off Pulford Drive (south of the brook) was allowed on appeal in 2012 and the first completions on site are due at the end 2014 or early

2015. The adjacent site (north of the brook in Scraftoft parish) has recently received outline planning permission for 130 dwellings. In addition, while still subject to a s106 agreement, permission has been granted for a further 275 dwellings at land off Uppingham Road (Charity Farm, to the north of the A47), as referred to below.

The long standing Green Wedge designation to the west and south of Thurnby has helped to protect the character of the Conservation Area and prevented coalescence with Evington and consequently the City of Leicester to the west. The importance of this is evident when approaching Thurnby from the west, where views of the sections of the green wedge to the north and south of the A47, clearly demark the parish from the City of Leicester. The view of Thurnby when approaching from the south is also particularly important as it takes in the relatively steep Bushby Brook valley slopes. Similarly to the north of the parish, the undeveloped northern slopes of the Thurnby Brook Valley are distinctive and play an increasingly important role in preventing complete coalescence between the two parts of the built up area, given that the lower ground north and south of the brook now has planning permission for residential development.

Number of Dwellings: In 2011 the number of dwellings in Thurnby and Bushby was 1363 representing an increase of 4% since 2001 when there were 1311 dwellings recorded. This is below the level of growth for the District as a whole which saw an increase of just over 12% over the same period.

The number of properties in the parish liable for council tax is 1376 (2014).

Completions, Commencements and Planning Permissions: Between April 2011 and March 2014 the Council has recorded 2 dwelling completions. As of March 2014 there was 1 dwelling under construction and 136 outstanding planning permissions for residential development.

Housing Land Supply: The recently completed 2014 Strategic Housing Land Availability Assessment forms part of the evidence base for the new Local Plan and supports the delivery of sufficient land for housing across the District. The study identifies sites with potential for housing, assesses their housing potential and assesses when they are likely to be developed (next 5 years, 6-10 years, 11 -15 years and 16+ years). It should be noted that the sites identified are not allocations and sites still need to be taken through the normal planning application process for full consideration.

The following table summarises the SHLAA findings in relation to developable sites in Thurnby and Bushby (see map of sites at Appendix 1). The full document is available at:

http://www.harborough.gov.uk/directory_record/571/strategic_housing_land_availability_assessment_20132014.

No. developable sites identified in SHLAA 2014	Total area of developable sites	Estimated yield of developable sites (dwellings)	Estimated timeframe for development of developable sites (no. of dwellings)			
			0 - 5 years	6 - 10 years	11 – 15 years	16+ years
9	69.66ha	1189	-	361	-	828

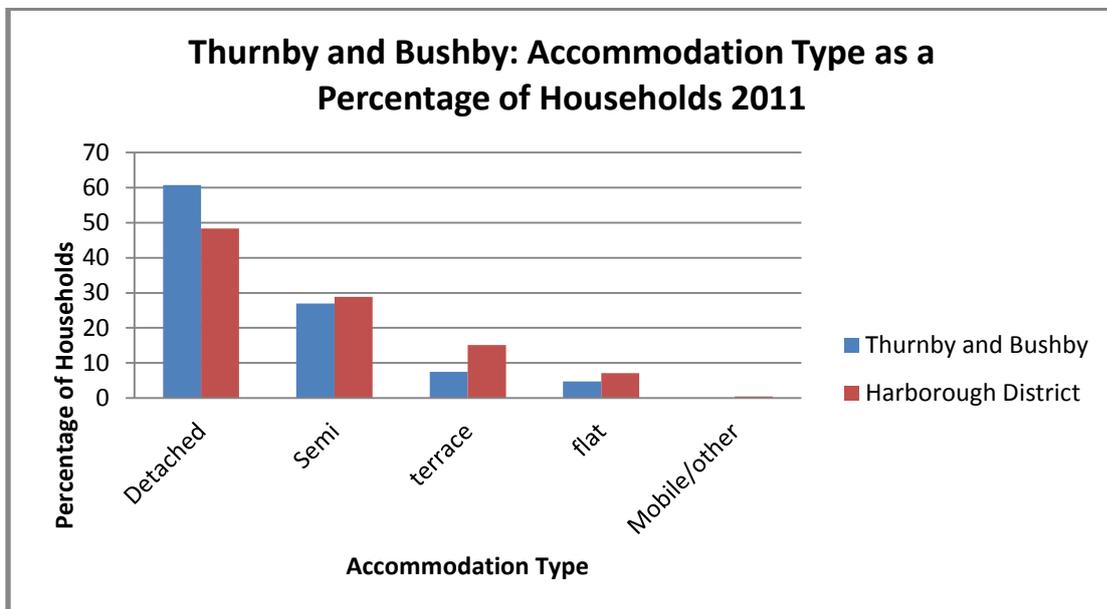
A new call for sites for potential development took place early in 2015 and a SHLAA update is underway.

Since the SHLAA was completed there has been a resolution to approve (pending S106 agreement) development of 275 dwellings and up to 500 sq. m of retail use along with associated infrastructure on Land at Uppingham Road.

House Prices: Zoopla.co.uk estimates the average value of a property in Thurnby to be £229,770 (Nov 2014). The average price paid for a property over the past 5 years is £196,908 representing an increase of 11.75% over the same period.

Tenure: In terms of the housing stock in 2011, 86.9% was owner occupied, 6.5% social rented/shared ownership and 5.8% private rented. The owner occupier rate is significantly higher than the District percentage (78%).

Type: In 2011 the number of households living in detached dwellings in Thurnby and Bushby was 800, representing almost 61% of households. This is significantly higher than the District level of 48%. The proportion of households living in semi-detached or terraced houses/ bungalows remained the same at just over 34%. The type of dwelling as a percentage of the total stock for the village is set out in the table below.



Source: ONS Census 2011

Quality: The 2011 Census found that only 1.4% of households in Thurnby and Bushby are without central heating which is the same as the District figure. The proportion found to be living in overcrowded conditions (fewer bedrooms than required) is 1.8%, slightly above the Harborough level (1.5%). Under occupancy (2

or more bedrooms than needed) stood at 50% similar to the Harborough figure of 49%.

Households: Of the 1317 households in Thurnby and Bushby:

- 309 (23%) are one person households (same as in 2001 and compared to 26% across the District);
- 175 (32%) are pensioner only households (compared to 30% in 2001 and 23% across the District);
- 198 (15%) are single pensioner households (compared to 15% in 2001 and 13% across the District);
- 53 (4%) are lone parent with dependent children households (same as in 2001);
- 388 (29%) have dependent children (compared to 30% across the District);
- Average household size is 2.51 persons (compared to 2.45 in 2001)

Built Environment Features/Heritage Assets/Designations

Settlement feature:	Occurrence
Conservation Area	The original Thurnby Conservation Area was designated in 1977. However the boundary was extended eastwards and northwards (to include large detached properties in Bushby adjacent and north of the A47 Uppingham Road) in 2007. This is now the Thurnby and Bushby Conservation Area.
Scheduled Monuments	None present
Listed Buildings/Features:	
Grade I	0
Grade II*	Church of St Luke
Grade II	11 (see details here)
Ridge and Furrow	There are areas of ridge and furrow on land at Manor Field South. There is also evidence in fields to the south of the A47, at the eastern end of the parish.
Archaeological sites	Manor Field South has archaeological potential relating to the historic core and surviving buildings.
Recreation/Play Grounds	Manor Field Pavilion (changing rooms for football ground), playing field (football), and children's play area; and Wadkins playing fields (cricket), and pavilion, tennis courts and children's play area.
Open Space, Sport and Recreation	See map at Appendix 1.
Proposed Local Green Space	The following are proposed Local Green Space designations which will be taken forward as part of the New Local Plan: <ul style="list-style-type: none"> • Embankments on Station Road • Greens in front of Rose and Crown (on the boundary of Thurnby and Bushby).

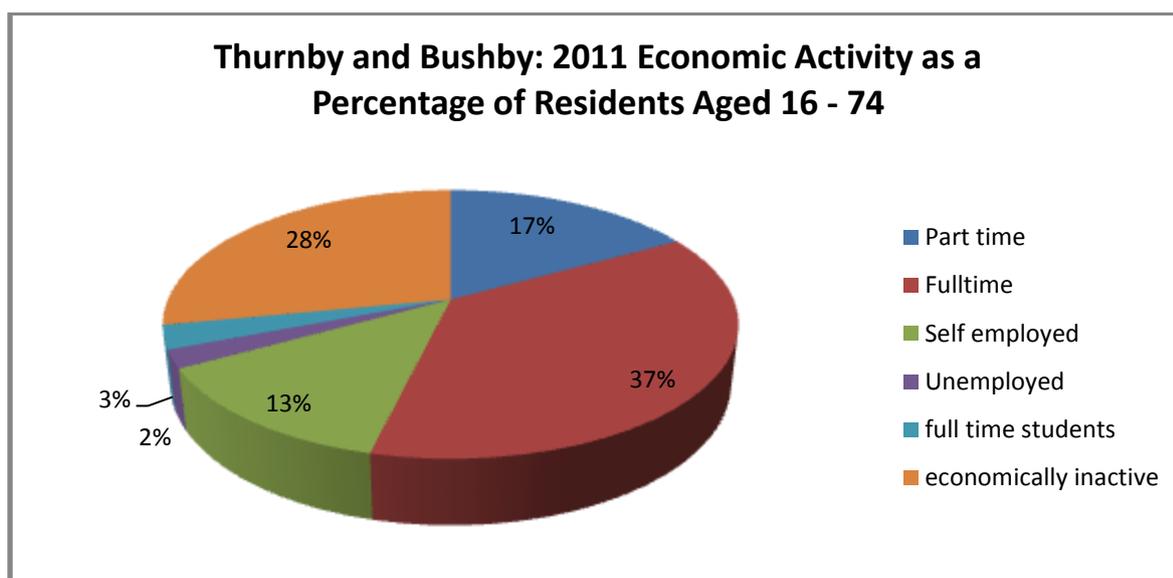
E) Local Employment and Economic Activity

Employment sites: There are a number of small businesses, shops and services currently operating in Thurnby and Bushby which offer a very limited number of employment opportunities. The Census reported that only 3.6% of those in employment walk to work, well below the District level of almost 10%, with a further 6.6% working from home or mainly from home, again lower than the District level of over 8%.

Given the location of the village in relation to wider Leicester built up area, the Core Strategy does not identify Thurnby and Bushby, and neighbouring Scraptoft, for employment development, beyond the delivery of improvements to local services and facilities. Rather the existing strategy respects the economic regeneration aspirations of Leicester City and Oadby & Wigston. The close proximity of the Leicester urban area means that opportunities for employment are relatively close at hand for residents of Thurnby and Bushby.

The Council's Existing Employment Areas Review (2012) carried out an assessment of whether the main existing employment areas in the District are 'fit for purpose'. No existing employment areas were identified in Thurnby and Bushby. Similarly given the policy context for Thurnby and Bushby, no new employment sites were invited or assessed for the settlement in the Council's Employment Land Availability Assessment.

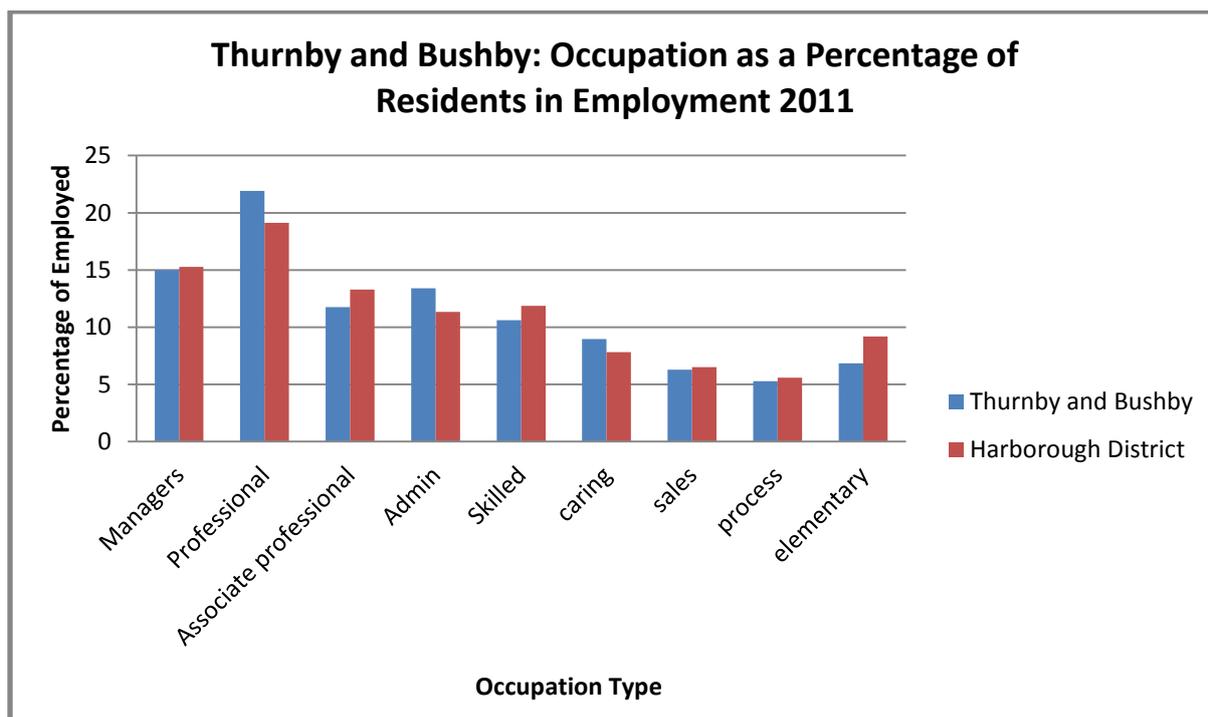
Economic Activity: In 2011, 72% of the population aged 16 – 74 in Thurnby and Bushby was economically active, slightly below the District figure of 74%, but higher than national level of 69.6% and the regional level at 69.3%. The Census found that almost 2.2 % were unemployed in Thurnby and Bushby compared to 2.5% across the District. Of the economically inactive, 66.5% were retired; higher than the District level of 59.4%. The level of self employment is 13%, same as the District level. The chart below gives a breakdown of economic activity.



Source: ONS Census 2011

Qualifications: The proportion of residents without any qualifications in the 16+ age group was 18.7 (505 persons), just above the District level of 18% and well below the regional and national levels, 24.7% and 22.5% respectively. The percentage of residents (16 and over) with a degree or higher degree was 18.6%, just below the District figure of 19.3%.

Occupation: The percentage employed in professional occupations is above the District level (21.9% compared to 19.1%). The percentage employed in elementary occupations is below the District level. The spread of occupations in Thurnby and Bushby are set out in the chart below.



Source: ONS Census 2011

Emerging Findings

Opportunities

While Thurnby and Bushby benefits from relatively good daytime bus services into Leicester, there is no evening or weekend provision, despite the proximity to City of Leicester. The parish benefits from access to the main road network via the A47, but there are still major issues with regard to the lack of an extension of the EDDR (Eastern District Distributor Road) to bridge the gap in the outer ring road. Furthermore, while the parish benefits from good broadband speeds in the main, there are still accessibility issues in some areas. The village has 5 key services and Leicester provides an extensive range of services, facilities and employment opportunities.

Thurnby and Bushby has an ageing population profile with a particularly high proportion in the 75 and over age group. There is an opportunity to consider additional private and assisted housing targeted at elderly residents who may wish to remain in the community. However it has similar percentages in the 16- 34 age groups to the District reflecting the relative affordability of the area compared to rural parts of the District.

A substantial amount of developable housing land across 9 sites has been put forward by landowners and identified through the SHLAA. The majority of this capacity is on land currently identified as Green Wedge. In addition the District Council has resolved to approve development of 275 homes on some of the land included in the SHLAA adjacent to the east of Bushby (subject to the signing of a section 106 agreement).

Constraints

In terms of landscape, there are areas of low landscape capacity on the slopes south of Thurnby. Further Bushby Brook valley land has medium low capacity. There is also an area of flood zone 2 and 3 associated with the brook.

The Green Wedge designation currently extends southwards from Thurnby and Bushby and includes the Coles Nursery site north of the A47. There is a local desire to ensure that any potential development on this site respects the importance of maintaining a clear Green Wedge between the PUA and Leicester City.

Whilst the southern part of the Separation Area between Thurnby and Bushby and the neighbouring parish of Scraftoft has been approved for housing development, there is a strong local desire to ensure that further land between Covert Land and Thurnby Brook is not lost to development.

Development would need to respect the Conservation Area and listed buildings (and their setting) through sensitive siting and design.

The primary schools have no capacity to meet dwelling growth and extensions will be required. In addition, there is the impact of potential changes to school age ranges as referred to above.

There are significant transport/traffic flow issues due to the lack of an extension to the EDDR, resulting in high volumes of traffic passing through the settlement and the consequent impact on safety.

Overall Summary

Thurnby and Bushby has the services to support some further housing growth. Although the SHLAA identifies substantial housing land availability, looking at the evidence it would appear that Thurnby and Bushby has very limited capacity to accommodate new development due to the constraints on the deliverability of the identified sites, mainly in respect of the Green Wedge designation and landscape

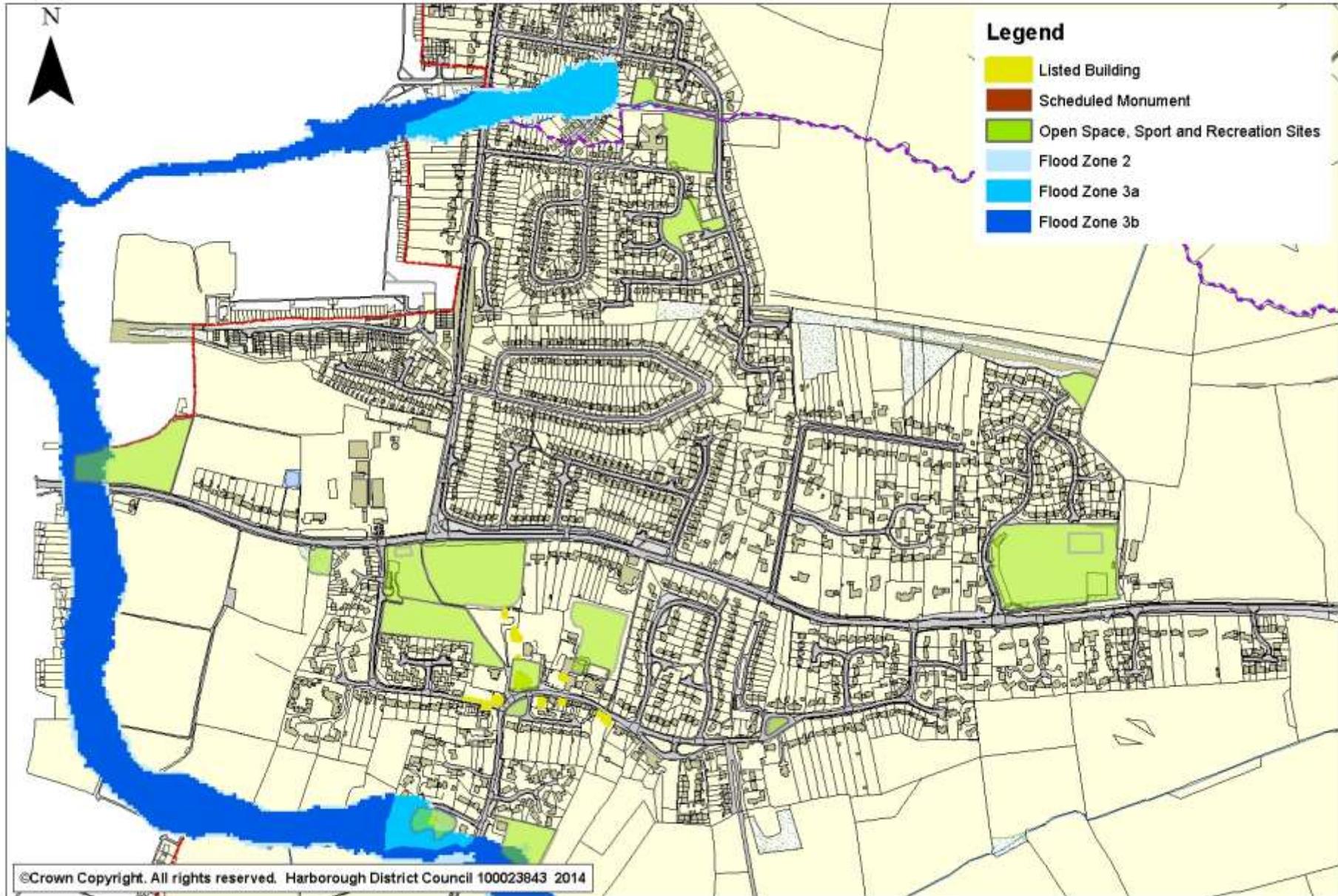
capacity. Housing requirement numbers may necessitate a revision to designation boundaries, some impact on the local landscape or a search for additional sites.

Any development will need to be sympathetic to the local landscape, the function of the Green Wedge, the need to maintain separation with Scraftoft (Covert Lane), flood risk, local heritage assets and any specific housing needs of the local population.

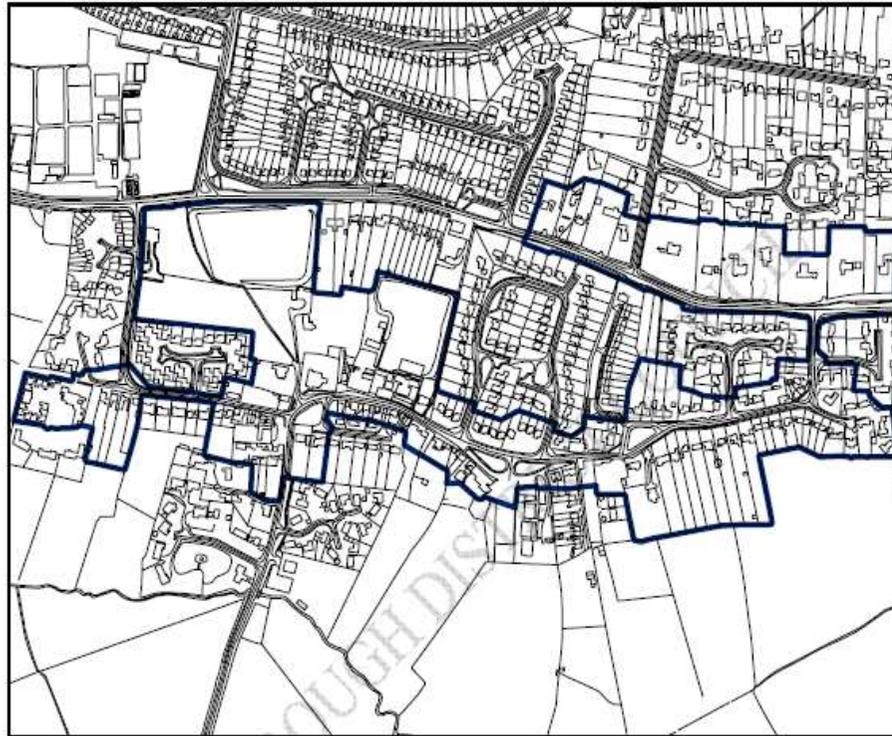
Appendix 1: Maps showing

- **Thurnby and Bushby - Listed buildings/scheduled monuments/open space, sport and recreation sites/flood zones**
- **Thurnby and Bushby Conservation Area**
- **Thurnby and Bushby Landscape Capacity**
- **SHLAA 2014 Thurnby and Bushby Sites (please note that the map does not show all commitments – only those on sites submitted for consideration as part of the SHLAA)**

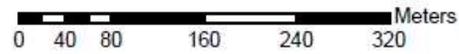
Thurnby and Bushby



Thurnby and Bushby Conservation Area



— Conservation Area Boundary



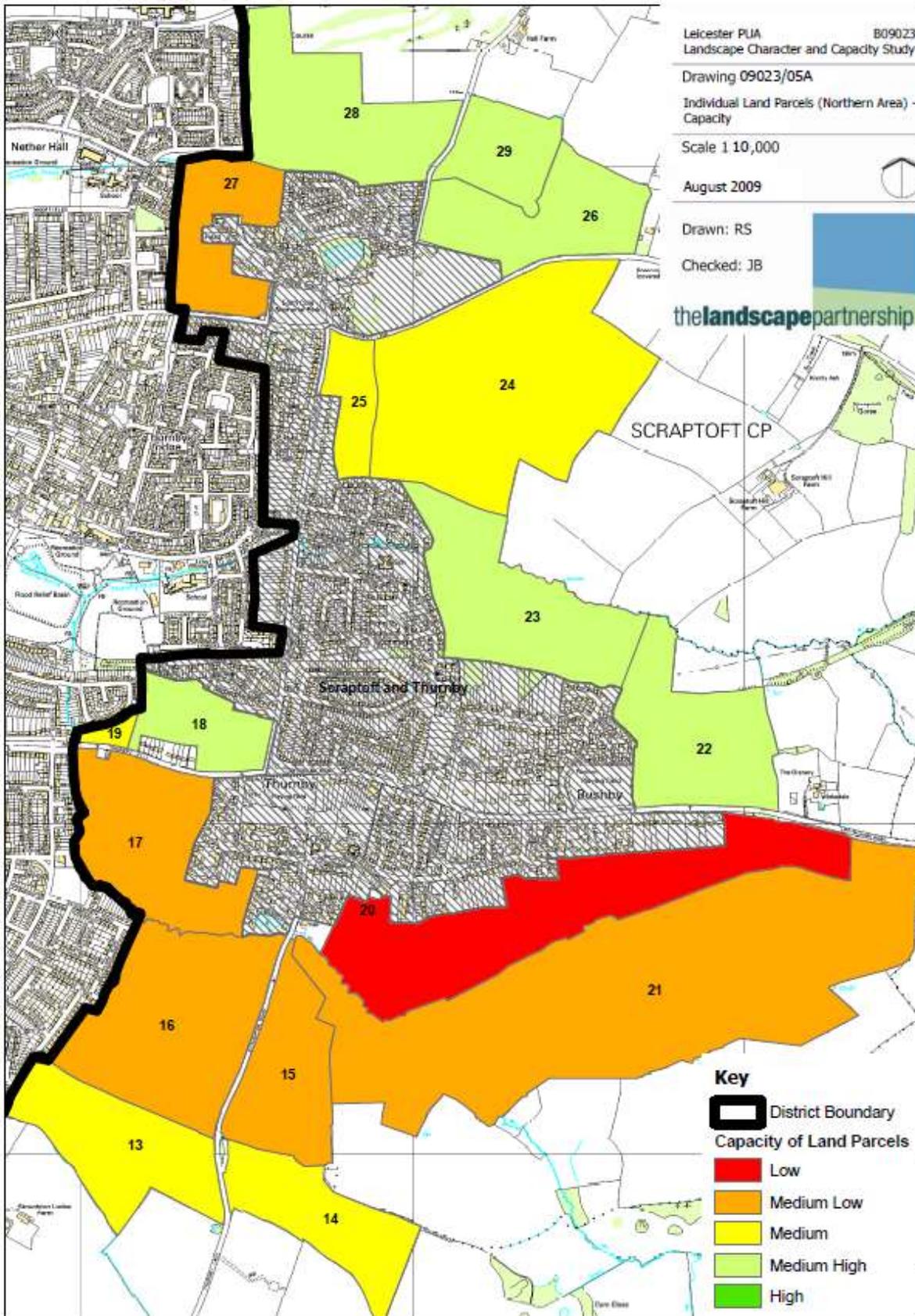
Designated: 1977
Boundary Revised: 16th July 2007

1:4,920



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Thurnby and Bushby Landscape Capacity (taken from Leicester PUA Landscape Character Assessment and Landscape Capacity Study)



SHLAA 2014 Thurnby & Bushby Sites

The SHLAA does not allocate sites or pre-empt future plan making or related decisions by Harborough District Council.
The SHLAA will inform the new Local Plan together with other evidence documents.

