

THE BIG PLAN FOR BROUGHTON ASTLEY

Our Village – Our Decisions

BROUGHTON ASTLEY NEIGHBOURHOOD PLAN
2013 – 2028



Produced by Broughton Astley Parish Council

PREFACE

This Neighbourhood Plan has been produced by the Broughton Astley Neighbourhood Plan Steering Group, led by the Parish Council, in consultation with the local community.

The Examination Version of the Plan underwent a period of consultation from 1st July - 12th August 2013 which was followed by an Independent Examination. As part of this process the appointed Independent Examiner, Mr Nigel McGurk, decided to hold a Public Hearing into the Neighbourhood Plan. This took place on 19th September 2013 in Broughton Astley Village Hall.

Harborough District Council received the Examiner's Report into the Neighbourhood Plan on 4th October 2013. In his report the Examiner concludes that the Plan, subject to some specified modifications, should proceed to a Referendum based on the Broughton Astley Neighbourhood Area (i.e. the Parish).

At its meeting on 11th November 2013, Harborough District Council approved the Examiner's recommended modifications to the Plan and decided that the amended Plan should proceed to Referendum.

This version of the Plan has been modified in accordance with the Examiner's recommendations and is now the subject of a Referendum which is to be held on 16 January 2014. If the Plan receives a 'Yes' from more than 50% of those voting, the Broughton Astley Neighbourhood Plan will be 'made' (or brought into effect) by Harborough District Council as soon as possible. This means it will then be part of the development plan for Harborough District and, as such, together with the Core Strategy will be the starting point for the determination of planning applications within the parish of Broughton Astley.

HOW THIS PLAN IS ORGANISED

This Plan is divided into four sections:

Section 1: Introduction

This section sets out:

- How the Neighbourhood Plan fits into the Planning system
- An overview the initial stages of public consultation, and how it has influenced the development of the Plan
- About Broughton Astley - a brief overview of Broughton Astley today.

Section 2: A Vision for Broughton Astley - Key Issues And Core Objectives

This section sets out the overall vision for development in future years, and the key themes which have contributed to the vision.

Section 3: Neighbourhood Plan Policies

This section sets out policies to support the overall vision, including site specific briefs for the allocated development sites.

Section 4: Supporting Information and Evidence Base

This section sets out the legal framework and the justification for the plan, and includes:

- Glossary of Terms
- Acknowledgements
- List of Reference Documents
- List of Appendices

CONTENTS

SECTION 1: INTRODUCTION

- 1.1 INTRODUCTION (4)
- 1.2 NEIGHBOURHOOD PLAN BOUNDARY (5)
- 1.3 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM (6)
- 1.4 WHAT IS A NEIGHBOURHOOD PLAN? (7)
- 1.5 SUSTAINABILITY APPRAISAL (7)
- 1.6 COMMUNITY ENGAGEMENT AND CONSULTATION (7)
- 1.7 ABOUT BROUGHTON ASTLEY (8)

SECTION 2: KEY ISSUES, CORE OBJECTIVES AND VISION 2013 – 2028

- 2.1 SUMMARY OF KEY ISSUES (11)
- 2.2 THE CORE OBJECTIVES AND VISION OF THE NEIGHBOURHOOD PLAN (12)
- 2.3 THE FUTURE VISION OF BROUGHTON ASTLEY – PROPOSALS MAP (13)

SECTION 3: THE POLICIES OF THE NEIGHBOURHOOD PLAN

- 3.1 HOUSING (14)
- 3.2 ALLOCATIONS POLICY (14)
- 3.3 AFFORDABLE HOUSING (17)
- 3.4 WINDFALL AND BACKLAND DEVELOPMENTS (17)
- 3.5 SHOPPING (18)
- 3.6 EMPLOYMENT (20)

- 3.7 TRANSPORT AND TRAFFIC MANAGEMENT (21)
- 3.8 LEISURE AND WELLBEING (22)
- 3.9 ENVIRONMENT – HERITAGE AND OPEN SPACE FOR PROTECTION (25)
- 3.10 AREA OF SEPARATION (26)
- 3.11 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT (29)
- 3.12 COMMUNITY INFRASTRUCTURE (30)
- 3.13 ALLOCATED SITES FOR DEVELOPMENT (31)
- 3.14 PHASING OF DEVELOPMENT POLICY (32)
- 3.15 POLICIES FOR ALLOCATED DEVELOPMENT SITES (33)
 - 3.15.1 BROUGHTON WAY - SITE 1A AND 1B (34)
 - 3.15.2 COVENTRY ROAD - SITE 2 (38)
 - 3.15.3 DUNTON ROAD (40)
 - 3.15.4 EMPLOYMENT AREA (42)
- 3.16 MONITORING AND REVIEW OF THE PLAN (44)

SECTION 4: SUPPORTING INFORMATION AND EVIDENCE BASE

- 4.1 GLOSSARY OF TERMS (45)
- 4.2 ACKNOWLEDGEMENTS (47)
- 4.3 REFERENCE DOCUMENTS (47)
- 4.4 LIST OF APPENDICIES (47)

SECTION 1: INTRODUCTION

This document has been prepared by the Broughton Astley Neighbourhood Plan Steering Group, which has been led by Broughton Astley Parish Council.

The Broughton Astley Neighbourhood Plan (the Plan) is a new type of planning document that sets out the direction of growth in Broughton Astley until 2028. It is part of the Government's new approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the 'Localism Act' that came into force in April 2012.

The Plan provides a vision for the future of the community, and sets out clear policies to realise this vision. These policies must accord with higher level planning policy, as required by the Localism Act. The Plan has been developed through extensive consultation with the people of Broughton Astley and

others with an interest in the community.

The Neighbourhood Plan provides local people with the opportunity to have control over where development should go and how it can benefit the community. The Neighbourhood Plan will protect Broughton Astley from uncoordinated and speculative development.

The Neighbourhood Plan for Broughton Astley reflects the desires of the community to ensure that facilities and services are provided as part of any additional housing development.

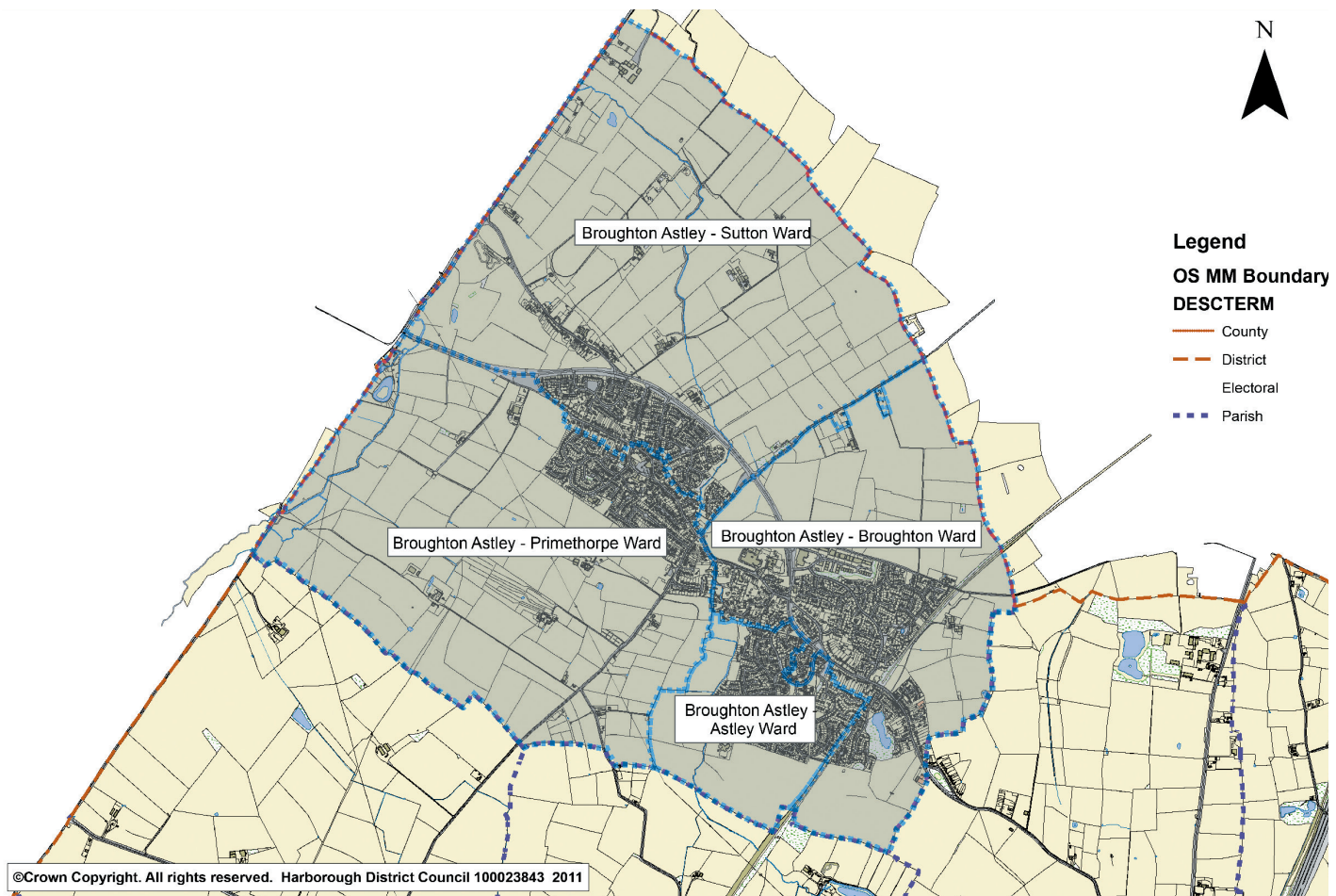
In order to provide a structure which meets the needs of a growing population, safeguards our environment and builds our local economy; the Plan must be flexible, adaptable and above all sustainable in order to ensure the future wellbeing of our community.



1.2 BROUGHTON ASTLEY NEIGHBOURHOOD PLAN BOUNDARY

The whole parish of Broughton Astley (Fig 1) has been formally designated as a Neighbourhood Area through an application made on 2 July 2012 under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by Harborough District Council on 29 October 2012.

The Parish of Broughton Astley including the settlement of Sutton in the Elms amounts to an area of approximately 10km². The parish is roughly diamond shaped, with an east to west distance of around 3.7km at its widest point.



BROUGHTON ASTLEY NEIGHBOURHOOD PLAN AREA

1.3 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

Although the Government's intention is for local people to decide what goes on in their towns, the Localism Act which became into force in April 2012 sets out some important laws.

One of these is that all Neighbourhood Plans must be in line with higher level planning policy. That is, Neighbourhood Plans must be in line with European Union regulations on strategic environmental assessment and habitat regulations, the National Planning Policy Framework (otherwise known as the NPPF) and local policy, in particular Harborough District Council's Core Strategy.

As part of the development plan for Harborough District, the Neighbourhood Plan together with the Core Strategy (or any subsequent plan for

Harborough District) is the starting point for determining planning applications within Broughton Astley parish.

This Neighbourhood Plan follows the strategic policies of the Harborough District Core Strategy by being in force until 2028. The policies in the Neighbourhood Plan are to be considered as a whole together with the strategic policies of the Core Strategy.

The Core Strategy requires Broughton Astley to provide at least 400 new homes between 2006 and 2028. As of the end of March 2013 there have been 57 completions and there have been 63 planning permissions granted; leaving a residue of at least 280 dwellings to be built. The Core Strategy provides a policy specific to Broughton Astley (CS16). This policy helps to deliver district-wide Strategic Objectives. The Localism Act allows the Plan to provide more than this number of houses but it does not allow the Plan to provide for less.

Core Strategy Objective	OBJECTIVE	Neighbourhood Plan Policy (s)
1	Meeting strategic housing requirements and the need for affordable housing	H1, H2, H3, BA7, P1, SD1
2	Fostering economic growth and employment needs	E1, S1
3	New development located in sustainable locations with appropriate infrastructure, services and facilities in place	E1, L1, W1, CI1
4	Secure provision of accessible community services, open spaces and infrastructure	EH1, EH2, CI1
5	Protect settlement pattern, limits of building, historical assets, natural environment and biodiversity	H3, EH1, EH2
7	Protecting and promoting the viability and vitality of town and rural centres	E1, S1
9	Reducing the environmental impact of road traffic, and lessen the need for car use by encouraging alternative modes of transport	E1, S1, T1,
13	Locate new development in areas which will not put life or property at risk of flooding	H1,

Whilst planning applications are still determined by Harborough District Council the production of a Neighbourhood Plan has given local people the power to decide where new housing, additional leisure, retail and employment provision should go, and how the village should change. The Neighbourhood Plan provides the policy framework for Harborough District Council to make these decisions on behalf of the people of Broughton Astley.

1.4 WHAT IS IN THE NEIGHBOURHOOD PLAN?

Although deciding where new housing, additional leisure, retail and employment should go is an important part of the Plan, it is about much more than this. The Plan is a plan for the village as a whole. It looks at a wide range of issues, including:

- The development of housing (location, type, tenure etc.)
- Local employment and opportunities for businesses to set up or expand their premises.
- Transport and access issues (roads, cycling, walking etc.)
- The provision of leisure facilities, schools, places of worship, health, entertainment, and youth facilities.
- The protection and creation of open spaces (nature reserves, allotments, sports pitches, play areas, parks and gardens).
- Installation of renewable or alternative energy solutions.
- Protection of important buildings and historic assets.

1.5 SUSTAINABILITY APPRAISAL

Neighbourhood Plans are not technically subject to sustainability appraisal, provided they are in conformity with the development plan of the local planning authority in terms of the scale and distribution of growth planned.

However, the land use planning process provides an important means by which sustainable development can be achieved. The Broughton Astley Neighbourhood Plan is in conformity with, and refines, the Core Strategy Policy relating to Broughton Astley and forms a formal part of Harborough's Development Plan.

As such, the Broughton Astley Neighbourhood Plan will help to achieve sustainable development by ensuring that its development policies and proposals will meet the needs of people living and working in the parish.

The Broughton Astley Neighbourhood Plan identifies the sustainability issues within the parish and sets out a framework within which these economic, social and environmental issues will be considered to determine the plan's detailed policies and proposals.

1.6 COMMUNITY ENGAGEMENT AND CONSULTATION

The Broughton Astley Neighbourhood Plan belongs to the people of Broughton Astley. It has been developed from the views of local people gathered using a variety of difference consultation approaches including: stall at local Carnival, evening meetings, interactive road shows and a village-wide paper survey.

In addition to the residents' consultation, a wide range of stakeholders were invited to participate in an event aimed specifically to gather their views and concerns. Local Businesses were also asked to complete either a paper-based survey or respond on-line.

Information gathered as part of the consultation for the Community Development Strategy 2008, via a community consultation event, a paper survey and a Planning for Real project with local schoolchildren and the paper and on-line Leisure and Recreational Needs Survey 2011 has also contributed to the community consultation evidence base.

There is a large amount of background information that has helped in producing the Neighbourhood Plan which is known as the 'Evidence Base'. The Evidence Base forms Appendix 1 of the Plan, and is available on the Parish Councils website <http://broughtonastley.leicestershireparishcouncils.org/evidence-base.html> and on a CD (available on request).

A Consultation Statement detailing the consultation process to date has been produced to accompany the Neighbourhood Plan; and is included as an Appendix 2.

1.7 ABOUT BROUGHTON ASTLEY

Broughton Astley is a rural settlement bordered by other smaller settlements and farmland which is of a mixed nature between arable and dairy. It lies close to the north western boundary of Harborough District, six miles north of Lutterworth and nine miles south west of Leicester City and has good road access to Hinckley, Blaby and the retail developments at Fosse Shopping Park and Grove Park adjoining the M1/M69.

Broughton Astley originates from three villages, Primethorpe, Sutton in the Elms and Broughton, which became linked by development along Main Street and Station Road and is now a single community. Sutton-in-the-Elms, although part of the parish, is separated from Broughton Astley by the B581 Broughton Way bypass, and as a consequence retains its own separate identity.

Its relatively close proximity to Leicester has resulted in considerable development over the past 40 years. Planned development in the village, since the late 1960s, means that significant expansion has taken place. Between 1991 and 2001 alone the population increased by almost a third.

In 1968 the population of Broughton Astley was approximately 1,800. The latest population estimate is 8,940 (source: 2011 Census) in 3422 households.

However, the provision of services, facilities, and retail and employment opportunities has not kept pace with the development of housing and the increase of population size in Broughton Astley. Taking population size, Broughton Astley is on a par with Lutterworth but in terms of its retail and service provision it has a much more limited offer. This is in part due to its easy access to the Leicester urban area with its wide

range of higher order shops and services on offer. Whilst this lack of services and facilities is an issue locally, residents value the fact that Broughton Astley is still a large village in character; an 83% vote against adopting 'Town Status' in 2007, demonstrates this.



OPEN SPACES AROUND BROUGHTON ASTLEY

DEMOGRAPHICS

Ward and Age Breakdown

This table shows that in 3 of the 4 Wards children (0-15) have higher or similar population densities than both the Harborough District (19%) and all England percentages (19%).

Source: 2011 ward Census profiles.	All Ages	0-15	16-29	30-44	45-64	65+
Astley	2324	26.4%	17.6%	25.2%	24.1%	6.7%
Broughton	2840	24.1%	14.0%	23.9%	29.7%	8.3%
Primethorpe	1772	16.8%	13.6%	17.9%	31.9%	19.8%
Sutton in the Elms	2004	19.2%	14.4%	20.3%	31.3%	14.4%
Total Population	8940					
Average Population %		21.6%	14.9%	21.8%	29.4%	12.3%

Population Totals

	2001 Census	2011 Census	% increase
Astley Ward	2,260	2324	2.8
Broughton Ward	2,286	2840	24.2
Primethorpe Ward	1,851	1772	-4.3
Sutton Ward	1,893	2004	5.9

Employment

At present there is one main employment area in Broughton Astley at Swannington Road amounting to around 5ha. The majority of employment is found in the major conurbations of Leicester, Coventry and Hinckley. Unemployment in Broughton Astley is very low at 2%, with a high proportion of the settlement's workforce being employed in professional or managerial roles. The majority of employment is found within the service industry; and also in the wholesale, retail, storage, and manufacturing industries.

Public Transport Services

The village is currently served by two bus services, the number 84 Arriva service to Lutterworth and Leicester and the number 140 Central Bus service which runs between Lutterworth and Rugby.

The trip into Leicester runs every 30 minutes; with a journey time of 50 minutes which is approximately double that of driving by car.

Bus services commence at 7:16am with the last bus from Leicester to Broughton Astley leaving at 19:22pm. The last bus from Lutterworth to Broughton Astley leaves at 18:27pm. There is no bus service on Sundays or Bank Holidays.

The nearest train stations are Narborough which is 5 miles away and Hinckley (7 miles).

Car Ownership

As a rural community private car ownership and usage is the predominant method of transport; with 43% of all homes owning at least 2 or more cars.

Housing - tenure and household mix (2011 census)

	NUMBER OF HOUSEHOLDS	OWNER OCCUPIED	SHARED OWNERSHIP	SOCIAL HOUSING OR PRIVATELY RENTED HOUSING
ASTLEY	880	727	10	143
BROUGHTON	999	911	7	81
PRIMETHORPE	769	588	11	170
SUTTON	774	680	4	91
TOTAL	3422	2906 (85%)	32 (1%)	485 (14%)

Crime

The crime rate in Broughton Astley is one of the lowest in Leicestershire. Crime fell between the years ending March 2010 and March 2011, and remained generally stable between the years ending March 2011 and March 2012. In the last year, crime was broadly in line with the national average.

Facilities and Services

A comprehensive list of the facilities and services provided in Broughton Astley by public bodies and private organisations can be found in the supporting Evidence Base.



SECTION 2: KEY ISSUES, CORE OBJECTIVES AND THE VISION FOR THE FUTURE 2013 – 2028

2.1 SUMMARY OF KEY ISSUES

The views expressed by local residents at the various consultation events reflected and reinforced much of the evidence gathered through the Evidence Base, particularly in respect of the concerns that residents have on the impact of additional housing on local facilities and services. In summary the key issues that the Neighbourhood Plan for Broughton Astley must address are:

1. HOUSING

- Housing in Broughton Astley has expanded rapidly over a relatively short time period but facilities and amenities have not increased accordingly leaving a significant gap.
- Concerns that additional housing development will put pressure on already stretched amenities such as the local Doctors' surgery and the Primary Schools.
- There is a need to provide a wider range of housing types in Broughton Astley, particularly family homes, starter homes, and homes designed for older people (including bungalows).
- There is a need to mitigate the potential of flood risk to existing properties that new development might bring.

2. SHOPPING

- The village shopping centre does not provide a large supermarket or wide variety of shops and services; resulting in the need to travel elsewhere to access facilities.
- The village centre car park is badly designed and lacks sufficient space to meet demand.

3. EMPLOYMENT

- The community considers that new employment opportunities which increase the opportunity for

people to work in Broughton Astley enhance the village centre and provide additional services and facilities should be encouraged.

4. TRANSPORT AND TRAFFIC MANAGEMENT

- Public transport services to nearby population centres and facilities are poor; as a result the vast majority of journeys are made by private car.
- There is a lack of car parking facilities in the village centre to serve both the medical centre and shopping area.
- More speed reduction measures are required within the village.

5. LEISURE AND WELLBEING

- There is a lack of both formal and informal leisure facilities within the village, resulting in the need to travel elsewhere to access facilities.
- There is a lack of facilities and opportunities for young people within the village, resulting in the need to travel elsewhere to access facilities.

6. ENVIRONMENT - HERITAGE AND AREAS OPEN SPACES FOR PROTECTION

- There is a strong desire to preserve existing publicly accessible open spaces and green spaces surrounding the villages, to ensure that any new developments maintain public rights of way and also to improve footpath networks to provide access to the surrounding countryside.
- The use of renewable energy solutions as part of new developments is strongly supported.

2.2 THE CORE OBJECTIVES AND VISION OF THE NEIGHBOURHOOD PLAN

The vision and core objectives are based on the key issues raised by local people. They have been summarised and refined by the Steering Group to form the basis of the Neighbourhood Plan for Broughton Astley.

The delivery of the Neighbourhood Plan should have the following objectives at its core:

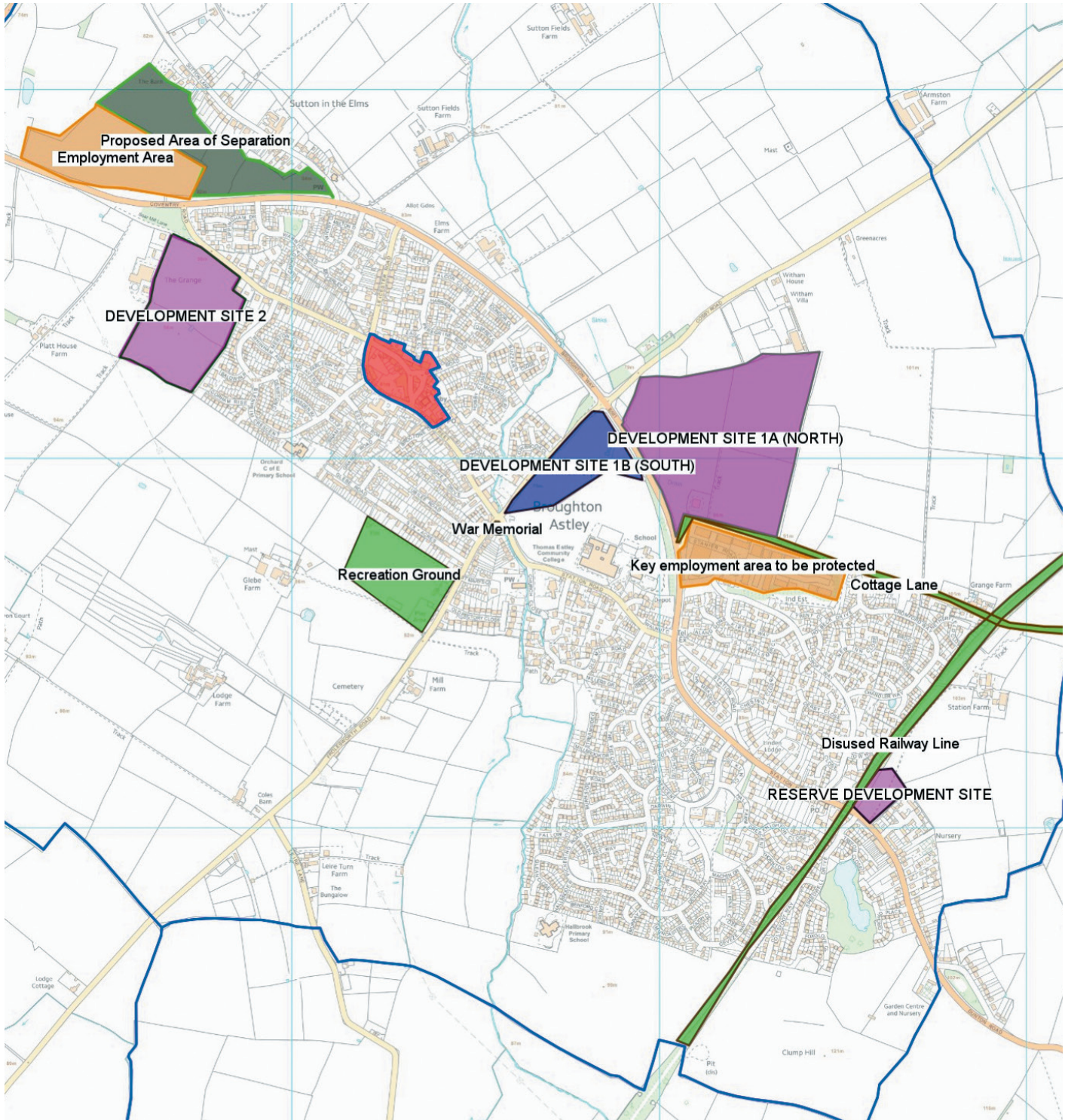
1. Accommodate at least 400 new properties in a manner that is appropriate to the character of the village and its countryside setting;
2. Control development to avoid excessive expansion into surrounding countryside;
3. Provide housing which meets the needs of the diverse and growing community;
4. Provide new facilities and improve existing local leisure facilities, retail and employment provision, services and amenities in tandem with any new housing development;
5. Improve employment opportunities which provide 'added value' for the community;
6. Improve public transport and traffic management in tandem with new housing development;
7. Preserve important existing green spaces and create new green space for the community, improving access to the surrounding countryside via new housing developments; and
8. Support new developments which make use of renewable energy technology to reduce their impact on the environment.

The delivery of the actions arising will have to be achieved in partnership with public sector, private bodies and stakeholders such as landowners, developers and the community. To this end the Steering Group will be widened to include representatives of other bodies who will both monitor progress and the delivery of the plan.

The Plan fully accords with the requirements for public consultation as set out in the Localism Act. Details of the consultation have been recorded in a report called the 'Consultation Statement' which is included as an appendix to this Plan. It is also available to download from the Broughton Astley Parish Council's website via the following link: www.broughton-astley.gov.uk









2.3 THE FUTURE VISION OF BROUGHTON ASTLEY – PROPOSALS MAP



KEY

Neighbourhood Plan – proposals and allocations map (Figure 1)

	Land Allocated for Development		Existing Key Employment Area and Site Allocated for Employment		Local Green Space
	Areas of Separation		Land Allocated For Leisure and Community Use		Principal Shopping and Business Area

SECTION 3: THE POLICIES OF THE BROUGHTON ASTLEY NEIGHBOURHOOD PLAN

3.1 HOUSING

The key issues raised during community consultation in relation to housing include:

- Housing in Broughton Astley has expanded rapidly over a relatively short time period but facilities and amenities have not been increased accordingly leaving a significant gap;
- Housing should not be built before additional facilities are provided;
- Any new housing should be supported by adequate infrastructure – medical centre, schools, leisure, etc.;
- Concerns that additional housing development will put pressure on already stretched amenities such as the local Doctors' Surgery and the Primary Schools;
- There is a need to provide a wider range of housing types in Broughton Astley, particularly family homes, starter homes, and homes designed for older people (including bungalows);
- Affordable housing is needed for young families and older people; and
- There is a need to mitigate the potential of flood risk to existing properties that new development might bring.

3.2 HOUSING ALLOCATIONS POLICY

OBJECTIVE: TO ALLOCATE LAND FOR AT LEAST 400 NEW HOMES

POLICY H1 – HOUSING ALLOCATIONS POLICY

- i. Two sites for new housing development are allocated as a result of the public consultation and Options

SITE 1A - NORTH OF BROUGHTON WAY	310 (section 3.15.1)
SITE 2 – SOUTH OF COVENTRY ROAD	190 (section 3.15.2)
TOTAL	500
RESERVE SITE – NORTH OF DUNTON ROAD	28 (section 3.15.3)

Appraisal Process.

- ii. The number of properties which are allocated for each development and the additional benefits for the community which the development site is expected to deliver have been included in a Development and Requirements Policy for each site.
- iii. A logical sequence of phased construction will be monitored by the Steering Group and its progress assessed to ensure that Broughton Astley is not falling below its allocation of housing (policy P1).
- iv. Progress on new development will be monitored on an annual basis. Should new housing not be delivered on the two allocated sites within the proposed phasing sequence; (policy P1) development on the identified reserve site may then be considered.
- v. New housing development in Broughton Astley will be accompanied simultaneously with the provision of local infrastructure including recreational and leisure facilities, retail provision and employment opportunities. This will include contributions where appropriate to sustainable transport measures, green infrastructure, improved waste recycling facilities, local services and community facilities.
- vi. New housing development which provides a mixture of housing types including family homes, starter homes, and homes designed for older people (including bungalows) will be encouraged.

vii. New housing should not be constructed on land which is known to be on a floodplain within Environment Agency Zones 2 and 3; which has a moderate or significant flood risk where there are no flood defences or within the extent of extreme flood. (Fig 2). Developers will be required to demonstrate any additional flood modelling work that has taken place in order to supersede the Flood zone maps.

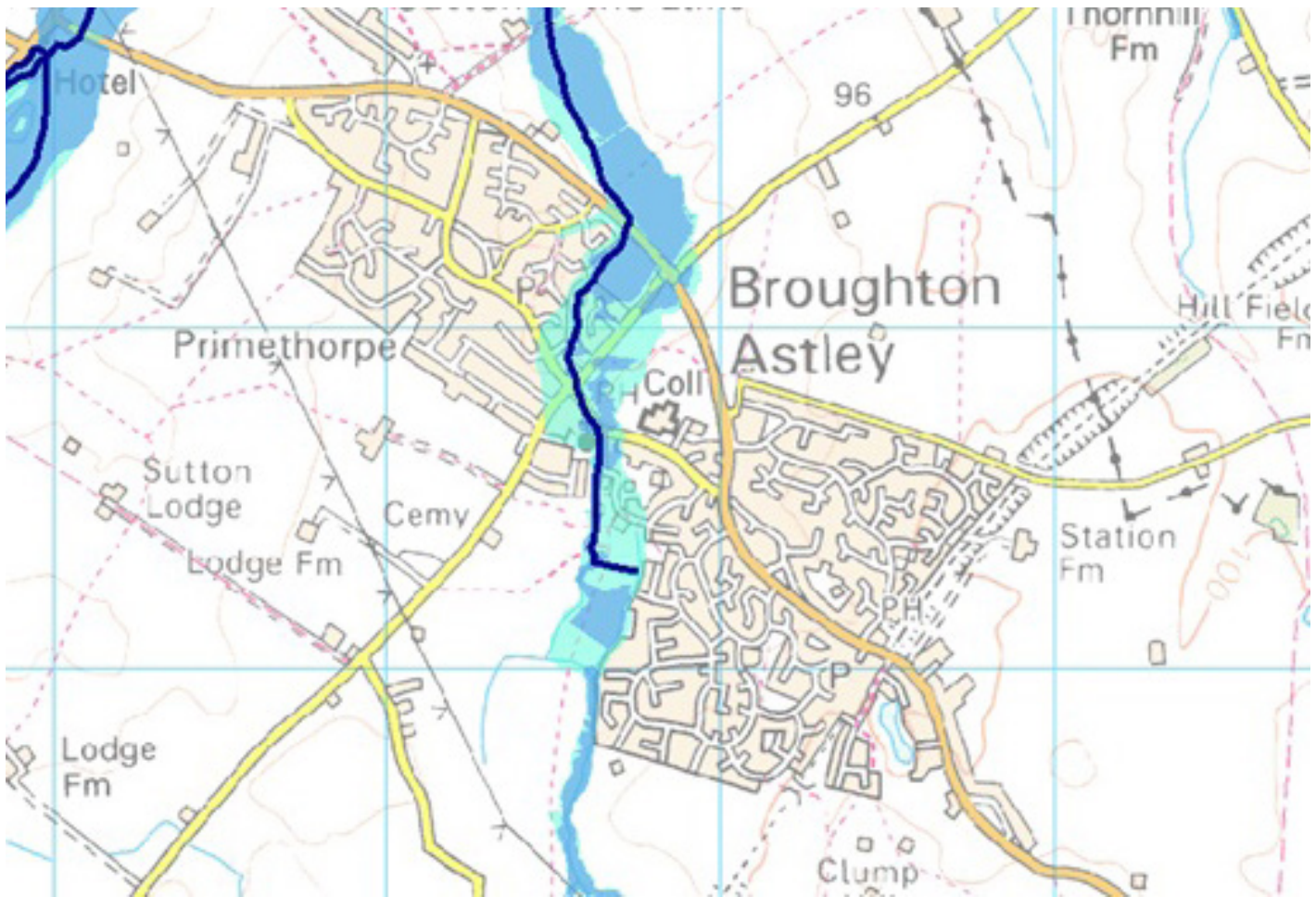
Justification:

The Harborough District Core Strategy identifies Broughton Astley as a key centre which should provide at least an additional 400 new homes by 2028. Harborough District Core Strategy policy CS16 – states that new housing will be provided at Broughton Astley and locations for development set out in an allocations plan, in this case the Neighbourhood Plan. In considering future sites for housing development, mixed-use sites which ensure the provision of additional retail, community facilities or employment opportunities to serve Broughton Astley will be supported.








RECENT DEVELOPMENT IN BROUGHTON ASTLEY





Copyright - Environment Agency

-  Flooding from rivers or sea without defences
-  Extent of extreme flood
-  Flood defences (Not all may be shown*)
-  Areas benefiting from flood defences (Not all may be shown*)
-  Main rivers

Flood Plain – Broughton Astley (Figure 2)

3.3 PROVISION OF AFFORDABLE HOUSING

OBJECTIVE: TO PROVIDE AFFORDABLE HOUSING IN A MIX OF STYLES AND TENURES

POLICY H2 – PROVISION OF AFFORDABLE HOUSING

- i. To meet identified needs within the community at least 30% of all new housing developments will be high quality affordable housing.
- ii. Developments will be expected to contribute to the provision of affordable homes that are suitable to meet the needs of older people and those with disabilities.

Justification:

Harborough District Core Strategy Policy CS3 -

Delivering Housing Choice and Affordability: states that all residential developments within Harborough District will be required to contribute towards meeting affordable housing needs.

There is a large disparity between average house prices and average income across the district of Harborough; with a target that all new development within the district should provide at least 30% affordable houses.

The Big Plan Survey demonstrated that the provision of housing as starter homes, retirement homes and sheltered housing should be prioritised.

3.4 WINDFALL AND BACKLAND DEVELOPMENT

Windfall development, including back land and tandem development, is defined as any residential development that is granted consent on land or buildings not specifically allocated for residential development in the Harborough District Core Strategy.

OBJECTIVE: TO DEVELOP WINDFALL SITES WHICH PROVIDE THE BEST USE OF LAND

POLICY H3 – WINDFALL AND BACK LAND DEVELOPMENT

- i. It is accepted that there may be some windfall developments over the life of the Neighbourhood Plan on previously developed 'brownfield' or unallocated sites with direct highways access. Small, well designed residential sites which do not have a detrimental effect on the surrounding area and neighbouring

properties will be supported. The impact of such windfall development will be incorporated into the on-going monitoring and review process.

- ii. In principle development will be supported on sites of less than 5 dwellings on previously developed land.
- iii. In respect to back land and tandem development in gardens of existing properties; such developments will be resisted where they have the potential for loss of amenity of neighbouring properties; through loss of privacy, loss of daylight, visual intrusion by a building or structure, loss of car parking, loss of mature vegetation or landscape screening and additional traffic resulting from the development.
- iv. Any windfall, back land or tandem development must have a direct highway frontage.

Justification:

The results of the Big Plan Survey (2012) demonstrate that many residents supported the erection of single dwellings in controlled locations. However, the Parish Council has previously resisted all back land development. This policy aims to clarify what types of development will be supported in future.

3.5 SHOPPING

The key issues from the consultation include:

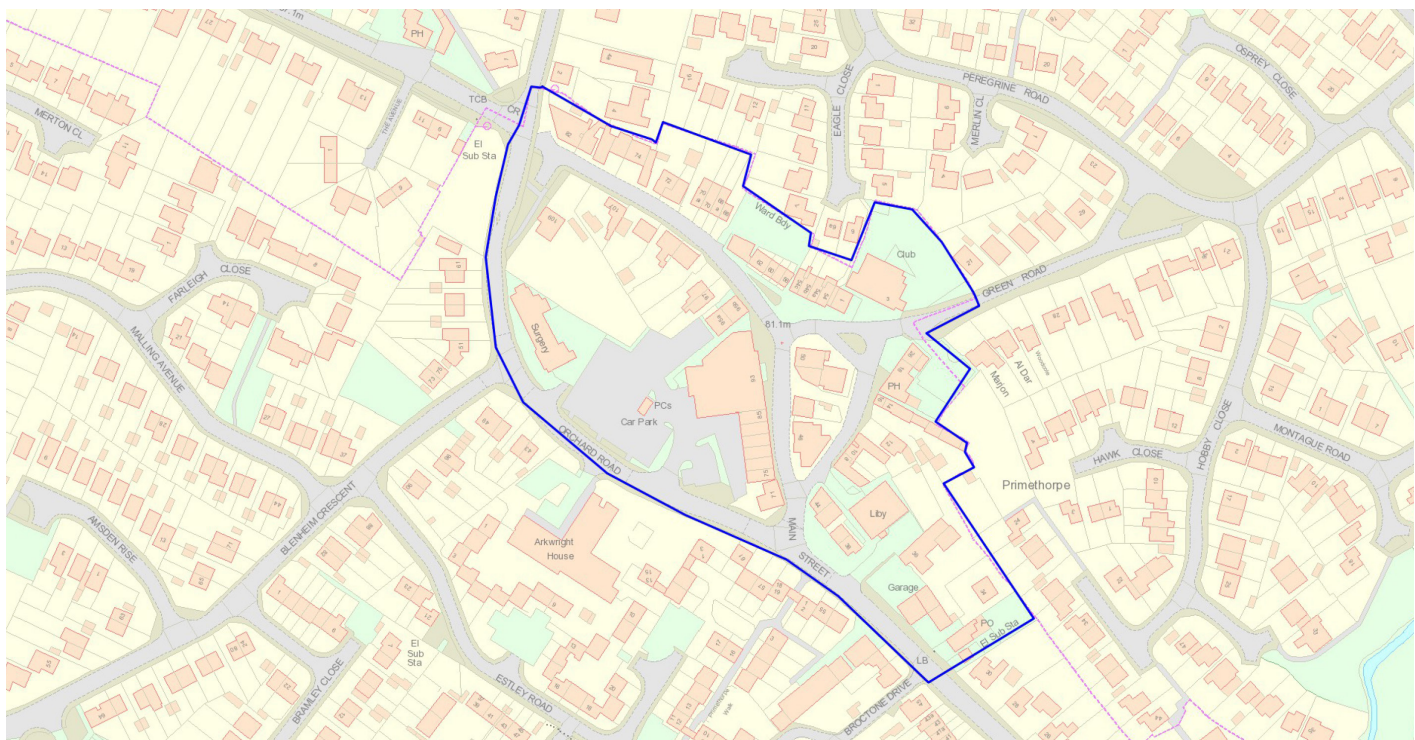
- Large supermarket needed to stop unnecessary car journeys and create employment;
- The existing village centre should be more attractive with a wider variety of shops;
- It is important that the large supermarket's location supports and not diminishes use of the existing village centre;
- A multi-agency approach is required to rejuvenate the existing village centre to protect jobs and services; and
- New employment opportunities which enhance the village centre and provide additional services and facilities should be encouraged to increase inward investment and the sense of community within the village.

**OBJECTIVE: TO IMPROVE THE RANGE OF SHOPPING FACILITIES PROVIDED FOR THE COMMUNITY
WHILST STILL SUPPORTING THE EXISTING VILLAGE CENTRE**

POLICY STATEMENT S1 - SHOPPING

- i. The principal village centre shopping and business area will be maintained, with retail and service provision in this area supported and proposals resulting in loss of local retail provision or services resisted.(Fig. 3)
- ii. In order to prevent additional journeys out of the village for weekly food shopping the provision of a new supermarket on Site 1A will be supported. This should be between 20,000–30,000 sq ft, in an accessible and central position, adjacent to the existing settlement and provide good links to the existing settlement and other community facilities.

- iii. Acknowledging that there is limited space for expansion within the existing principal shopping and business area; additional proposals for local retail and other village centre uses which cannot be accommodated within this area will be supported in central and accessible locations elsewhere in Broughton Astley and sites will be supported in conjunction with housing development where appropriate.
- iv. Any proposals for retail development outside the existing village centre will be subject to the sequential test and impact assessment in accordance with paragraph 26 of the NPPF.
- v. A multi-agency 'village centre' strategy will be developed to improve and enhance the principal village shopping and business area that:
 - Discourages the change of use of ground floor premises to residential dwellings;
 - Supports and encourages businesses to thrive through initiatives such as improvement grants and shop-front competitions;
 - Encourages a greater mix of shopping and additional facilities, for example a café, delicatessen and banking facilities;
 - Attracts greater foot-fall through the village centre via clear and attractive signage and clear pedestrian routes; and
 - Provides additional and safe parking facilities via a traffic management plan.



Principal Shopping and Business Area (Figure 3)

Justification:

Harborough District Core Strategy policy CS6- recognises Broughton Astley as a key centre, and as such seeks to protect its smaller local shopping centre.

The Big Plan Survey (2012) identified that at present only 30.9% of responders did their weekly shopping in Broughton Astley and that Fosse Park and Leicester were popular choices for all shopping. 89.9% of responders used a private vehicle in order to go shopping.

A new supermarket of the size proposed will help to address this and facilitate a much higher proportion of weekly shopping being undertaken within Broughton Astley, retaining expenditure within the village and reducing the frequency and length of car journeys associated with food shopping.

3.6 EMPLOYMENT

The key issues from the consultation include:

- More local employment opportunities to give people a sense of community and reduce commuting to other population settlements;
- New employment areas should be on the edge of the village with good access;
- New employment opportunities which enhance the village centre and provide additional services and facilities should be encouraged; and
- A multi-agency economic strategy should be produced in order to improve employment opportunities within the village.

OBJECTIVE: TO PROVIDE NEW EMPLOYMENT OPPORTUNITIES FOR THE COMMUNITY OF BROUGHTON ASTLEY POLICY E1 - EMPLOYMENT

- i. The existing employment area at Swannington Road should be protected as a Key Employment Area, recognising that it provides the only significant employment opportunities at present.
- ii. An area of 1.7ha of employment land will be allocated within development Site 1A; adjacent to the existing Key Employment Area.
- iii. Land at Broughton Way will be allocated for mixed employment / service and leisure use; its purpose to create employment for local people and contribute towards the economy of Broughton Astley.(Site EMP 1)
- iv. Employment opportunities on mixed-use development sites will be supported providing that the type of use proposed would not have a detrimental effect on the environment or wellbeing of people in neighbouring properties.
- v. The construction of the community and leisure facility to provide employment opportunities within the village will be supported.
- vi. Through multi-agency working we will create a wider range of employment opportunities within Broughton Astley to meet local needs by:
 - Identifying and reducing barriers to potential employers who wish to relocate to Broughton Astley;
 - Encouraging facilities which provide direct employment; i.e. leisure centre or café;
 - Developing opportunities for employment which enhance the village and prevent the loss of key services will be encouraged;
 - Setting up or improving new initiatives to develop skills and employment opportunities for local people; and
 - Providing safe and attractive pedestrian and cycle routes to the edge of village employment areas will be encouraged.

Justification:

Harborough District Core Strategy policy CS16 – states that key employment areas will be identified in Broughton Astley and protected from changes of use which may limit future business development. As a key centre Broughton Astley should be considered a preferred location for employment provision in the review of existing employment sites and allocations. The Big Plan Survey (2012) identified that 60.5% of responders considered that Site EMP1 (Broughton Way) was an appropriate location for future development of employment; and that office premises for small and medium size businesses and small to medium size retail space was a priority.

3.7 TRANSPORT AND TRAFFIC MANAGEMENT

The key issues from the consultation include:

- New housing development will inevitably increase traffic and transport issues;
- Speed and volume of traffic through the village;
- Lack of off-street parking spaces in the village centre;
- Public transport services to nearby population centres and facilities is poor; as a result the vast majority of journeys are made by private car; and
- More safer routes to schools schemes required to reduce the impact of the 'school run'.

OBJECTIVE: TO REDUCE THE RELIANCE OF PRIVATE CARS BY PROVIDING VIABLE ALTERNATIVES WAYS OF MOVING AROUND THE VILLAGE

POLICY T1 – TRANSPORT AND TRAFFIC MANAGEMENT

We will work together with the Highway Authority, public transport providers, local schools and developers to develop a long term sustainable strategy for improvements to the highway network and the management of traffic in and around Broughton Astley to reduce the impact of development on the community by:

- Encouraging better access to and increased use of public transport;
- Working with the District Council to refurbish the existing village centre car park in order to provide more spaces;
- Ensuring that new development takes place adjacent to the built up area where there are good travel choices;
- Improving links within the existing built-up area for walking, cycling and bus provision;
- Ensuring other vehicular traffic keeps to appropriate routes; and
- Encouraging 'safe routes to schools' schemes.

Justification:

Harborough District Core Strategy policy CS5 – recognises that we should seek to maximise the use of existing transport facilities to achieve the best overall effect to lower carbon emissions.

The results of the Big Plan Survey (2012) demonstrated strong support for better public transport, speed reduction measures, increased off-street parking and improved road junction design.

3.8 LEISURE AND WELLBEING

LEISURE

The key issues from the consultation include:

- The lack of both formal and informal leisure facilities within the village, resulting in the need to travel elsewhere to access facilities;
- Access to facilities is the biggest barrier to improving wellbeing;
- The lack of facilities and opportunities for young people within the village;
- Need for more outdoor and indoor leisure facilities in a central location;
- Leisure centre should include a swimming pool;
- Newer housing development with more young families at one end of the village; remote from the village centre; and
- Need for more facilities and services for the ageing population.

OBJECTIVE: TO PROVIDE A NEW, CENTRALLY LOCATED COMMUNITY AND LEISURE FACILITY

POLICY L1 – IMPROVED LEISURE FACILITIES

Site 1B (south of Broughton Way) is allocated for the provision of additional community and leisure facilities. The second and third choice sites suggested during the Big Plan consultation will be considered if the allocated site is not granted permission to proceed (Ref: 3.15.1).

Site 1B is allocated for a centrally located community and leisure facility which will provide a minimum 4-court sports hall, gym and dance facilities, all-weather pitch, changing facilities, meeting rooms and associated administration and parking facilities for the benefit of all the community.

The community and leisure facilities will be provided by the developer of Site 1B, as part of the overall development package for the combined sites. Any additional funding required to enhance the facilities or specification will be sought from the District and County Councils, and sports funding bodies, so that the facility is built in a timely manner.

It is expected to be operated on a similar model as Harborough and Lutterworth Leisure Centres; and achieved by working in partnership with District & County Councils, Leicestershire and Rutland Sport, and the Harborough District Leisure Trust and others as necessary.

The Parish Council will seek to purchase additional land in order to increase the number of formal sports pitches and changing rooms to meet the needs of local clubs and groups.

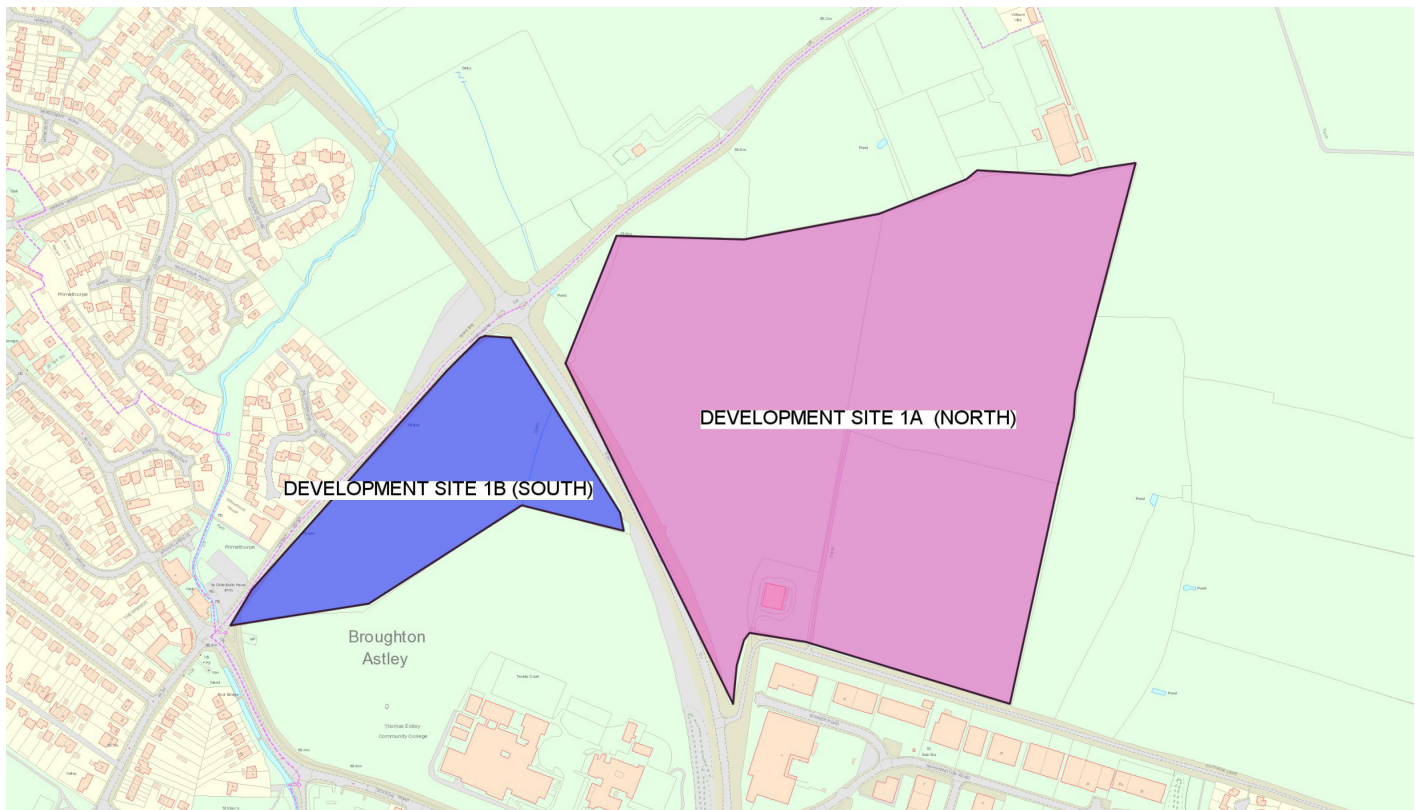
Justification:

Harborough District Council's Assessment of Local Community Provision and Developer contributions (2010) identified that as a Key Rural Centre of around 10,000 Broughton Astley should be provided with a minimum of a new four court hall and land to meet current and new growth.

The Leisure and Recreational Needs Survey (2011) indicated that 89.8% of those who responded considered that Broughton Astley would benefit from more leisure facilities and 57.4 % cited the lack of nearby facilities was the biggest barrier to exercise.

Three potential sites were identified as suitable for the construction of community and leisure facilities during the Big Plan consultation process. The most suitable and preferred site being identified as land adjacent to Thomas Estley Community College, to enable joint use of facilities. (Fig 4)

The Big Plan for Broughton Astley Survey (2012) identified that 64.7% of those responding considered that the land adjacent to Thomas Estley Community College would be the most suitable site for new Community Leisure facilities.



Development Site 1B – Allocated for Leisure and Community facilities (Figure 4)

WELLBEING

The key issues from the consultation include:

- Long waiting times for Healthcare appointments;
- Facilities at local medical centre need improvement to meet the size of population;
- Lack of suitability of the existing facilities including lack of car parking;
- Existing facilities remote from the eastern side of the village; and
- No NHS Dentist availability in the village.

OBJECTIVE: TO PROVIDE AN IMPROVED AND CENTRALLY LOCATED HEALTHCARE CENTRE

POLICY W1 – IMPROVED HEALTHCARE FACILITIES

- i. The provision of a facility which provides additional services such as minor surgery, phlebotomy and physiotherapy and midwifery services to reduce the need to make additional journeys out of the village will be supported.
- ii. Land for a healthcare facility will be provided within Site 1B. Funding for the new facility will be sought through developer contributions and other sources, to ensure that medical facilities remain near to the centre of the existing village, being convenient and accessible enough to meet the needs of local people.

Justification:

The Big Plan for Broughton Astley Survey (2012) identified that 76.3% of those responding considered that the existing medical facilities need to be enhanced and 73.9% feel that an NHS Dentist Surgery is required.

3.9 ENVIRONMENT - HERITAGE AND AREAS OF OPEN SPACE FOR PROTECTION

The key issues from the consultation include:

- There is a strong desire to preserve existing publicly accessible open spaces and green spaces surrounding the villages; and also to improve footpath networks to provide access to the surrounding countryside;
- The use of renewable energy solutions as part of new developments is strongly supported;
- Need to preserve areas of separation between villages;
- Need to preserve green spaces such as the Recreation Ground, Memorial Gardens and Clump Hill;
- Concerns over the building on the flood plain which runs through the village;
- The need to preserve the structure and flow of the brook through the village and maintain the character of the area; and
- Old railway line could be opened up for both leisure and transport.

OBJECTIVE: TO PROTECT THE EXISTING OPEN SPACES AND HERITAGE OF THE VILLAGE AND PROVIDE ADDITIONAL OPEN SPACES

POLICY EH1 – ENVIRONMENT HERITAGE AND OPEN SPACES FOR PROTECTION

- i. Working with the Highway Authority, developers and local environmental groups improved access to the countryside will be sought by improving the network of existing public rights of way.
- ii. The green spaces at Frolesworth Road Recreation Ground, War Memorial, Cottage Lane and the disused railway, which have been demonstrated to be of significance to the local community, are designated as 'Local Green Spaces' in order to protect their identity. The Local Green Spaces are identified in (Fig.6)
- iii. Existing areas of public open space and Local Green Spaces will be preserved in order to promote social interaction, community activity and active play.
- iv. New public open space, including formal open space, walking routes and spaces for informal/formal community activities will be created at Site 1B and Site 2
- v. Broughton Astleys Listed buildings - St Marys Church, Sutton in the Elms Baptist Church, Quaker Cottage and the Stone House - will be protected in line with national policy. (Fig 7).
- vi. Liaison will take place with appropriate authorities to provide support to community groups to maintain and improve the brook through the village.
- vii. The use of renewable energy solutions as part of new developments will be encouraged.

Justification:

The Big Plan for Broughton Astley Survey (2012) identified that 75.3% of responders wish to protect and improve existing habitats for wildlife within and around the village.

75.9% of responders would like enhanced opportunities to walk, cycle and run off road within and around the parish.

During the consultation process local residents have identified the importance of preserving older buildings of character around Broughton Astley in order to retain links with its heritage.

The Big Plan for Broughton Astley Survey (2012) identified that 86.2% of those responding supported the use of renewable energy solutions as part of new developments.

3.10 AREA OF SEPARATION

OBJECTIVE: TO ENSURE THAT THE COMMUNITY OF SUTTON IN THE ELMS MAINTAINS ITS IDENTITY AND CHARACTER

POLICY EH2 – AREA OF SEPARATION

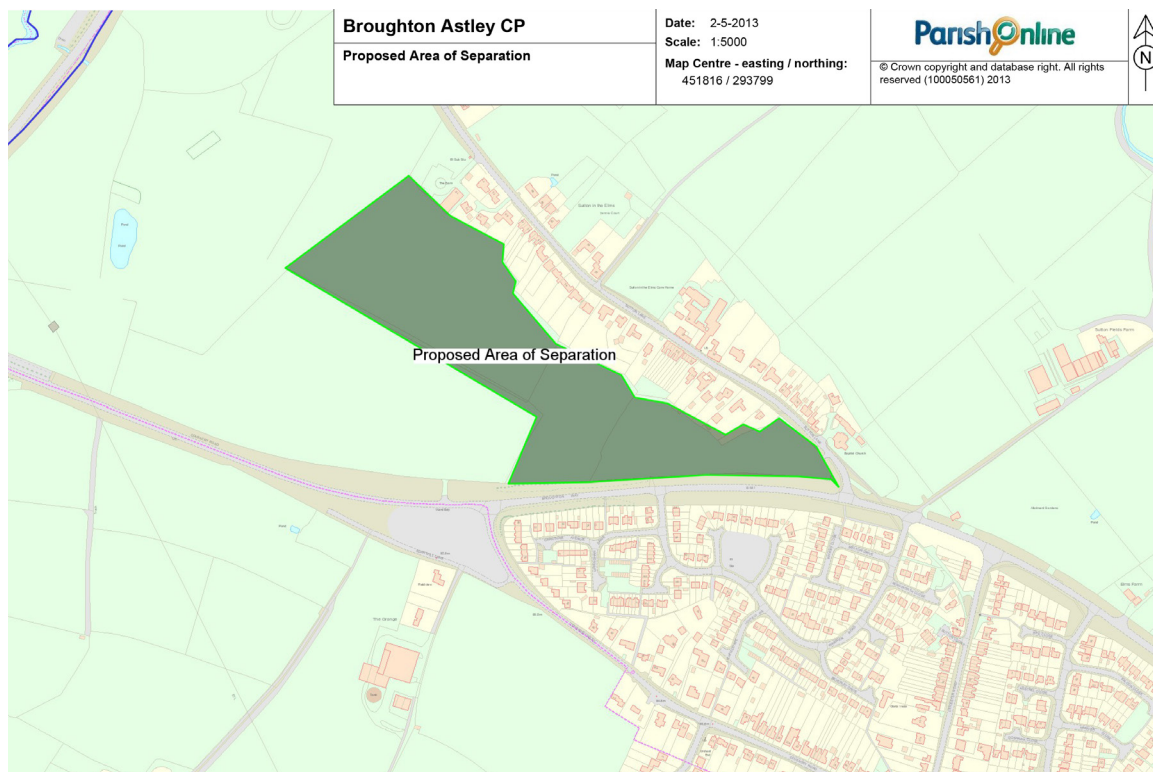
An area of separation lying to the north of Broughton Way and east of Sutton Lane, and amounting to approximately 7 ha of agricultural grazing land will be maintained between the two settlements of Broughton Astley and Sutton in the Elms. Development which would detract from the open character of this area or reduce the visual separation of Broughton Astley and Sutton in the Elms should not be permitted.

- i. The area of separation is desirable in order to ensure that the identity and distinctiveness of settlements is retained. (Fig. 5)
- ii. Development for recreational use such as Community Woodland, Country Park or informal public open space will be supported providing the proposals do not detract from the open and undeveloped character of the area.

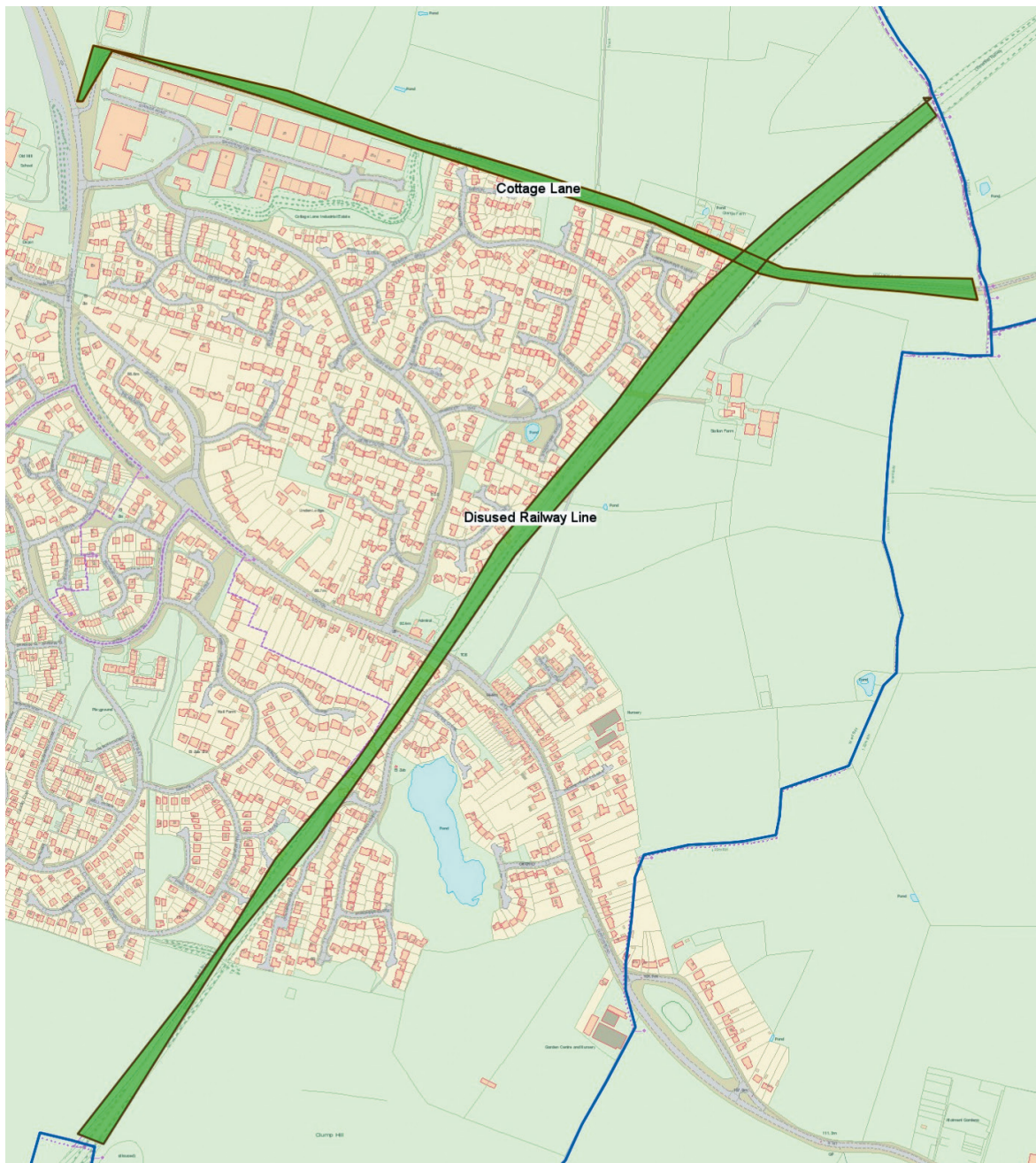
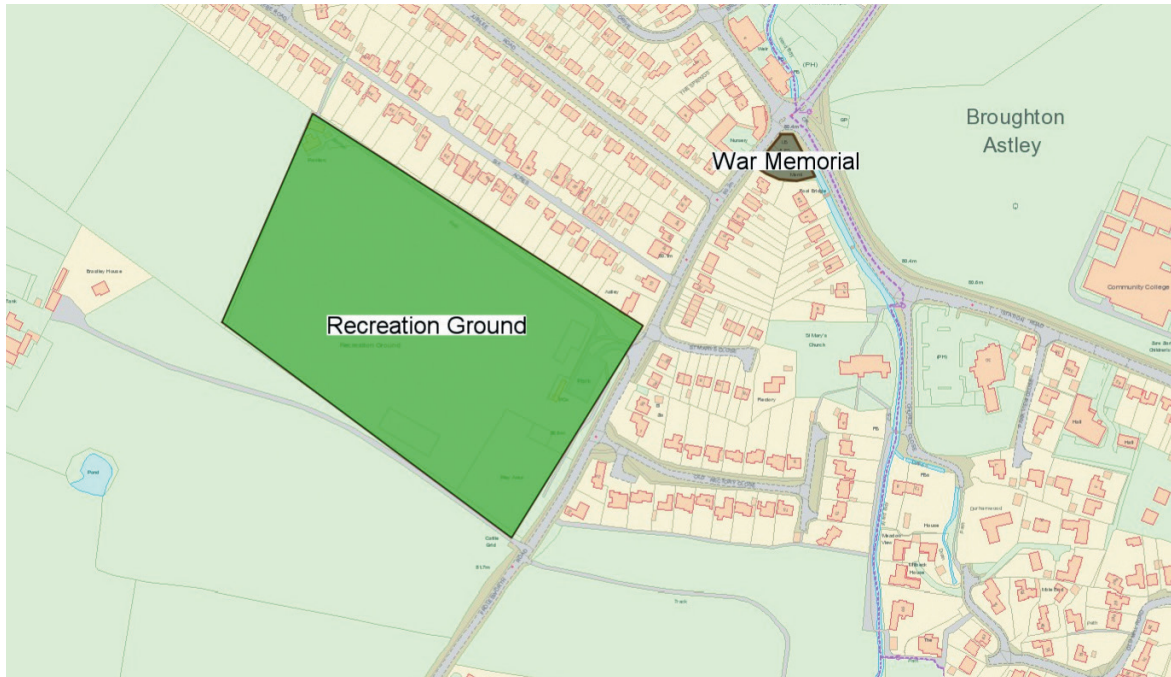
Justification:

Harborough District Core Strategy Policy CS16 – states that an area of separation will be identified between Sutton in the Elms and Broughton Astley to ensure that the identity and distinctiveness of settlements is retained.

The results of the Big Plan Survey demonstrated that of those who responded 55% of the local community considers the designation of an area of separation to be a high or medium priority.

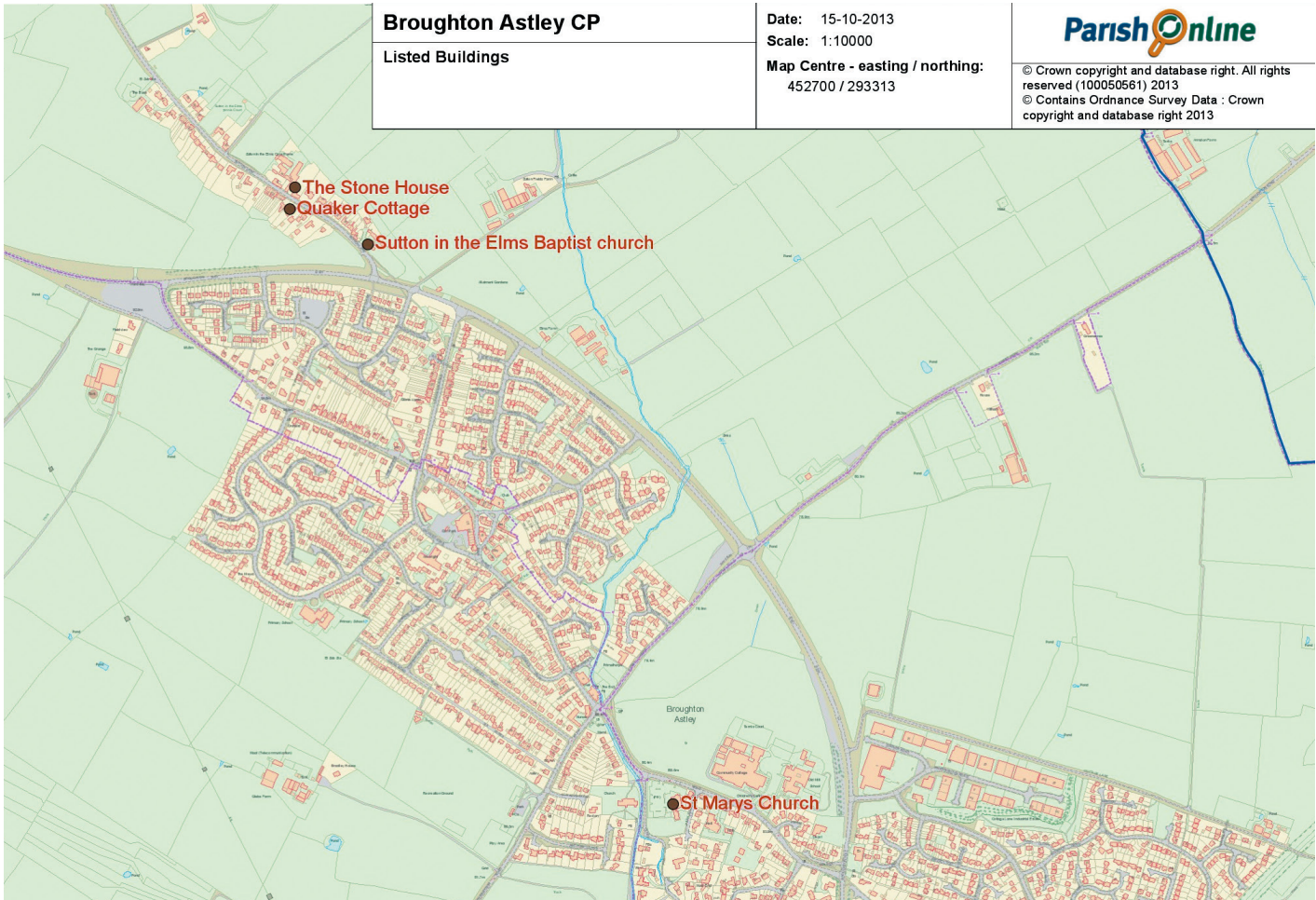


Proposed area of separation to be maintained (Figure 5)



Local Green Spaces (Figure 6)

A list of the parks and open spaces in Broughton Astley can be found in the Evidence Base which accompanies the Neighbourhood Plan.



Listed Buildings (Figure 7)



3.11 SUSTAINABLE DEVELOPMENT

OBJECTIVE: TO ENSURE THAT ANY NEW DEVELOPMENT IMPROVES THE ECONOMIC, SOCIAL AND ENVIRONMENTAL SUSTAINABILITY OF BROUGHTON ASTLEY

POLICY SD1 - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

The Parish Council will support proposals that accord with the policies in the Broughton Astley Neighbourhood Plan (and, where relevant, with policies in the Harborough District Core Strategy).

When commenting on development proposals the Parish Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework; and will work proactively with applicants to find joint solutions which mean that proposals can be supported wherever possible; and to secure development that improves the economic, social and environmental sustainability of the area.

Justification:

The National Planning Policy Framework makes clear that achieving sustainable development is still the purpose of the planning system. This includes planning for the social, environmental and economic needs of a community.

The presumption in favour of sustainable development, set out in the NPPF, means that the default response to a proposal for development is 'yes' unless the adverse impacts would 'significantly and demonstrably outweigh the benefits'.

3.12 COMMUNITY INFRASTRUCTURE REQUIREMENTS

KEY ISSUES:

New housing development will increase the demands on local facilities such as healthcare, education and leisure; and also on infrastructure such as public utilities, libraries policing, waste services and the highways network.

It is essential that the developer contributions are

secured for infrastructure services to ensure the sustainability of the new developments in Broughton Astley.

There are 2 types of facilities to which any new housing development must make financial contribution:

- on site provision – for example children’s play areas
- off-site provision - for example community and leisure facilities

OBJECTIVE: FOR NEW DEVELOPMENT TO CONTRIBUTE TO THE IMPROVEMENT OF INFRASTRUCTURE AND FACILITIES IN BROUGHTON ASTLEY AS APPROPRIATE

POLICY STATEMENT CI1. – CONTRIBUTIONS TO NEW INFRASTRUCTURE AND FACILITIES

- Financial contributions will be required, as appropriate, from each developer to mitigate the impact of the development on essential infrastructure such as public utilities, libraries, policing, waste services and the highways network.
- Financial contributions will be required, as appropriate, from each developer to fund additional healthcare, education and leisure services within the village in accordance with the obligations detailed in the Harborough District ‘Provision for Open Space, Sport and Recreation 2009 (or subsequent revisions).
- Community priorities in terms of additional local facilities to be provided as a result of new development are:
 - A centrally located community building suitable for use as a Medical Centre with associated parking spaces;
 - A centrally located community leisure facility providing a minimum 4-court sports hall, gym and dance facilities, all weather-pitch changing rooms, storage, meeting rooms and associated administration and parking facilities;
 - A centrally located community building with associated storage and parking spaces suitable for use by organised youth groups;
 - A centrally located multi-use synthetic sports pitch suitable for both community and schools use;
 - Two adult size Football Pitches with associated parking, changing and storage facilities;
 - The construction on an informal BMX / Cycle Track facility with associated shelter and parking facilities.
- The construction of a swimming pool for joint community and schools use will be investigated and provided if financially viable.

Justification

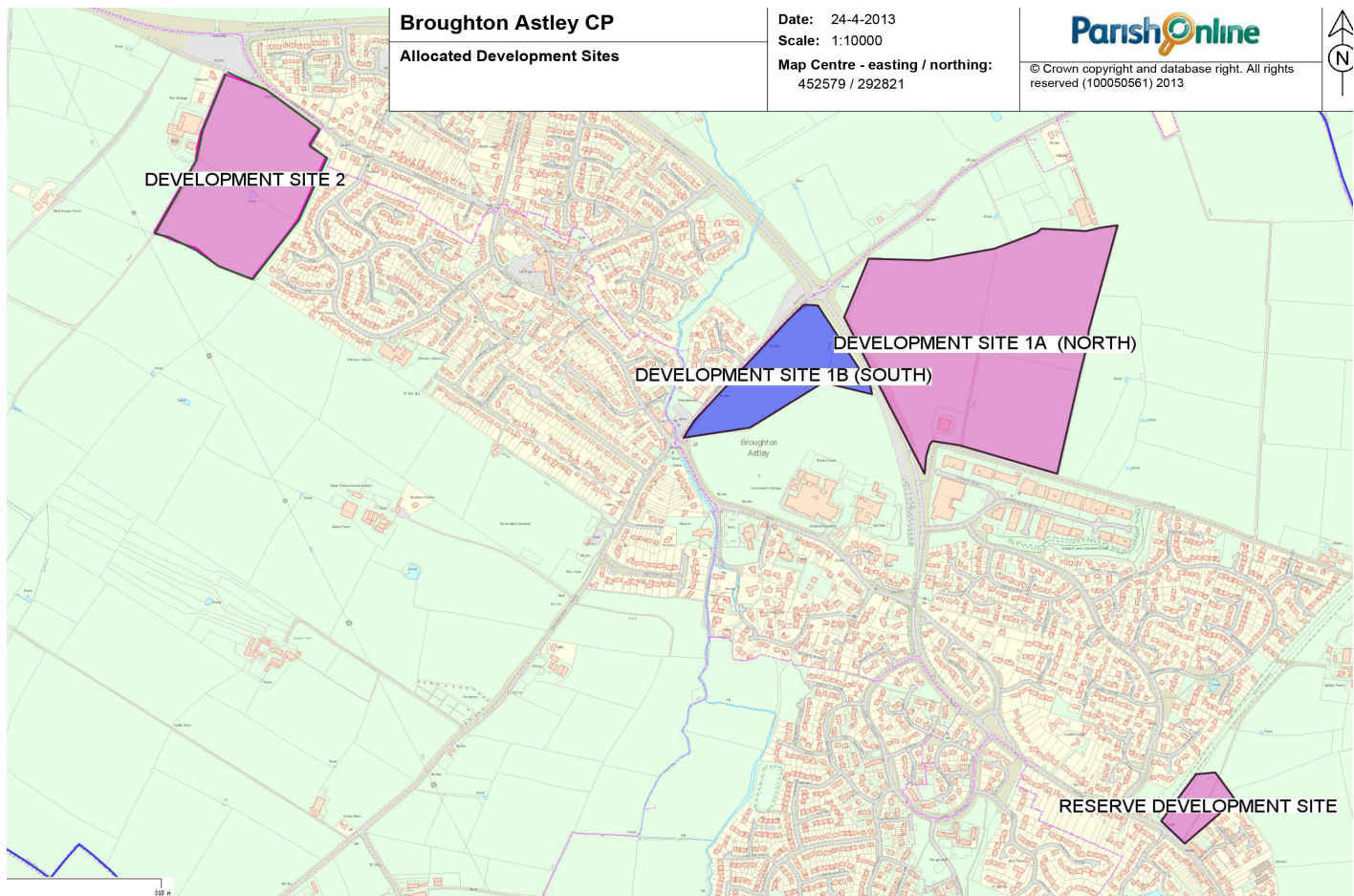
The Big Plan for Broughton Astley Survey (2012) indicated that 76.3% of responders believe that the Doctors surgery should be improved significantly.

The Assessment of Local Community Provision and Developer Contribution commissioned by Harborough District Council identified that Broughton Astley is a key rural centre of immense size which has no existing sports facilities, and this gap has been identified as a key priority for future delivery from all stakeholders. The overall recommendation

was to provide a four court hall that will serve existing and new growth proposed at Broughton Astley and free up some space at the village hall.

The Leisure and Recreational Needs Survey (2011) indicated that 89% of responders believed that Broughton Astley would benefit from increased leisure and recreational facilities; with 55% of those who suggested additional facilities stating a swimming pool is required. The Big Plan Survey (2012) demonstrated that 22% of those responding considered a Swimming Pool is required in Broughton Astley.

3.13 ALLOCATED SITES FOR NEW DEVELOPMENT



Allocated sites for development (Figure 8)

Giving due consideration to the Core Strategy allocation of at least 400 additional properties to be built in Broughton Astley by the year 2028, with (as of March 2013) a total of 57 completions and 63 planning permissions granted; there is a residue of a further 280 properties still to be built.

The top 2 sites considered suitable for new development as a result of the public consultation and Options Appraisal Process have been allocated for development. The 2 sites have a potential to provide a total of 500 new homes (Fig 8).

Whilst this number of potential new homes is in excess of the 400 additional properties identified in the sustainability appraisal of housing distribution

undertaken as part of the Core Strategy; the allocation of the sites does allow a degree of flexibility, and brings benefits in terms of additional community facilities.

A further site with potential of providing an additional 28 properties has been allocated as a reserve site.

A full description of the consultation and Options Appraisal Process can be found in the Evidence Base which accompanies the Neighbourhood Plan.

A list of the available development sites which were initially considered as reserve sites and which were excluded from the Neighbourhood Plan can be found in the Evidence Base which accompanies the Neighbourhood Plan.

3.14 PHASING OF DEVELOPMENT POLICY

POLICY P1 – Phasing of development

- i. The development and construction of sites which bring the most potential benefit in the shortest timescale to the community of Broughton Astley will be supported.
- ii. A logical sequence of phased construction will be monitored by the Steering Group on an annual basis, with its progress assessed to ensure that Broughton Astley is not falling below its allocation of housing.
- iii. The developers of Sites 1 and 2 will be required to work together to ensure that community facilities are provided in accordance with the proposed phasing of construction.

SUMMARY OF PHASING

PHASE 1	2014 – 2017	200
PHASE 2	2017 – 2019	200
PHASE 3	2019 – 2022	100
RESERVE SITE	2020 -2023	28
TOTAL PROPERTIES		528

The proposed phasing of construction is detailed below:

		FACILITIES	PROPERTIES	TIME PERIOD	RUNNING TOTAL
SITE 1	PHASE 1	SUPERMARKET	100	2014 – 2017	100
	PHASE 2	LEISURE CENTRE & MEDICAL CENTRE	110	2017 – 2019	210
	PHASE 3	RECREATIONAL FACILITIES / PLAY SPACE	100	2019 – 2022	310
SITE 2	PHASE 1	RECREATIONAL SPACE	100	2014 – 2017	410
	PHASE 2		90	2017 – 2019	500
SITE 3	RESERVE SITE	PLAY SPACE	28	2020 – 2023	528

In monitoring the delivery of the plan the Steering Group will be able to identify where new housing is being constructed; and if development does not happen for any reason, a review of the sites will be triggered, and the reserve site may be considered.

3.15 POLICIES FOR ALLOCATED DEVELOPMENT SITES

This section of the Neighbourhood Plan allocates land for development. It includes all of the land allocated; including residential, community use and open space, and retail and employment provision.

An explanation of 'key considerations' for each site is provided; as are the policy requirements for each of the allocated sites. The policy requirements may include specific issues such as the building height, open space requirements and highway improvements.

Whilst any planning application will still be determined by Harborough District Council; prior to the submission of the application a Design Brief must be produced setting out the principles for the development of the site; which must be discussed and agreed with Broughton Astley Parish Council prior to being submitted as part of any planning application.

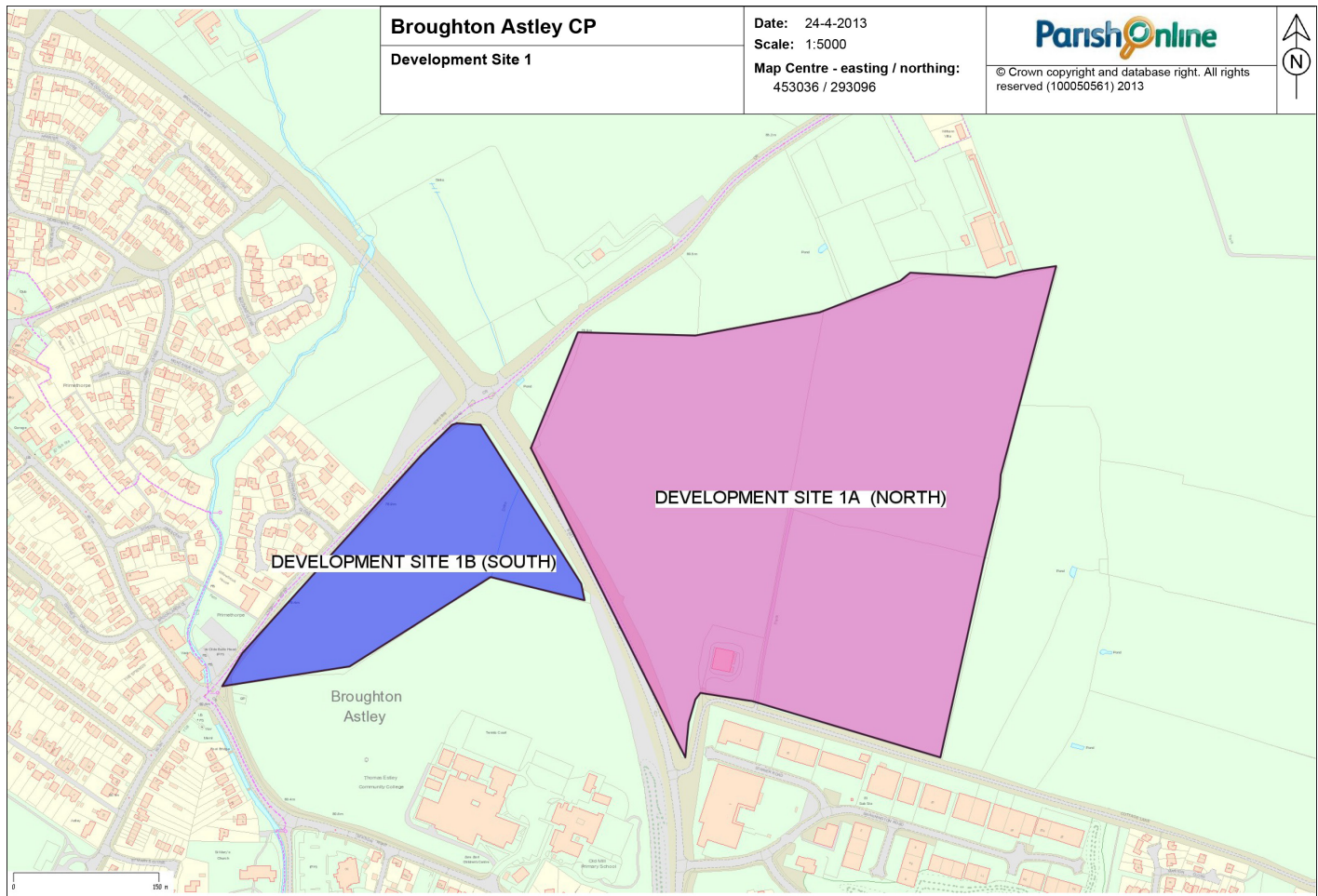
Developers will be encouraged to use 'Building for Life 12' to demonstrate the quality of their schemes, using a full and thorough assessment to drive up design quality standards, and ensure only the very best development is permitted in Broughton Astley.

The developers of each site are also expected to provide the Parish Council with a detailed design proposal to enable full consideration of the transport, heritage and green space issues, public benefits and other material planning matters, prior to submission for outline or full planning permission.

The development must be implemented in accordance with the principles and timescales set out in the Design Brief.

3.15.1– BANP SITES 1A AND 1B (22.5ha in total)

Land north and south of Broughton Way suitable for a maximum of 310 residential units plus supermarket, employment and recreational and community use



Site context and background

- Sites 1A and 1B are in single ownership and provide a unique opportunity to deliver a comprehensive mixed development, which has the ability to provide new community facilities in the central area of the village.
- This site is located in the central area of Broughton Astley. The site is centrally situated on semi-improved grassland and agricultural land and located to the north (1A) and south (1B) of Broughton Way, close to the boundary of the parish.
- The northern section of the site (1A) is located off Broughton Way and has potential for mixed use development, including housing, retail, employment and leisure. With reasonable access to the existing settlement and its amenities, including local schools, public houses and the Village Hall; the site conforms to the principals of CS1 and CS16.
- Site 1A proved a popular choice for development during community consultation, with 30.5% of residents declaring it their first choice in the Big Plan Survey (2012).

- Highways improvements and safety measures such as junctions, mini-roundabouts and pedestrian crossings are likely to be required to improve connectivity to the village.
- Due to its potential to flood, a significant proportion of the southern Broughton Way Site 1B would not be considered suitable for residential properties. There is however the potential to maintain the land for leisure, recreational and community use, which will be encouraged on this site, due to its central location.
- Site 1B was considered to be the most suitable as the location for a community leisure facility by 64.7% of residents who suggested a location.

BANP Sites 1A and 1B - Development and Requirements Policy

1. Site 1A on the northern side of the Broughton Way site amounting to approximately 18 ha is allocated for a maximum of 310 residential properties with associated public open space within the extent of the development.
2. A proportion of Site 1A of the Broughton Way development site amounting to around 1.7 ha is allocated for employment use. Generally these would include: B1 – offices, research and development, and light industrial, B2 – general industrial, and B8 – storage and distribution and D1/D2 community uses.
3. A proportion of approximately 1.5 ha of Site 1A is allocated for retail use, with a supermarket of between 20,000 and 30,000 sq. ft., with associated petrol filling station, parking and storage facilities; and a frontage along Broughton Way.
4. The northern section of the Broughton Way development should provide both a formal children's play area and informal public open space, with 'breathing space' separating the retail and employment areas from the residential areas.
5. The southern side of the Broughton Way, Site 1B amounting to an area of 4.3 ha is allocated for the construction of a community leisure facility with supporting car parking and associated open space. This site is considered to be the most suitable in the village for community facilities, due to its proximity to the Community College; providing the opportunity of joint usage. (Policy L1)
6. A proportion of Site 1B is allocated for the construction of a community Medical Centre; sharing car parking and open space with other facilities on the site. The development should not take place within the area prone to flooding. (Policy W1)
7. Any remaining undeveloped land on Site 1B will be used for the provision of informal and formal public open space, including sports pitches, walking routes and community activities.
8. A Design Brief must be prepared for the site as part of any planning application.

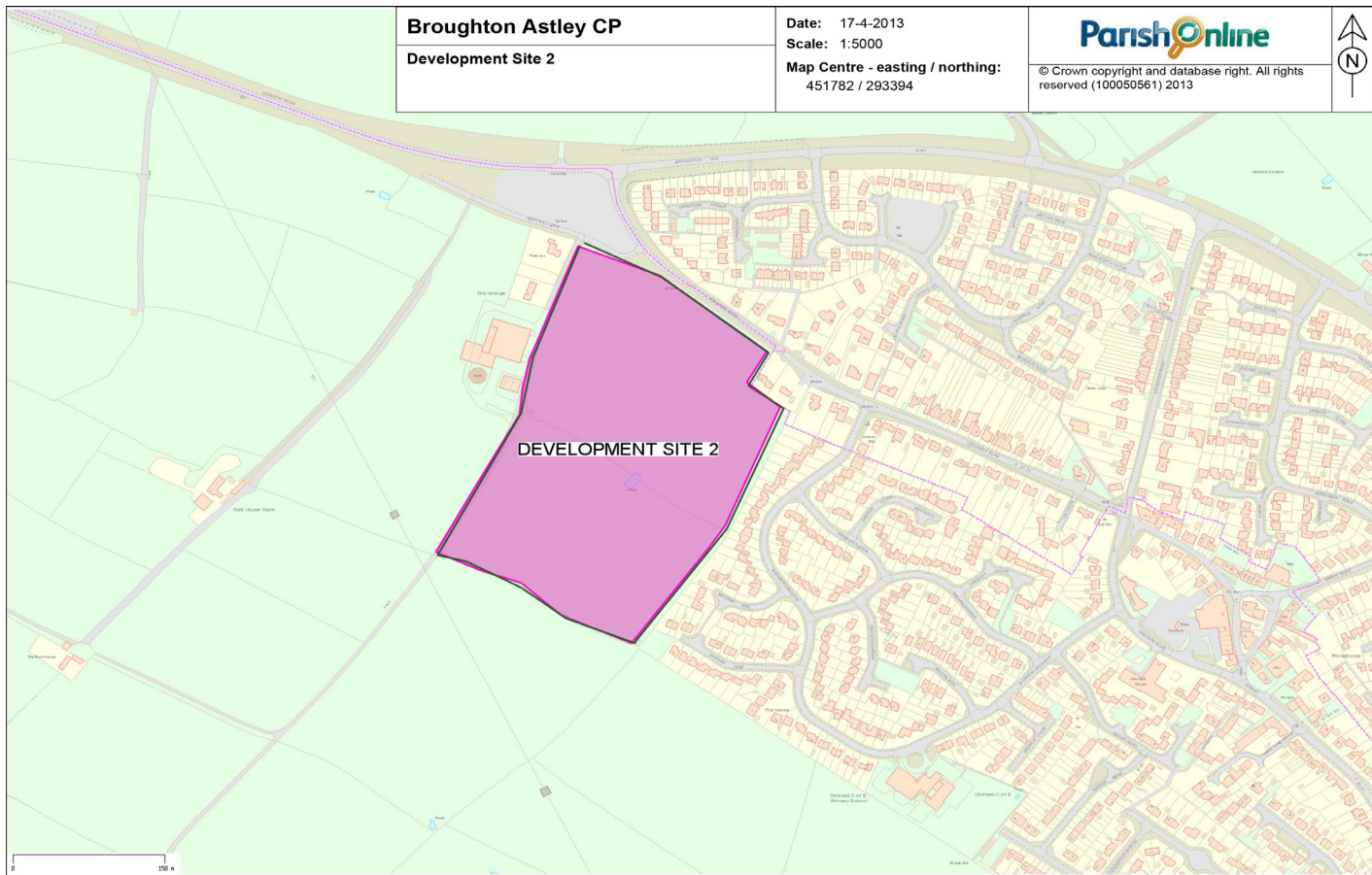
The following design principles should be reflected in proposals for this site:

- Ensure that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development and relates sensitively to the surrounding area.
- The developers of the site are expected to deliver ways of using renewable energy solutions as part of new developments in order to offset additional use of carbon which would result from the development.
- Appropriate traffic speed reduction measures, junction improvements and pedestrian safety measures should be provided to reduce the impact of increased traffic from the development in accordance with Highway Authority Design Guidance.
- Improved pedestrian and cycle links to the village centre and to bus stops should be provided to reduce reliance on private cars.
- Garages provided must be large enough to be useable – internal dimensions of 6m x 3 are required and set back from the street frontage.
- Off-street car parking should be provided in accordance with Highway Authority Design Guidance
- Publicly accessible open space should be included to separate retail and employment areas from the residential areas.
- An equipped playground and informal play space must be provided within the area defined as residential development in Site 1A.
- Part of the western area of Broughton Way Site 1A lies within the Broughton Brook flood zone. No built development should take place in this area.
- Part of the north-western area of Broughton Way Site 1B lies within the Broughton Brook flood zone. No built development should take place in this area.



3.15.2 - BANP SITE 2 (8.4 ha in total)

Land south of Coventry Road suitable for a maximum of 190 residential units plus recreational and community open space



Site context and background

- The site which at present consists of agricultural land is situated on the north-western side of the built up area; with its eastern border adjacent to an established housing development around the Blenheim Crescent area and its northern border on Coventry Road, which leads to the village centre.
- The site offers reasonable access to the amenities in the existing village centre, a local primary school, public houses and the Doctors Surgery. The site also provides good access to the highway network via the B4114. The site conforms to the principals of CS1 and CS16,
- The site is in a slightly elevated position and is relatively flat, and therefore has a low likelihood of flooding.
- During consultation, the site was not identified as being suitable for Leisure and Community facilities; therefore a commuted sum in respect of off-site recreational facilities will be required.
- There are a number of mature hedgerows bordering and crossing the site; with a public right of way crossing from the north-east corner to the south-west corner of the site.
- The site proved a popular choice for development during community consultation, with 19.1% of residents declaring it their first choice, and 11.5% as their second choice in the Big Plan Survey.
- An issue of concern over the development of the site is its proximity to the existence of overhead power lines on farmland close to the site.



BANP Site 2 - Development And Requirements Policy

1. The Coventry Road site amounting to approximately 8.4 ha is allocated for a maximum of 190 residential properties with associated formal and informal public open space within the extent of the development.
2. A total of 1.45 ha is allocated within the development for open space, semi natural area and children's' play space.
3. The existing public rights of way which cross the site must be maintained in order to ensure access to other areas of the village and to open countryside adjoining the development.
4. The site was not identified as being suitable for Leisure and Community facilities; therefore a commuted sum payment in lieu of community facilities to address the requirements of policy CI1 – Contributions to new infrastructure and facilities; must be agreed prior to any permission given.
5. Statutory safety clearances must be maintained between any construction and overhead safety lines within the vicinity in order to provide access for maintenance and reduce disturbance to home owners.
6. In order to mitigate adverse landscape impact buildings must not exceed 2 storeys.
7. A Design Brief must be prepared for the site as part of any planning application.

The following design principles should be reflected in proposals for this site:

- Ensure that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development and relates sensitively to the surrounding area.
- The developers of the site are expected to deliver ways of using renewable energy solutions as part of new developments in order to offset additional use of carbon which would result from the development.
- Ensure that any construction which takes place next to an existing dwelling is sensitive; and reinforced with boundaries with breathing space or green screens which will protect the privacy of existing residents.
- Appropriate traffic speed reduction measures, junction improvements and pedestrian safety measures should be provided to reduce the impact of increased traffic from the development
- in accordance with Highway Authority Design Guidance.
- Incorporate existing public rights of way into the design of the development to improve pedestrian and cycle links and connectivity to the village centre and other parts of the village.
- Bus stops should be provided to reduce reliance on private cars.
- Garages provided must be large enough to be useable - internal dimensions of 6m x 3 are required and set back from the street frontage.
- Off-street car parking should be provided in accordance with Highway Authority Design Guidance
- An equipped playground and informal recreational and play space must be provided within the area of residential development.

3.15.3 - RESERVE SITE 1

Land north Dunton Road suitable for a maximum of 28 residential units plus recreational and community open space



Reserve Development Site

Site context and background

- The site which at present consists of agricultural, improved grassland is situated on the eastern side of the built up area: with its southern border adjacent to Dunton Road and its eastern border adjacent to a recently established housing development of Fretter Close.
- The site provides an established access to a local farm which would need to be retained, but there are no existing public rights of way across the land.
- The site is bordered by established trees and hedges, with a disused railway line, providing a wildlife corridor to the western site border.
- The land rises significantly towards the northern border of the site, and whilst in Flood Zone 1 with a low likelihood of flooding, concern has been expressed locally that the land is subject to occasional flooding.
- The site offers reasonable access to the amenities, with a local Post Office and convenience store and a public house in close proximity. The site is however, not well served in access to local schools and the village centre.
- The site is situated on a busy stretch of road, however also provides good access to the highway network via the A426.
- The site has not been identified as a suitable location for community and leisure facilities, and would offer modest contributions towards improvements to local facilities and infrastructure via legal agreements.



RESERVE SITE 1

BANP Reserve Site 1 - Development And Requirements Policy

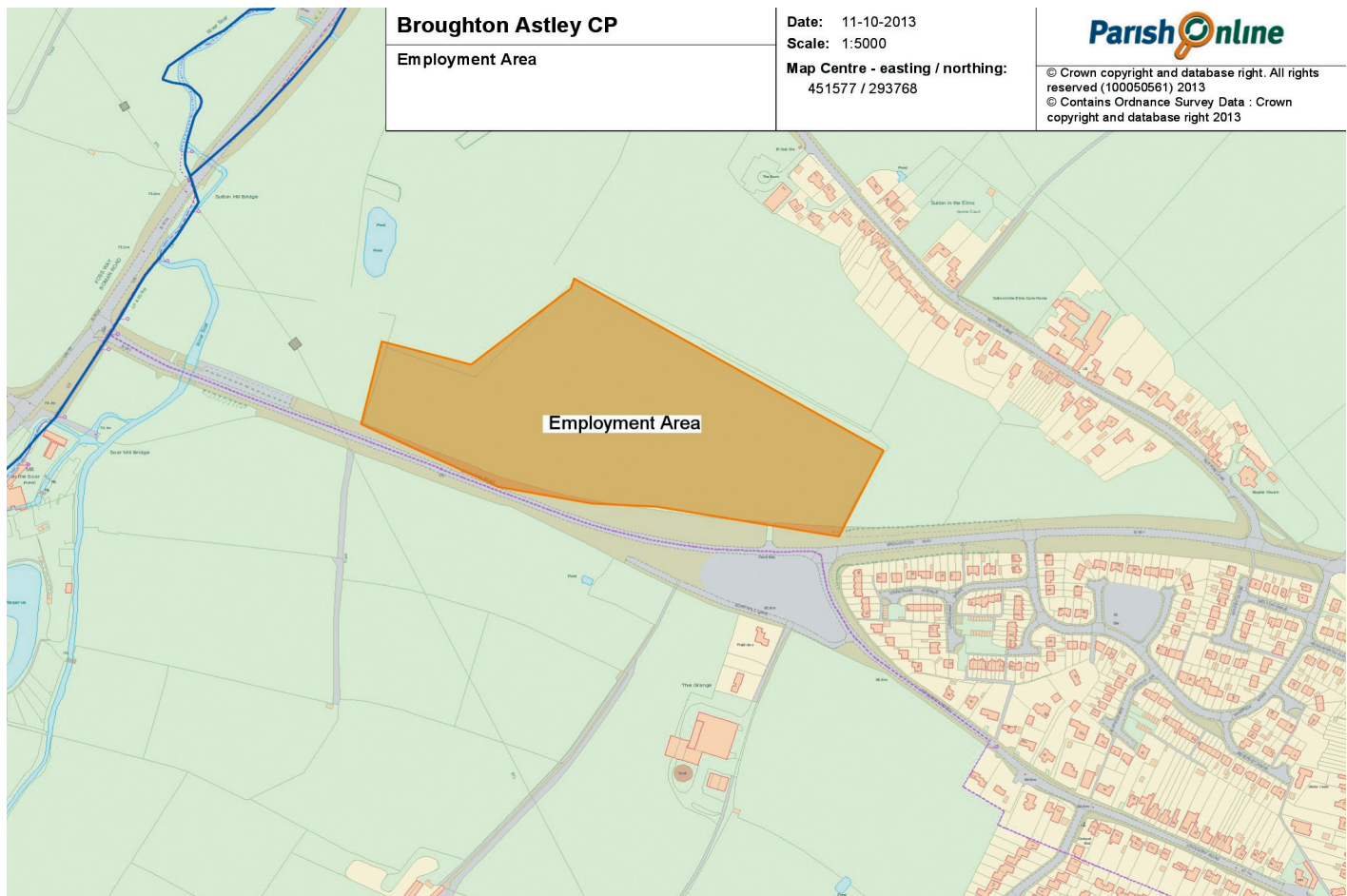
1. The Dunton Road site amounting to approximately 1.05 ha is allocated as a reserve site for a maximum of 28 residential properties with associated formal and informal public open space within the extent of the development.
2. A sustainable balancing pond should be created at the lowest point of the site order to mitigate any potential water run-off from neighbouring fields.
3. The site was not identified as being suitable for Leisure and Community facilities; therefore a commuted sum payment is lieu of community facilities to address the requirements of policy statement CI1 – Contributions to new infrastructure and facilities; must be agreed prior to any permission given.
4. A Design Brief must be prepared for the site as part of any planning application.

The following design principles should be reflected in proposals for this site:

- Ensure that the overall approach to built form, street layout and landscape and dwelling density minimises the visual impact of the development and relates sensitively to the surrounding area.
- Ensure that any construction which takes place next to an existing dwelling is sensitive; and reinforced with boundaries with breathing space or green screens which will protect the privacy of existing residents.
- Appropriate traffic speed reduction measures, junction improvements and pedestrian safety measures should be provided to reduce the impact of increased traffic from the development
- in accordance with Highway Authority Design Guidance.
- Garages provided must be large enough to be useable – internal dimensions of 6m x 3 are required and set back from the street frontage.
- Off-street car parking should be provided in accordance with Highway Authority Design Guidance.
- An equipped playground and informal recreational and play space must be provided within the area of residential development.

3.15.4 EMPLOYMENT AREA – EMP 1

Land north of Broughton Way amounting to 6.8 ha allocated for commercial, industrial, retail and community development.



Site context and background

- The site lies to the northwest of the existing settlement and fairly remote from village centre.
- The site lies to the south of the area to be allocated as an area of separation (Policy EH2- fig.3) in order to maintain a green wedge between the settlements of Broughton Astley and Sutton in the Elms.
- The site which originally consisted of semi-improved grassland is at present under partial development for use as a golf course.
- The land dips towards its western border and runs down to the Soar brook which lies in flood zone 2, with moderate flood risk. The site itself however, has not been known to flood.
- The site, whilst fairly remote from the village centre and existing settlement is situated off the public highway and has a good links to the wider highway network via the B4114.
- The results of the Big Plan Survey (2012) demonstrated that of those who responded 60.5% considered the site to be suitable for the development of employment / business facilities in Broughton Astley.

BANP Site EMP 1 - Development Requirements And Policy

1. The Broughton Way Employment Area amounting to approximately 6.8 ha is allocated for commercial, industrial and retail development (bulky retail goods only).
2. Of the 6.8 ha, approximately 110,000 sq. ft. of the site is allocated for commercial and industrial use. A further 25,000 sq. ft. is allocated for office premises.
3. The site is considered suitable for a range of uses, which would increase employment and facilities in the Broughton Astley area. Generally these would include A1 – retail (not retail food stores), A3 – restaurants, B1 – offices, research and development, and light industrial, B2 – general industrial, and B8 – storage and distribution and D1/D2 community uses.
4. Development which provides employment related to improved facilities will be encouraged. For example: a restaurant/eatery, cinema complex, additional leisure facilities and retail development such as large household goods, trade counters or home improvement stores which do not compete with existing village centre. The development should not be used for the sale of food for consumption off the premises, other than confectionery.
5. The development of a serviced small business centre with meeting rooms to support and encourage local businesses would be supported at the site.
6. The development of an on-site Children’s Nursery amounting to around 4,000 sq. ft. would also be supported at the site to provide parents with day-care provision, preventing the need for additional car journeys.
7. The site is remote from the existing settlement with poor footpath links and would therefore not be considered suitable for a new Medical Centre.
8. Any proposed use for retail food stores would be considered contrary to the Core Strategy (CS6 / CS16 and elements of the NPPF); and would therefore not be supported.
9. Due to the elevated position of the eastern side of the site any potential significant adverse landscape impact to Sutton in the Elms should be mitigated by sensitive hedging and border treatments.
10. The use of unobtrusive exterior lighting systems on buildings and roadways will be encouraged to mitigate the potential of light pollution to the surrounding area.
11. Development on this site should not undermine or affect the viability of the existing village centre and business area, which would be contrary to the provisions of the NPPF.
12. A Design Brief must be prepared for the site as part of any planning application.

The following design principles should be reflected in proposals for this site:

- The design and construction of buildings must be sympathetic to the surroundings open space.
- In order to mitigate adverse landscape impact buildings must not exceed 2 storeys.
- Development should incorporate landscaping such as tree planting to create an attractive environment and make appropriate connections between the development and the surrounding open space.
- Safe and convenient pedestrian and cycle links to the village centre and to bus stops should be provided to reduce reliance on private cars.
- Parking should be located in between buildings so that it does not dominate the street scene.

3.16 MONITORING AND REVIEW OF THE PLAN

The Steering Group is concerned to ensure that this Neighbourhood Plan is actively managed over the next 15 years. The Plan will be reviewed periodically to ensure that it takes into account possible changes in national planning policy or to the Harborough District strategic planning policy framework. Responsibility for providing the Leadership for the Broughton Astley Neighbourhood Plan will rest with Broughton Astley Parish Council.

Each Annual Parish Council meeting, after the Plan's implementation, will include a detailed report 'Updates to the Broughton Astley Neighbourhood Plan'. This will monitor the progress of the Plan in the previous year and the likely implementations and impact of the Plan for the forthcoming year.

The Parish Council website www.Broughton-Astley.gov.uk will carry an up to date report on progress with the Plan during its lifetime.

In 2018 and 2023 there will be thorough five year reviews of progress by a Steering Group which has a wider community base. The purpose of these reviews will be to guide the Parish Council in its stewardship of the Broughton Astley Neighbourhood Plan, and to consider the need for proposing a review of, or amendment to the Plan to Harborough District Council.

In 2027 the Parish Council will again recruit a new Steering Group from within the community to undertake a review and decide on the need for a subsequent Neighbourhood Plan and if so decided, to overview the development of the subsequent 15 year plan which would commence in 2028.

SECTION 4: SUPPORTING INFORMATION AND EVIDENCE BASE

4.1 GLOSSARY OF TERMS

Affordable Housing

Affordable housing is not available on the open market. It is available as social rented, affordable rented or as shared ownership housing, and is managed by a Registered Social Landlord, who may be the local authority.

Core Strategy or Local Plan

Core Strategy is the name given to the high level strategic planning policy document for Harborough District, adopted in 2011. It sets out a vision, objectives and detailed delivery policies for the District to 2028. The Broughton Astley Neighbourhood Plan must be in conformity with the Core Strategy. Harborough District Council has recently decided to review, refresh and roll forward the Core Strategy to 2031. The new document will be known as a Local Plan in line with the latest Government advice.

The Core Strategy or Local Plan identifies where future development should take place to meet local needs for homes, businesses, shops and other services, as well as the infrastructure to support them. It also decides which areas should be protected from development because they are important to local people or have environmental or heritage qualities and should be conserved.

Development Plan

A Development Plan is the legal term used to describe the set of planning policy documents which are used to determine planning applications within a particular area. The Broughton Astley Neighbourhood Plan will form part of the development for Harborough District, together with the Core Strategy and saved Local Plan policies.

Flood Risk Assessment

An assessment of the likelihood of flooding in a particular area so that development needs and flood mitigation measures can be carefully considered.

Highway authority

Highway authorities are responsible for producing the local transport plan and for managing existing or proposed new local roads in the area. In most places, the local highway authority is part of the county council, the metropolitan council or the unitary authority.

Infrastructure

Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

Listed Building

A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.

Local authority

An umbrella term for the administrative body that governs local services such as education, housing and social services.

Local Development Scheme

This sets out the documents that will make up the Local Plan, their subject matter, the area they will cover, and the timetable for their preparation and revision. Local planning authorities must prepare and maintain the Local Development Scheme, and publish up-to-date information on their progress.

Local planning authority

The local government body responsible for formulating policies, controlling development and deciding on planning applications. This could be a district council, unitary authority, metropolitan council or a National Park Authority.

Localism Act 2011

A major piece of new legislation which includes wide ranging changes to local government, housing and planning. Included in this new Act is the introduction of Neighbourhood Development Plans.

Material consideration

A factor which will be taken into account when reaching a decision on a planning application or appeal. Under section 38 of the Planning and Compulsory Purchase Act 2004, decisions on planning applications 'must be made in accordance with the development plan unless other material considerations indicate otherwise'.

The courts ultimately decide on what constitutes a material consideration. However, a case law gives local planning authorities a great deal of leeway to decide what considerations are relevant, and how much weigh they should be given, each time they decide on a planning application. In practice, government planning policy is often the most important material consideration, other than the development plan. Government policy may override the development plan if it has been consulted on and published more recently.

National Planning Policy

National planning policies that local planning authorities should take into account when drawing up Development Plans and other documents, and making decisions on planning applications. In the past these policies have been included in Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). The Government has recently replaced existing guidance with a new National Planning Policy Framework.

Neighbourhood Development Plan

Neighbourhood Plans, or Neighbourhood Development Plans, were introduced by the Localism Act 2011. The term may also be used by some to refer to the Neighbourhood Development Orders, which

were also introduced by the Localism Act 2011 and are a second tool to enable neighbourhood planning. Communities will be able to prepare neighbourhood planning documents, outlining how they would like to see their area developing in the future. Details of how neighbourhood planning will work in practice are still being ironed-out. Please go to www.planning.org.uk for the most up to date information.

Open Space

Space that is of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity or a haven for wildlife

Parish Council

Parish councils are the tier of governance closest to the community. Around 30% of England's population is governed by a parish council, predominantly in rural areas. Parish councils are elected bodies and have powers to raise taxes. Their responsibilities vary, but can include provision of parks and allotments, maintenance of village halls, litter control and maintenance of local landmarks.

Planning Permission

Formal approval which needs to be obtained from a local planning authority to allow a proposed development to proceed. Permission may be applied for in principle through outline planning applications, or in detail through full planning applications.

Public Open Space

Urban space, designated by a council, where public access may or may not be formally established, but which fulfils or can fulfil a recreational or non-recreational role (for example, amenity, ecological, educational, social or cultural usages).

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Consultation Statement

Consultation Statements set out how the local planning authority will engage local communities in plan making: who they will engage and how. In particular, they list the community groups and other organisations which will be contacted about Local Plan stages, and the methods of consultation which will be used. Hard-to-reach groups are identified and methods of helping them get involved set out.

Consultation Bodies

Consultation Bodies are body the local planning authority must consult if a planning application could affect their interests. For example, the Highways Agency must be consulted on applications that could affect a major road.

Sustainability Appraisal

Sustainability Appraisal assesses the economic, environmental and social impacts of a proposed policy or plan, to ensure that it would contribute to achieving sustainable development. Development Plan Documents (DPDs) have to undergo Sustainability Appraisal, but Supplementary Planning Documents (SPDs) do not.

4.2 ACKNOWLEDGEMENTS

Acknowledgements and thanks are due to the following; who all played a part in delivering this Neighbourhood Plan:

- Members of Broughton Astley Parish Council Neighbourhood Plan Steering Group who took the lead in producing the Neighbourhood Plan.

- The Parish Manager for her support to the Steering Group.
- Officers of Harborough Council for the support and advice they gave as the Neighbourhood Plan was developed.
- Officers of the Rural Community Council who assisted us with the consultation events and the preparation of the Evidence Base and Consultation Statement.
- The Planning Aid representative who carried out all the desk-top study and independent review of all the emerging potential sites.
- Broughton Astley Photographic Society who provided the photographs for the plan.

4.3 REFERENCE DOCUMENTS

Harborough District Local Development Framework Core Strategy

Localism Act 2011 – Department for Communities and Local Government

Neighbourhood Planning Regulations 2012

National Planning Policy Framework 2012

Town and County Planning Act 1990 (Section 106 Planning Obligations)

4.4 LIST OF APENDICIES

APPENDIX 1

SUPPORTING EVIDENCE BASE

APPENDIX 2

CONSULTATION STATEMENT

APPENDIX 3

BASIC CONDITIONS STATEMENT

THE BIG PLAN FOR BROUGHTON ASTLEY

Any enquiries relating to the Neighbourhood Plan for Broughton Astley should be submitted to the Parish
Manager:

Christine Lord
Broughton Astley Parish Council
Village Hall
Station Road
Broughton Astley
LE9 6PT



Produced by Broughton Astley Parish Council



Astley Made
www.astleymarketing.com