



GILMORTON NEIGHBOURHOOD PLAN: 2018-2031





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1. Introduction

Neighbourhood Plans

- 1.1 The 2011 Localism Act has given communities the right to draw up a Neighbourhood Development Plan. This right is aimed at giving local communities genuine opportunities to influence the future of the places where they live.
- 1.2 The Gilmorton Neighbourhood Plan will allow people, who live, work and have a business in the parish to have a say where they think new houses, businesses and shops should go and what they should look like. The Gilmorton Neighbourhood Plan will be a statutory plan which means that once it has been finalised, it will be the starting point for deciding planning applications in the area.

The Gilmorton Neighbourhood Plan Area

- 1.3 The Gilmorton Neighbourhood Development Plan Area comprises the parish of Gilmorton, excluding the Bruntingthorpe Proving Ground area. The Bruntingthorpe Proving Ground extends well beyond the Gilmorton parish boundary such that only a small part of the Proving Ground lies within the parish (see section 4). The Gilmorton Neighbourhood Development Area is located within the Harborough District Council area of Leicestershire.
- 1.4 The parish amounts to 1,000 hectares- a large rural area with a population of 976 with 390 homes (2011 Census) about 3 miles (5 km) northeast of Lutterworth.
- 1.5 Gilmorton was designated as a Neighbourhood Area on 22 March 2016. The Plan is being prepared by Gilmorton Parish Council, supported by the Gilmorton Neighbourhood Development Planning Group. The Plan covers the period 2018 to 2031.
- 1.6 Gilmorton village is mainly linear in form, running for over 1km north-west to south-east along Main Street. It is of Saxon origin and is situated in a gently undulating landscape. The parish lies on a watershed with streams rising to the north flowing into the North Sea via the Humber whilst those to the south flow in southwards to the Bristol Channel.
- 1.7 While agricultural links remain, Gilmorton is increasingly becoming a commuter village. There has been a long, steady decline in public transport provision and there is now no bus service. A similar decline has occurred with the provision of shops and services in the village, but Gilmorton has retained its primary school and its village store, one of the best in Leicestershire.
- 1.8 The Gilmorton Parish Council website provides information and updates about Neighbourhood Plan preparation and its progress:

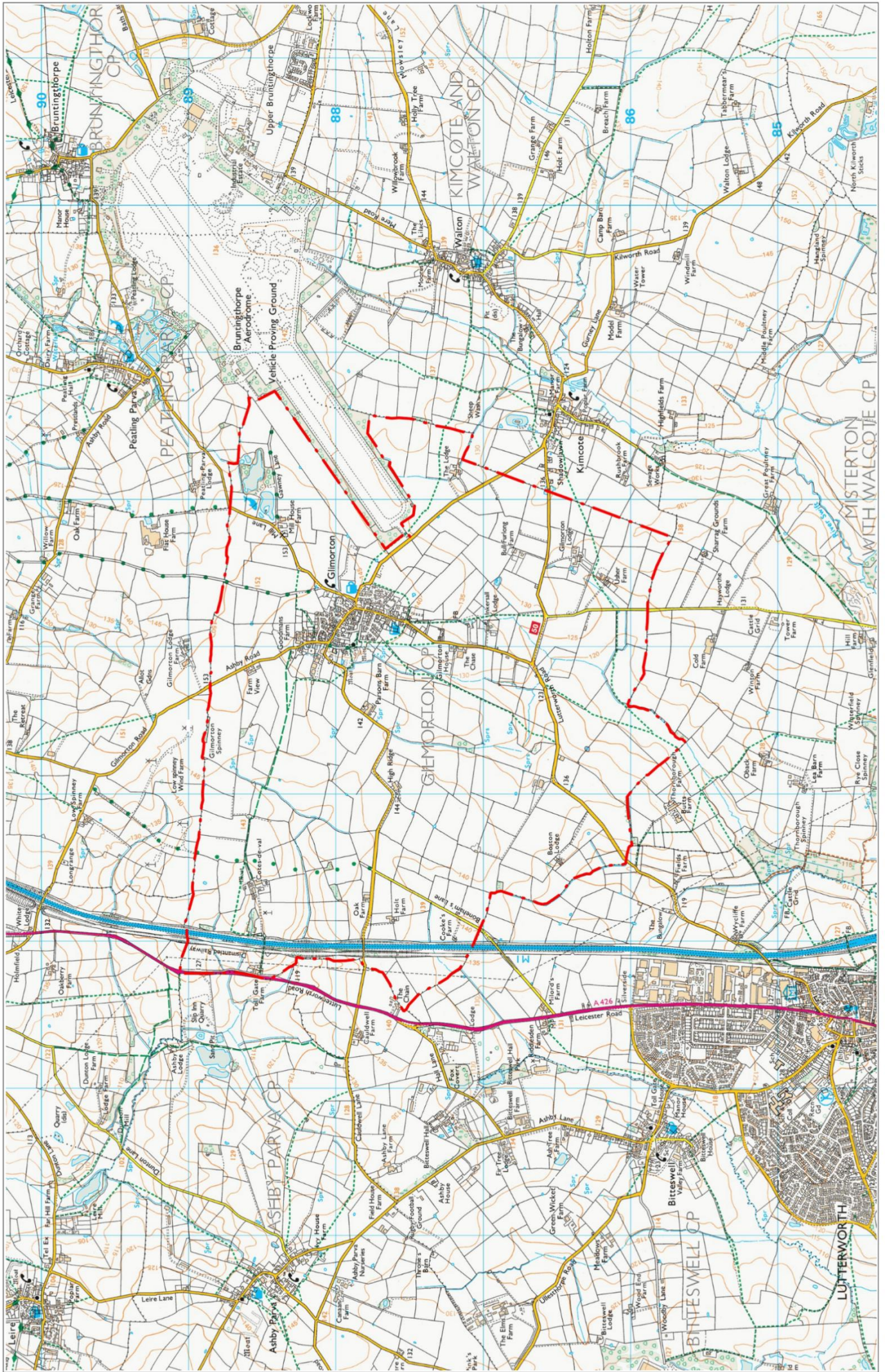
www.gilmortonparishcouncil.gov.uk



What has been done so far

- 1.9 On 4 July 2015, an 'open day' exhibition was held to explain the neighbourhood planning process, answer questions and gauge support for the preparation of a Gilmorton Neighbourhood Plan. This led to an application for Neighbourhood Development Plan area designation.
- 1.10 A meeting was held on 14 April 2016 to give local people an update on progress and this led to the formation of the Gilmorton Neighbourhood Development Planning Group.
- 1.11 On 9 July 2016, the Group held an open meeting in Gilmorton Village Hall to provide information about neighbourhood planning and seek views on development in the area.
- 1.12 In October 2016, a questionnaire was sent to parishioners inviting them to set out their views on development in the parish. 356 completed questionnaires were received from 390 homes. The preliminary findings of the surveys were communicated at an open morning event in February 2017 with over 100 people attending, on the Parish Council website and in response to requests.
- 1.13 On 7 June 2017, a survey of pupils at Gilmorton Chandler C of E Primary School was undertaken. This involved 14 Key stage 1 (4 to 8 years) and 20 Key Stage 2 pupils (8 to 11 years).
- 1.14 There have also been several meetings concerning development proposals in the village. On 3 June 2017, an open meeting was held which gave residents the opportunity to consider housing site options that had been put forward by developers.
- 1.15 Throughout the plan preparation process local people have been informed of progress through the website, Facebook and newsletters.
- 1.16 The feedback from these events, the questionnaire results and information about the area helped us prepare a (Pre-Submission) Draft version of the Gilmorton Neighbourhood Plan. Under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, a six-week pre-submission consultation period on the proposed Neighbourhood Plan for Gilmorton will run from Monday 16 April to Monday 28 May 2018.
- 1.17 A copy of the Pre-Submission Draft of the Neighbourhood Development Plan was available to download, along with supporting documentation, on the Parish Council website: www.gilmortonparishcouncil.gov.uk. A summary of the Draft Plan was delivered to all premises within the parish.

Gilmorton Neighbourhood Area





What happens next?

- 1.18 All the comments received have been considered by Gilmorton Parish Council and used to amend the draft Neighbourhood Plan. A Consultation Statement, including a summary of all comments received and how these were considered, is available on the Parish Council website:
www.gilmortonparishcouncil.gov.uk.
- 1.19 The Neighbourhood Plan has also been modified to take account of more recent planning decisions, the adoption of the Harborough Local Plan and the revised National Planning Policy Framework .
- 1.20 The Plan will then be submitted to Harborough District Council for publication and, under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012, a further six-week public consultation will take place before it is sent to an Independent Examiner.
- 1.21 The Examiner will recommend that the Plan is either:
 - submitted to a local referendum;
 - modified to meet the 'Basic Conditions' and then submitted to a referendum; or
 - that the Plan is refused.
- 1.22 Harborough District Council will arrange a referendum and, if the Plan is passed by a simple majority of those voting, the District Council will adopt it.
- 1.23 When the Plan is adopted, it will form part of the statutory Development Plan for the area. Harborough District Council will continue to be responsible for determining most planning applications, but in Gilmorton the policies in the Neighbourhood Plan will be the basis for those decisions.

Sustainable Development

- 1.24 Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
 - an **economic** objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a **social** objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and



- an **environmental** objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

1.25 This Plan shows what sustainable development in Gilmorton means in practice.

Key Issues

1.26 Feedback from community consultation has identified the key issues that the Gilmorton Parish Neighbourhood Plan needs to address:

- Maintaining the rural character of the area;
- Supporting an accessible countryside
- Improving or retaining local services and facilities
- Preventing Gilmorton from becoming a dormitory village
- Protecting green areas in Gilmorton
- Conserving local heritage
- Housing needs
- Transport issues especially parking problems, traffic speed and congestion

1.27 These are explored in greater detail in the following chapters.

Vision

1.28 In setting out the aims for the Neighbourhood Plan it is vital to consider how the area should be at the end of the plan period. The plan needs to be aspirational, but realistic.

Gilmorton in 2031

Gilmorton's heritage is conserved

Good access to the countryside

Housing development reflects local needs

Reduced impact of traffic

Important green spaces are protected

The character and beauty of the countryside is safeguarded

Local services and facilities are retained

Implementation

- 1.29 There is no point in preparing a Neighbourhood Plan which cannot be delivered. To help implement the Gilmorton Neighbourhood Plan, stakeholders have been involved at an early stage and identified what infrastructure is needed to support the plan.
- 1.30 Almost all development has some impact on the existing, and the need for new infrastructure, services and amenities. Sometimes these impacts are detrimental and so it is only fair that new development pays a share of the cost to provide this additional infrastructure.



2. Rural Character

- 2.1 Gilmorton is situated in a gently undulating landscape. The parish lies on a watershed with streams rising to the north flowing into the North Sea via the Humber whilst those to the south flow in southwards to the Bristol Channel. Safeguarding the countryside, views and footpaths are extremely important to local people as they help to preserve the rural characteristics of the area.

Countryside

- 2.2 The 2007 Harborough District Landscape Character Assessment provides an understanding of the landscape, its evolution and future pressures.
- 2.3 Gilmorton lies within the Lutterworth Lowlands Landscape Character Area. The Lutterworth Lowlands is an area of predominantly open, gently rolling pasture. Regular, medium-sized fields are divided by mature hedgerows that appear to be declining in extent in places. One of the few areas of woodland in the area is around the Bruntingthorpe Airfield which has densely planted boundaries giving a locally wooded feel which serves to screen views.
- 2.4 Farming is mixed, with post enclosure farms scattered across the area.
- 2.5 The M1 motorway runs north to south parallel on the western edge of the parish. The motorway acts as a significant barrier across the landscape in visual, noise and connectivity terms. A series of bridges along the M1 and A426 provide continued links to a network of minor roads connecting Lutterworth to Gilmorton and the other villages scattered across the area.
- 2.6 The rural setting is highly valued by local people and is regarded as the most essential characteristic of Gilmorton. To prevent the further sprawl of development into the countryside and to protect the landscape setting of the village, we have identified Limits to Development. Land outside Limits to Development will be protected from housing development. In the Countryside development will be limited to agriculture, forestry, recreation, tourism and other developments that require a rural location.

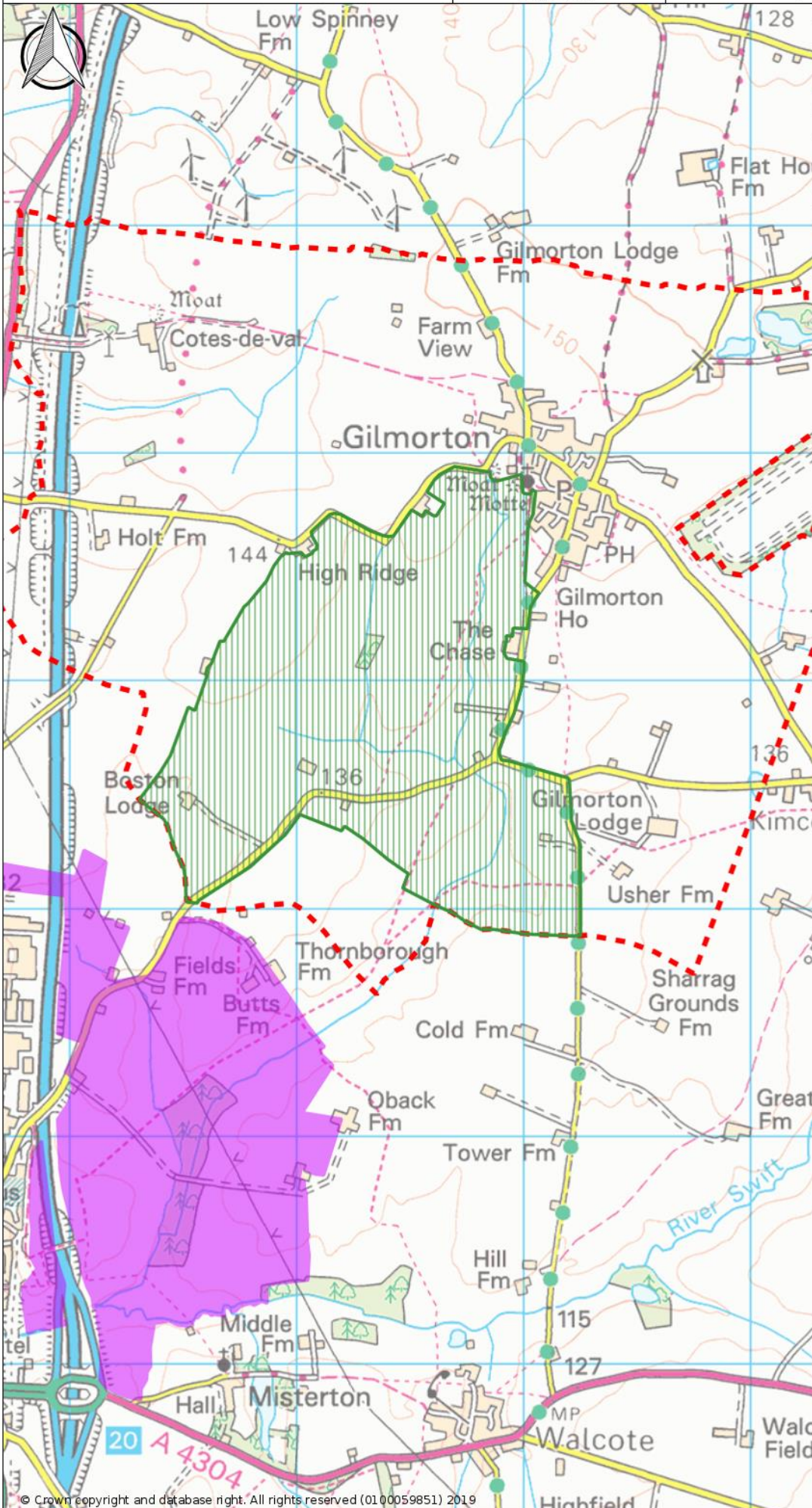
Policy G1: Countryside

The Countryside (land outside the Gilmorton Limits to Development as defined on the Policies Map) will be protected for the sake of its intrinsic character, beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all. Development in the Countryside will be strictly controlled in accordance with Harborough Local Plan Policies SS1 and GD3.



Author:

Date: 16/09/2019



Lutterworth SDA



Area of Separation



Neighbourhood Plan Area



Area of Separation

- 2.7 The character of the local countryside is under threat. About two kilometres to the south-west of Gilmorton Village there is a proposal to build about 2,750 dwellings and 23 hectares of employment land in the form of a Strategic Development Area (SDA) on land to the east of Lutterworth. It will bring with it important new infrastructure, including transport, green infrastructure, primary schools and community facilities. The SDA will also provide a new road, linking the A426 to the north of Lutterworth to the A4304 to the east of M1 junction 20 via a new bridge over the M1. Outline approval for the SDA (Ref: 19/00250/OUT) was approved by Harborough District Council in July 2020 subject to the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990.
- 2.8 The countryside separating the SDA from Gilmorton is particularly vulnerable and the community wishes to ensure that its undeveloped character is maintained. The Gilmorton Area of Separation aims to check potential encroachment from Lutterworth and help to safeguard the scale, setting and special character of Gilmorton village.

Policy G2: Gilmorton Area of Separation

The open character of the Gilmorton Area of Separation, as defined on the adjacent map and the Policies Map, will be retained. The construction of new buildings or inappropriate uses of land which adversely affect this open character or the character and setting of Gilmorton village will not be supported. Major development proposals within the Areas of Separation must assess and address their impact on the setting of Gilmorton Village and the objective of separation and give specific attention to location, design and landscaping appropriate to the character of the area.

Important Views

- 2.9 Local people have identified important views of the local landscape. There were lots of suggestions for views that people valued, the most important are set out below. It is important to note that the significance of any vista cannot be realised in text and images. Seasonal changes as well as exact location can significantly impact on the focal point of the vista.

Policy G3: Locally Important Views

Development should be located and designed in a way that is sensitive to its landscape. Development should safeguard and, where possible, enhance the following important views and vistas (as set out in Appendix 1):

Access to the Countryside

- 2.10 Gilmorton Parish has an extensive network of recreational routes. These routes have been developed by Leicestershire County Council, working with local partners, over the last 30 years.

- 2.11 Our 2016 survey demonstrated that access to the countryside was one of the things people most enjoyed about living in Gilmorton. Footpaths are regarded as the most important village facility, and have provided walkers with the ability to circle the village across open fields. Unfortunately, some of the rural character of some of these links will be broken by new housing development on the edge of the village. New footpath links will be required to re-create the 'Gilmorton Round'.
- 2.12 Leicestershire County Council, as Highway Authority, has a duty to assert and protect the rights of the public to use and enjoy rights of way and to ensure that they remain open and usable at all times.

Policy G4: Public Rights of Way network

Development should protect the Rights of Way and wherever possible create new links to the network including footpaths and cycle ways. The extension of the existing Rights of Way network to re-create a 'Gilmorton Round' across open fields is encouraged.

Ecology and Biodiversity

- 2.13 There are no nationally designated biodiversity sites in Gilmorton Parish but there are six Local Wildlife Site or potential Local Wildlife Sites in the Neighbourhood Plan Area. Within and around the village there are several badger setts, Great Crested Newt breeding ponds and bat roosts.

- 2.14 Notable species that have been recorded locally include Barn Owl, Buzzard, Fieldfare, Hobby, House Martin, Kestrel, Red Kite, Redwing, Song thrush, Skylark, Swift,



FIGURE 1: BARN OWL

Yellowhammer, Bats, Eurasian Badger, European Water Vole, Common Frog, Common Toad, Great Crested Newt and Smooth Newt. Muntjac and Roe Deer are also present in the area.

- 2.15 The built environment has the potential to have a major impact on biodiversity, not least with the increasingly demanding requirements to design more energy efficient and airtight buildings, leaving less space for species to inhabit. The construction industry has an important role to play in ensuring that buildings are designed and refurbished in a way in which biodiversity can be enhanced by incorporating, for example, bat boxes, swift bricks and barn owl boxes.

Policy G5: Ecology and Biodiversity

Development should not harm the network of local ecological features and habitats which includes (as shown on the Policies Map):

- A. Hedgerow north-west of Cotes de Val
- B. Old Fishponds in corner of improved grassland
- C. Pond, bordering Peatling Road
- D. Pond between improved grassland and arable field
- E. Dismantled Railway
- F. Pond

New development will be expected to maintain and enhance existing ecological corridors and landscape features (such as watercourses, hedgerows and tree-lines) for biodiversity thus demonstrating overall net-gain. All new buildings should incorporate measures to enhance biodiversity.

3. Services and Facilities

- 3.1 Gilmorton has a range of basic services and facilities. There is a primary school, post office, village shop, church, three pubs, village hall and sports & recreation facilities. However, the lack of travel options significantly affects the village's suitability for sustainable growth.
- 3.2 Our 2016 survey showed that overall local people would support better recycling facilities, more allotment plots and facilities for young people.
- 3.3 In June 2017, a survey of pupils at the primary school was undertaken. The feedback from Key Stage 1 and 2 pupils showed that local children highly value the park, playground and the playing fields. However, they want more and better play equipment.
- 3.4 We have also looked at the findings of the October 2016 questionnaire which invited local people to set out their views on development in the parish. This was completed by 29, 11-19 year olds- 13 of them would like to see a Youth Centre in the village.
- 3.5 Over the three years to February 2018, £70,000 has been raised and then invested in the installation of play equipment at the Recreation Ground.
- 3.6 The loss of even the limited services and facilities that residents do currently enjoy can have a significant impact on people's quality of life and the overall viability of the community. With an increasing proportion of older people in the population and no public transport services, access to locally-based services will become increasingly important.

Policy G6: Community Services and Facilities

Development that would result in the loss of the following facilities will not be supported, unless it can be demonstrated that:

- A. it is no longer viable; and
- B. it is no longer needed by the local community; and
- C. it is not needed for any other community use or that the facility is being replaced by equivalent or better provision in terms of quantity, quality and location:

Gilmorton Chandler C of E Primary School
Gilmorton Village Store and Post Office
Gilmorton Village Hall
Playing fields pavilion
Allotments

Gilmorton Primary School is a Church of England Academy that caters for children from 4 to 11 years of age and serves the parishes of Gilmorton, Kimcote Cum Walton, Ashby Magna, Bruntingthorpe, Peatling Parva, Upper Bruntingthorpe and Willoughby Waterleys.

The Education Authority have advised that the Primary School (Academy) has a net capacity of 210 places. The current school is on an undersized site with no room for expansion. As an Academy, the school can choose not to increase its net capacity whether this be due to increased housing or popularity.



Gilmorton Village Store is situated on the Main Street and is also a Post Office, tea room and gift shop. In addition to general grocery and newsagent goods it also provides take-away food and drink for local workers and passing cyclists.



Gilmorton Village Hall on Church Drive is a well-used community asset. The Hall hosts keep fit Classes, a yoga class, Parish Council meetings, WI meetings, birthday parties, Good Companions, Village History Group, Garden Club and various other events.



Gilmorton Playing Fields are on Kimcote Road. There is a cricket pitch, football pitch, pavilion and multi-games area. As well as field sports it provides facilities for keep fit classes, table tennis, Cubs, Scouts and various other community activities.



The Recreation Ground on Lutterworth Road has a children's playground, adult outside gym and tennis court available for general use.



All Saints Church consists of a west tower and spire, north & south aisles, chancel and vestry. There are some early 14th century fabric in the three bay arcades but then we must go to the Perpendicular tower (15th century) to see the next oldest part of the building. The rest of the church dates from rebuilds and renovation work carried out between 1860 and 1909. The Church is part of the Avon Swift Benefice, a group of 11 Church of England Parishes in the Diocese of Leicester.



There are 18 plots at the Lutterworth Road allotments. At June 2017, one plot was vacant and there was no waiting list.



4. Rural Economy

- 4.1 Work for villagers was mainly in agriculture until the mid-20th century, provided by at least 20 farms. In 1978 there were six working farms in Gilmorton village, reducing to four today, as well as 11 other farms in the parish. The Enclosure Act of 1777 started the consolidation of land. The present tower windmill was built early in 1800s but a storm in 1915 wrecked the mill. At the start of Mill Lane there was a framework knitting factory in the early 1900s. A lemonade factory was operated in Victorian times, and it is thought that agricultural machinery repairs were carried out where Burdett Close is today. There were several hauliers, blacksmiths and farriers, wheelwrights, joiners and cobblers along with a butcher and baker. Other recent businesses have included printing, hairdressing, garages, gift shops and toy model making, and currently a thriving security fencing business.

Economic Activity

- 4.2 The 2011 Census shows that of the 686 parish residents aged 16 to 74, 521 were economically active. Of these 51% were in full-time employment, 22% were in part-time jobs and 22% were self-employed. In March 2017, the unemployment claimant count in Misterton ward was 0.3%.
- 4.3 The 2011 Census shows that 84 (17%) working residents were in wholesale and retail trades, the repair of motor vehicles and motor cycles. 15% worked in education compared with 12% for Harborough district.
- 4.4 Historically, agriculture provided the bulk of local employment and it remains part of village life and the local economy. 6% of the workforce are employed in agriculture, forestry and fishing compared to the district average of 2%.

Business

- 4.5 The largest local business in Gilmorton is Broughton-Hall Fencing, Mill Lane who specialise in security fencing and gates. Elsewhere, The Old Post Office premises on Lutterworth Road has been converted into several self-contained office units. A range of smaller businesses are located just outside the parish.
- 4.6 We want to support economic growth in Gilmorton Parish to create jobs and prosperity, reduce the need for people to travel to work by car, and provide opportunities for the expansion and growth of local enterprise. Furthermore, changing patterns of employment in recent years together with improvements in information technology means that often people can work or operate a business without the need to travel to premises some distance away.

Policy G7: Rural Economy

The sustainable growth and expansion of all types of business and enterprise through the conversion of existing buildings and well-designed new buildings will be supported where it meets the requirements of Harborough Local Plan Policies GD3 and BE1 and the other policies of the Neighbourhood Plan.

Bruntingthorpe Proving Ground and Airfield

4.7 The Bruntingthorpe site was constructed in 1942 as a World War II airfield and was used extensively post-war by Sir Frank Whittle’s Powerjets company for early test and development activity on jet-engine aircraft. 1954 saw the construction of a new airfield for the US Air Force and it was subsequently used as a strategic heavy bomber base (code-named ‘Big Thunder’) until 1962.

4.8 Following a brief period in the 1960’s when the site was used by the RAF, the Rootes Group purchased the facility in 1972 and the site was used for testing vehicles for the first time. Over the next 11 years, the Rootes Group, and subsequently Chrysler and Peugeot, used it extensively for vehicle development, constructing several test features appropriate for the vehicles of their time.

4.9 C. Walton Ltd, purchased the site in 1983 and had set up a diverse group of businesses under the



FIGURE 2: BRUNTINGTHORPE PROVING GROUND

‘Bruntingthorpe’ umbrella. The services provided include vehicle testing, vehicle storage and refurbishment as well as events and corporate hospitality. At the heart of the 670 acre site is a 6.5km circuit and a 60m wide, 3.2 km straight. The Bruntingthorpe Proving Ground was the largest privately-owned vehicle test track facility in the UK and is used to test cars, LCVs, HGVs, defence vehicles, agricultural and construction vehicles and motorbikes.

4.10 Cox Automotive acquired the operation in March 2020. The airfield is no longer active and historic aircraft are no longer located here. However, the facility is home to several commercial activities including, Manheim Car Auctions, Walton Vehicle Storage, and the Royal Enfield Motor Cycle development division. Regular events that have taken place at the site have



included the national Plant Equipment show, vintage aircraft runway trials and exhibitions in Hangar 42. All these activities generate vehicle movements and typically the resulting traffic travels through Gilmorton village along Lutterworth Road and Mill Lane to reach the M1 at junction 20 or other main truck roads.

- 4.11 Harborough Local Plan Policy BE4 recognises the scope of the Bruntingthorpe Proving Ground site to accommodate specialist uses whilst managing the impact on the rural area. It also recognises the opportunity to improve premises and provide wider transport and environmental benefits.
- 4.12 A relatively small part of Bruntingthorpe Proving Ground lies within Gilmorton parish and most activities take place away from Gilmorton village. Nonetheless, noise, traffic and general impact on the countryside have been ongoing concerns.
- 4.13 The Proving Ground and Airfield is served by a recognised heavy goods vehicle route (along Bruntingthorpe Lane/Bath Lane to the A5199), which has been accepted as being suitable for accommodating transporters and HGV's. However, the highway network has deficiencies which are a constraint to the site's development. Of particular concern to Gilmorton are the routes from the airfield across to the A426 which consist generally of narrow, poorly aligned sub-standard roads, many of which are unclassified.
- 4.14 The Bruntingthorpe Proving Ground and Airfield lies outside the Neighbourhood Plan Area and therefore cannot be addressed by the policies of this Neighbourhood Plan. Nonetheless, Gilmorton Parish Council will resist any development on the site and adjoining land which would significantly increase the number of vehicles, both HGVs, and light vehicles using the sub-standard roads through the parish and which give rise to problems of road safety and environmental intrusion (noise, vibrations, air pollution etc.).

5. Local Green Spaces

- 5.1 National policy makes provision for local communities to identify green areas of importance to those communities, where development will not be permitted except in very special circumstances.



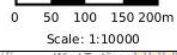
FIGURE 3: GILMORTON PLAYING FIELDS

Policy G8: Local Green Spaces

The following sites have been designated as Local Green Spaces:

- A. Kimcote Road Playing Fields
- B. All Saints Churchyard
- C. Primary School Playing Fields
- D. Gilmorton Allotments
- E. Lutterworth Road Recreation Ground
- F. Jubilee Wood, Peatling Parva Road
- G. Hilly Hollow Play Area, Kimcote Road
- H. Gilden Drive Play Area, Lutterworth Road

Development that would harm the openness or special character of a Local Green Space (as designated on the Policies Map) or its significance and value to the local community will not be permitted unless there are very special circumstances which outweigh the harm to the Local Green Space.



Author:

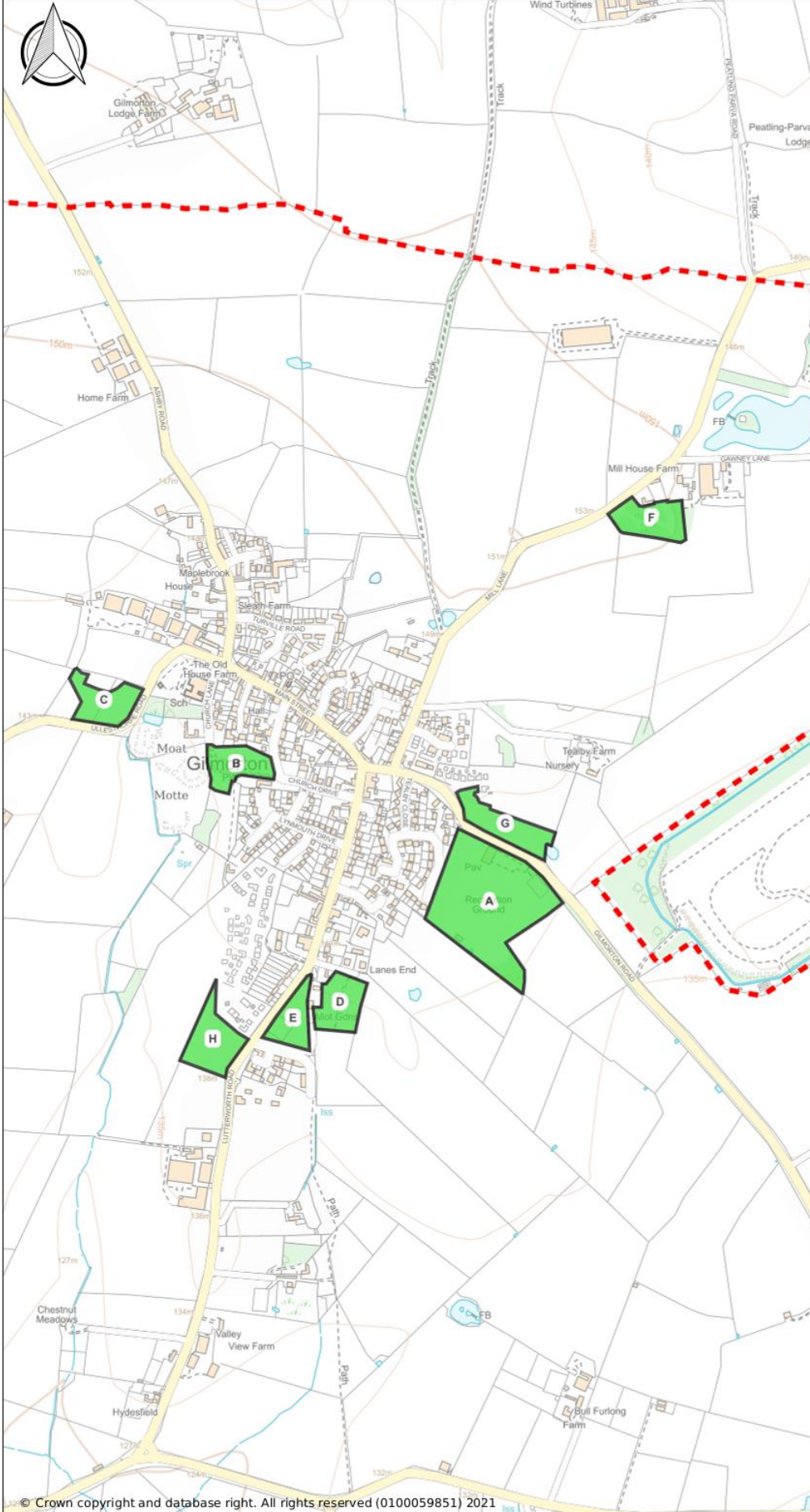
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Neighbourhood Plan Area



Local Green Space



6. Heritage

History

- 6.1 The Domesday Book of 1086 records the village, when its population was about 140. Gilmorton's name may be derived from Old English: gilden (or gylden) meaning "golden", and morton, "town on the moor".
- 6.2 In 1303 Roger de Martivall was permitted to alienate land and property at Noseley, Gilmorton and Stretton to create an income for four chaplains at a chantry chapel at Noseley.
- 6.3 The parish church of All Saints has a 14th- and 15th-century tower but it and its spire were rebuilt in 1909. The nave, aisles and chancel were rebuilt in 1860–61 and the south porch was built in 1897.
- 6.4 A tower mill at Gilmorton was built early in the 19th century. The brick tower survives and has been restored, but neither the cap nor any machinery survives.
- 6.5 In the 1890s the Great Central Main Line from Nottingham Victoria south to London Marylebone was built through the west of Gilmorton parish, passing 3km (1¼ miles) west of the village. It opened in 1899 with the nearest station being at Ashby Magna.
- 6.6 In 1942 RAF Bruntingthorpe was opened just east of the parish. In 1953 its main runway was extended by 1,500m (4,800), bringing it into Gilmorton parish and within 400m (¼ mile) of the village. The air station was decommissioned in 1962, sold for civilian use in 1965 and is now Bruntingthorpe Proving Ground.
- 6.7 The M1 motorway extension from Crick, Northamptonshire north to Leeds was built parallel with the Great Central Main Line and just east of it, starting in 1965 and opening in 1968. In 1963 The Reshaping of British Railways report recommended that British Railways close the railway, which it did in 1969.

Listed Buildings

- 6.8 Listing marks and celebrates a building's special architectural and historic interest, and brings it under the consideration of the planning system, so that it can be protected for future generations.
- 6.9 The older a building is, the more likely it is to be listed. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840.
 - Grade I buildings are of exceptional interest, nationally only 2.5% of listed buildings are Grade I
 - Grade II* buildings are particularly important buildings of more than special interest; 5.5% of listed buildings are Grade II*

- Grade II buildings are of special interest; 92% of all listed buildings are in this class and it is the most likely grade of listing for a home owner.

6.10 There are 19 listed buildings in Gilmorton. They include the II* Church of All Saints- the other 18 listed buildings are Grade II.

Scheduled Monuments

6.11 Scheduling is shorthand for the process through which nationally important sites and monuments are given legal protection.

Motte, moat and fishponds west of All Saints Church

6.12 Excavation of the rare and historic motte and bailey castle place it being built in the period 1066-

1216. The earthworks lie west of the church and consist of a motte castle, a moat to the north west, house platforms to the south and two fishponds below them. A prominent motte is situated adjacent to the church and comprises a flat-topped circular mound, approximately 3m

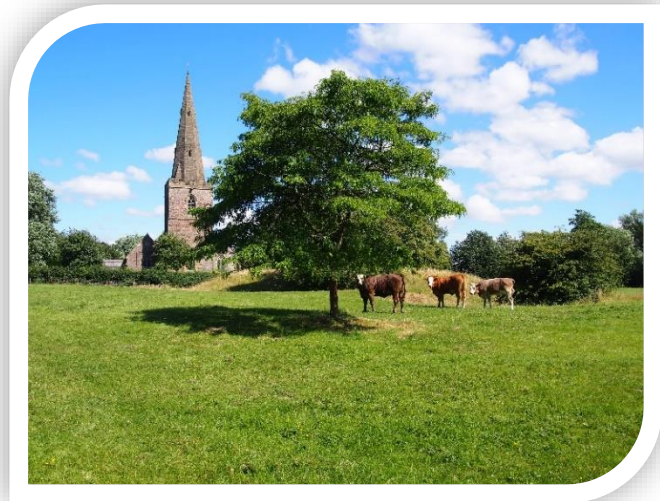


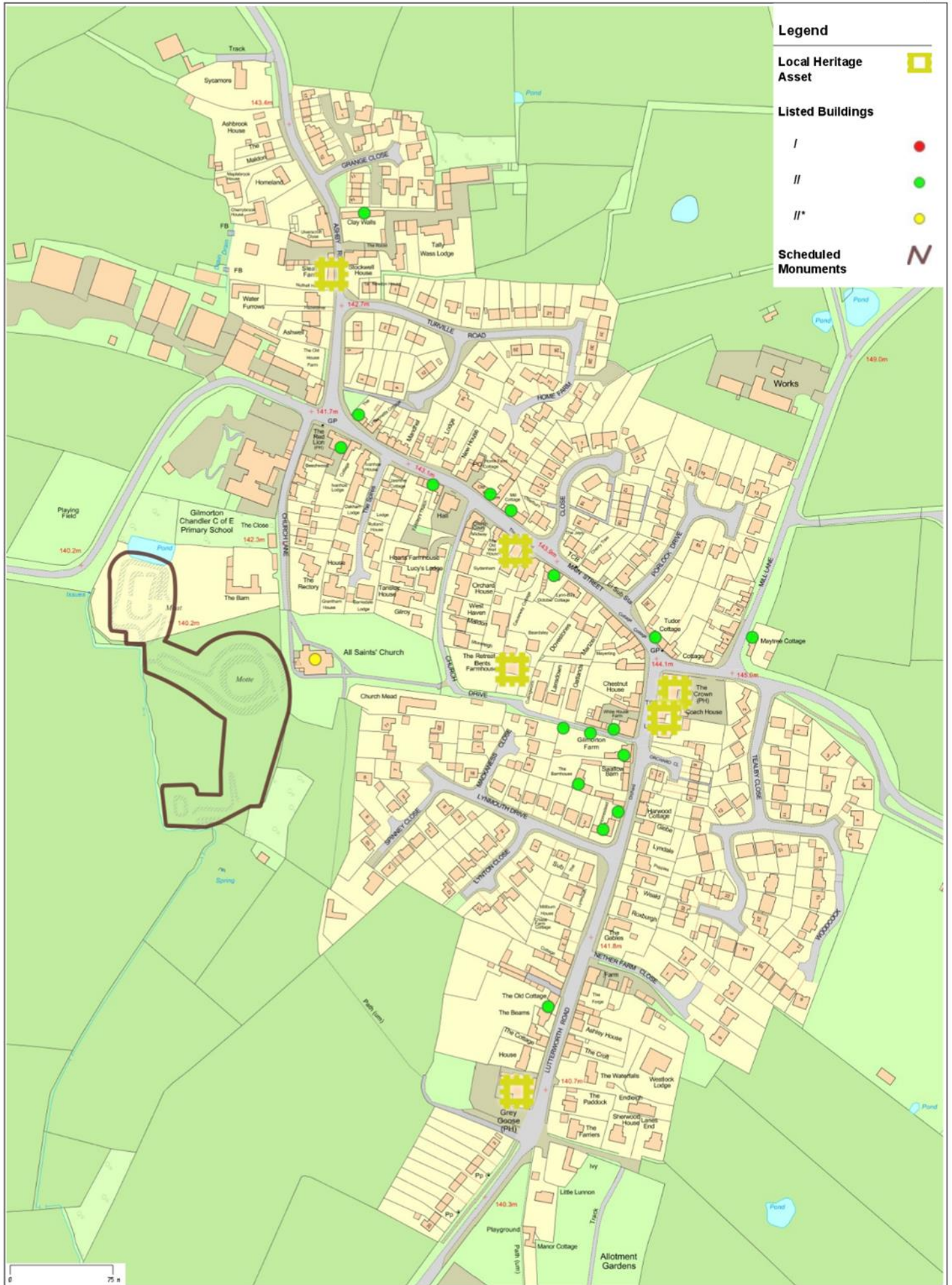
FIGURE 4: ALL SAINTS CHURCH AND MOTTE

high, 38m in diameter at the base and 25m at the top. It has a surrounding ditch which is waterlogged on the south side and has been partly altered on the church side. A channel leads off the motte ditch on the western side. The remainder of the moat has been largely filled in. At the southern end of the hollow way are two rectangular fishponds aligned east-west.

Moated site at Cotes de Val, Gilmorton

6.13 The monument at Cotes de Val lies 4km north of Lutterworth. It includes a moated site situated adjacent to the deserted village of Cotes de Val. It is referred to as Toniscote in Domesday Book, was later held by the Cotes family and by 1279 was called Cotes Deyville.

6.14 The site today contains a farmhouse within the island, the remainder of which together with the southern arm of the moat is a domestic garden. The northern and eastern arms of the moat are situated outside the garden boundary and are a part of the surrounding pasture field. The farmhouse and garden pathways are excluded from the scheduling, although the ground beneath them is included.



Local Heritage Assets

6.15 There are other buildings and sites in the parish that make a positive contribution to local character and sense of place because of their heritage value. Although such heritage features may not be nationally designated, they may be offered some level of protection through the Neighbourhood Plan. The Gilmorton Neighbourhood Plan includes information about local, non-designated heritage features including sites of archaeological interest to guide decisions.



FIGURE 5: CROWN INN, LUTTERWORTH ROAD

6.16 The medieval and post-medieval historic settlement core of Gilmorton is an area of high archaeological potential. At the Goodmans Grange Farm development off Ashby Road, trial trenching in 2014 recorded ditches, areas of cobbling and a possible medieval furrow. 23 sherds of medieval pottery and 2 sherds of late medieval/early post-medieval pottery were recovered. Areas of ridge and furrow surround the village, with the largest block on the south-east side.

Policy G9: Local Heritage Assets

The determination of planning applications which would affect features of local heritage interest (as listed below and shown on the Policies Map) will balance the need for or public benefit of the proposed development against the significance of the asset and the extent to which it will be harmed:

- A. The Crown Inn, Lutterworth Road
- B. The Grey Goose, Lutterworth Road
- C. Congretional Chapel, Main Street
- D. Sleath Farm, Ashby Road
- E. Old Post Office, Lutterworth Road
- F. Bent's Farmhouse, Church Drive
- G. Ridge and furrow

Within the historic settlement core of Gilmorton and Cotes de Val, planning applications should be accompanied by an appropriate desk-based archaeological assessment and, where necessary, a field evaluation.

7. Housing

Harborough Local Plan 2011-2031

- 7.1 The Harborough Local Plan was adopted in April 2019.
- 7.2 The Local Plan identifies Strategic Development Areas (SDAs) East of Lutterworth and at Scraftoft North, as the principal means of meeting Harborough District's housing and employment needs.
- 7.3 Gilmorton is identified as a Selected Rural Village in the Local Plan. Other than the delivery of existing commitments and completions, Gilmorton is not expected to accommodate further housing growth.

Housing Supply

- 7.4 48 new homes have been built in Gilmorton since 2011 (at 31 March 2020). There are a further 194 new homes in the pipeline. These include:
 - 6 dwellings remaining on the east side of Mill Lane (17/01541/REM) to be built by Francis Jackson Homes;
 - 16 dwellings remaining (Ref: 18/02165/REM & 17/01394/FUL) on land adjoining Broughton Hall Fencing, Mill Lane;
 - 43 dwellings (Ref 18/01247/REM) at Kimcote Road; and
 - 41 dwellings (Ref: 18/02006/REM) on Leicester Diocese land off Ullesthorpe Road
 - 56 dwellings (Ref: 18/01656/FUL) on land west of Lutterworth Road
 - 8 dwellings (Ref: 19/01091/REM) on Old House Farm, Main Street;
- 7.5 The September 2017 Submission version of the Harborough Local Plan expected Gilmorton to accommodate a minimum of 25 new homes in addition to completions and commitments at that time. Since then, over 150 homes have been approved- well in excess of that requirement- in a village with no public transport. With around 200 houses in the pipeline, Gilmorton is expected to grow by 50%. Consequently, this Neighbourhood Plan limits new housing development mainly to infill.

Infill Housing

- 7.6 The Harborough Local Plan identifies Gilmorton as a settlement suitable for infill development. This refers to the development of vacant and under-developed land within the main built-up areas of the village.
- 7.7 Limits to Development for Gilmorton have been used to guide development for many years. To clarify where development would be acceptable, our Neighbourhood Plan defines updated Limits to Development which take account of the character of the village, recent and proposed developments. Outside the Gilmorton Limits to Development, new build residential development will not normally be permitted.

Policy G10: Infill

Permission for housing development within the Gilmorton Limits to Development, as defined on the Policies Map, will be supported if the development:

- A. Is in keeping with the scale, form and character of its surroundings;
- B. Uses traditional materials typical of the local area;
- C. Protects important features such as traditional walls, hedgerows and trees;
- D. Does not significantly adversely affect the amenities of residents in the area, including daylight/sunlight, privacy, air quality, noise and light pollution; and
- E. Has safe and suitable access to the site for all people.

Outside the Gilmorton Limits to Development, permission for housing development will be limited to:

- A. The re-use and adaptation of redundant rural buildings;
- B. Rural worker accommodation in accordance with Harborough Local Plan Policy GD4b;
- C. An isolated dwelling of innovative and/or exceptional design quality; and
- D. Replacement dwellings in accordance with Harborough Local Plan Policy GD4d.

Construction

- 7.8 Gilmorton will be the subject of substantial growth over the coming years, so it is important that builders respect the amenities of existing residents in this small, historic village. For this reason, all but the smallest developments will require the production of a Construction Method Statement, which will normally be secured through a planning condition of any permission granted. This will allow everyone to understand the nature of the works and the various construction activities associated with the development. We encourage contractors to sign up to the industry Code of Considerate Practice.

Policy G11: Construction Method Statements

Other than for minor development, prior to the commencement of development a Construction Method Statement shall be prepared in liaison with Gilmorton Parish Council that addresses:

- A. The timing/schedule of works;
- B. Details of hours of working;
- C. Parking areas for the vehicles of site operatives and visitors;
- D. Areas for the loading and unloading of plant and materials
- E. Areas for the storage of plant and materials used in constructing the development;



- F. Details of the erection and maintenance of security hoarding;
- G. Provision of wheel washing facilities;
- H. Measures to control the emission of dust and dirt during construction;
- I. A scheme for recycling/disposing of waste resulting from demolition and construction works;
- J. Access and haul routes for construction vehicles, deliveries, waste vehicles, etc. Routes should not pass through Gilmorton village centre.

Housing Mix

7.9 The 2017 Leicester and Leicestershire Housing and Economic Development Need Assessment identifies that the appropriate mix of homes of different sizes needed in the market and affordable sectors in Harborough district is:

	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Market Housing	0-10%	25-35%	35-45%	15-25%
Affordable Housing	35-40%	30-35%	25-25%	5-10%

- 7.10 With significant levels of under-occupancy of existing housing, high proportion of detached properties and lack of local support for executive/luxury homes, the proportion of 4+ bedroom properties should be at the lower end of the range. Instead, the focus should be on the provision of smaller homes and homes for older people.
- 7.11 There is also evidence of a need to provide plots for the self-build sector.

Policy G12: Housing Mix

New housing development shall provide for a mix of housing types that will be informed by the most up to date Strategic Housing Market Assessment and local evidence of housing need. Applicants will need to demonstrate how the housing needs of older households and the need for smaller homes will be met.

Affordable Housing

- 7.12 Affordable housing is housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Affordable housing can include affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership. New affordable housing will be allocated initially to people with a local connection, including those living, working or with close family ties in Gilmorton.
- 7.13 The Harborough Core Strategy requires 40% of new dwellings to be affordable. Consequently, over 50 new affordable houses will be built in Gilmorton over the coming years through the development of existing

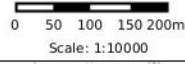


housing commitments. Therefore, we do not consider it necessary to make provision for additional affordable homes on 'Rural Exception Sites', i.e. sites that would not normally be released for private market housing.

Policy G13: Affordable Housing

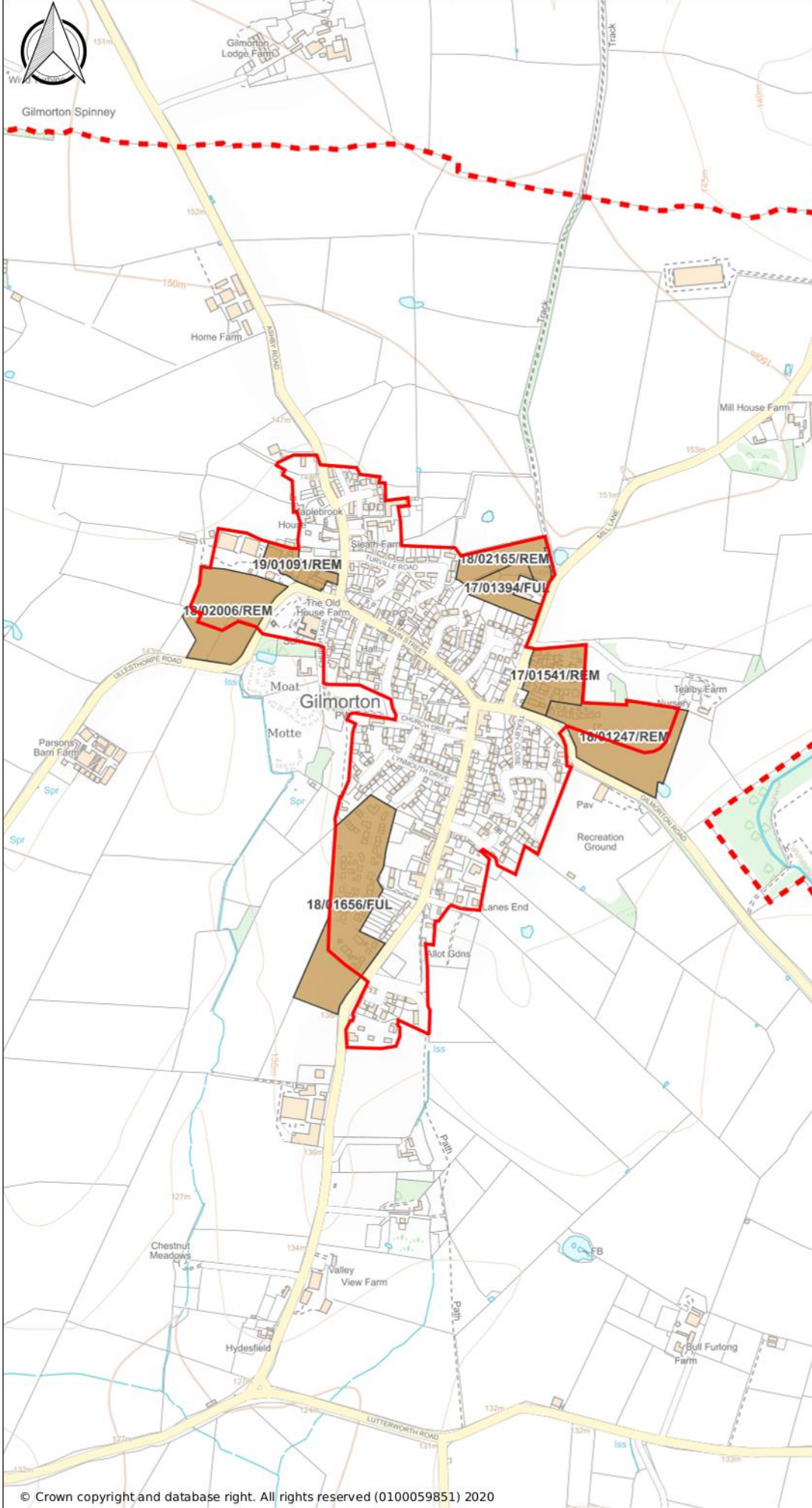
The need for affordable housing will be met by existing commitments. On windfall housing developments of 10 dwellings or more, the minimum affordable housing provision is 40%.

All affordable housing will be subject to conditions, or a planning obligation will be sought, to ensure that when homes are allocated, priority is given to people with a local connection to Gilmorton Parish (i.e. including living, working or with close family ties in the Parish).



Author:

Date: 19/11/2020



Neighbourhood Plan Area



Limits to Development



Housing Commitment (5dw or more)



8. Traffic and Transport

- 8.1 Community consultation has identified a range of concerns relating to local transport. Residents have identified speeding traffic, road maintenance, bus services, traffic volumes and car parking as particular problems.
- 8.2 Many of these issues cannot be addressed by our neighbourhood plan as they cannot be resolved through the planning system. However, we can help reduce the likelihood of new developments leading to increased vehicles at congestion hotspots by ensuring developers demonstrate their proposed developments will not disproportionately worsen the existing situation. We can also introduce policies that will help reduce speeding by encouraging developers to contribute to traffic calming measures near their proposed new development.

Walking

- 8.3 Most of the village's services and facilities are within walking distance for Gilmorton's residents. These include Gilmorton Chandler Church of England Primary School, the village store and Post Office, village hall, three pubs, Gilmorton playing fields, and Gilmorton recreation ground.
- 8.4 There are footways along both sides of Main Street, Ashby Road and Lutterworth Road. There is a footway on the western side of Mill Lane, and the southern side of Kimcote Road. Most of the smaller residential roads within the village, which are fronted by housing development also have footways. There are no formal crossing points in the village and at certain times of the day and at certain points such as the intersection of Mill Lane, Kimcote Road and Lutterworth Rd, there are significant dangers to pedestrians. Given recent planning approvals this area will become even busier and in time with the development of Lutterworth East it is envisaged that through traffic will increase. In view of this the Parish Council will look to install traffic calming measures and seek support from LCC in this respect.

Cycling

- 8.5 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, such as those to school or work. The cycle catchment for Gilmorton village therefore includes Ashby Magna, Peatling Parva, Bruntingthorpe, Upper Bruntingthorpe, Kimcote, Walton, Dunston Bassett, Walcote, and parts of Lutterworth. Within this catchment, there is relatively little dedicated cycle infrastructure, there is however the National Cycle Network Route 50, which runs north/south through the village along Ashby Road, Main Street, and Lutterworth Road. The route is an on-road route which links to Ashby Magna to the north and Lutterworth and Walcote to the south, it also connects to National Cycle Network Route 6 at Willoughby Waterleys to the north of the village.

Public Transport

- 8.6 There is no public transport serving Gilmorton.

Traffic Issues

Gilmorton Chandler Church of England Primary School

- 8.7 The primary school car park is used by staff only and is not available to parents. At school pick-up and drop-off times, parents park along the carriageway and on the footways to leave more space for other vehicles. This causes pinch points along Main Street and Ashby Road and traffic can become stationary.

- 8.8 Leicestershire County Council supply two coaches, which drop children off for the start of school at 8.50am and collect at the end of the school day at 3.30pm. There are currently no dedicated parking bays for these coaches at the school. As a result, the school drop off the coaches park on the southern side of Ullesthorpe Road blocking Church Lane for 15 minutes while each coach unloads or collects.



FIGURE 6: SCHOOL COACH

- 8.9 At school pick up times, the coaches park on the northern side of Ullesthorpe Road, opposite the school entrance. This causes vehicles travelling east along Ullesthorpe Road up to the junction with Main Street to have reduced visibility. It also means they are required to overtake the coaches right outside the school entrance where pedestrians, including children, are trying to cross the carriageway. This requires two teachers to assist the children crossing the road by stopping any traffic travelling along Ullesthorpe Road while the coaches are loaded.
- 8.10 To improve the traffic situation around the school, a location for a new coach layby has been identified at the rear of the school off Ullesthorpe Road. Pupils would be able to access the school directly from the layby, improving pedestrian safety. Also, this would assist in alleviating some of the congestion at the school entrance and at the Main Street / Ullesthorpe Road junction caused by the current situation where coaches park on Ullesthorpe Road.

- 8.11 Also, there is no dedicated parking for parents and visitors of the primary school during drop-off and pick-up time. A proposed solution is to create a new car park for these vehicles to use near to the school. This would reduce the number of vehicles parked along Main Street, Ashby Road and Ullesthorpe Road.
- 8.12 The proposed development of 42 dwellings on the western side of Ullesthorpe Road incorporates a series of measures to help relieve Gilmorton's parking and congestion problems:
- The creation of a school coach turning/drop off area and staff parking spaces;
 - a coach layby with a footway link to the rear of the school would mean that school children would not be required to cross Ullesthorpe Road. The layby will enable coaches to park and manoeuvre into/out of the layby without obstructing the carriageway;
 - The school would open a formal access to the rear of the school to link with the coach layby. This would remove the need for children to walk around to the front of the school;
 - The 30mph speed limit would be relocated.

East of Lutterworth Strategic Development Area

- 8.13 Land to the east of Lutterworth is identified as a Strategic Development Area (SDA) for around 2,750 houses, employment and community facilities, together with a new Spine Road over the M1 Motorway to connect the A426 (Leicester Road) with the A4304 (Lutterworth Road). It has been allocated as a key area for new housing through the Local Plan.
- 8.14 The transport assessment work has highlighted the potential for increases in traffic through Gilmorton village to the north east of the SDA. We are keen to see measures implemented to discourage increased traffic through Gilmorton village.

Other traffic concerns

- 8.15 Residents have highlighted issues with vehicles traveling quickly through the village along Lutterworth Road. This is exacerbated by two-way trips created by the car auction in Bruntingthorpe to the north of the village.
- 8.16 A solution to the vehicles traveling quickly along Lutterworth Road, could be to provide a chicane arrangement with cycle through lanes. This would act as a gateway feature and slow down vehicles entering and exiting the village. This solution could also be applied to the other roads which enter/exit the village- Ullesthorpe Road, Ashby Road, Mill Lane and Kimcote Road. The addition of wooden posts around these areas to prevent parking on the pavement will also be considered.

- 8.17 The junction of Mill Lane, Kimcote Road and Main Street is another concern. Approved housing development around this junction, removal of the off-road parking for existing Mill Lane residents and further expansion of commercial activity at Bruntingthorpe Proving Ground, will inevitably increase traffic flow through this junction. Traffic calming measures around the junction could limit the potential for collisions and improve safety for pedestrians heading from the new developments towards the village centre.

Policy G14: Transport

New development that would generate additional traffic in Gilmorton village will only be supported where it can be demonstrated that the following transport conditions will not be made worse:

- A. Traffic and parking at drop-off and pick-up times at Gilmorton Chandler Church of England Primary School; and
- B. On-street parking near the Crown Inn and Village Stores on Main Street, The Crown and Grey Goose public house/restaurants.

Such development should also give consideration to opportunities to reduce speeding traffic through Gilmorton village.

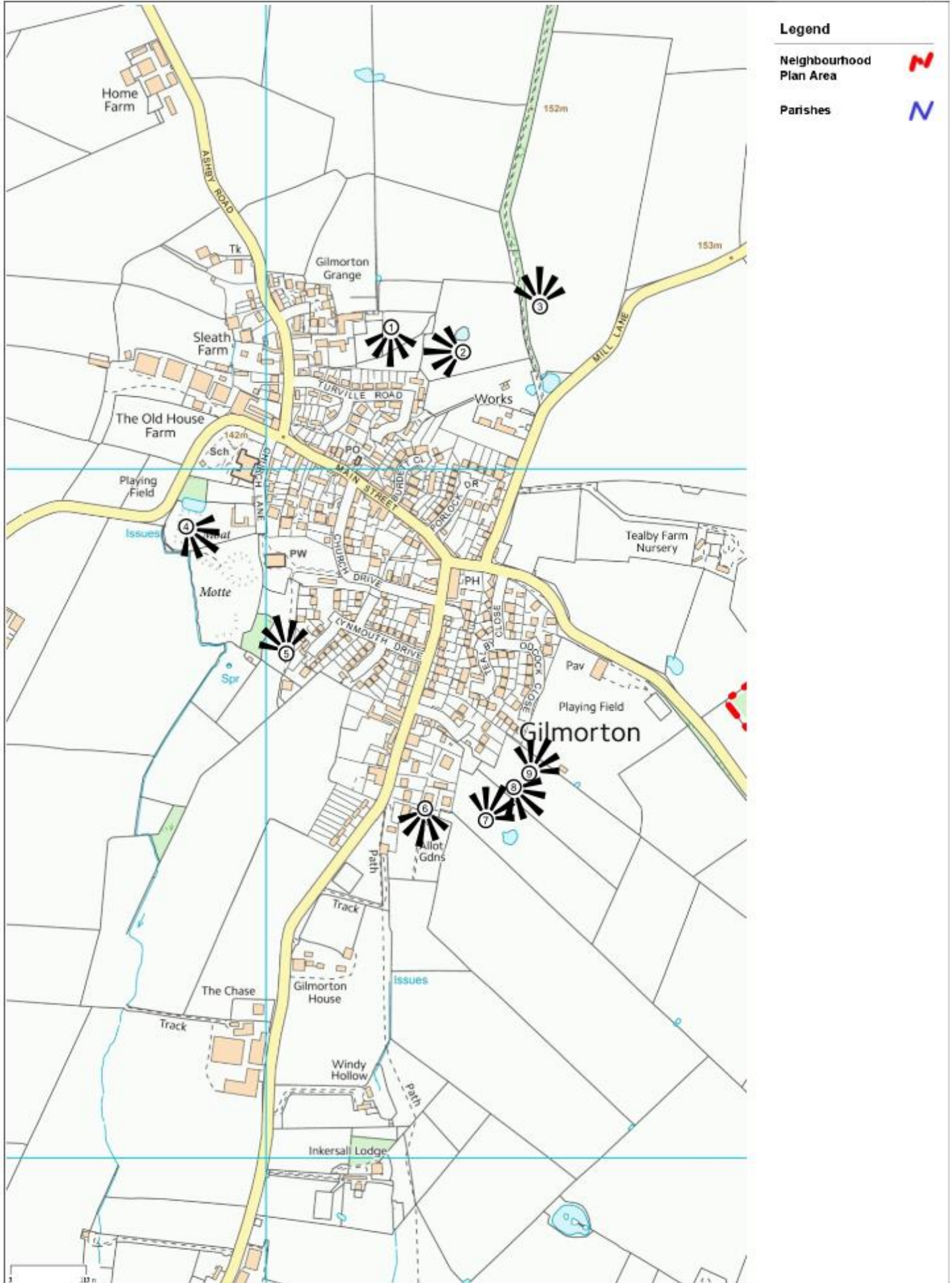
- 8.18 To avoid exacerbating the parking problem further, new housing developments should include adequate car parking provision to minimise the need for on-street car parking and have regard to the level of public transport available.

Policy G15: Car Parking and New Development



At least two off-street car parking spaces shall be provided for each new dwelling. At least three such spaces should be provided for four-bedroom or larger dwellings.







Appendix 1: Locally Important Views



Legend

- Neighbourhood Plan Area 
- Parishes 

Ref:	Description	Photo
1	Footpath: Rear of Turville Close view west	
2	Footpath: Wheelers field view west	
3	Flat Lane (off Mill Lane)	
4	All Saints Church and Norman Motte	

5	Footpath: North towards the churchyard	
6	Gilmorton Allotments	
7	Footpath rear of Lutterworth Road North towards Playing Fields	

8	Ridge and Furrow field from footpath leading to the Playing Fields	
9	Gilmorton Playing Fields	

Appendix 2: Local Green Spaces: Summary of Reasons for Designation

No.	Local Green Space	Holds a particular local significance, for example because of its beauty	holds a particular local significance for example because of its historic significance	holds a particular local significance, for example because of its recreational value	holds a particular local significance, for example because of its tranquility	holds a particular local significance, for example because of the richness of its wildlife	holds a particular local significance, for any other reason
A	Playing Fields	N	N	Y	N	N	N
B	All Saints Churchyard	N	Y	N	Y	N	N
C	Primary School Playing Fields	N	N	Y	N	N	N
D	Gilmorton Allotments	N	N	Y	Y	N	N
E	Lutterworth Road Recreation Ground	N	N	Y	N	N	N
F	Jubilee Wood, Peatling Parva Road	Y	N	Y	Y	Y	N
G	Hilly Hollow Play Area, Kimcote Road	N	N	Y	N	N	N
H	Gilden Drive Play Area, Lutterworth Road	N	N	Y	N	N	N

Appendix 3: Features of Local Heritage Interest

Address & Ref	Description	Photo
<p>The Crown Public House (incorporating Victorian School Room) (Ref: A)</p>	<p>Occupies a central position within Gilmorton. Occupies the premises that was previously the village school house. Since the 1970s it has operated as a hostelry and is currently a thriving pub restaurant business. Original features include the entrance door on Lutterworth Road and the railway carriage style internal layout.</p>	
<p>The Grey Goose Pub Restaurant (formerly The Talbot Public House) (Ref: B)</p>	<p>The architectural vernacular of the building is that of a simple rendered Georgian style, altered and extended at the rear.</p>	
<p>Methodist Chapel (Ref: C)</p>	<p>The Independent Chapel is shown on the late C19th OS map. It is a brick building, with a central porch. The chapel is now a house; there is a garage door to the right of the porch.</p>	

Sleath Farmhouse (Ref: D)

Farm complex with origins in the late C18th/early C19th. The farmhouse is adjacent to the street, with an adjoining barn to the north. A long barn runs along the north of the yard, with a smaller barn on the western edge - both of these barns are on the late C19th OS map. A small barn was added on the southern side of the yard at a later date.

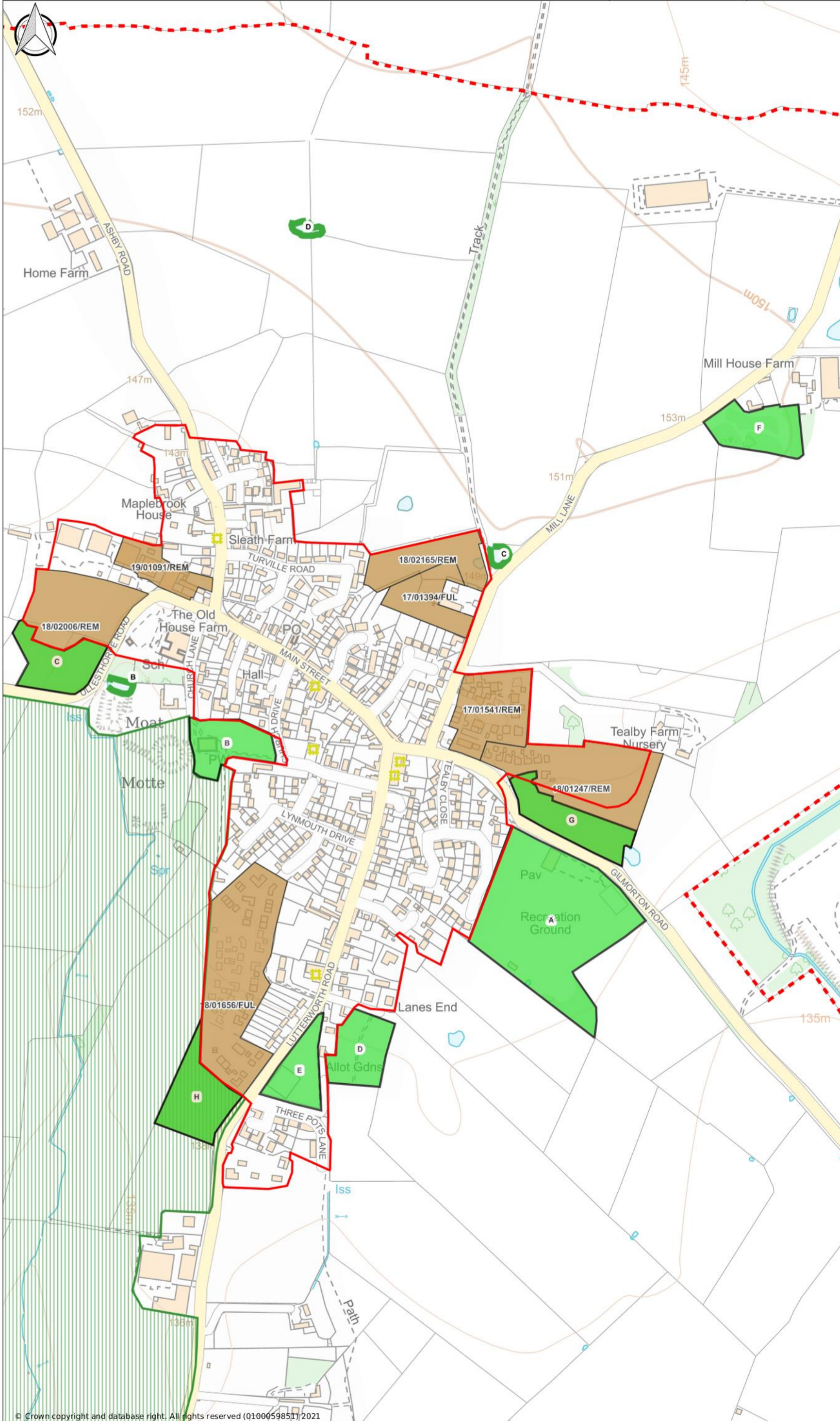


Old Post Office (Victorian Railway Hotel) (Ref: E)

Known as Clayton Willey, Grocer, it was speculatively built by the owner in the 1890s as a hotel, hoping the Great Central Railway would come through the village, which it did not. Local customers, for a time, shunned the store believing that the owner had been overcharging if he could build a hotel of such a large size. The Willeys continued its function as a Post Office and Store. It closed as a store in the 1990s.



<p>Bents Farmhouse (Ref: F)</p>	<p>This attractive, Georgian-style farm was built in the early 1800s and only discontinued as a farm in the late 1970s. A cottage associated to the farm is located on Main Street and was originally linked to the farm via the farmyard which previously separated them. When the farmyard was sold for development in the 1980's it made the cottage appear out of place given its name, Bents Cottage.</p>	
<p>Ridge and Furrow (Ref:G)</p>	<p>Ridge and Furrow fields are an important part of Gilmorton's heritage, reminding us of its rural farming past.</p>	



Neighbourhood Plan Area



Limits to Development



Local Green Space



Local Heritage Asset



Local Ecological Features

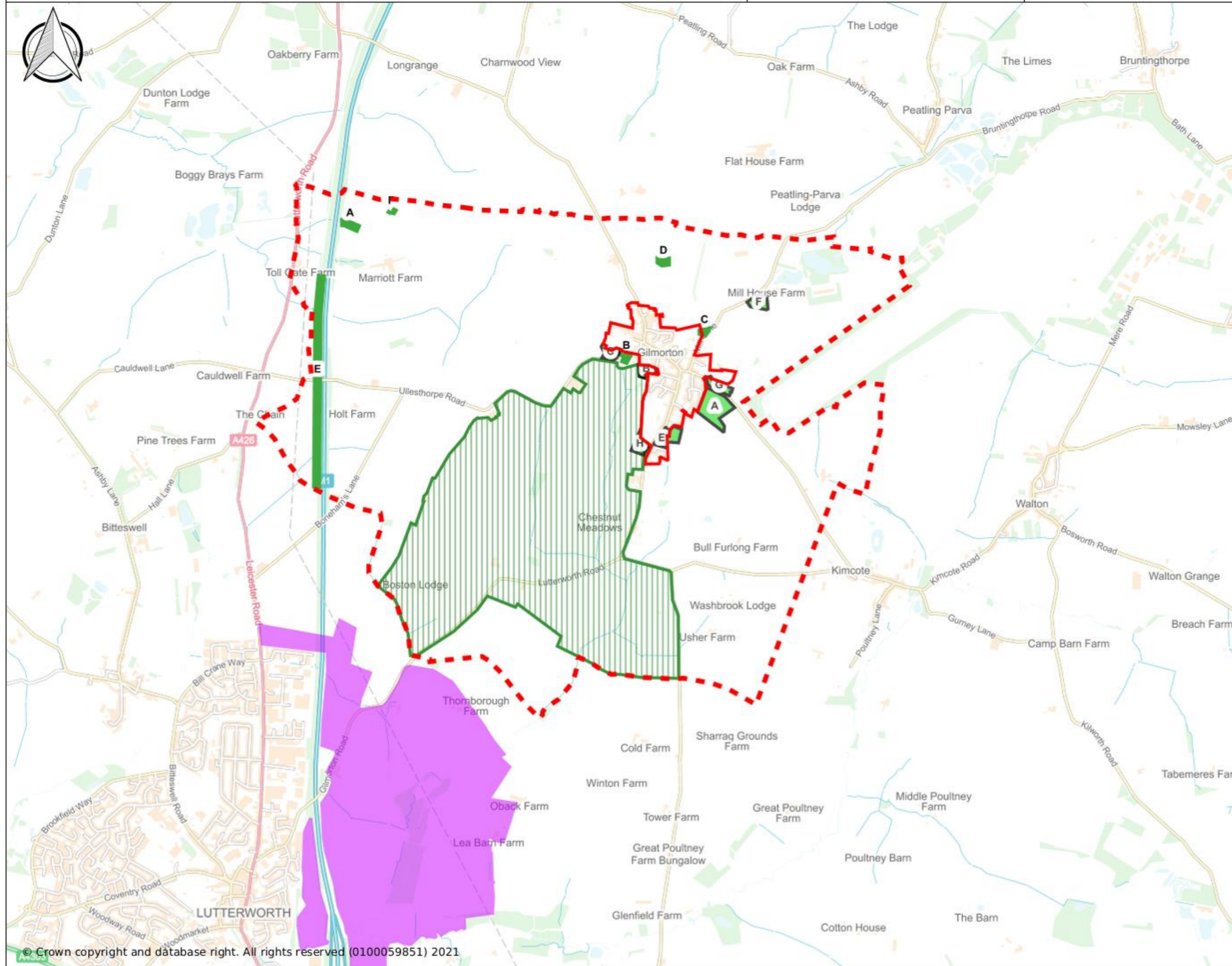


Area of Separation



Housing Commitment (5dw or more)





Neighbourhood Plan Area



Limits to Development



Local Green Space



Local Ecological Features



Lutterworth SDA



Area of Separation





PLAN-IT X
TOWN AND COUNTRY PLANNING SERVICES