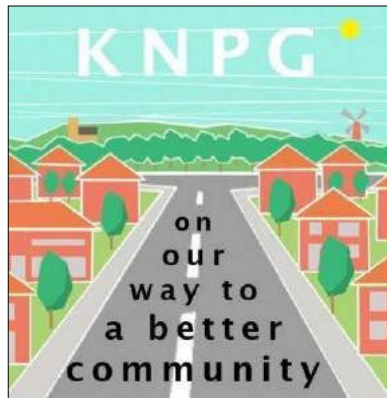


The Kibworth Villages



Neighbourhood Plan 2017 - 2031

REVIEW 2022



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SECTION ONE: PREFACES

INTRODUCTION

The Kibworth Villages Neighbourhood Plan was produced by residents following significant engagement with the local community. It passed Referendum on 25 January 2018 with 88% of voters voting 'yes' on a turnout of 25%. Harborough District Council formally Made the Neighbourhood Plan on 29 January 2018.

Since this time there have been key changes in the local and national planning system, including a new Local Plan for Harborough District (Adopted in April 2019) and an updated National Planning Policy Framework (NPPF) in 2021.

These and other changes have strengthened the range of powers enjoyed by Neighbourhood Plans where they meet certain conditions, including the allocation of a site or sites for residential development.

As a result, the Parish Councils of Kibworth Beauchamp and Kibworth Harcourt took the decision to review their Neighbourhood Plan towards the end of 2019 to see how the policies were working and whether any needed to be updated or added.

The opportunity has been taken to refresh and update the residential site assessments originally undertaken in 2016. The Neighbourhood Plan allocates several sites for small-scale residential development and has revisited the Limits to Development.

Many other provisions within the Neighbourhood Plan remain as they were in the version which passed referendum in 2018. We have sought to change only those policies that require updating in line with changed circumstances.

The Plan has been produced by an Advisory Committee, appointed by and reporting to both parish councils. Consultation with the wider community has been hampered by the Corona-Virus Pandemic, nevertheless a community engagement event, held on 26 September 2021, enabled people living within the Plan area to see for themselves the changes that have been made and to comment in advance of formal consultation.

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

Steve Woodhouse

Chair, Kibworth Neighbourhood Planning Group.

2. WHAT HAS CHANGED FROM THE MADE NEIGHBOURHOOD PLAN?

The following changes (other than planning policy updates and formatting amendments) have been made to the Neighbourhood Plan which was Made by Harborough District Council on 29 January 2018:

Introductory section

Section 3 Why we need a Plan for the Kibworth Villages – section updated to explain why the NP is being reviewed.

Section 4 Purpose of the Plan – updated to reflect the formal adoption of the Local Plan in April 2019.

Section 5 Our neighbourhood – the Submission version of the original Neighbourhood Plan included a 25-page description of Kibworth, which was removed by the Examiner. This is replaced in the Review version of the Neighbourhood Plan with a four-page summary of life in the Kibworths which we think is important but proportionate in setting the context for the policies in the Neighbourhood Plan.

Section 6 Vision – The Examiner of the original Neighbourhood Plan expressed surprise that there was no overarching vision for the Neighbourhood Plan. This is rectified in this Review version which now includes an overarching vision for the Neighbourhood Plan up to 2031.

Neighbourhood Plan policies

Policy SD1 – although the policy remains the same as in the Made Neighbourhood Plan, the opportunity has been taken to update the red-line boundary to more accurately reflect the built area given recent development activity in the Kibworths.

The narrative preceding Policy CSA2: Schools has been updated in line with changes to educational provision locally. The policy remains the same.

The narrative preceding Policy CSA3 has been updated to reflect changes in provision since the original Neighbourhood Plan was Made, and the Policy amended to remove the need for a new multi-functional facility to have the capacity to accommodate storage requirements for scout/guide groups.

Policy CSA5 on GP Premises, CSA6 and CSA7 on Parks and Green Spaces and the safeguarding of Community Facilities are untouched although the preceding narrative to each policy has been updated.

The introduction to the section on Housing and the Built Environment has been brought up to date to reflect the housing requirements through the Adopted Local Plan.

A new policy, H1 responds to the updated housing need by identifying 4 sites for residential development

A policy on Affordable Housing was deleted by the Examiner who considered that it added no locally specific land-use policy to the Local plan Affordable Housing Policy. Policy H3 addresses this concern by requiring Affordable Housing proposals to meet the identified housing needs of Kibworth, including small families, young people and older people wishing to downsize.

Policy H4 on Housing Mix (now H5) has been re-written to add additional detail about local housing need.

The narrative leading to Policy H5 (now H6) on Building Design Principles has been amended to recognise the importance of providing pedestrian and cycleways between new developments and facilities in the two villages. This is reflected in a slightly revised policy.

The original Neighbourhood Plan contained a section on the North East Kibworth SDA, which was under consideration at the time that the Neighbourhood Plan was being prepared. Ultimately, the SDA was not selected for allocation within the Harborough Local Plan so the policy which was H8 has been removed from the Review Neighbourhood Plan.

Policy ENV3 originally said that 'Development proposals should protect local habitats and species'. This has been changed on Review to say 'Development proposals should protect and enhance local habitats and species' to reflect the revised wording contained in the 2021 NPPF.

This Review of the Neighbourhood Plan has taken the opportunity to include a policy on buildings and structures of local significance (ENV10). Four locally important buildings have been identified as Non-Designated Heritage Assets and are fully described with images in Appendix 7.

Policy T1 which identifies a range of transport requirements for new housing development emphasises the importance of pedestrian and cycle links.

The narratives to Policies T2, T4 and T6 which support proposals to improve access onto the A6, road safety and air quality have all been updated, although the policies remain unchanged.

The opportunity has been taken to include a policy on Electric vehicle charging to reflect a government priority that is not yet incorporated into Building Regulations. This is included as Policy T7.

A minor addition is made to the narrative providing evidence for Policy E4 on farm diversification (policy unchanged).

A new section (Section 7) is included on Developer Contributions, highlighting priorities for infrastructure improvements in the event of future development taking place.

The following policies remain unchanged from the Made Neighbourhood Plan:

POLICY CSA1: PRE-SCHOOL PROVISION; POLICY CSA2: SCHOOLS; POLICY CSA 4: SPORTING FACILITIES; POLICY CSA5: GP PREMISES; POLICY CSA6: PARKS AND GREEN SPACES; POLICY H2: WINDFALL SITES; POLICY H3: PROMOTING SELF-BUILD; POLICY H6: RESIDENTIAL CAR PARKING; POLICY H7: REFUSE STORAGE; POLICY H8: EXTERNAL STORAGE; POLICY ENV1: PROTECTION OF LOCAL GREEN SPACES; POLICY ENV2: IMPORTANT TREES AND WOODLAND; POLICY ENV4: RIDGE AND FURROW FIELDS;

POLICY ENV5: IMPORTANT HEDGES; POLICY ENV6: AREA OF SEPARATION; POLICY ENV7: RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT; POLICY ENV8: WATERCOURSES AND FLOODING; POLICY ENV9: GRAND UNION CANAL IN KIBWORTH BEAUCHAMP; POLICY T2: ACCESS ONTO THE A6; POLICY T3: PUBLIC CAR PARKING; POLICY T4: IMPROVEMENTS TO ROAD SAFETY; POLICY T5: TRAFFIC MANAGEMENT; POLICY T6: AIR QUALITY; POLICY E1: LOCAL SHOPPING CENTRE; POLICY E2: SHOP FRONTAGES; POLICY E3: HOME WORKING; POLICY E4: FARM DIVERSIFICATION - RE-USE OF AGRICULTURAL AND COMMERCIAL BUILDINGS.

3. WHY NEIGHBOURHOOD PLANS ARE IMPORTANT

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

The right for communities to prepare Neighbourhood Plans was established by the Localism Act 2011 and the rules governing their preparation were published in 2012.

The NPPF states that a Neighbourhood Plan

‘gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.’ (NPPF paragraph 28)

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

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

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

4. WHY WE NEED A PLAN FOR THE KIBWORTH VILLAGES

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

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

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

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

The Neighbourhood Plan Review built on this work and updated the Plan through an Advisory Committee.

5. THE PURPOSE OF THE PLAN

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

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

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

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

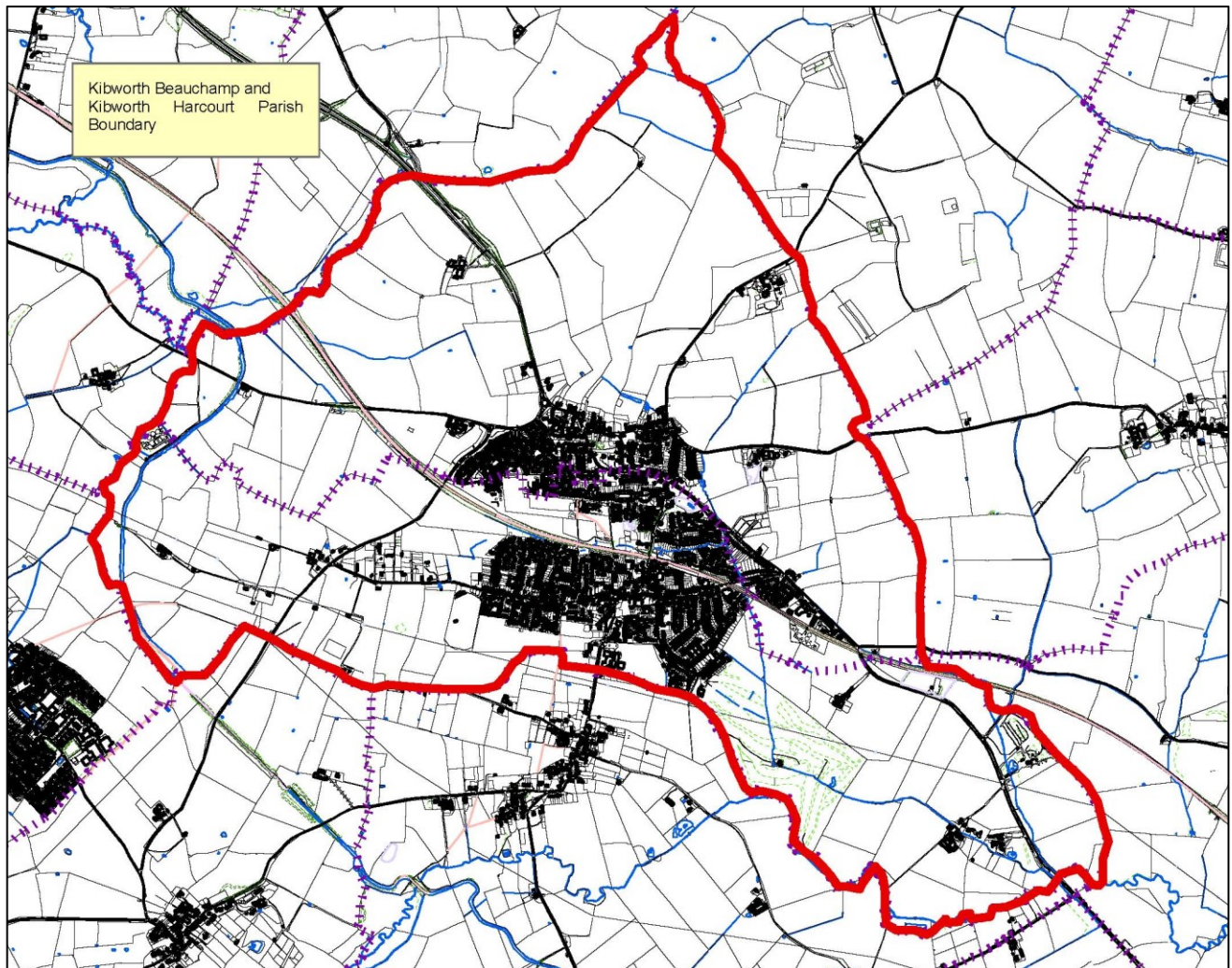
A Neighbourhood Plan cannot be used to prevent development and we have been very clear from the outset that KNPG embraces new development but wishes to control and channel it in the interests of the local community. Having a Neighbourhood Plan gives us the opportunity to identify the best ways to deliver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

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

The Harborough Local Plan was formally Adopted in April 2019, 12 months or so after the Kibworth Neighbourhood Plan was Made.

Whilst the high level of recent development activity locally has resulted in there not being a formal housing target for Kibworth, in undertaking the Neighbourhood Plan review, the opportunity has been taken to allocate a site for residential development in order to embrace the concept of promoting sustainable development and to take advantage of the powers contained within the NPPF that affords greater protection against inappropriate development in prescribed circumstances should the local planning authority fall below its 5-year land supply within the Plan period.

Figure 1 The Plan Area as designated by Harborough District Council on 16 January 2015



6. OUR NEIGHBOURHOOD

The two Kibworth villages straddle the A6 north of Market Harborough and south of Oadby in Leicestershire. Detailed descriptions and photographs of the two villages and their development are in Appendix 1. The two villages, together with neighbouring Smeeton Westerby, were the focus of a 6-part BBC TV series in 2010 produced by Maya International, entitled Story of England and presented by Michael Wood.

Kibworth Beauchamp includes a Conservation Area which embraces the historic core of the village but has now been surrounded by extensive 20th and 21st century developments. The increased population, which the housing estates contribute to the settlement, influences the character of the Conservation Area. The majority of the many services, shops and facilities for the settlement are located in the Conservation Area. The Conservation Area excludes the recent century housing estates and the late 19th century development to the west along Fleckney Road but includes the former Grammar School (founded 1726) and part of its grounds now developed for housing. It also extends across the railway line to incorporate the Villas, (3 pairs of large Victorian semi-detached dwellings) facing south. The existence of the railway has influenced the development and function of the village. The former railway station (now closed courtesy of Dr Beeching!) and station yard are included in the Conservation Area and are being developed for housing as Isabel Lane. St Wilfrid's Church, shared with Kibworth Harcourt, but physically detached from the village core, is not included in the Beauchamp Conservation Area, but as it lies close to the Harcourt Conservation Area is included therein. There are no farms or apparent former farmsteads in the Beauchamp village centre although a number of the larger houses on the south side of the High Street, such as No. 66 or No. 14 may have been farmsteads and still have outbuildings leading back from the High Street. The south side has a number of large 18th century red brick houses fronting the street. The 16th century rendered Manor House, though also fronting the street actually faces southwards away from it. These all overlook large gardens and grounds behind them. Several of the large gardens on High Street have now been developed into a cul de sac called Ridley Lane.

The focal point of the village is The Bank, an area where the three principal roads meet, having in its centre a distinctive multi-headed lamp post in its midst. On its south side facing it are the large red brick 18th century houses characterising Kibworth, on its east side curving round are a group of multi-dated buildings, now shops and services including the Kibworth Village Hall, which merge into a row of ornate late 19th century terrace cottages leading to the former railway station, with the refurbished Railway Arms public house opposite. On the west side is the Kibworth community library as a flat roofed building. Curving to its west is a group of humbler red brick cottages, and to its east the early Victorian red brick former village school (now a doctors' surgery).

A second node is further east where the Smeeton Road and School Lane meet the High Street. These junctions are far less open than the Bank. The Manor House with its prominent clock turret, together with No. 33 opposite, impart the character of a village, rather than small town. Smeeton Road cottages have large first floor windows indicating their former use by outworkers for the Leicestershire knitting industry.

Kibworth Beauchamp is a village with the services of a small town, its core serving the surrounding rural area. Its character is the mixture of village and small town. Stuart House, a large stone and brick house of 1627 stands half hidden behind the later buildings of Station Road. In its grounds is a large sheltered accommodation complex. This is characteristic of Kibworth Beauchamp - a substantial village centre development. There are two areas of open space and greenness - the area around the former Grammar School and the space in Smeeton Road, where road straightening has resulted in a green with mature 19th century houses behind it.

Regular large developments are outside the Conservation Area but include Hillcrest Avenue built in the 1950s and where the large primary school is located, Brookfield Way estate north of New Road, Springfield Road estate South of New Road, Rectory Lane estate east of Church Road, and extensive housing off Fleckney Road. The latest development sees another 195 houses being built at the west end of Fleckney Road, and 110 houses off Warwick Road.

Kibworth Harcourt, though now smaller than its neighbour Kibworth Beauchamp, was for centuries of greater significance being on the main A6 road to Leicester with nearly a dozen coaching inns in its heyday – all now residential houses but with names reminding us of their former coaching history. The core of Kibworth Harcourt village has remained the same since mediaeval times but the line of the principal route has changed; the present A6 Leicester road having been built to act as a bypass around most of the earlier core of Kibworth Harcourt in the early 19th century. The dog leg pattern of roads by the present Main Street existed in 1484. Hidden between the present A6 and the Main Street, behind the gardens of frontage properties is a grass motte, the Munt, now a Scheduled Ancient Monument dating back to Romano-British times. This early core has been surrounded on the south, west and east sides by 20th century development.

The Conservation Area embraces the discernible mediaeval core and extends across the present A6 Leicester road into Kibworth Beauchamp civil parish to incorporate the mediaeval church of St. Wilfrid together with the grouping of older buildings opposite and between the church and the A6.

The groupings on the corners of Church Road and the A6 are significant: to the west is the low Coach and Horses Public House set at an angle to the road junction facing downhill. This with the adjacent houses including the cast iron railings and gate to the Grey House are a significant group.

Some of the buildings along the north side of Main Street and Albert Street (the former Hog Lane) have vestiges of the timber framing tradition and some surviving thatch. They include farmhouses and substantial dwellings as well as smaller cottages and terraces. Some of the finer houses are on Leicester Road. They include: Paddocks Farm, whose buildings incorporate early 16th century work; the White House at 51-53 Leicester Road, the former Congregational Church of 1764, and the Manse of 1794. Along much of the south side of the A6 new development is screened by high brick walls.

A key area of the Conservation Area is where the present Main Street joins Albert Street. The road widens at the junction and is fronted by The Old House, a superb Carolean Grade I Listed house of 1678, looking westwards up Main Street. Its curved iron railings encroach on the space which once formed a market area and where stood a market cross dating from the 15th century or earlier. Two centuries after the cross disappeared, its base stones were re-erected close by in 1994 having been found in nearby gardens. The land north of this early market, now containing the cross, is now a

small recreation park called Jubilee Green.

Although historically significant and economically related to the former agricultural activities of the village, the 17th century post windmill, Windmill Farm and the new Windmill Farm Park on Langton Road are excluded from the Conservation Area because they are physically separated from the built-up area and historic core of the village.

The Kibworth Cemetery on Harborough Road was purchased from Merton College in 1893 to provide graves for both villages because the churchyard at St Wilfrid's Church was full and had been closed. A grand Lychgate, by the cemetery entrance, was the gift of local builder Edward Woodford Mason and was completed in 1894. A Joint Burial Board consisting of seven residents drawn from the two parish councils still manages the cemetery today.

The 21st century has seen the village double in size with an estate just off the A6 New Road junction, and a very large estate of over 550 houses being built off what was known as Warwick Road, now Barnards Way, to the west of the village and the A6. This surrounds the Warwick Road Recreation Park, which was purchased by the two Kibworth parish councils in 2009, to ensure the 12 acres were never developed for housing or employment.

In terms of employment, the A6 Harborough Road has Kibworth Business Park offices lying beside the Midland Mainline railway line on a former garden centre, and Wistow Road has planning permission to expand the Priory Business Park. Profiles of the Plan Area from 2011 Census data:

Kibworth Harcourt

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

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

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

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

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

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

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

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

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

Kibworth Beauchamp

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

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

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

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

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

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

Household tenure has a higher proportion of residents in social and private rented accommodation than in the district. With a 169.6% increase in the private rented sector, this is a far larger increase than in the District (157.3%), Region (123.7%) and England (106.6%).

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

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

In 2011 the total dwellings in the Kibworths was as follows: Kibworth Harcourt 582 Kibworth Beauchamp 1702 Total - 2284

Since 2011 the level of development has been as follows (dwellings completed 2011 –2016): Kibworth Harcourt 492 Kibworth Beauchamp 74 Total - 566

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

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

7. VISION

Our vision covers the two Kibworth Villages. Each village has its own character but both have long, proud and varied histories. The history of the Kibworth villages and residents was the subject of a six-part BBC TV series by Michael Wood in 2010. Both Harcourt and Beauchamp have attractive and unique conservation areas. We jointly own the Warwick Road Recreation Ground but there are smaller unique green spaces which are essential to the health and well being of our community. Together we enjoy a great sense of social cohesion. Kibworth people care about their villages and want to make them better for future generations. At the junction of the villages is the 13th century Anglican St Wilfrid's Church serving both parishes. The social life of the village is centred around the Anglican and Methodist churches, our three pubs, the Village Hall, the Grammar School Hall, several small cafés, sports and social clubs and our award winning brass band. We are essentially a rural community in beautiful countryside with many fine walks (some along Rivers and the Grand Union Canal).

The essential elements of the vision are that:

- Land use and development activity are consistent with and reflect the essential character of the villages and with their conservation areas. New developments are to be of good quality and have to fit comfortably into our ancient settlements
- Traffic and parking issues are managed to ensure the safety of pedestrians, cyclists, horse riders, walkers as well as motorists
- Local employment is encouraged and new businesses must be allowed to prosper and grow.
- Our open spaces must be preserved, with protection of green areas and separation from surrounding villages
- The strong sense of community spirit and cohesion is strengthened further.
- The beautiful surrounding countryside and its wildlife is fully protected for the enjoyment of current and future generations. the community is particularly concerned that the Canal should remain and be improved as a wildlife corridor.
- The rural nature of both villages should be enhanced and emphasised.

8. HOW THE PLAN WAS PREPARED

Originally, the Parish Councils came together to form an Advisory Committee to take the process forward in early 2015. Its mandate was to define and drive the process, consult with the local community and deliver the Plan.

Designation as a Neighbourhood Plan area was applied for on 7 November 2014. Designation was approved by Harborough District Council on 16 January 2015.



Letters to a range of statutory and local stakeholders advising them of the decision to undertake a Neighbourhood Plan were sent out in early 2015 and a series of information stalls were held at various fetes and fairs through the spring/summer of 2015.

These events led up to an Open Event held at the Kibworth cricket club in July 2015 which attracted a turnout of over 180 people.



The Advisory Committee began regular monthly meetings, commencing in early 2015 and continuing until the end of the process. Specific 'Theme Groups' were established in 2015 to drill down into the detail of the Neighbourhood Plan in the subject areas of housing/built environment and the natural environment, community facilities, transport and employment. These groups met regularly through the remainder of 2015 and into 2016 reporting their findings at the end of March 2016. Meetings were also organised with community organisations, landowners, specialist professionals and the business community to gather further evidence and perspectives.

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

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



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

The Review of the Neighbourhood Plan was hampered by the Coronavirus pandemic which made it impossible to consult face to face with the community.

To offset this, an executive summary of the Plan was prepared and updates provided in the local newsletter.

As soon as the group was allowed to do so, in September 2021, an Open Event was held with the community to share the emerging policies.



Over 100 people attended this event and there was widespread support for the policies.

Full details of the arrangements followed to consult with the local community and stakeholders is contained within the Consultation Statement that will accompany the Submission version of the Neighbourhood Plan.

IT IS IMPORTANT TO NOTE THAT WHEN USING THE NEIGHBOURHOOD PLAN TO DETERMINE PROPOSED DEVELOPMENT, ALL OF THE POLICIES CONTAINED IN THE PLAN MUST BE CONSIDERED TOGETHER IN FORMING A VIEW.

SECTION TWO: POLICIES

1. A SUSTAINABLE KIBWORTH

INTRODUCTION

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

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

NPPF paragraph 2 states that applications for planning permission must be determined in accordance with the development plan unless other material considerations indicate otherwise. The Kibworth Villages Neighbourhood Plan forms part of the development plan along with those in the adopted Harborough Local Plan / Local Development Framework. The Policies in the Neighbourhood Plan provide more locally specific requirements to help achieve the community's vision for the area.

The Community Actions (set out in Appendix 8) do not form part of the Neighbourhood Plan.

LIMITS TO DEVELOPMENT

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

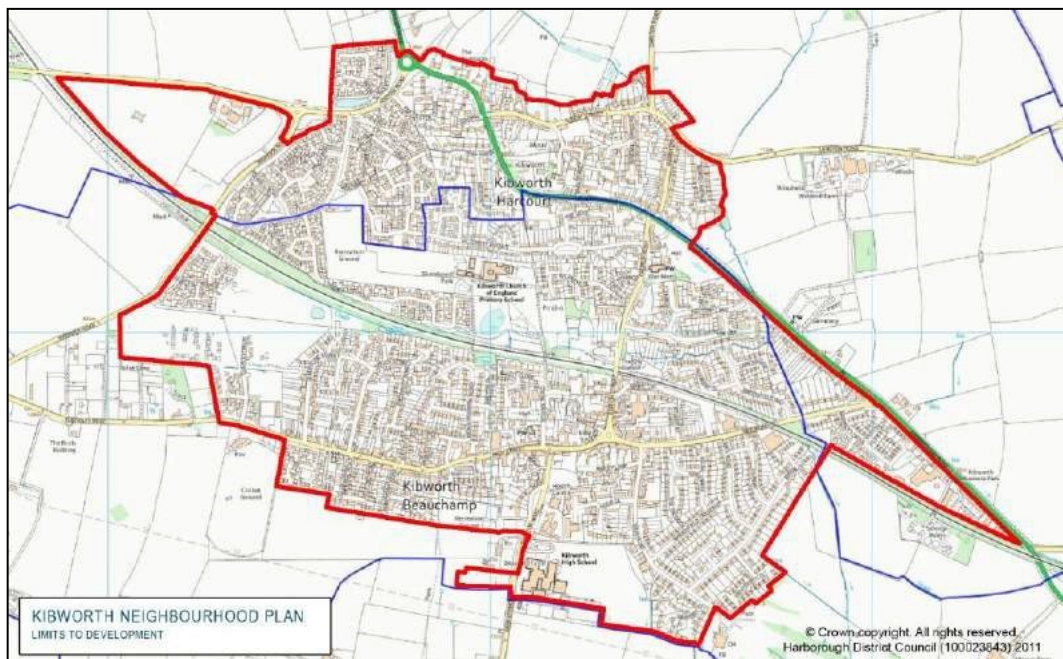
The Limits to Development define the extent of the built-up part of the settlement where development is generally acceptable in principle and distinguishes it from the open countryside where development will only be acceptable in special circumstances in accordance with national planning policy.

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

Focusing development within the agreed Limits to Development will help to support existing services

within the villages and help to protect the countryside and the remainder of the Plan area from inappropriate development.

Figure 2 – Limits to Development



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

- Generally, open areas of countryside—agricultural land, meadows, woodland and other greenfield land (except for residential land)—have been excluded;
- Planning permissions that already exist for residential or employment development on the fringes of the settlement are included;
- Isolated or sporadic development that is detached from the main built-up area is excluded.

The Limits to Development are tightly drawn around the built-up area of the Kibworth villages in recognition of the amount of development that has taken place in the Plan area over recent years and the recommendation contained in the Harborough Local Plan which confirms that there is no housing requirement over the Plan period.

POLICY SD1: LIMITS TO DEVELOPMENT

Development shall be located within the Limits to Development as defined in Figure 2 unless there are special circumstances to justify its location in the countryside outside the Limits of Development, as defined by the Harborough Local Plan and the NPPF.

2. COMMUNITY SERVICES AND AMENITIES

INTRODUCTION

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

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

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

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

The NPPF supports the development of community facilities as does the Harborough District Council Local Plan.

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

An application for a new free school in the area was lodged with the Secretary of State for Education in 2019.

EDUCATION

1) Pre-school Provision

The Kibworth villages have five pre-school or private day nurseries. The most recent nursery opened in 2019 in the premises formerly occupied by the Kibworth Health Centre on Smeeton Road.

The government currently provides funding for children age 3+ to access 15 hours of free preschool provision each week, with plans to increase this to 30 hours per child. Children in the Kibworth villages though have more limited access to pre-school provision, both in terms of the quantity and quality of facilities, than in many other parts of Leicestershire and nationally. Demand in the Kibworth villages far outstrips supply and the rapid rise in numbers has resulted in some children, entitled to 15 free hours per week, only being able to access 3 hours due to high demand. The cohort has also changed

significantly, with a growing number of children from disadvantaged families.

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

POLICY CSA1: PRE-SCHOOL PROVISION

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

being safely accessible by pedestrians

including outdoor spaces for children to play, learn and develop.

ii) Primary and Secondary Schools

Kibworth Primary School

The Kibworth villages have one large three-form entry Primary School, with 601 pupils on roll at January 2020, with a forecast of increasing to 626 for 2021, 4 below the capacity. It is a Church of England school and part of a multi-academy trust, Discovery Schools Academies Trust. It was judged Outstanding by Ofsted in 2010 and Outstanding by the Diocese of Leicester in its most recent Statutory Inspection of Anglican and Methodist Schools (SIAMS) inspection in 2015.

The school has agreed an increased Pupil Admission Number (PAN) of 90 from September 2016 and a maximum Number on Role (NOR) of 630, and is reviewing its admission policy for 2019/20 and beyond to help manage pupil numbers. It has built three additional classrooms and extended the hall in 2016 to ease pressure on space following 30% growth in the past seven years, but any further growth places the quality of, and access to, primary education in the Kibworth villages at serious risk of harm. This is confirmed by Harborough District Council's Kibworth Settlement Profile (2015), which states that the school has 'no capacity to meet dwelling growth'.

An application for a new free school in the area was lodged with the Secretary of State for Education in 2019 and was given the go-ahead in 2021.

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

The Kibworth School (Secondary)

The Kibworth villages have one secondary school, The Kibworth School (TKS), a high attaining 11-16 Academy, with an educational history that can be traced back over many centuries. TKS joined The Mead Educational Trust (a multi-academy) in 2020 and has been renamed Kibworth Mead Academy. It was judged by Ofsted in 2018 as being "Requires improvement". The school became a converter

academy in October 2011. It is an expanding school which currently has 856 students on roll.

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

It was formerly known as Kibworth High School which, until August 2015, was an 11-14 Leicestershire High School. The school campus is situated on Smeeton Road, south of Kibworth Beauchamp, close to the boundary with Smeeton Westerby. Students are currently drawn from a wide catchment area from a range of local communities.

Because of imminent expected changes in the age range of schools in Oadby and Market Harborough, together with the impact of Leicestershire County Council policy regarding free school transport, governors have now decided that, with effect from August 2017, they will not name feeder schools in their new admission policy.

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

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

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

POLICY CSA2: SCHOOLS

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

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

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

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

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

- It would be safely accessible for pedestrians and cyclists, and is well-related to bus routes

and/or there is adequate provision for waiting school buses to park;

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

It would not result in a significant loss of open space, amenity to residents or other adjacent users.

iii) Adult and Further Education

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

LEISURE

i) Clubs and Groups

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

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

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

Until 2016 the Fusion Youth Club met at the village hall which is adequate in size but needed more volunteers to ensure continuation of this valuable amenity. The Club has not operated since December 2016.

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

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

The envisaged rise in future club activities and participants including the scouts and guides groups will potentially need the provision of a multi-functional facility capable of accommodating the needs of the

scout/guide groups including their storage. This facility should be centrally situated with relevant car parking and disabled facilities; with the ability to accommodate other group activities. The purpose of this policy is to ensure that residents of the Plan area have access to quality sporting facilities, child play areas and accommodation for social club activities. A grant towards an external feasibility study of the existing facilities and potential use of a multi-functional community hub was awarded in 2020.

POLICY CSA3: MULTI-FUNCTIONAL COMMUNITY CENTRE

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

- Meets the design requirements in Policy H7;

- Will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties;

- Will include adequate parking provision; and:

- Is of a scale appropriate to the needs of the locality and is accessible for residents wishing to walk or cycle.

ii) Sporting Facilities

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

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

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

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

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

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

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

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

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

POLICY CSA 4: SPORTING FACILITIES

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

Meeting the design requirements in Policy H7;

Not resulting in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties;

Will include adequate parking provision;

Being of a scale appropriate to the needs of the locality and is accessible for residents wishing to walk or cycle.

Providing sporting amenities which are open to all residents.

HEALTH AND WELLBEING

The villages are served by the South Leicestershire Medical Group which is the result of merging two former practices and both surgeries are situated in the centre of Kibworth Beauchamp. The practice is part of the Cross Counties Primary Care Network which also serves parts of Oadby and Market Harborough. These practices have patient lists that include residents of surrounding villages, where they have satellite surgeries, but as stated in the Harborough District Councils' Kibworth Settlement Profile 2015, the provision at that time 'had insufficient capacity to accommodate new patient growth'.

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



ed premises, but it is not envisaged it will new surgery includes increased car parking many travelling in from nearby villages for e participating in the Neighbourhood Plan should remain in present central position. on one site.

whom 28.7% live within LE8 (again, excluding significant further increase in numbers would their car parking is inadequate with no easy

The fact that our local GPs have responsibility for more patients outside the village than inside and the

need to visit several branch surgeries on rota (particularly Market Harborough) places an additional travelling time on the GP and has the effect of increasing motor vehicle traffic within Kibworth for patients coming to see their GP.

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

POLICY CSA5: GP PREMISES

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

Will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties; and

Will include adequate parking provision.

PARKS AND FORMAL OPEN SPACE

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



Warwick Park (formerly Warwick Road Recreation Ground Play Area).

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

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

The Harborough District Council Open Spaces/Sport and Recreational Facilities Assessment of Local Need (2004) identified a shortage of provision in 12-16 years multi use games areas and a deficiency of provision for children and young people.

Concerns were also expressed in the Neighbourhood Plan questionnaire about the play areas for children. These areas have at times suffered anti-social behaviour leading to damage of equipment and fencing. The Skateboard Park has also been the target of substantial vandalism resulting in considerable cost for repair and a decision was made to remove it in 2018. A new Multi-use games area (Muga) was installed in May 2020 using section 106 funding on the site of the old skateboard park site, while a suitable location for a new skateboard park is identified.

Parks and green spaces were important to over 90% of residents who completed the KNPG questionnaire. Over 80% also responded that the rural feel of the villages was important. It is an objective of the Neighbourhood Plan to preserve and enhance the local parks and green spaces and to expand facilities so that all age groups are catered for. Attention needs to be given to the safety and security of the park areas with consideration being given to an extension of the current CCTV network on High Street. This is being looked at by the parish councils for parts of Warwick Park for 2021.

POLICY CSA6: PARKS AND GREEN SPACES

The following parks, sports and recreation grounds will be safeguarded:

Jubilee Green, Warwick Park, Rookery Close Larkswood

Smeeton Road

Kibworth Cricket Club ground Football field (off Fleckney Road)

Bowls Club

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

A replacement of an equivalent typology is provided, as defined by the most recent Open Space, Sport and Recreational Facilities Study, in an appropriate location serving the local community; or:

It is demonstrated that there is a surplus of recreational land, facilities or open space of the

KIBWORTH COMMUNITY LIBRARY

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

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



Strategies are being developed to expand the service of the library and to offer the library building for use to external groups and organisations. To achieve this, plans are in place for the internal and external alteration of the library building. These include a new entrance from High Street, internal reorganization to accommodate small groups for talks, additional storage areas and the installation of a disabled toilet. An alternative option being considered by the Trustees is to work with the parish councils to find a new site or extension to an existing community building.

COMMUNITY ASSETS

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

The retention and enhancement of these important community facilities has been identified as a priority for the Plan which considers it important to protect these important community facilities



situated in the villages from inappropriate redevelopment. Appendix 9 demonstrates the enhancements needed to local community facilities.

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

POLICY CSA7: SAFEGUARDING AND ENHANCEMENT OF COMMUNITY FACILITIES

The following community facilities shall be safeguarded and enhanced:

Kibworth Grammar School Hall

Kibworth Methodist Church

Kibworth Village Hall

Kibworth Scout Hut

St Wilfrid's Church and Hall

Kibworth Community Library

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

3. HOUSING AND THE BUILT ENVIRONMENT

INTRODUCTION

In recent times, housing developments in and around the villages of Kibworth Beauchamp and Kibworth Harcourt have caused concern among residents. It is widely felt that the villages are in danger of becoming a small town with over-stretched amenities and loss of important local character. These concerns have been exacerbated by recent and on-going planning applications and approvals which have placed additional pressure on an already over-stretched infrastructure. Recent developments have not provided lateral pedestrian and cycle routes, this has led to a fragmentation of the community in these areas. The current revision seeks to redress this omission on any future developments. It also seeks to emphasise the importance of pedestrian and cycle routes leading to the Village Centres.

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

Housing Need

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

Site Sustainability

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

Windfall Housing

How can small numbers of infill developments benefit the villages?

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

Housing Types and Sizes
What types of dwellings best meet residents' needs?

Space Standards

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

Affordable Housing

What form of affordable housing meets local need?

External Storage

What is required for modern usage?
Car Parking

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

Private Spaces

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

Refuse Storage

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

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

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

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

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

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

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

HOUSING PROVISION

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

Consultation has shown that residents are not opposed to development but are concerned that house

building is not disproportionate and that where it takes place it does not have an adverse impact on the character of the Parish, or result in inadequate infrastructure.

The Harborough Local Plan (Adopted in April 2019) states that ‘The full Objectively Assessed Housing Need (OAN) for the Leicester and Leicestershire Housing Market Area (HMA) is 4,829 dwellings per annum between 2011 and 2031 (96,580 total) and for the Harborough District is an additional 532 dwellings per annum between 2011 and 2031 (Housing and Economic Development Needs Assessment, HEDNA), giving a total plan requirement across the 20-year plan period of 10,640 dwellings’.

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

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

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

The Advisory Committee discussed the evidence of need in the Kibworths and agreed that to “future proof” the Neighbourhood Plan, small residential allocations would be incorporated into the Neighbourhood Plan. This is in addition to windfall units that have provided about one unit per annum over the last ten years. In proposing to allocate sites for residential development, the Neighbourhood Plan is helping to shape and control development in the Kibworths and to help to ensure that the Neighbourhood Plan remains active in the event that the Local Plan becomes out of date over the Plan period, by taking advantage of the provisions contained in paragraph 14 in the NPPF by proactively including policies and allocations that meet the identified housing requirement.

RESIDENTIAL ALLOCATIONS

To help establish the availability of adequate and appropriate land for residential development up to 2031 the Advisory Committee issued a “call for sites” advertised in the local community newsletter. Four responses were received from landowners or their agents offering sites for development.

All of the four sites were then subjected to a professional Sustainable Site Assessment (SSA) exercise independently led by Neighbourhood Plan consultants against criteria agreed with the housing theme group members. The detailed SSA process that was undertaken is described in Appendix 4.

Through the Neighbourhood Plan the opportunity has therefore been taken to plan positively for additional housing that meets a local need, by allocating the following sites for residential development to meet this need and to help support local services.

Figure 3 – Residential Allocations



Policy H1: RESIDENTIAL SITE ALLOCATIONS

The plan makes provision for about 25 new dwellings in Kibworth up to 2031. This is met by land being allocated for four residential development sites at the following locations as shown in figure 3.

Site 1 – Former Community Centre Site on the David Wilson Homes development for four 2- bed bungalows.

Site 2 – Land off Elliott Close for a single dwelling subject to a noise survey being undertaken and its recommendations incorporated into the development; and the scheme design ensuring there is no significant impact on the residential amenity of the neighbouring dwelling. Any trees lost through the development would need to be replaced on a one for one basis.

Site 3 – Rear of 4 Station Street for 11 mixed-sized dwellings (net 10 allowing for demolition and replacement of existing building). Development to be low density and designed to be sympathetic to the Conservation Area.

Site 4 – St Wilfrid's Close for 10 dwellings - 5 no. 2bed bungalows, 3 no 3 bed bungalows, 2 no 4 bed houses.

WINDFALL HOUSING

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

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

POLICY H2: WINDFALL HOUSING – Small scale development proposals for infill and redevelopment sites will be supported where:

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

AFFORDABLE HOUSING

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

The Government has now introduced 'First Homes' providing a discount on market prices.

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

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

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

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

An Affordable Housing Assessment identifies the local need in the Kibworth villages (Appendix 3).

Policy H3: AFFORDABLE HOUSING – Development proposals which include Affordable Housing should provide a mix of housing types and sizes to help meet the identified housing needs of Kibworth. The provision of smaller homes, especially for small families and young people and for older people who wish to downsize, will be supported, as is the provision of affordable housing for people with a local connection.

PROMOTING SELF-BUILD

The NPPF promotes 'self-build'. This is accommodated within the Neighbourhood Plan. These opportunities offer benefits in terms of affordability, local engagement and encouraging bespoke design appropriate to the area. This will ensure the fit within the overall design of the scheme and provide flexibility to meet a range of different needs.

In this type of development, new homes are built either by the future homeowner themselves (self-build), or to their specification by a small developer or local builder (custom build). The Neighbourhood Plan promotes this approach and encourages self-build opportunities to be incorporated into new housing developments. See Harborough DC website https://www.harborough.gov.uk/forms/form/283/self-build_and_custom_housebuilding_register

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

- Better quality homes.
- More individual and contemporary architecture (but the style must still be in accordance with local planning policy).
- Cheaper to build than to buy the equivalent.
- More likely to be undertaken by residents, thereby enhancing a sense of community.
- More likely to include sustainable and green technology.
- Homes that are tailored to the needs of their owners.
- More likely to involve local tradespeople in the construction.

POLICY H4: PROMOTING SELF-BUILD – Development proposals for self-build or custom build schemes will be viewed positively. Plots may be sold to individuals without a local connection if a lack of local need has been demonstrated.

HOUSING MIX

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

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

Appendix 2 identifies the local housing needs. The policy supports smaller homes suitable for residents needing to downsize, and small families, with a presumption against larger homes (4 or more bedrooms). Providing suitable homes for elderly residents will enable them to remain in the local community and release under-occupied larger properties onto the market for growing families.

POLICY H5: HOUSING MIX - To be supported new housing development should provide for a mix of housing types, sizes and tenures taking into account evidence of existing imbalances in housing stock, site characteristics, viability and market considerations. Proposals will be required to demonstrate how they have taken account of the most up to date published evidence on housing need at a local or district level. The provision of smaller dwellings (3 bedrooms or less) or specialised housing suitable to meet the needs of young families, disabled people, young people and older residents will be supported within housing developments to meet a local housing need.

HERITAGE

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

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

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

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

DESIGN PRINCIPLES

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

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

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

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

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

Connections

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

Are lateral pedestrian and cycle way links made to adjoining housing and is there a clear car free

route into the village centre? Developments must show pedestrian and cycle links to lateral adjoining housing and to connections into the Village centres. Links to existing routes will be acceptable.

Facilities and Services

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

Public Transport

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

Meeting Local Housing Requirements

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

Character

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

Working with the site and its context

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

Creating well-defined streets and spaces

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

Easy to find your way around?

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

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

Car Parking

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

Public and private spaces

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

External storage and amenity space

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

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

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

Detailed design guidance described within these documents is available in the supporting information.

In view of the ageing population and imbalance in the housing stock it is proposed that 15% of new

homes are built to the higher standard for adaptable homes found in Building Regulations part M2, as follows:

Development proposals will be required, where appropriate, to:

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

POLICY H6: BUILDING DESIGN PRINCIPLES - All new development proposals of one or more houses, replacement dwellings and extensions should satisfy the following building design principles:

1. Design principles that apply to the Conservation Area should be applied where development is adjacent to the Conservation Area to help ensure a controlled transition between the Conservation Area and new development outside the Conservation Area;
2. Innovative and inventive designs with varied house types, building widths, styles, details, facing and roofing materials reflecting a varied street scene will be supported. On developments of ten or more dwellings, housing development should be predominantly two-storey with any three-storey dwellings being spread throughout the development;
3. The character, scale, mass, density and layout of the development should fit with the surrounding area, including external roof and wall materials, and should not adversely impact on the visual amenity of the street scene or wider landscape views;
4. Where appropriate, the provision of village greens and squares will be supported;
5. Different tenures must be fully integrated into the development ('tenure blind');
6. Schemes, where appropriate, should contain a fully worked up landscape proposal. Hedges and native trees should be retained. Plot enclosures should, where possible, be native hedging, wooden fencing or stone/brick wall of local design. Enhancements are to be made to the biodiversity of the scheme, for example provision for swifts, hirundines, house sparrows, other birds, bats and hedgehogs;
7. Security lighting should be appropriate, unobtrusive and energy efficient;
8. Developments, where appropriate, should incorporate sustainable design and construction techniques to meet high standards for energy and water efficiency.
9. Developments of 10 or more houses should incorporate pedestrian and cycle routes laterally and into the centre to reinforce social cohesion

Figures 4.1 and 4.2: Conservation Areas, Kibworth Harcourt (left) and Kibworth Beauchamp.

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RESIDENTIAL CAR PARKING

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

Further reference to the 2011 Census confirms that of 2284 dwellings in the villages in 2011 only 273 (11.7%) did not have a vehicle. Meanwhile 261 dwellings (11.4%) had 4 or more vehicles and 1098 (48%) of dwellings had 2 or more vehicles. The Department of Communities and Local government (2007) projected that car ownership would increase by 25% from 2000 to 2036, so clearly the problem is not going to get any easier.



Parking and vehicular movements are a particular issue in specific areas of the Plan area. A combination of older, terraced properties with no garages or off-road parking (particularly around the Village centre) and more modern houses with inadequate parking spaces to cater for larger modern cars is adding to the street parking problem that is severe in key areas within Kibworth. The roads themselves and the street pattern in the Kibworth villages has developed over many centuries and is not suited to modern traffic. There is a serious issue with parking on the narrow streets in

Kibworth with the consequent detrimental effect on pedestrian and road safety and the ease by which traffic, including emergency and service vehicles, can travel within the Kibworth villages. The Neighbourhood Plan supports measures to minimise the impact of new development on parking issues and Policy H8, by adding detail to the Leicestershire County Council parking standards, is intended to help ensure that new development does not make an already problematic situation worse.

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

POLICY H7: RESIDENTIAL CAR PARKING - New residential development should incorporate sufficient parking provision to meet the needs of future residents in accordance with the Leicestershire parking standards except that:

New residential development shall include the following minimum number of car parking spaces:

4+bedroomed dwellings shall have a minimum of 4 off-street parking spaces within the curtilage of each dwelling.

Extensions to existing dwellings should not result in the loss of parking spaces below the minimum level.

REFUSE STORAGE

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



Although welcomed, the three-bin system has a negative effect on the villages' appearance when large bins are clearly visible.

POLICY H8: REFUSE STORAGE – New homes are to be designed so that they can accommodate storage containers compliant with the collection system. This currently comprises three wheelie bins which occupy a space 0.75 x 1.8m. This hardstanding must be separate but can be adjacent to private carparking spaces.

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

EXTERNAL STORAGE

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

All these activities generate equipment which, when not in use, needs to be stored securely. When storage is inadequate or non-existent, this equipment tends to go into the garage, thereby eliminating carparkingspaces. This is a very big issue in Kibworth where there are many narrow streets which are quickly prone to congestion. The following external storage standards are based on an update to the Parker Morris Standards (1967).

POLICY H9: EXTERNAL STORAGE - New residential development shall include provision for secure External storage at the following minimum standard:

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

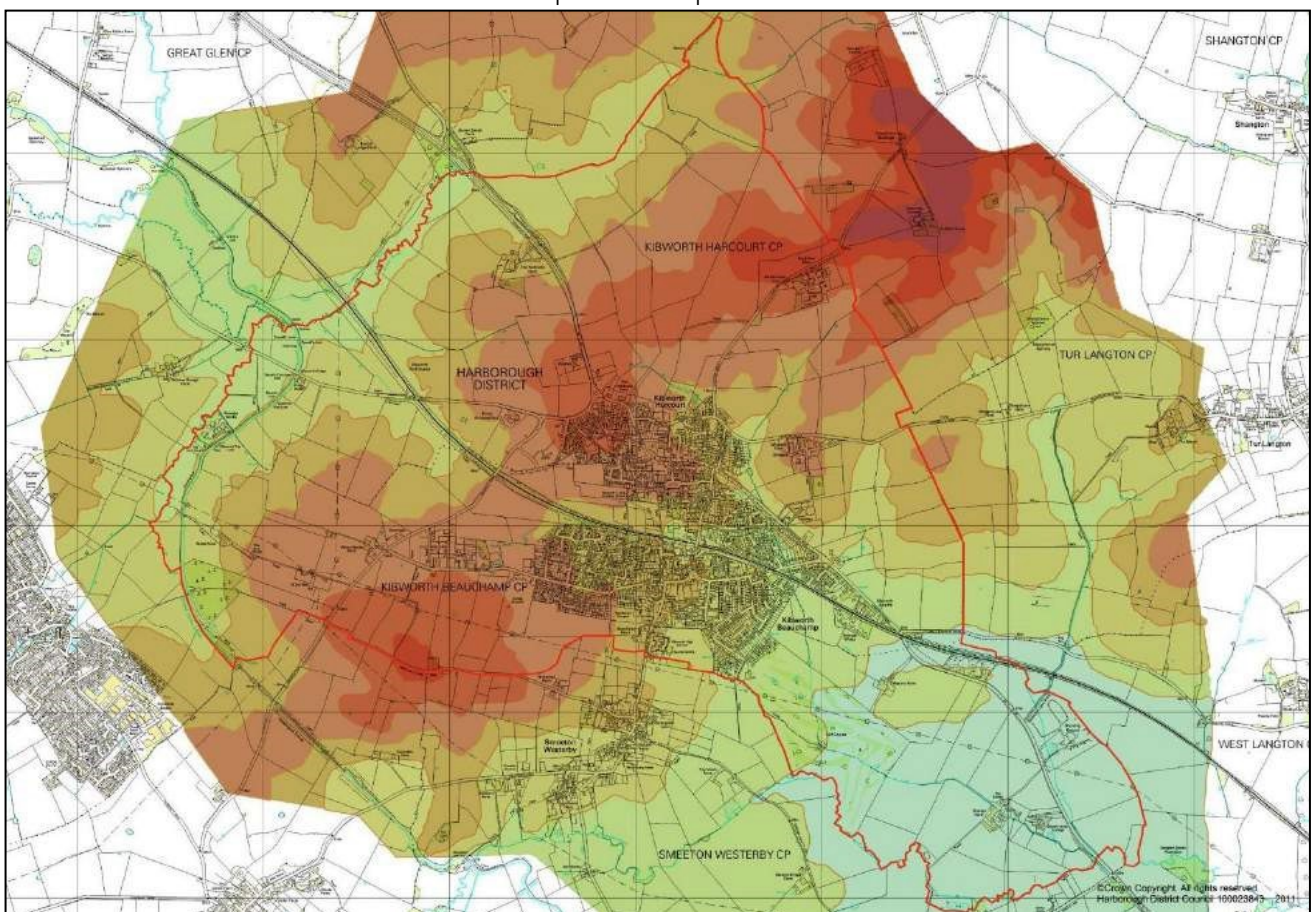
4. NATURAL AND HISTORICAL ENVIRONMENT

INTRODUCTION

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

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

Figure 5: Contour map of the plan area showing the ridge of high ground, giving the Kibworth villages their valued open landscape and views.



Green infrastructure is a strategy that considers the landscape as a network of green spaces and natural elements that intersperse and connect within the villages and beyond to the wider countryside. This plan considers Green infrastructure as the holistic approach to viewing the natural environment that acknowledges the multiple benefits and vital functions it provides for people, their community, their

economy and its wildlife.

The landscape is predominantly rural in character, comprising undulating fields with a mix of pasture on the higher sloping land and arable farming on the lower, flatter land.

Fields are divided by well-established hedgerows, with occasional mature hedgerow trees. A network of narrow country lanes, tracks and footpaths connect across the landscape interspersed by small thickets, copses and woodlands. Ponds are dotted across the landscape with the land draining to distinct streams that run, often at speed in heavy rainfall, to the lower lands in the east and west of the Plan Area where the flow slows as it passes through meadows.

The villages benefit from extensive mature tree cover in and amongst the housing which breaks up and softens the roofscape of the villages when seen from the surrounding rural setting especially the housing on the higher ground where tree canopies dominate the skyline. The older edges of the villages also typify the English village with the rear gardens of houses stopping at retained hedgerows with mature trees to the perimeter.

This often gives an articulated edge to the villages breaking down in both visual and physical terms. Farms and farm buildings where subsumed in the village retain their tree cover and relationship with smaller in-ground fields. Newer developments sadly present flat, somewhat featureless, perimeters against outer roads and are stark due to the lack of trees and the immaturity of those few that are planted.

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

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

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

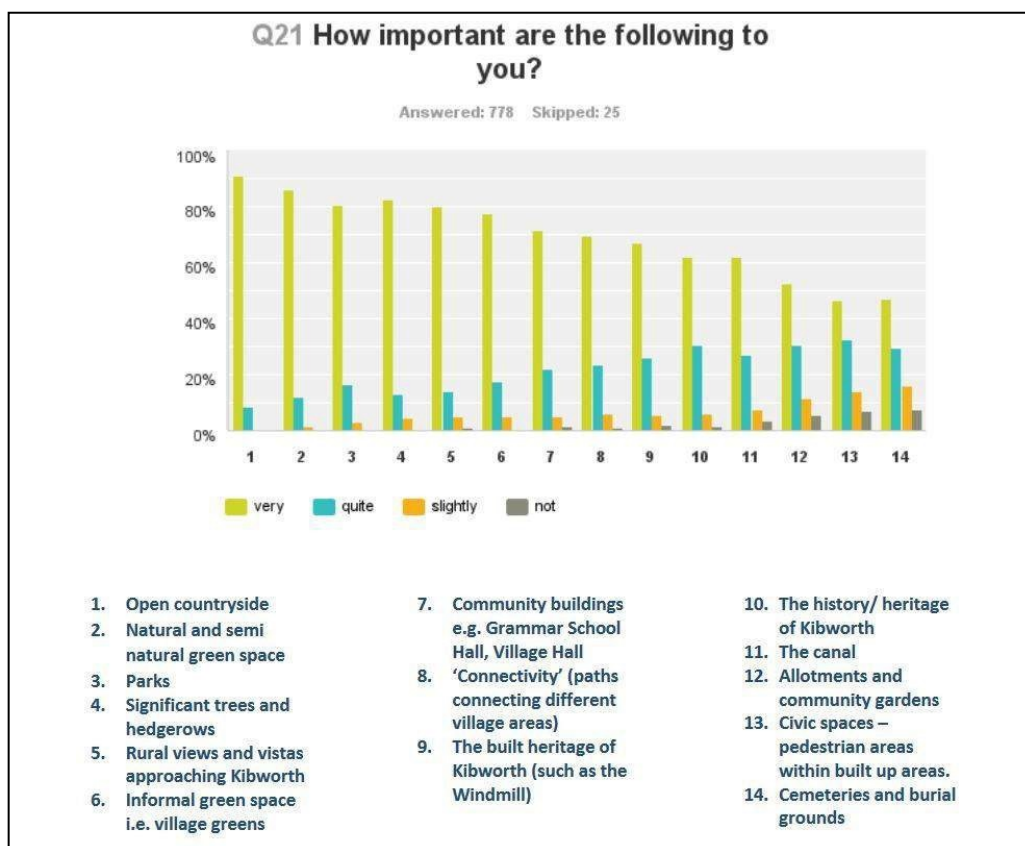
Conservation of the valued landscapes, their wildlife, and the historic relationship between the two villages—together but separate, with mutually supportive economies – is the basis of the sustainable development objective of this Plan. The Plan Area’s historical and natural environment, as mapped in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

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

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

COMMUNITY CONSULTATION

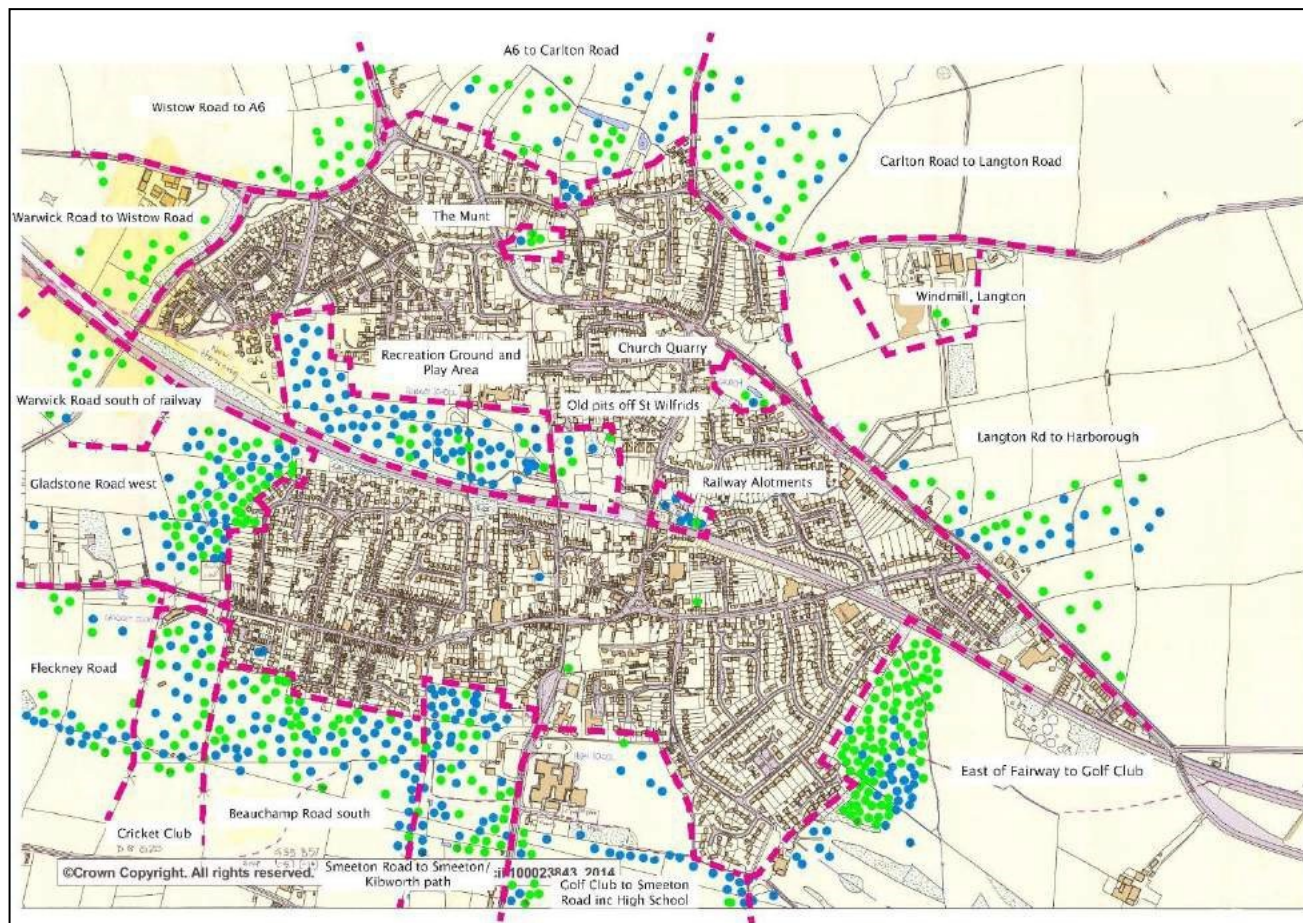
A questionnaire and two consultation events, at which residents were invited to comment both on issues of importance in the villages and on evolving policies, provided the basis for, and data for ongoing review of, the environmental policies in this Plan:



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

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

Figure 6: Valued Open Spaces (blue) and Views (green) identified by residents in Community Consultation



ENVIRONMENTAL INVENTORY

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

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

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

The fieldwork to gather the necessary evidence was conducted between November 2015 and June 2016 by a group of residents some of whom were environmental and landscape professionals. All accessible open land in the Plan Area was visited and its species, habitats, landscape characteristics, earthworks and other extant features were recorded on a site-by-site basis. These data, along with all relevant site-specific data from the existing information review, were mapped and tabulated, and each site was scored and evaluated using a system based on the nine criteria for Local Green Space selection in the *National Planning Policy Framework 2021*:

Criterion (NPPF 2021)	Score range			Notes
ACCESS [and accessibility]	0	1-3	4	e.g. private, no access (0) – visible from public place (1) – arable accessed via PROW (2) – permanent grass accessed via PROWs (3) – fully open to the public (4)
PROXIMITY / LOCAL	0	1-3	4	Distant (0) --- fairly near to --- adjoins (3) or is within (4) the settlement
BOUNDED / 'NOT AN EXTENSIVE TRACT OF LAND'	0	1-3	4	Individual parcel of land (not an undefined or large area)
SPECIAL TO COMMUNITY	0	1-3	4	Opinion of local people, e.g. use consultation 'dot' map, and via questionnaire or at consultation events
RECREATIONAL / EDUCATIONAL USE	0	1-3	4	Actual or potential, formal or informal sports, dog-walking, Forest School use, traditional sledging field, informal or official open space, etc.
BEAUTY (including views)	0	1	2	Subjective, relative (give justification); use consultation 'dot' map results for views
TRANQUILLITY	0	1	2	Subjective, relative (give justification)
HISTORICAL SIGNIFICANCE	0	1-3	4	<i>Extant, visible</i> evidence or proven buried archaeology. Number of periods/features/records etc. / Relevant existing designations (inc. Historic Environment Records and ridge & furrow = automatic 3). Combination or Scheduled Monument = 4
WILDLIFE SIGNIFICANCE, GEOLOGY	0	1-3	4	Richness of species and habitats (Priority (BAP) spp. / Priority habitats) / relevant existing designations (Habitat Survey, Local Wildlife Sites / site of geological/industrial history significance = automatic 3). Combination or SSSI = 4
[Maximum possible score]			32	

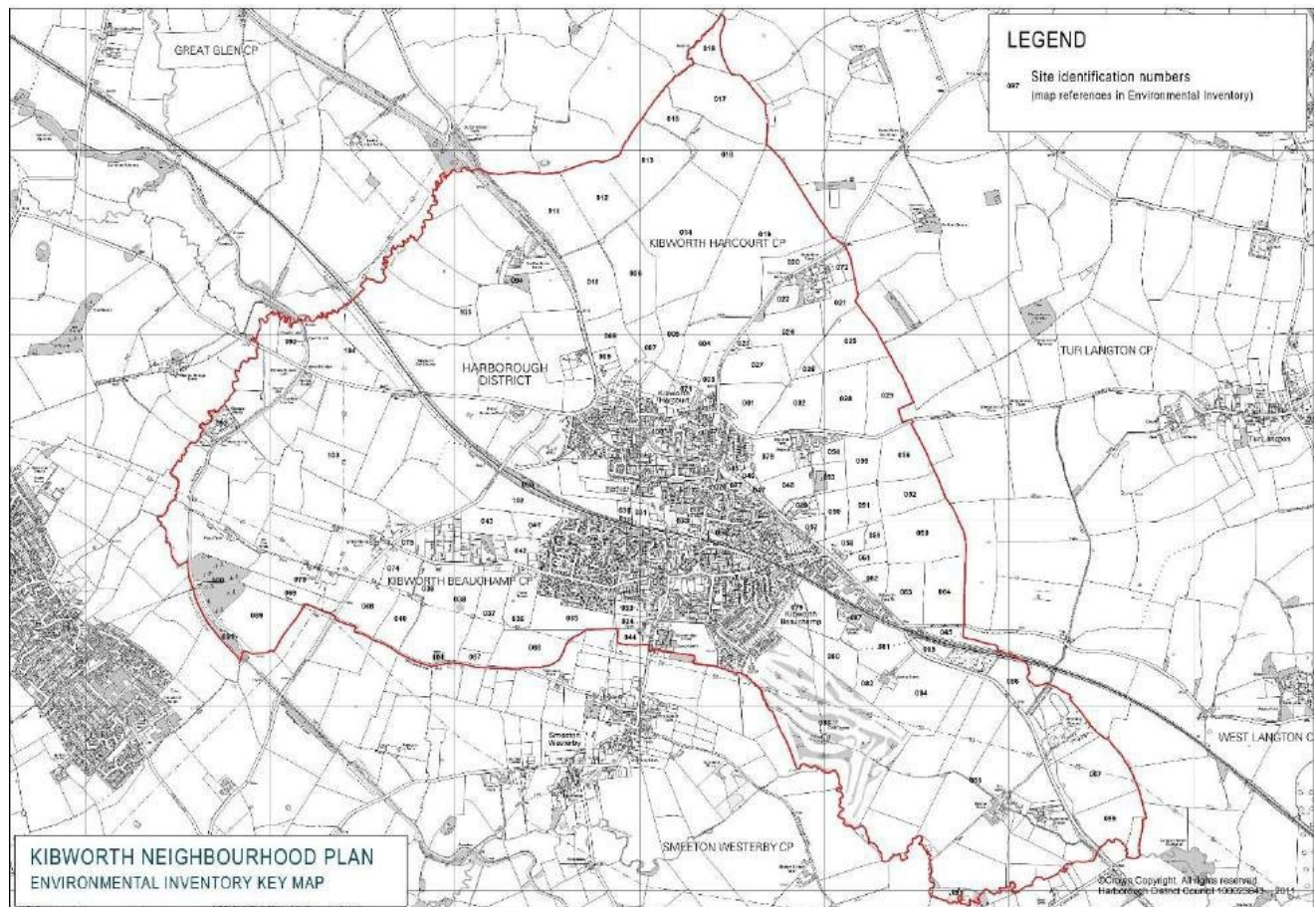
Sites were graded by their scores. Eleven sites were identified as fulfilling NPPF criteria for designation as Local Green Space, scoring more than 75% (between 24 and 32). (See Appendix 6). A number were removed at Examination of the Made Neighbourhood Plan.

Fourteen further sites were shown to be of high natural or historical environment significance and community value, scoring between 19 (60%) and 23, while the remainder (approximately 86) were recorded for their environmental features of local significance. The fieldwork also identified significant or important environmental/community features not suitable for LGS evaluation (they are not

bounded' sites), including trees, hedgerows, ridge and furrow, valued views and landscapes and susceptibility to flooding; these have been incorporated into other policies in the Plan.

Figure 7: Key map for environmental inventory (Appendix 5)

Source: Base map Harborough District Council using OS data under Licence 100023843, 2011 (same throughout)



LOCAL GREEN SPACES

As noted above, eleven sites emerged from the inventory and community consultation process as scoring highly enough for Local Green Space designation. Three of these sites are already protected by other statutory designations, ownership or use. Two sites are proposed for designation as Local Green Space (LGS). The statutory protection afforded by LGS designation will ensure that these most important places in the Kibworth villages' unique natural and human landscape are preserved. Sites are designated in the policy where they meet the criteria of NPPF Paragraph 102. The policy for managing development within a Local Green Space is consistent with that for Green Belts in that development will only be acceptable in very special circumstances.

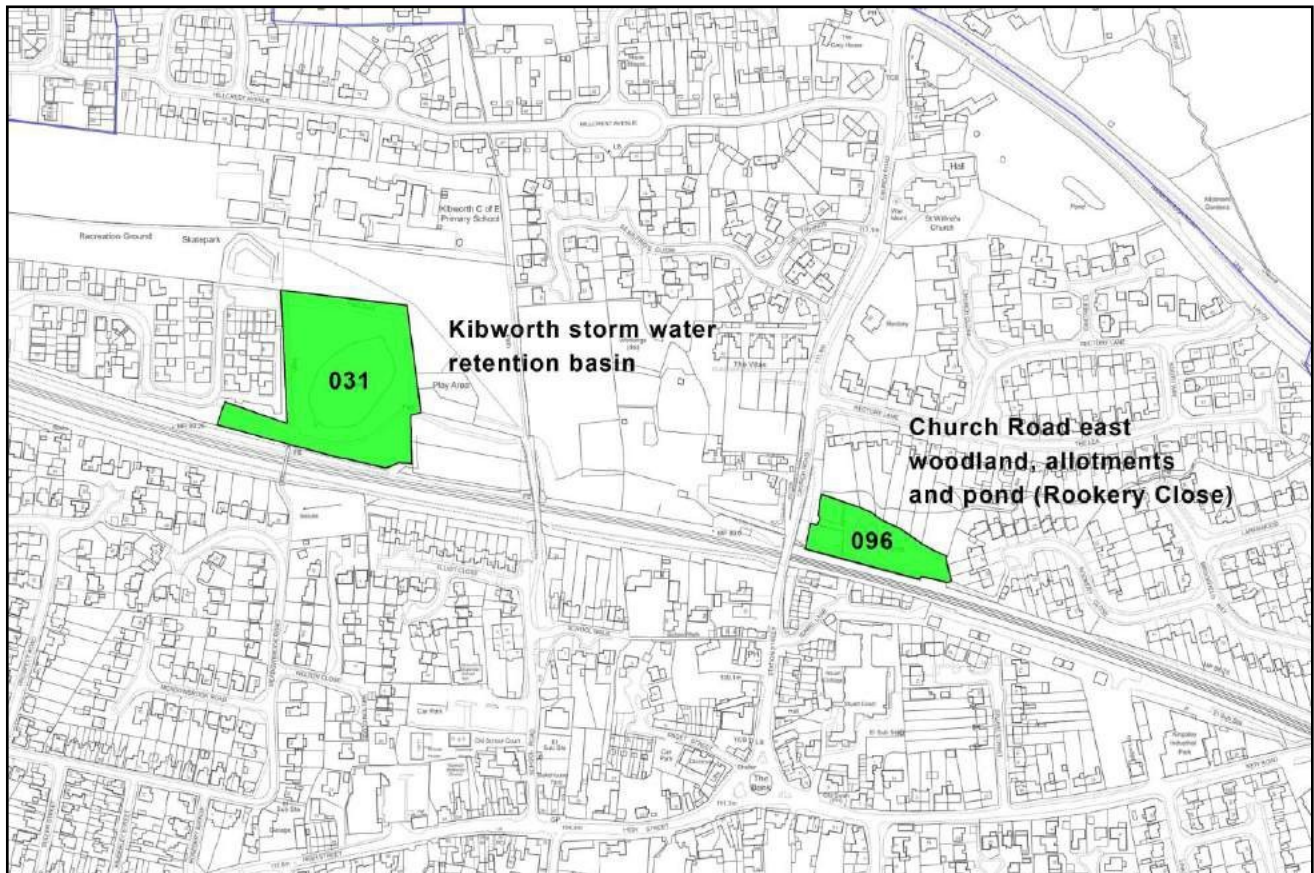
LGS designation is a statutory mechanism to identify green areas considered to be of particular importance to local communities. It provides a site with special protection against the adverse effects of development; however, it does not provide any changes to ownership or access to the site; it simply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

POLICY ENV1: PROTECTION OF LOCAL GREEN SPACES

Local Green Spaces are designated on the following sites and shown in figure 8. Development on the sites will not be acceptable other than in very special circumstances, including the development of utility infrastructure provided by Anglian Water.

- Kibworth storm water retention basin
- Church Road east woodland, allotments and pond

Figure 8: Local Green Spaces Source: Environmental Inventory (2015-16)



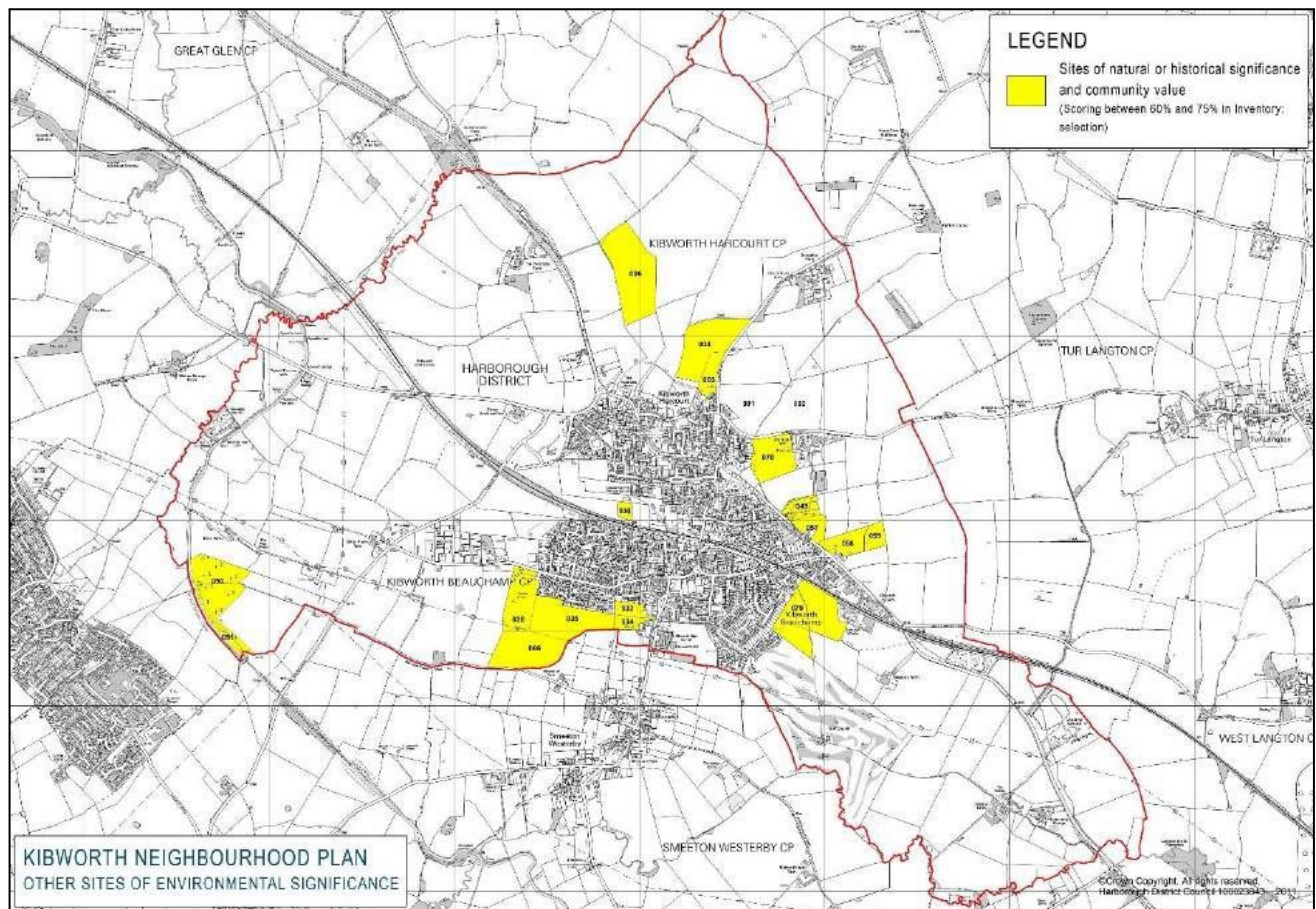
OTHER SITES OF HIGH ENVIRONMENTAL (NATURAL AND HISTORICAL) SIGNIFICANCE

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

The result in the landscape is a rarity of places of ecological value or visible historical interest; the only

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

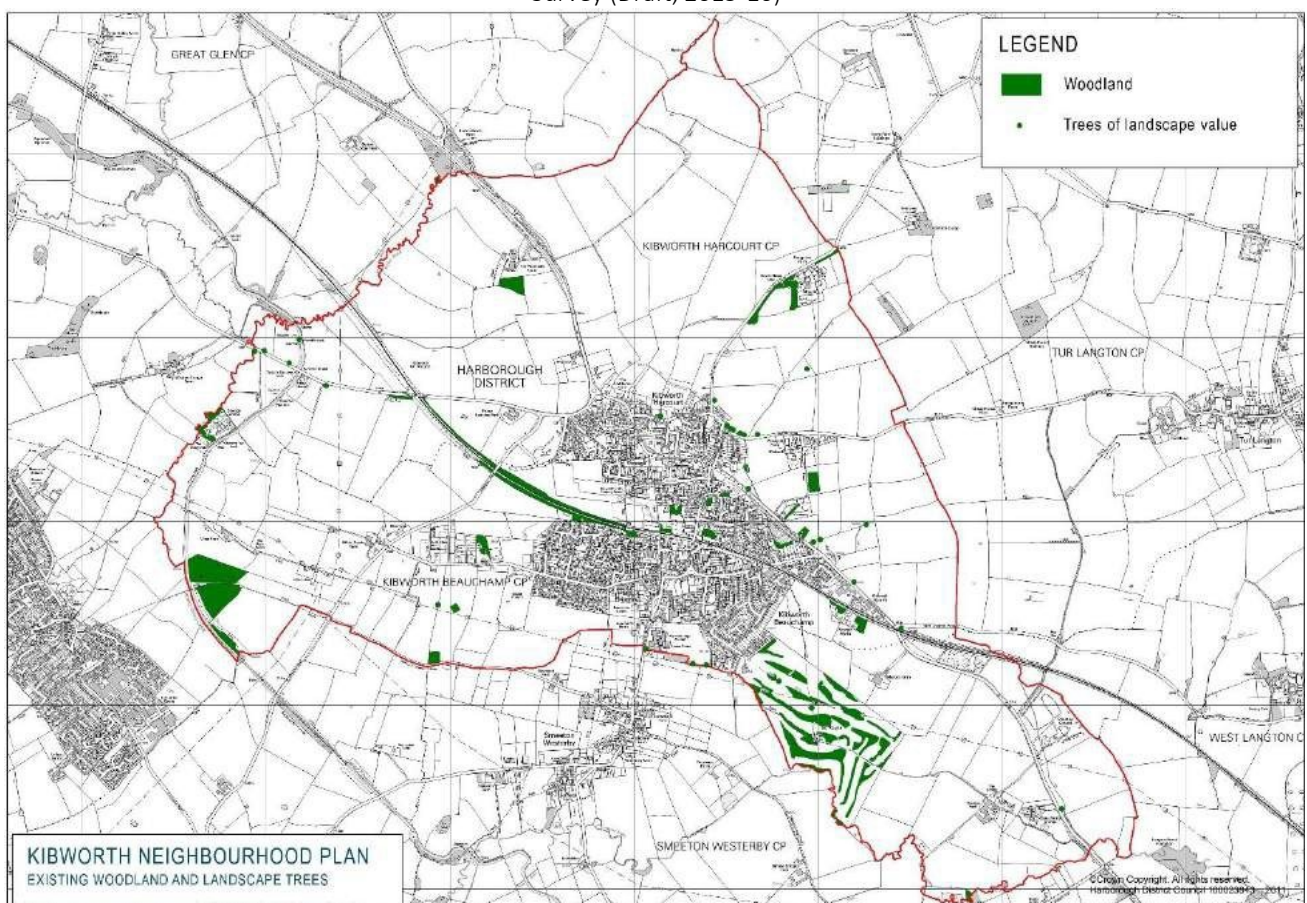
Figure 9: Other sites of high Environmental (Natural and Historical) significance.



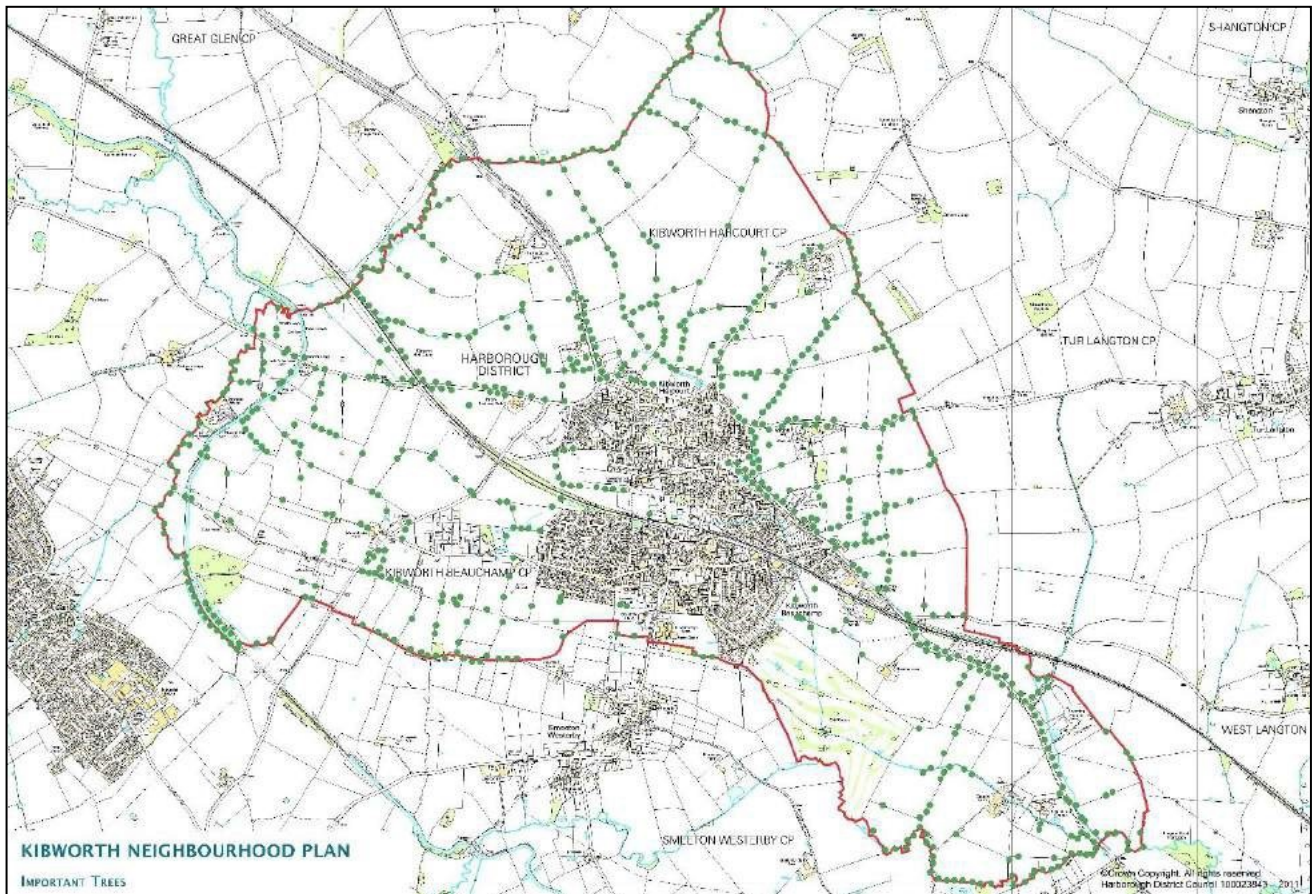
The open countryside of the Plan Area has very little mature or extensive woodland, for historical reasons; this contrasts with the green and wooded appearance of the built-up areas thanks to (mainly 19th century) roadside garden and amenity planting. The community wishes to protect what remains in the open country, to protect and enhance the wooded appearance of the villages, and to create new woodland wherever possible.

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

Figure 10.1 Important woodland



Source: Environmental Inventory (2015-16); LCC Phase 1 Habitats Survey (Draft, 2015-16)



POLICY ENV2: IMPORTANT WOODLAND AND TREES

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

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

BIODIVERSITY

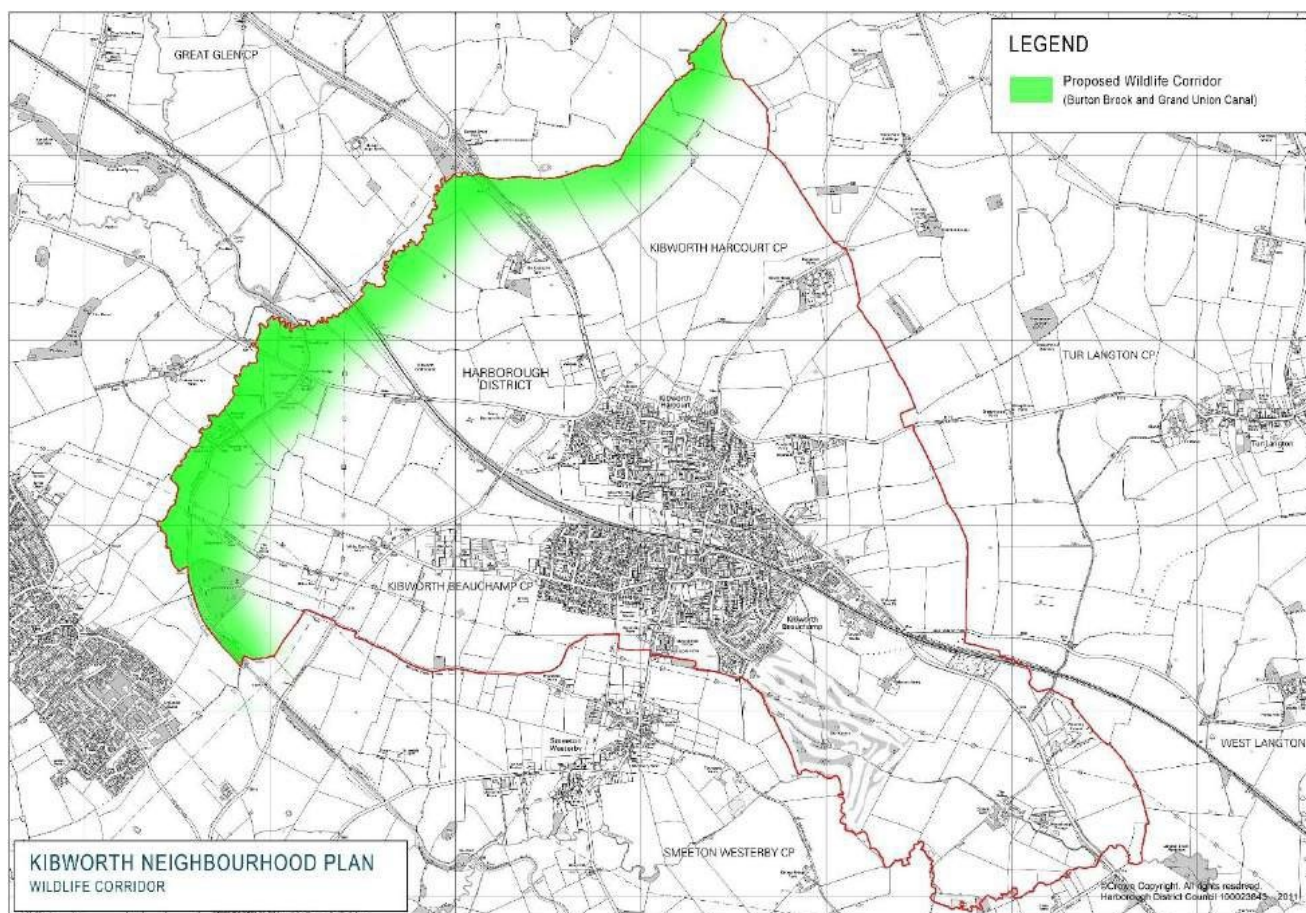
The Kibworth villages have relatively few substantial sites of importance for wildlife, meaning that biodiversity overall is relatively low. The need for the community to make its own contribution to reversing the current threats to and loss of priority habitats and species is recognised in this Plan.

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

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

Local Wildlife Sites - a Phase 1 Habitat Survey was conducted in the Plan area during May to September 2015 and April 2016 by Leicestershire County Council (Historic and Natural Environment Team). This Plan will support the draft and validated designations in the published Phase 1 Survey report.

Figure 11: Burton Brook Wildlife Corridor
Source: Environmental Inventory (2015-16)



POLICY ENV3: BIODIVERSITY - Development proposals should protect and enhance local habitats and species, in accordance with the status of the site, especially those identified as candidate (cLWS), proposed (pLWS) or validated Local Wildlife Sites (LWS), or those covered by relevant English and European legislation, and, where possible, to create new habitats for wildlife*.

The Plan designates a wildlife corridor along the course of the Burton Brook, as shown in figure 11.

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

RIDGE AND FURROW

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

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

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

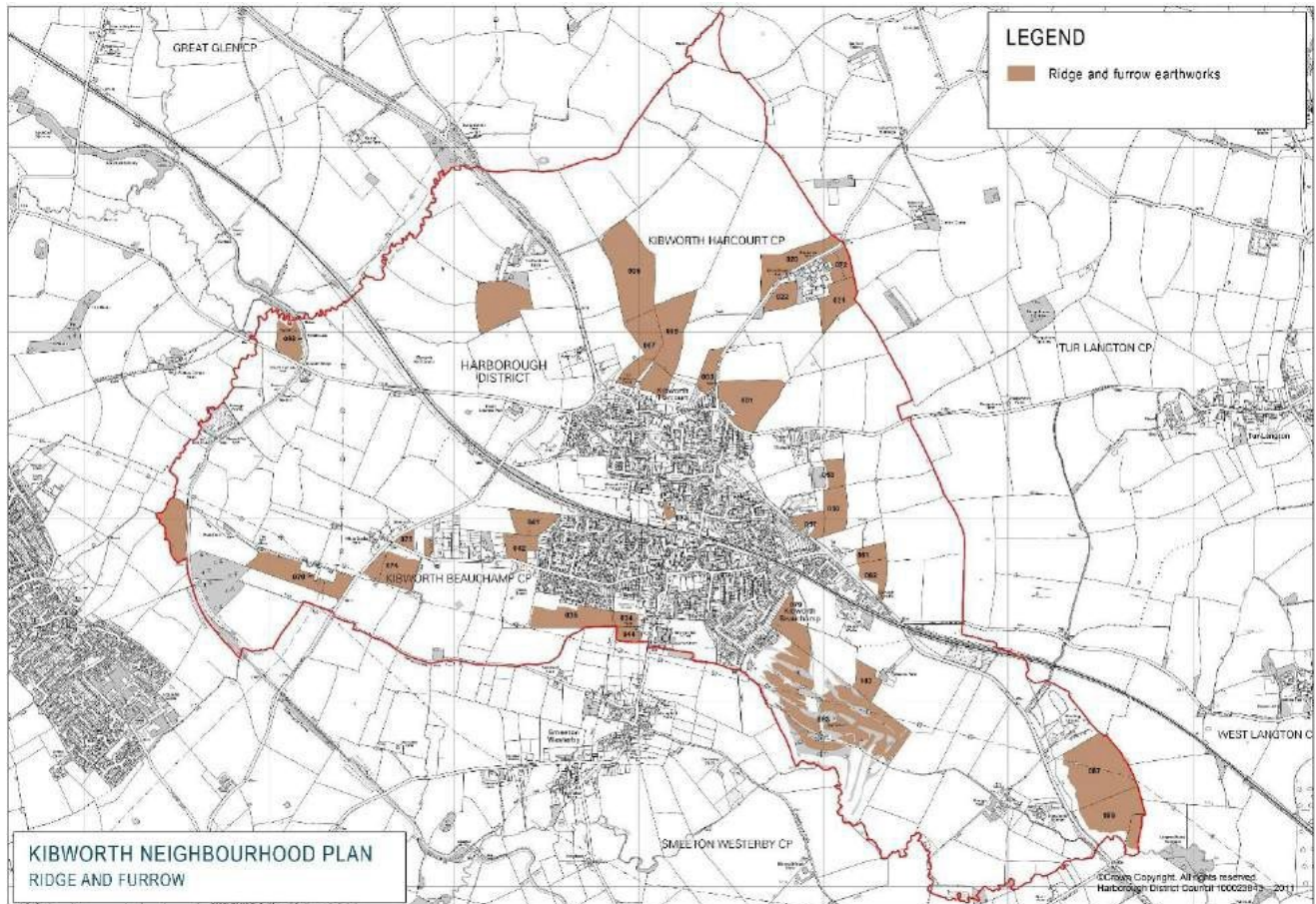
While individual fields in the Kibworth villages are not considered to be of international importance, they are an important part of the distinctive landscape character of the parishes and provide a link to their historic past. They are valued by the local community and any further, avoidable, loss of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

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

POLICY ENV4: RIDGE AND FURROW FIELDS

The surviving areas of Ridge and Furrow fields mapped in figure 12 are non-designated heritage assets and any harm arising from a development proposal will need to be balanced against their significance as heritage assets.

Source: Environmental Inventory (2015-16); Google Earth imagery 1998 – 2016



HEDGES

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

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

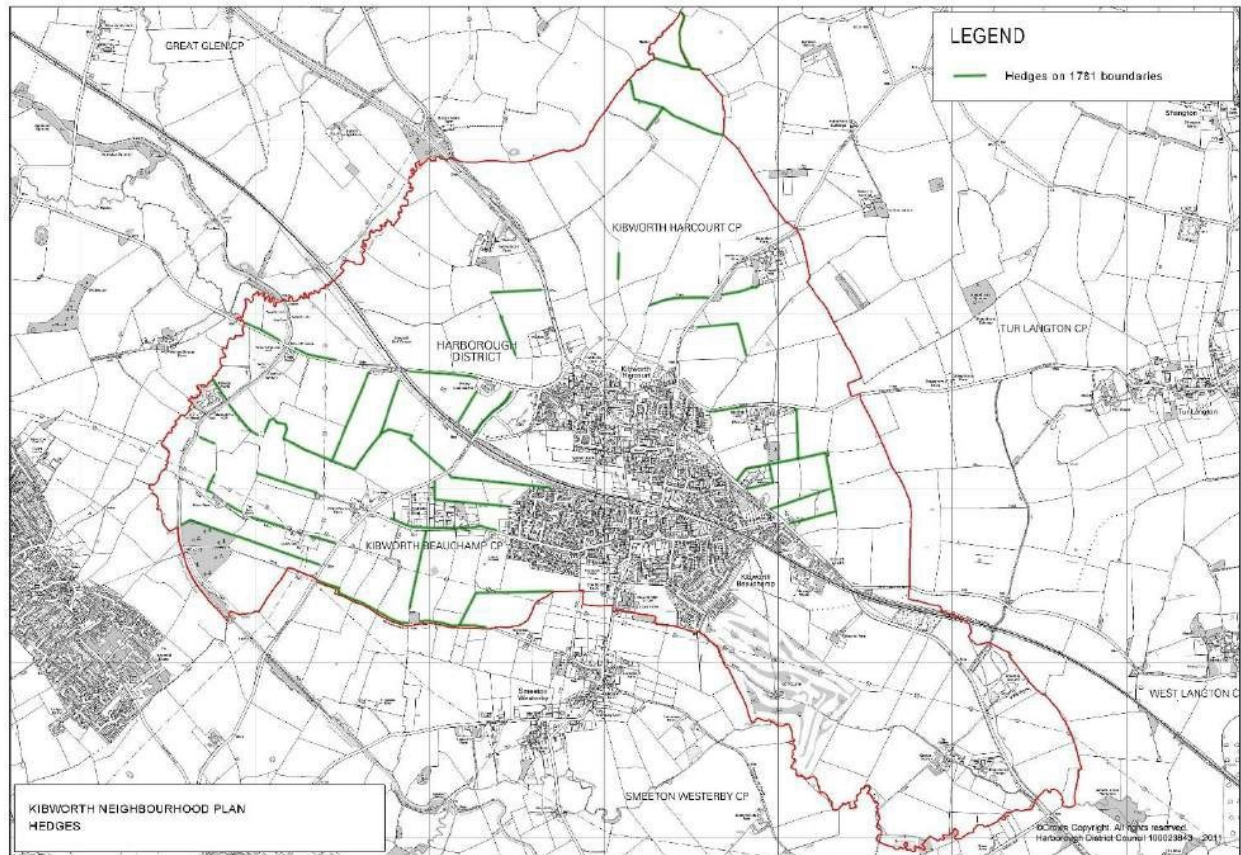
POLICY ENV5: IMPORTANT HEDGES

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

Proposals should be designed to retain and manage such hedges where possible. Important hedgerows are those that meet the definition in Hedgerow Regulations 1997 and are shown in Figure 13.

New development proposals should incorporate existing hedgerows, wherever possible, as components of the landscaping, for example as parts of ‘greenways’.

Figure 13: Important hedges. Source: Copy of MS map (1781) showing boundaries and ownerships of fields immediately after the 1779 Enclosure Award; Inventory Index, 2016

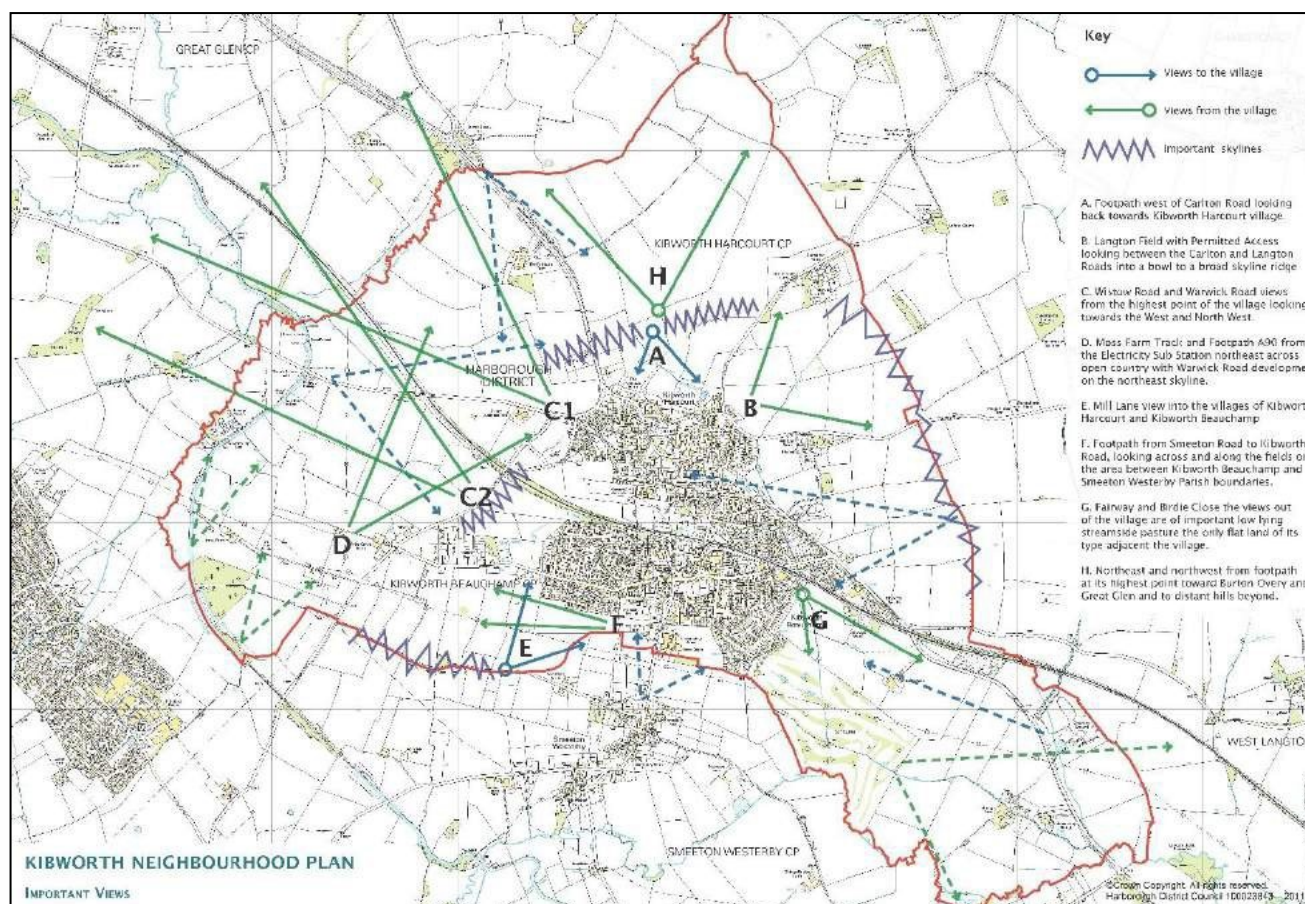


OPEN SPACES (OSSR SITES)

The Kibworth villages are relatively well-provided with open spaces – 42 falling within the typologies proposed – are listed in the *Harborough District Council Open Spaces Strategy* https://www.harborough.gov.uk/downloads/file/6843/harborough_district_council_open_spaces_strategy_final_version_v42. Not all of these are public facilities, however, and there are shortfalls (compared with the recommended ratios for area to population) or absences in several typologies, particularly *parks and gardens* and *facilities for young people*, the latter being strongly identified as under-provided in a community consultation undertaken for this Plan specifically with young people.

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

Figure 14: Important Views Source: Community consultation, 2015; Inventory fieldwork, 2016



PUBLIC RIGHTS OF WAY

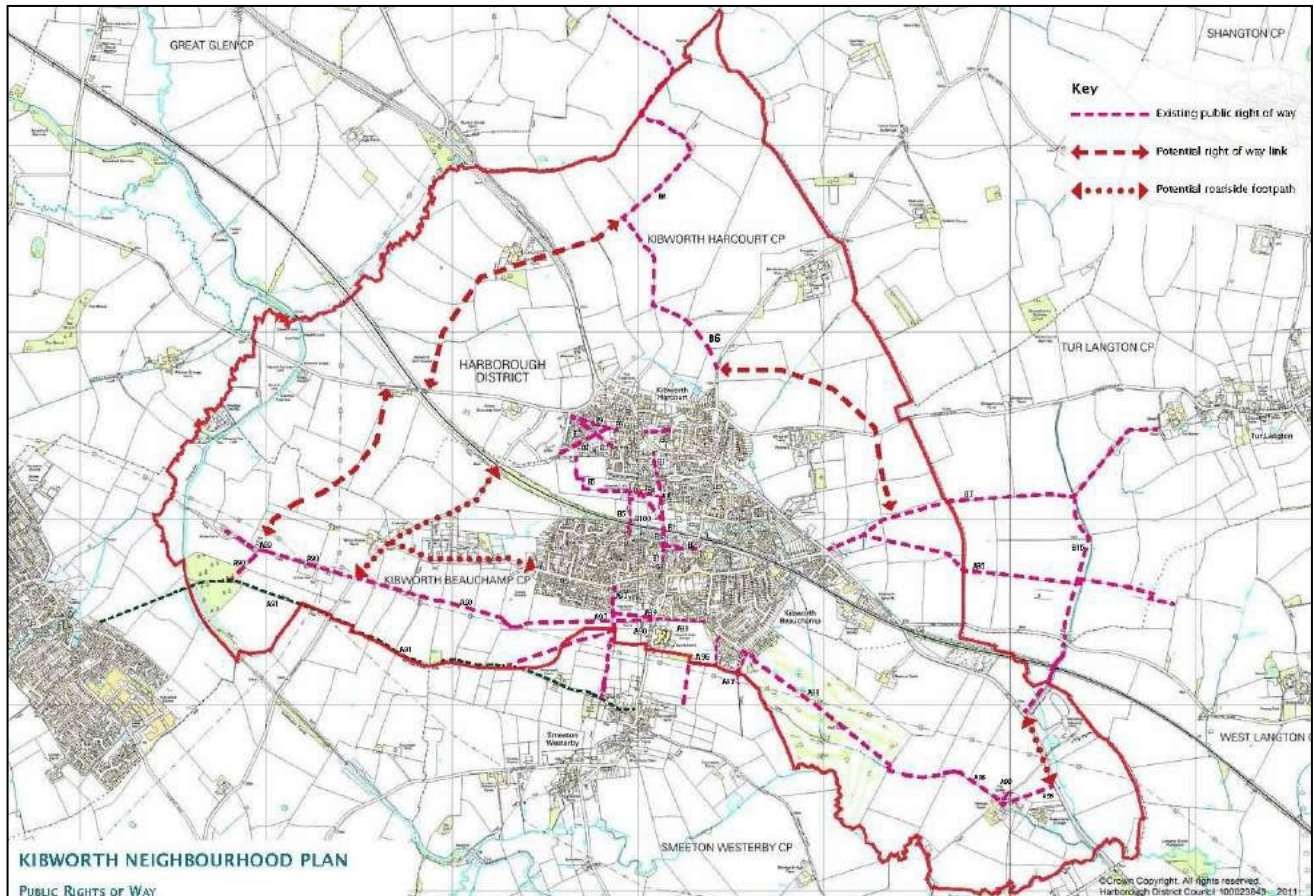
For historical reasons, the Plan area is only moderately well served by public footpaths or bridleways. There are only seven open country footpaths, all but one of them old trackways connecting the villages with neighbouring settlements. Only one circular rural route is currently possible that does not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

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

- A. A6 London Road. To the east of the Plan Area there is a remote link from the A6 north to the West Langton Road and beyond on footpath B15. However, if a roadside pavement was added along the A6 this would allow walkers to continue south onto footpath A98.
- B. Fleckney Road, Warwick Road and Kibworth Road, roadside pavements to benefit joggers wishing to run alongside roads in a circuit of Kibworth Harcourt and Kibworth Beauchamp.
- C. Wistow Road, to create two linking paths, north leading to footpath B6 (crossing the A6 on Paddocks Farm access bridge) and south to junction of footpaths A89/A90.

- D. Warwick Road, path west to the Grand Union Canal.
- E. Fleckney Road, south on the east side of the cricket ground (or through the cricket ground) to footpath A90 and on to footpath A91 on Mill Lane.
- F. Carlton Road and Langton Road, linking footpath from Carlton Road (opposite the end of footpath B6) east to Langton Road then south to footpath B7.

Figure 15: Public Rights of Way Source: Desk study, community consultation and Environmental Inventory (2015-16).



AREA OF SEPARATION

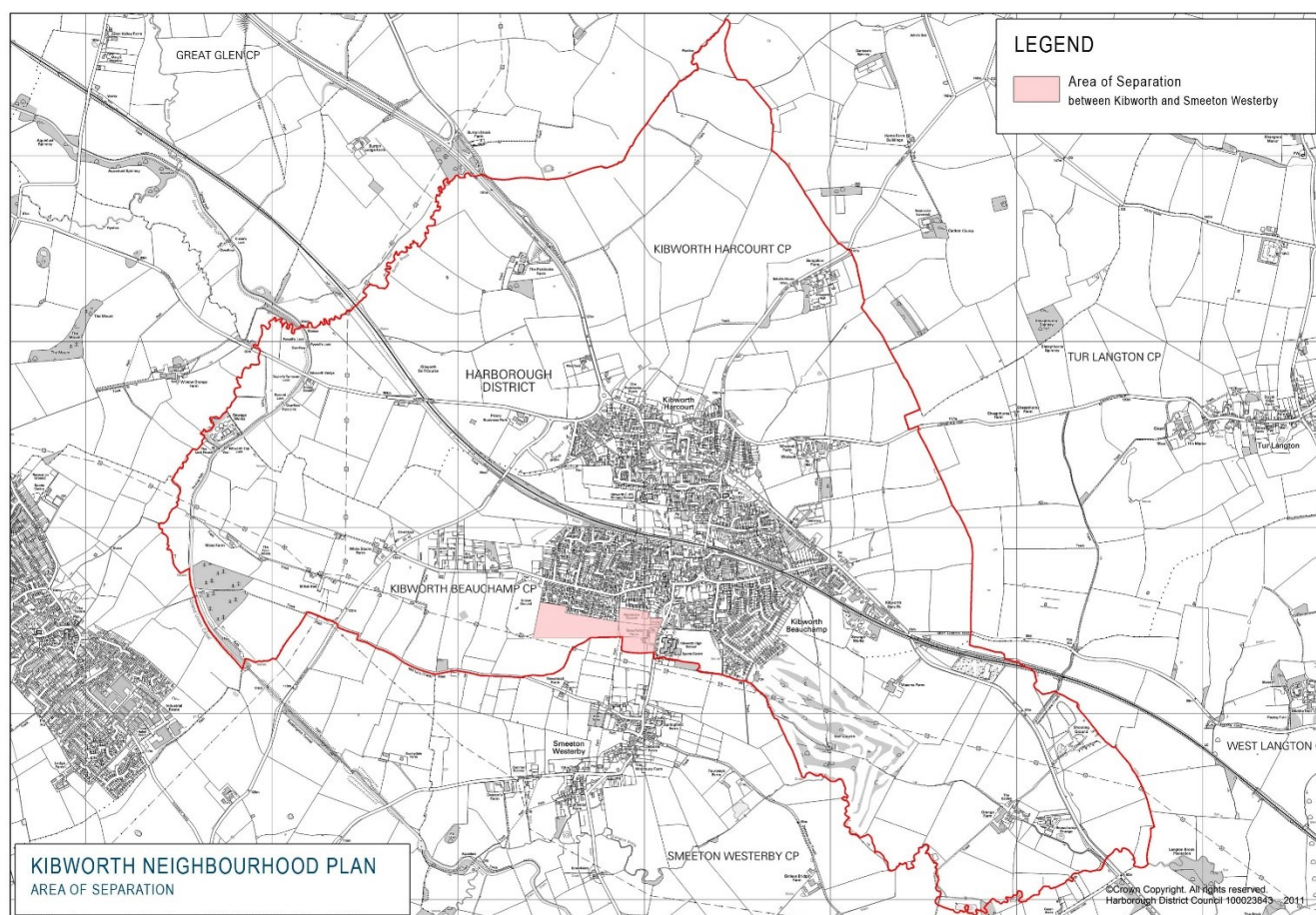
The communities of both Kibworth Beauchamp and Smeeton Westerby agree that maintenance of the separation of the built-up areas is important. This separation is crucial to the identities of the settlements, having been a continuous feature since the villages' establishment between the 8th and 11th centuries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

POLICY ENV6: AREA OF SEPARATION

The area of land identified in Figure 16 is designated as an Area of Separation. Development within the area should be located and designed to maintain and where possible enhance the separation of the villages.

Figure 16: Area of Separation

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



SUSTAINABLE DEVELOPMENT

In consultation, Kibworth residents expressed a wish for their community to play its part in mitigating the effects of climate change and related, inappropriate, development. Policy ENV7 deals with developments that deliver renewable and low carbon energy, and sets out criteria to be used in assessing proposals for energy generation equipment and facilities, including those for wind and solar energy generation.

POLICY ENV7: RENEWABLE AND LOW CARBON ENERGY DEVELOPMENT

Development proposals that generate renewable and low carbon energy should:

- Not have an adverse impact (such as noise, visual impact, reflections, shadow flicker, water pollution, smell, air quality, gaseous or particulate emissions) on the health, wellbeing or amenities of residents and visitors;

- Not have an adverse impact on the area in relation to views or the character of the surrounding landscape; and:

- Be of an appropriate scale for its location.

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

SUSTAINABLE DRAINAGE

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

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

POLICY ENV8: WATERCOURSES AND FLOODING

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

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

- Its location takes geology, hydrology and flood risk into account;

- Its design includes, as appropriate, sustainable drainage systems (SuDS), surface water management measures and permeable surfaces; and

- It does not increase the risk of flooding downstream.

Figure 17.1: Flood risk for planning Source: Environment Agency mapping, 2016

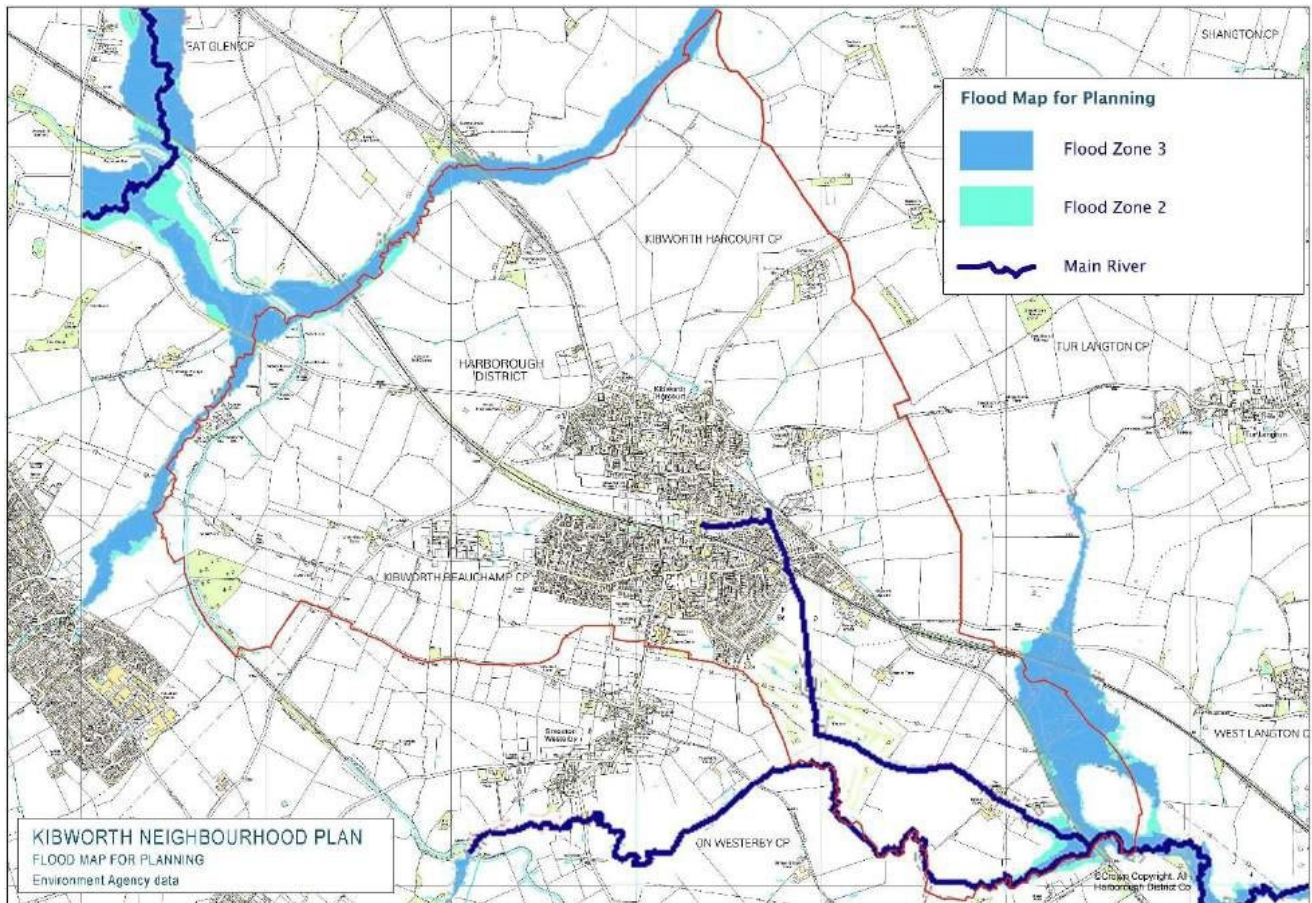
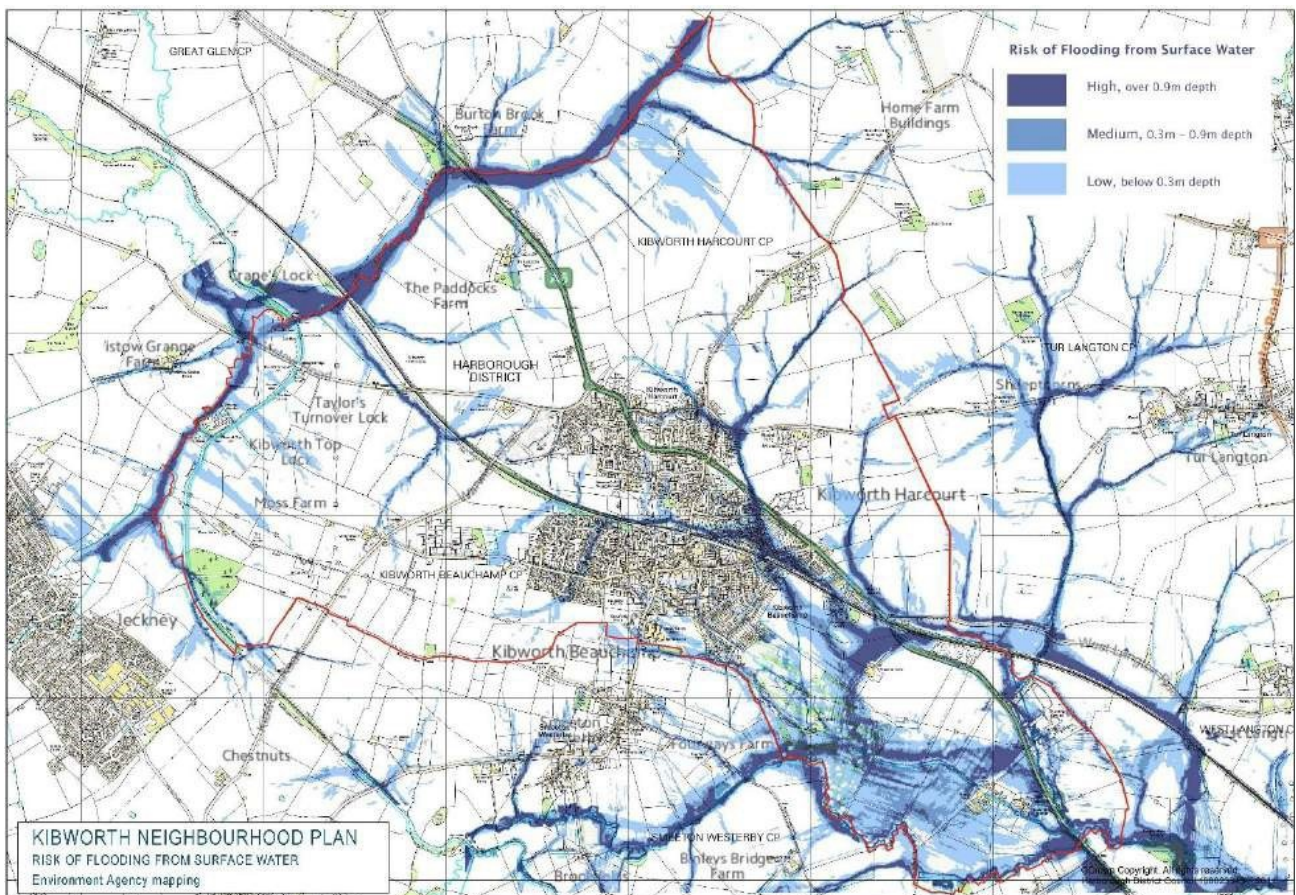


Figure 17.2: Flood risk from surface water Source: Environment Agency mapping, 2016



SOILS

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

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

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

GRAND UNION CANAL

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

POLICY ENV9: GRAND UNION CANAL IN KIBWORTH BEAUCHAMP

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

BUILDINGS AND STRUCTURES OF LOCAL SIGNIFICANCE

Twenty-two buildings and structures in the Plan area have statutory protection through Listing at Grade II* or II. New development will be required to take into account these buildings and structures and their setting. Their location within, or close to, sites designated or noted for protection in the Plan's Policies contributes to these sites' evidence of significance.

The Neighbourhood Plan identifies four further buildings or groups of buildings that are considered to be of local significance for architectural, historical or social reasons (details in Appendix 7). Their inclusion here records them in the Planning system as non-designated heritage assets.

POLICY ENV 10: BUILDINGS AND STRUCTURES OF LOCAL SIGNIFICANCE

The structures and buildings listed in this policy (and mapped in figure 18, described in Appendix 7) are identified as non-designated local heritage assets. They are important for their contribution to the layout and characteristic mix of architectural styles in the village, and their features and settings should be protected wherever practicable. The benefits of a development proposal, or of a change of use requiring planning approval, will be balanced their significance as heritage assets.

26 New Road, Kibworth Beauchamp

Lychgate, Kibworth Cemetery

The City, off Albert Street, Kibworth Harcourt

39 Church Road and boundary wall, Kibworth Beauchamp

Figure 18: Buildings and structures of local significance



5. TRANSPORT AND ACCESS

INTRODUCTION

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

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

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

The volume of traffic entering and leaving the Kibworth villages, especially at times of going to and leaving work and the school runs was identified as a real source of worry in the community questionnaire (February 2016). People expressed concern about parking issues, blocked roads and difficulty getting safely out of the village and onto the A6.

They also raised concerns about the danger to pedestrians, especially the children and young people traveling to and from school, the adequacy of public transport, speeding and the impact of the deterioration of road surfaces and air pollution caused by traffic volume.

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

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

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

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

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

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

Given the commonly held concerns amongst the local community about the problems accessing the A6 and the steady build-up of traffic, a long-standing aspiration of a significant number of residents has been the need to construct a bypass or relief road to divert through traffic away from the built-up area of the Kibworth villages along the A6. Although the Highways authority has made it clear that funds are not currently available from within local authority resources or central government to meet the cost of such a development, one of the strategic development areas being put forward as an option by Harborough District Council and then no longer considered as the Local Plan included a strategic SDA at Lutterworth East. The dismissed Kibworth SDA would have included provision for 1,200 houses within the Kibworth villages and the potential to deliver a relief road on land north of Kibworth Harcourt. Although the provision of a relief road would go a long way towards alleviating some of the transport related issues identified within this Plan, it is recognised that even if such a

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

IMPACT OF NEW DEVELOPMENT

There has been significant development over recent years in the Kibworth villages and residents are concerned that the infrastructure has not kept pace with the increase in housing. In order to recognise the concerns of residents it is essential that any further development takes into account the severe transport problems across the Plan area and that the location of any new build housing addresses the legitimate concerns raised.

Therefore, when considering proposals for new development, the impact of the development on the wider highway network, in particular on traffic in the village centre and at known congestion points, will be considered. Where necessary appropriate highway improvements may be required to mitigate against the effects of the new development.

POLICY T1: TRANSPORT ASSESSMENT FOR NEW HOUSING DEVELOPMENT

Transport assessments for new housing development should demonstrate that:

The cumulative impact on traffic flows on the strategic and local highway network, including the roads within and leading to the village centre, will not be severe, unless appropriate mitigation measures are undertaken where feasible;

Provision is made for accessible and efficient public transport routes within the development site or the improvement of public transport facilities to serve the development;

Improvements to pedestrian and cycle routes are incorporated to serve the development, where appropriate, and to provide safe, convenient and attractive routes to shops, employment, schools, adjoining housing and community facilities and which are integrated into wider networks, by lateral pedestrian and cycle links to adjoining housing;

It retains existing rights of way or provides acceptable diversions;

It incorporates adequate parking and manoeuvring space within the development in accordance with the Highway Authority's standards and Neighbourhood Plan Policy H8; and

Travel packs are to be provided on residential developments to encourage sustainable forms of transport and to promote existing and new pedestrian and cycle routes.

ACCESS TO THE A6

This has been an area of considerable concern to residents of the Kibworth villages as demonstrated

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

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



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

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

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

As already described in the Introduction to this section, a Cumulative Traffic Impact Study was carried out for the District and County Councils by Jacobs which reported its findings in early 2017. The study concluded that the A6 junctions at Wistow Road (the big roundabout), Church Road (by Coach & Horses) and New Road are already over capacity and mitigation measures were required.

The District Council commissioned a microsimulation study of the A6 Air Quality Management Area by Air Pollution Services in 2019. This included microsimulation modelling by Leicestershire County

Council. The modelling considered four options, with Option D the most favoured. Option D included mitigation measures at all three junctions as concluded by the Impact Study in 2017. The consultant concluded that based on the modelled results this option would improve air quality conditions to the greatest degree in The Kibworths. The main outcome from the District Council Air Quality Report 2019 was for a real-time automatic nitrogen dioxide monitor to be installed on the A6 and this was commissioned in June 2019.

Leicestershire County Council confirmed in February 2020 that some £1.3m of section 106 monies have been identified to contribute towards the three junction schemes on the A6. However, as of October 2020 some £220k has been received with the rest due to be triggered as housing completion thresholds are achieved over the planned build out of existing sites.

POLICY T2: ACCESS ONTO THE A6

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

CAR PARKING

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

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

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

The Grammar School Hall Car Park on School Road has spaces for approximately 82 and generally has some availability except when there are large group users of the Hall or functions on when it can be fully utilised. The survey has revealed that there have been 3 times at different dates with about 25 spaces taken up, although if an activity taking place in the hall such as U3A monthly meeting on Tuesday, or the regular Affinity Education Group meetings, when the car park is usually full, with only spaces at the far end.

Station Street has fourteen on-street spaces and is usually full whilst the car park adjacent to the

pharmacy on Station Street now has only four spaces due to the construction of two semi-detached dwellings.

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

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

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

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

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

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

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

POLICY T3: PUBLIC CAR PARKING

Development proposals that would result in the loss of off-street car parking would only be acceptable where:

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

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

ROAD SAFETY

Concern has been expressed through consultation for various aspects of transport related provision that contributes to public safety. Vehicles parking on and driving on pavements, especially Fleckney Road, cause danger to pedestrians or those with disabilities who frequently have to walk in the road.

There is also a perceived danger to pedestrians walking along Fleckney Road (supported by 92% of respondents in the community questionnaire) and Warwick Road (supported by 76% of respondents in the community questionnaire) leading to the football ground, allotments and garden centre as a result of the absence of a pavement ...

POLICY T4: IMPROVEMENTS TO ROAD SAFETY

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

TRAFFIC MANAGEMENT

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

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

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

POLICY T5: TRAFFIC MANAGEMENT

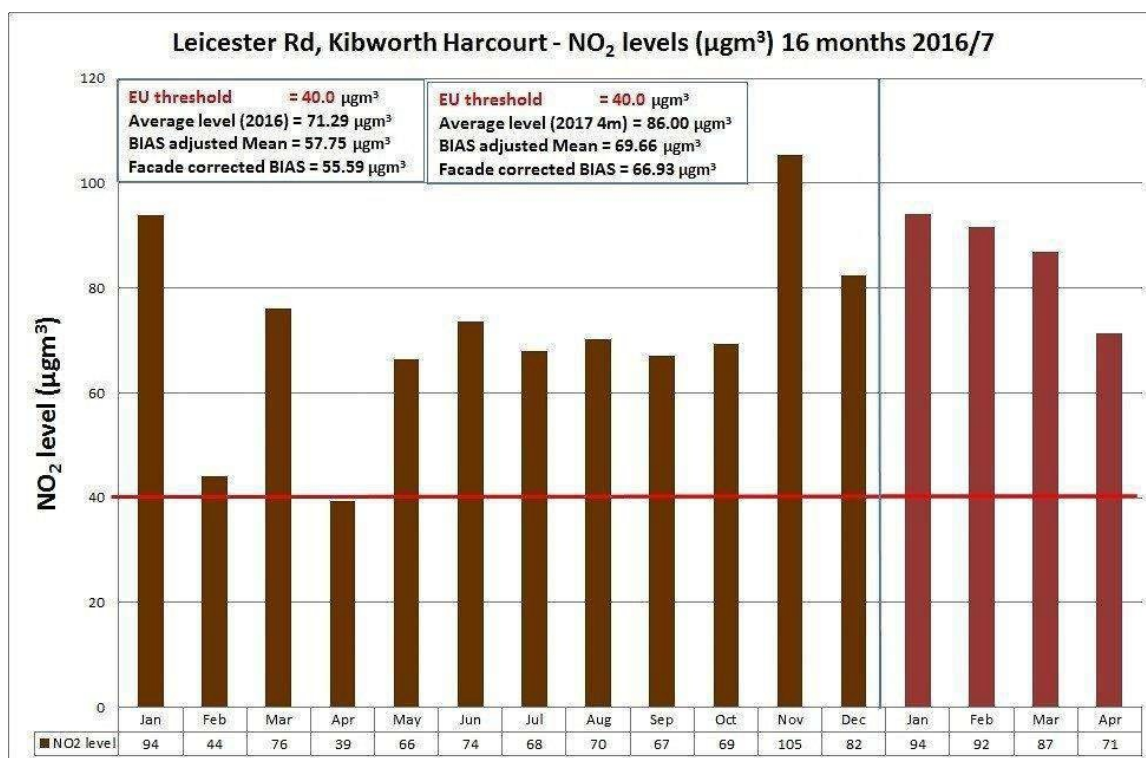
The provision of traffic management solutions to address the impacts of traffic arising from development will be strongly supported. This includes either directly provided solutions or the use of contributions from development to contribute towards the costs of provision.

AIR QUALITY

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

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

An Air Quality Management Area (AQMA) has been declared by Harborough District Council for the length of the A6 between the junctions with Wistow Road and Church Road. A real-time monitor for nitrogen dioxide levels was installed on the A6 in 2019. Levels are monitored and mitigation measures are under discussion.



POLICY T6: AIR QUALITY

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

ELECTRIC VEHICLES

The UK government has recently announced its intention to ban sales of new petrol and diesel cars from 2040 to combat rising levels of air pollution (in particular NO_x) and address climate change concerns. The implication is that the number of 'pure' electric vehicles (EVs) on the road (i.e. not hybrid) will almost certainly soon increase rapidly

If EVs are to have a similar range to today's petrol/diesel cars, they will need to have large capacity batteries installed (for example, the 2018 Jaguar iPace is designed for a 290-mile range and has a battery capacity of 90kWh). This raises the crucial question of battery recharging. Residential charging is probably the current norm but using a typical generator size of 3.7kW (installed as standard on board current EVs and with similar electrical usage as a domestic kettle), this would take 19 hours to recharge the battery (assuming a typical run-down state of 25% of maximum).

The availability of larger capacity on-board generators (7kW) is emerging, which would halve these times, but this is then the maximum that would be possible using current standard domestic electricity

supply (single-phase 240 volt). However, residential charging is only allowed where off-road parking is available.

Similarly, commercial rapid charging facilities are growing across the country (making use of 3-phase supply not possible at the domestic level and reducing the 7kW re-charge time by a factor of 3). These could be utilised in Kibworth by installation in a permanent parking area recharge possibility for residents with no off-road parking and allowing opportunity fast re-charge for all residents.

POLICY T7: ELECTRIC VEHICLES

New residential development (1 dwelling plus) should provide an electric vehicle charging point or provide the cabling that facilitates the future installation of such.

The provision of communal vehicular charging points within the Parish will be encouraged where there is universal access and their presence does not impact negatively on existing available parking in the Parish.

6. EMPLOYMENT

INTRODUCTION

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

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

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

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

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

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

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

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

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

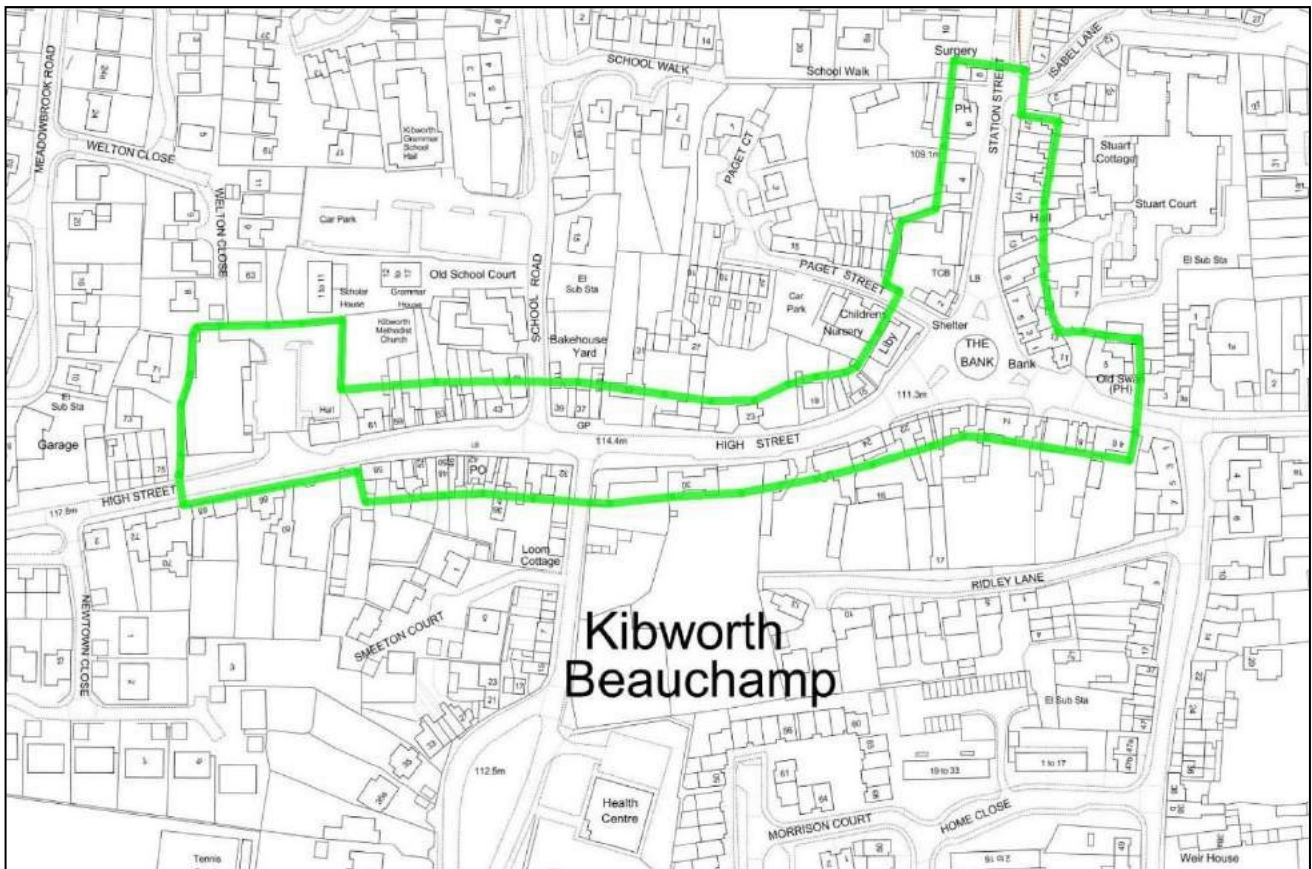
LOCAL SHOPPING AREA

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

POLICY E1: LOCAL SHOPPING AREA

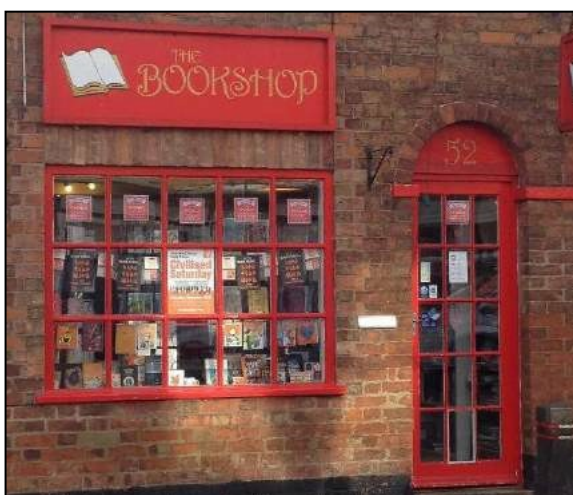
The Local Shopping Centre is shown in figure 19. Within frontage in this area, proposals for new retail (A1) development in new or existing frontages will be supported. Other appropriate town centre uses will be supported where they could contribute to the role of the Local Centre.

Figure 19 - Local Shopping Area



SHOP FRONTAGES IN KIBWORTH BEAUCHAMP VILLAGE CENTRE

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



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

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

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

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

POLICY E2: SHOP FRONTAGES

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

Conserve and enhance the special qualities and significance of the building and area; and Relate well to their context in terms of design, scale, material and colour.

Development proposals that remove, replace or substantially harm shop fronts or the frontages of buildings by poor or indifferent design will not be supported. 'Swan neck' external lighting or the use of internal illumination (either of the whole sign or of the lettering) will not normally be permitted.

BROADBAND

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

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

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

HOME WORKING

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

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

The intention of Policy E3 is to recognise that people may not have a suitable space within their home from which to run a business, or they may wish to distinctly and deliberately separate their work and living space. Policy E3 supports the construction of extensions, the conversion of outbuildings, and the development of new free-standing buildings in gardens from which businesses can operate. This is intended to maximise the opportunity for home run enterprises to be created and supported in the

long term in the Kibworth villages, recognising the reality of employment patterns and work habits in a rural location and would apply where a material change of use occurs, such that planning permission is required. This reflects positive support for entrepreneurial activity in line with the NPPF and Harborough Local Plan.

POLICY E3: HOME WORKING

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

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

FARM DIVERSIFICATION

There are few working farms remaining in the Kibworth villages. To help maintain the rural economy and protect the open countryside from inappropriate development, the Plan supports the sustainable growth and expansion of business and enterprise through the conversion of existing buildings in the countryside. One example is the new Windmill Farm Park which opened in 2019 and is on a working family farm with 20 different breeds and 10,000 sq ft of indoor space including a soft play area and café. Specifically, this is intended to:

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

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

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

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

- The use proposed is appropriate to the rural location;
- The conversion/adaptation works respect the local character of the surrounding area;
- The development will not have an adverse impact on any archaeological, architectural, historic or environmental features including wildlife. Consideration in line with Environment Policy ENV7 to be included to replace possible lost habitat and help wildlife;

The local road system can accommodate the traffic generated by the proposed new use and adequate parking can be accommodated within the site; There is no significant adverse impact on neighbours through noise, light pollution, increased traffic levels or increased flood risk.

7. DEVELOPER CONTRIBUTIONS

INTRODUCTION

Whilst all development (major or minor) may have the potential to affect the environment and place pressure on local infrastructure and services, there is normally a set threshold as defined nationally and in the Harborough District Council Local Plan for developments, which would be suitable to be assessed and considered appropriate for S106 developer contributions to mitigate the impacts of new development. The threshold should accord with national and local policy.

For residential development, major development is defined for example for affordable housing as development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000 square metres or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015

Planning obligations sought for future development in the Kibworth NP area should be in accordance with national planning policy, the NP should reference and take account of Paragraph 57 of the National Planning Policy Framework (NPPF) (July 2021) which refers to the three tests which a planning obligations must meet. These tests are set out in Regulation 122 (2) of the Community Infrastructure Regulations 2010 (as amended)

‘Planning Obligations must only be sought where they meet all of the following tests

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development and
- c) fairly and reasonably related in scale and kind to the development

The three tests will require planning obligations request to be compliant with the 3 tests and be justified by evidence. Planning obligations, in the form of section 106 agreements and section 278 agreements, should only be used where it is not possible to address unacceptable impacts through a planning condition. Planning Obligations should be used where necessary to mitigate the impacts only of a new development on local infrastructure or local services, rather than to fund existing deficits. Planning obligations are there to support development and in supporting infrastructure to deliver sustainable growth.

INFRASTRUCTURE REQUIREMENTS

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

- Increase in preschool provision (CSA1)
- Expansion of existing schools (CSA2)

- Provision of new school (CSA2)
- Provision of multi-functional amenitiescentre (CSA3)
- New and improved sports facility(CSA4)
- Enhancement of Community Facilities(CSA7)
- Additional GP premises (CSA5)
- New formal park (CSA6)
- New footpath links (Env8/T4)
- Provision of travel packs (T1)
- Pavement along FleckneyRoad/Warwick Road (T4)
- Enhanced lighting on Tin Bridge (T4)
- Clearer demarcation of pavementalong Albert St (T4)
- Traffic Management solutions (T5)

8 MONITORING AND REVIEW

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

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