

Kibworth Policies

Housing

KB/1 Land off Wistow Road and Warwick Road

Employment

KB/2 Land south of Harborough Road

Transport

KB/3 Railway station

CHAPTER 12

KIBWORTH

Introduction

- 12.1** Kibworth is the fourth largest settlement in the District. It lies 9 miles south-east of Leicester and 6 miles north-west of Market Harborough. The village is located on the A6 and the Midland Main Line. Kibworth consists of the two parishes of Kibworth Beauchamp and Kibworth Harcourt.
- 12.2** Kibworth originally evolved around an agricultural economy. A combination of agricultural enclosures at the end of the 18th century and gradual mechanisation brought about a decline in the numbers employed in agriculture. Hand-frame knitting in the home developed during the 19th century, strongly influenced by the hosiery industries in Leicester. Post-war development has been predominantly housing and has taken place in small to medium sized estates on the fringes of the older centres of Kibworth Beauchamp and to a lesser extent Kibworth Harcourt. The 1998 mid-year population estimate for Kibworth was 4,908.
- 12.3** Kibworth has two distinct historic centres. Kibworth Harcourt, centred on Main Street has several fine buildings, the most notable of which is the Old House. This area also contains the site of the 12th century Motte and remains of a bailey which once formed part of a Norman defence system. Kibworth Beauchamp, centred on High Street, contains several cottages and houses of the late 17th and early 18th centuries. Many of the buildings have been successfully adapted for shopping and commercial use on the ground floor without detracting from the overall character of the area. Both centres are designated Conservation Areas where **Policies EV/11-EV/13** will apply.

Constraints

- 12.4** A ridge line on a north-east/south-west axis runs to the north of Kibworth Harcourt and extends around to the west of Kibworth Beauchamp. This ridge line encloses the settlement and restricts views from the village to the open countryside to the north and west. Development should not extend beyond this ridge line. On the south and south-east sides of the village the land is generally flatter. On the south side of the village a narrow area of countryside separates Kibworth from Smeeton Westerby. Kibworth lies on the edge of the Area of Particularly Attractive Countryside (see **Policy EV/4**).
- 12.5** The infrastructure serving the village has only limited capacity to accommodate new development. Any substantial increase in development at Kibworth will need to be phased to infrastructure improvements.

- 12.6** There are a number of open spaces within the built-up area of Kibworth which contribute to its character and will be protected from development. Areas of Important Open Land subject to **Policy HS/9**, are defined on **Proposals Map Inset 21** and are listed below

St Wilfrid's churchyard and adjoining land
 Land east of Church Road
 Land north of the junction of Main Street and Albert Street
 Land containing an surrounding the Motte, south of Main Street
 Land west of Smeeton Road
 Smeeton Road recreation ground
 The Spinney, Main Street
 Warwick Road recreation ground and adjoining land

Future Development

- 12.7** With good communication links to Leicester and the potential to establish a railway station in the village, Kibworth lies within the transport choice corridor where major new development will be allocated to comply with the Structure Plan.
- 12.8** To the north-east of Kibworth, the potential for development is limited by the ridgelines to the north-east of Kibworth Harcourt. Development to the south may affect the setting of Smeeton Westerby. Consideration has therefore been given to the potential to extend to the west of the settlement and in so doing to achieve improvements to the local road network.
- 12.9** The scale of development proposed for Kibworth, whilst still significant, has been modified from the proposals in the Deposit Local Plan. In particular, the housing allocation has been reduced to the land north of the railway line. The Deposit Local Plan included a proposal for an employment site north of Fleckney Road. This is no longer supported.
- 12.10** This chapter contains allocations for both housing and employment development. The limits to development around Kibworth, together with other local policies and proposals are shown on **Proposals Map Inset 21**.

HOUSING

- 12.11** There is little land remaining in Kibworth for new development (see **Appendix E**). **Policy HS/2** outlines the sites for new housing development. One site is proposed at Kibworth. It could accommodate approximately 300 dwellings.

Land off Wistow Road and Warwick Road

- 12.12** The site is predominantly agricultural land lying to the west of Kibworth. It lies to the north of the Midland Main Line. Warwick Road and Wistow Road provide the only link between the A6 Leicester Road and Fleckney Road. The site borders housing development in Rochester Close, Hall Close and Hillcrest Avenue and the Warwick Road Recreation Ground. It could accommodate approximately 300 dwellings.

- 12.13** The inner boundary of the site has been defined to retain the existing recreation ground off Warwick Road and the school playing fields. The existing footpath links from the village should be extended into the site. A high standard of landscaping will be required, particularly on the western edge of the site. The landscaping should aim to create a sense of place within this site and a soft edge to the development. Existing field hedges should be retained where appropriate. The site should incorporate a varied mix of housing, including provision of affordable housing. There is a need for affordable housing in the area and the District Council will negotiate for a proportion of affordable housing on the site (see **paras 4.38-4.43**). Based on current information, the proportion of affordable housing sought is likely to be in the region of 25% of the estimated capacity of the site.
- 12.14** A development of this size will be expected to incorporate adequate recreation land in accordance with the standards in **Appendix H**. The location of the recreation areas within the site should take advantage of the opportunity to expand the size and use of the Warwick Road recreation ground. The developers will be required to retain a direct vehicular access to the Warwick Road recreation ground.
- 12.15** The District Council will support proposals to improve recreation facilities in the village. If, within the period of the Local Plan, proposals come forward to relocate the Warwick Road recreation ground and provide enhanced facilities in the locality, any proposals for development on the Warwick Road recreation ground will be considered under **Policy LR/3**. The recreation ground is also shown as important open land under **Policy HS/9**, because of its contribution to the area of open land separating the older settlements of Beauchamp and Harcourt. Any development on the recreation ground should provide for continuity between the school playing fields and the undeveloped land to the south-east that is also shown as important open land.
- 12.16** Development of this scale is likely to result in the need to improve community facilities in the village. The facilities that may require improvement include the library and changing accommodation for sports. Other facilities may be identified during the plan period. The District Council will negotiate for developer contributions to improve facilities where the need arises from new development.
- 12.17** Warwick Road is inadequate to serve as the main distributor road for the development. A new section of road will be required from the railway bridge north to a junction with Wistow Road to replace Warwick Road. To the south of the railway line some widening and strengthening is likely to be required to Warwick Road and possibly traffic control over the railway bridge. Improvements will be required to Wistow Road and at the Wistow Road/Leicester Road and Warwick Road/Fleckney Road junctions. The District Council will require a traffic impact assessment to be submitted prior to the development of the site, in order to assess other off-site highway works that may be required.
- 12.18** A detailed alignment for the new stretch of road has yet to be prepared. The detailed alignment of the road will determine the precise outer boundary of the site. The highway works required in connection with the development should be seen as part of a longer-term aim to achieve the upgrading of the Fleckney Road/Leicester Road link to distributor road standard. This is unlikely to be completed in the plan period, but it is a desirable objective because the road could then function as an attractive alternative to the village centre for through traffic.

12.19

The District Council supports the upgrading of the Fleckney Road/Leicester Road link to distributor road standard to relieve the centre of Kibworth Beauchamp from through traffic. It will urge the Highway Authority to support this objective and to invest in the works required to achieve completion of the distributor road link at the earliest opportunity.

12.20 The District Council will draw up a development brief for the site. The scale of development proposed will require substantial investment in the infrastructure of the village. The District Council has considered existing facilities in the village in some detail. It will seek developer contributions towards:

- i) site acquisition and provision of public car parking in the village centre;
- ii) the provision of a railway station on the site identified in **Policy KB/3** and local rail service;
- iii) the extension and/or adaptation of the existing primary school and improved access to the school;
- iv) improved community facilities in the village.

12.21 POLICY KB/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 18.3 HECTARES OF LAND OFF WISTOW ROAD AND WARWICK ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE DEVELOPER WILL BE REQUIRED TO CONSTRUCT A ROAD OF DISTRIBUTOR ROAD STANDARD FROM LEICESTER ROAD TO THE BRIDGE OVER THE RAILWAY LINE, ON THE WESTERN PERIMETER OF THE SITE, AS AN INTEGRAL PART OF THE DEVELOPMENT;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. PROVISION OF THE ACCESS TO THE HILLCREST AVENUE PRIMARY SCHOOL FROM THE DEVELOPMENT;**
- 4. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS, INCLUDING PEDESTRIAN LINKS TO THE EXISTING DEVELOPMENT TO THE EAST OF THE SITE;**

5. **VEHICULAR ACCESS MUST BE MAINTAINED TO THE WARWICK ROAD RECREATION GROUND;**
6. **APPROXIMATELY 1.8 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION.**
7. **THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING IN CONNECTION WITH THE DEVELOPMENT;**
8. **THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. **THE PROVISION OF COMMUNITY FACILITIES EITHER ON OR OFF THE SITE;**
 - B. **THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**
 - C. **TRAFFIC CALMING MEASURES TO AMELIORATE THE IMPACTS OF THE DEVELOPMENT;**
 - D. **SITE ACQUISITION AND THE PROVISION OF PUBLIC CAR PARKING IN THE VILLAGE CENTRE;**
 - E. **THE PROVISION OF A RAILWAY STATION AND LOCAL RAIL SERVICE FOR THE VILLAGE;**

THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;
9. **THE LANDSCAPE SCHEME FOR THE SITE MUST INCLUDE PROVISION FOR LANDSCAPING WITHIN THE SITE AND ON THE OUTER EDGES OF THE SITE, TOGETHER WITH PROPOSALS FOR FUTURE MAINTENANCE;**
10. **THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT.**

- 11. A MASTER PLAN INDICATING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION OF THE SITE.**

EMPLOYMENT

- 12.22** There are several businesses operating in Kibworth, but virtually no land is available for new employment development. In order to achieve a better mix of housing and employment and to locate development where a choice of transport can be made available, a new employment site is proposed in Kibworth.

Land South of Harborough Road

- 12.23** This site occupies a triangle of land between the Midland Main Railway Line and Harborough Road. Its location some distance from residential areas makes it suitable for a range of industrial development, including general industry (Class B2). As the site lies at the eastern entrance to Kibworth a high quality development which accords with the criteria in Policy IN/1 will be expected. The Highways Agency are prepared to accept an individual access point to the site providing it can be shown that this can be achieved in accordance with the Department of Transport's Technical Standards. The access arrangements to the site may necessitate improvement works to be carried out to the A6 trunk road in order to ensure a safe and appropriate means of access.

- 12.24 POLICY KB/2** **THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASSES B1, B2 AND B8 DEVELOPMENT ON APPROXIMATELY 1.2 HECTARES OF LAND SOUTH OF HARBOROUGH ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-**

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. THE SCHEME CONSISTS OF A HIGH QUALITY DEVELOPMENT ON THIS APPROACH TO KIBWORTH.**

TRANSPORT

Railway Station

- 12.25** Leicestershire County Council's transport choice strategy proposes the opening of a railway station at Kibworth and the establishment of a local passenger service between Leicester and Market Harborough. The service may be extended to stations between Nottinghamshire and Bedfordshire. The introduction of a rail service may relieve some pressure on the local road network.
- 12.26** The site identified for a new station is land to the north of School Road. Leicestershire County Council reserved land for a station car park and access to School Road. The management of the station car park will need to be kept under review to ensure that commuter parking does not occur at the expense of the car park provided for shoppers and others to the west of School Road. The station platforms can be provided within land owned by Railtrack. The site provides a convenient alignment to the railway in terms of platform height and pedestrian accessibility.

12.27 POLICY KB/3

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE ESTABLISHMENT OF A NEW RAILWAY STATION NORTH OF SCHOOL ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. SATISFACTORY VEHICULAR AND PEDESTRIAN ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE FOR PARKING ADJACENT TO THE SITE;**
- 3. THE SITING OF THE PLATFORMS AND THE DESIGN OF BUILDINGS AND STRUCTURES MUST BE SUITABLE FOR ACCESS BY PEOPLE WITH DISABILITIES.**

Car Parking

- 12.28** An 84 space public car park at School Road was opened in 1998. However new development is likely to result in additional traffic and demand for further parking spaces from residents using the facilities in the village centre. The need for additional public car parking in Kibworth will be kept under review.

LEISURE, RECREATION AND COMMUNITY FACILITIES

Indoor Recreation Facilities

- 12.29** The District Council's Recreation Review indicates that an indoor bowls facility and 2 squash courts should be provided to meet existing deficiencies in indoor recreation provision in the Kibworth area (see **para. 7.4**). Additional development at Kibworth will increase the need to improve recreation facilities in the village.
- 12.30** Since the publication of the Recreation Review, the District Council has become involved in two new projects. Firstly, in conjunction with Kibworth Beauchamp Parish Council part of the former School premises on School Road has been purchased to provide a hall and a series of ancillary rooms for leisure and community purposes.
- 12.31** Secondly, in conjunction with Kibworth High School and Community College and Leicestershire County Council, the District Council has secured the provision of a 4 badminton court hall.

Albert Street Childrens Play Area

- 12.32** In 1990 deemed planning consent was granted for the development of a childrens play area on land off Albert Street, Kibworth Harcourt. In developing the site the District Council will take account of its position in the Kibworth Harcourt Conservation Area and its relationship to open countryside to the immediate north.

Schools

- 12.33** The existing primary school will require extension and/or adaptation to accommodate the pupil numbers likely to be generated by the new housing development. The developers of the new housing site will be expected to contribute to the necessary works.

SHOPPING

- 12.34** The influence of Leicester and Market Harborough on the local shopping pattern means that fewer shops are provided within the village than may normally be expected for the level of population. This is particularly apparent in the case of larger foodstores. The shops are located principally off High Street and Station Street, although two separate smaller areas are located along Fleckney Road and Leicester Road. The principal shopping area does not have a continuous shopping frontage and there are opportunities to complement the range of facilities currently available. New development in the village centre will be considered in accordance with **Policies SH/1 and EV/11-EV/13**.