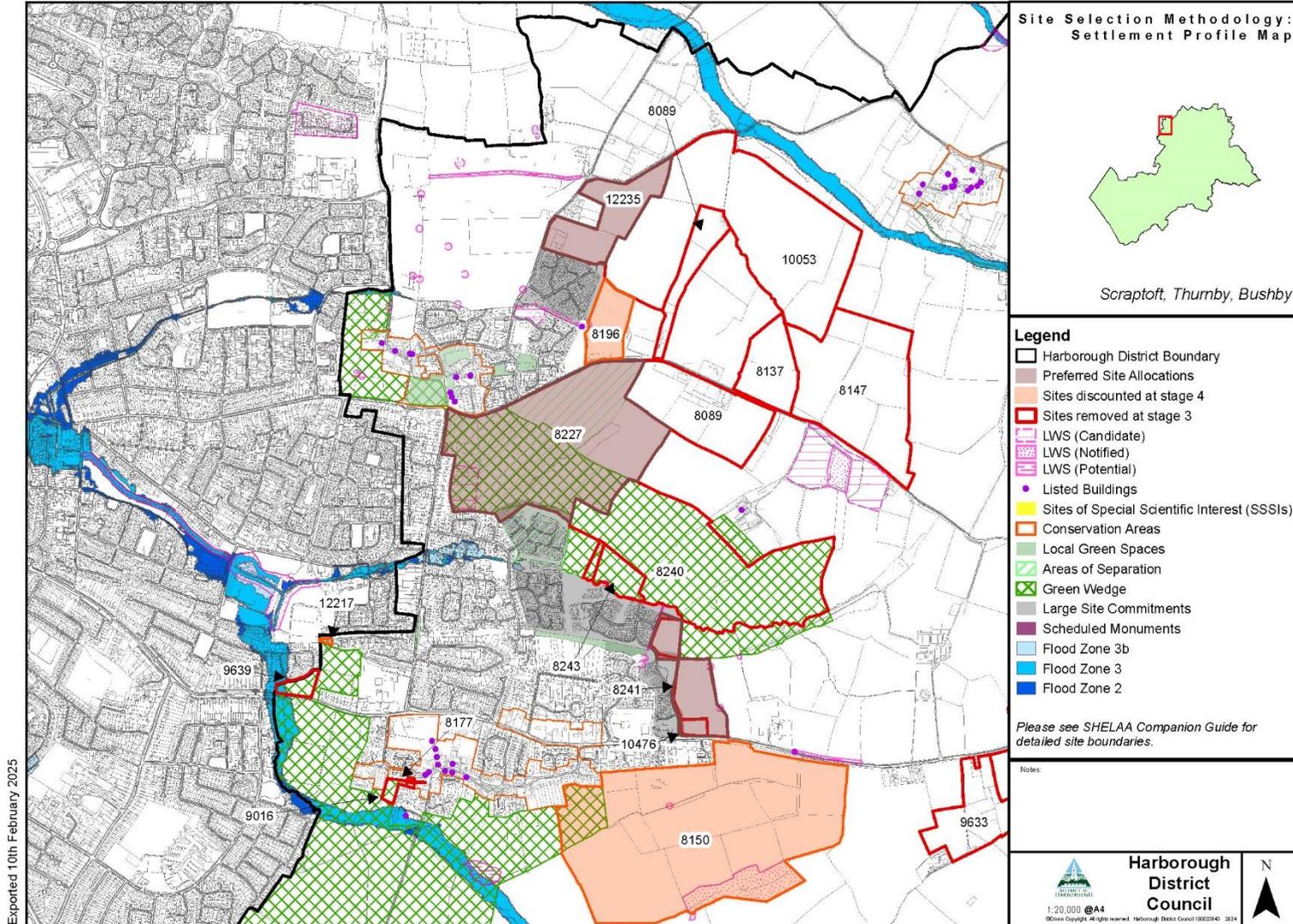


Appendix 1: Settlement Profiles

Thurnby & Bushby



Exported 10th February 2025

See *Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4* to this document for further details on sites.

Exported 10th February 2025

Overview

The two contiguous settlements (Thurnby/Bushby) have formed a single civil parish since 1935 and for the purposes of this profile are treated as one settlement. Thurnby/Bushby lies about 4 miles east of Leicester city centre, adjacent to the City boundary. It adjoins Scraptoft parish to the north and extends south of Thurnby Brook into open countryside south of the village to incorporate the Bushby Brook valley. The A47 (Uppingham Road) runs east to west through the village. Station Road runs north to Scraptoft and the road south leads to Stoughton village. The parish lies on the western slopes of the east Leicestershire uplands, largely occupying the relatively high ground between two streams which adjoin on the parish boundary and flow west to the Soar. Green Wedge designations adjoin Thurnby and Bushby built up area to the north and to the west and south, preventing further coalescence with Scraptoft and Leicester respectively.

Thurnby is essentially a linear settlement along the line of the former Uppingham/ Leicester Road which follows a slight ridge. The Thurnby and Bushby Conservation Area follows this linear form and extends northwards to include some dwellings north of the A47 in Bushby. The wider settlement with its more recent development however extends well beyond the A47 to coalesce with Scraptoft. The village has 12 listed buildings.

The village has a supermarket, a convenience store along with a pub (The Rose and Crown), a GP surgery (branch of Billesdon Surgery) and a place of worship. There is a community centre and village hall. Thurnby/Bushby has 2 primary schools. A wide range of additional services and facilities are available in adjoining Leicester City.

Employment opportunities within the parish itself are limited. However, it adjoins the Leicester urban area where a wide range of employment opportunities are relatively accessible.

In terms of public transport, the nearest railway station is Leicester (5 miles) and bus services serving the village are regular to:

- Leicester City (56/56A)
- Leicester/Uppingham (747)

There are further, more frequent services into and around Leicester City (Nos. 38 & 38A (Thurnby Lodge)/37 (Thurnby Lodge)/ 40 Leicester Circleline) but stops are some walking distance from village.

The Census 2021 profile indicates a population of 3795 people and 1500 households (both figures rounded).

Thurnby and Bushby adjoin the Leicester Urban Area and are part of Tier 1 of the Settlement Hierarchy due to their proximity and access to the urban area.

The New Local Plan Development Strategy identifies a growth target of 1,250 dwellings to 2041 for the Thurnby/Bushby/Scraptoft area (in addition to commitments of 134 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

The prevention of coalescence with Leicester City to the west and neighbouring village of Scraptoft to the north is an issue.

Ensuring that the functions of the Green Wedges to the north and to the south and west are respected, including where possible through improved public access and recreation.

Thurnby and Bushby are located on the A47 providing a direct road link into Leicester City centre. Regular bus services provide a connection to Leicester City centre, and it is only 5 miles to Leicester Railway Station for the main rail corridor running north and south. Leicester also provides a wide range of accessible employment opportunities in addition to a wide range of services and facilities. Opportunities to improve public transport, walking and cycling should be taken.

The settlements are positioned on the north-western administrative edge of the District, with its boundaries restricted to the west.

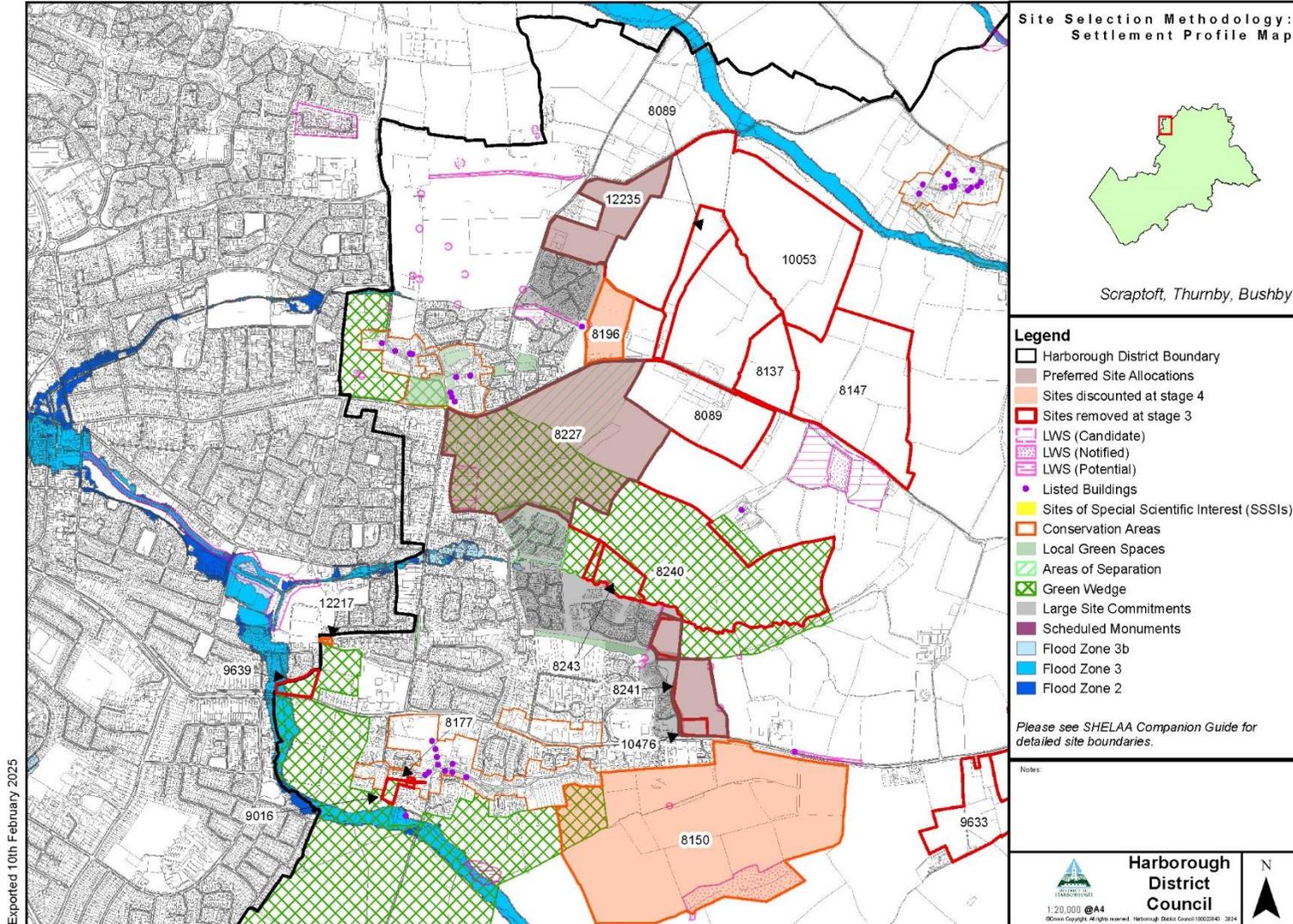
Small areas of significant flood risk lie to the south-west of Bushby.

The Bushby Brook and the Thurnby Brook valleys both have pronounced south facing slopes.

Site Assessment Outcome (see also Scraptoft)

Sites not assessed		Reason
24/10251	Land South of A47 Uppingham Road	Duplicate site. Assessed as site 8150.
24/10250	Land off Uppingham Road, Bushby, Leicestershire	Duplicate site. Assessed as site 8150.
24/12225	Rear of Rose & Crown, Main Street, Thurnby	The site is not developable within the Local Plan period.
24/12219	787 Uppingham Road	Site is a commitment and has commenced.
24/10143	Land north of Uppingham Road	The site is in open countryside in an isolated location and unrelated to the built form.
24/10206	Land at New Ingarsby Farm, Uppingham Road	The site is in open countryside in an isolated location and unrelated to the built form.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		
		Proposed Use
21/8177	Land rear of Firs Farm, The Square	Residential
21/8243	Charles' Field, Land north of Thurnby Brook	Residential
24/9639	Land adjacent to Wintersdale Road, Thurnby	Residential
24/9016	Land rear of Firs Farm, Thurnby	Residential
21/8240	Scraptoft Valley, Land to the north of the A47	Residential
24/10476	Land to the North of Uppingham Road	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8150	Land south of A47 Uppingham Road	Mixed Use
24/12217	Telford Way Garages Telford Way	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8241	Land north of the A47, east of Zouche Way	Residential

Scraptoft



Exported 10th February 2025

See *Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4* to this document for further details on sites.

Exported 10th February 2025

Overview

Scraptoft lies immediately east of Leicester City. It extends south to Thurnby Brook where it adjoins Thurnby/Bushby. There is no distinguishable boundary between the settlements. Station Lane leads from the main part of the Scraptoft village to the A47 just over a kilometre to the south and Scraptoft Lane runs westwards to join the A563 Leicester Outer Ring Road. Leicester city centre lies approximately 4 miles to the west. Scraptoft Golf Course lies between the village and the boundary with Leicester City. Maintaining some separation with the City to the west and Thurnby/Bushby to the south is a local concern. Preventing coalescence is one of the functions of the Green Wedges to the west and south of the village and Covert Lane as designated in the current Local Plan. A Separation Area, designated in the Neighbourhood Plan, extends beyond the Green Wedge.

Scraptoft's historic core is centred around Hamilton Lane, Main Street, Scraptoft Hall and All Saints Church. The historic core areas are still clear despite modern housing developments and are within a designated Conservation Area. This also encompasses most of the village's 11 listed buildings. The White House on Scraptoft Lane is a non-designated heritage asset on the Local List. There is also 1 Scheduled Monument (Churchyard cross, All Saints' churchyard). The village's Neighbourhood Plan was adopted in 2016.

The village centre has a supermarket with post office and a newsagent. There is a recently completed Scraptoft Community Hub, a pub (the White House) and a place of worship. Although the village does not have a primary school, there is one just over the parish border in adjoining Thurnby/Bushby. There is no GP surgery within the village. It is in the Billesdon Surgery catchment area (a branch surgery of which is in Bushby to the south). There are GP surgeries in adjoining Leicester City (although capacity is unknown at this stage). There are 3 Assets of Community Value listed (Co-op and post office, Scraptoft Village Hall, The White House pub). A wide range of additional services and facilities are available in adjoining Leicester City.

While there are limited employment opportunities in Scraptoft itself, it adjoins the Leicester urban area where a wide range of employment opportunities are relatively accessible.

In terms of public transport, the nearest railway station is Leicester (5 miles) and bus services serving the village are regular to Leicester City (nos. 56/56A). There are further, more frequent services into and around Leicester city (nos. 58A (Hamilton Lane) /38 & 38A (Thurnby Lodge) /37 (Thurnby Lodge)/ 40 Leicester Circleline) but stops are some walking distance from village.

The Census 2021 profile indicates a population of 3000 people and 1160 households (both figures rounded).

Scraptoft adjoins the Leicester Urban Area and is part of Tier 1 of the Settlement Hierarchy due to its proximity and access to the urban area.

The New Local Plan Development Strategy identifies a growth target of 1,250 dwellings to 2041 for the Scraptoft/Thurnby/Bushby area (in addition to commitments of 134 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

Maintaining separation with Leicester City to the west and with the built form of Thurnby/Bushby to the south.

Ensuring that a Green Wedge continues to benefit local communities, including where possible through improved public access and recreation.

Ensuring the distinctive character and setting of Scraptoft village and its heritage assets is preserved and, where possible, enhanced.

Scraptoft is well connected to Leicester City by regular bus services, and only 5 miles to Leicester Railway Station for the main rail corridor running north and south. Leicester also provides a wide range of accessible employment opportunities in addition to a wide range of services and facilities. Opportunities to improve public transport, walking and cycling should be taken.

The settlement is positioned on the north-western administrative edge of the District, with its boundaries restricted to the west.

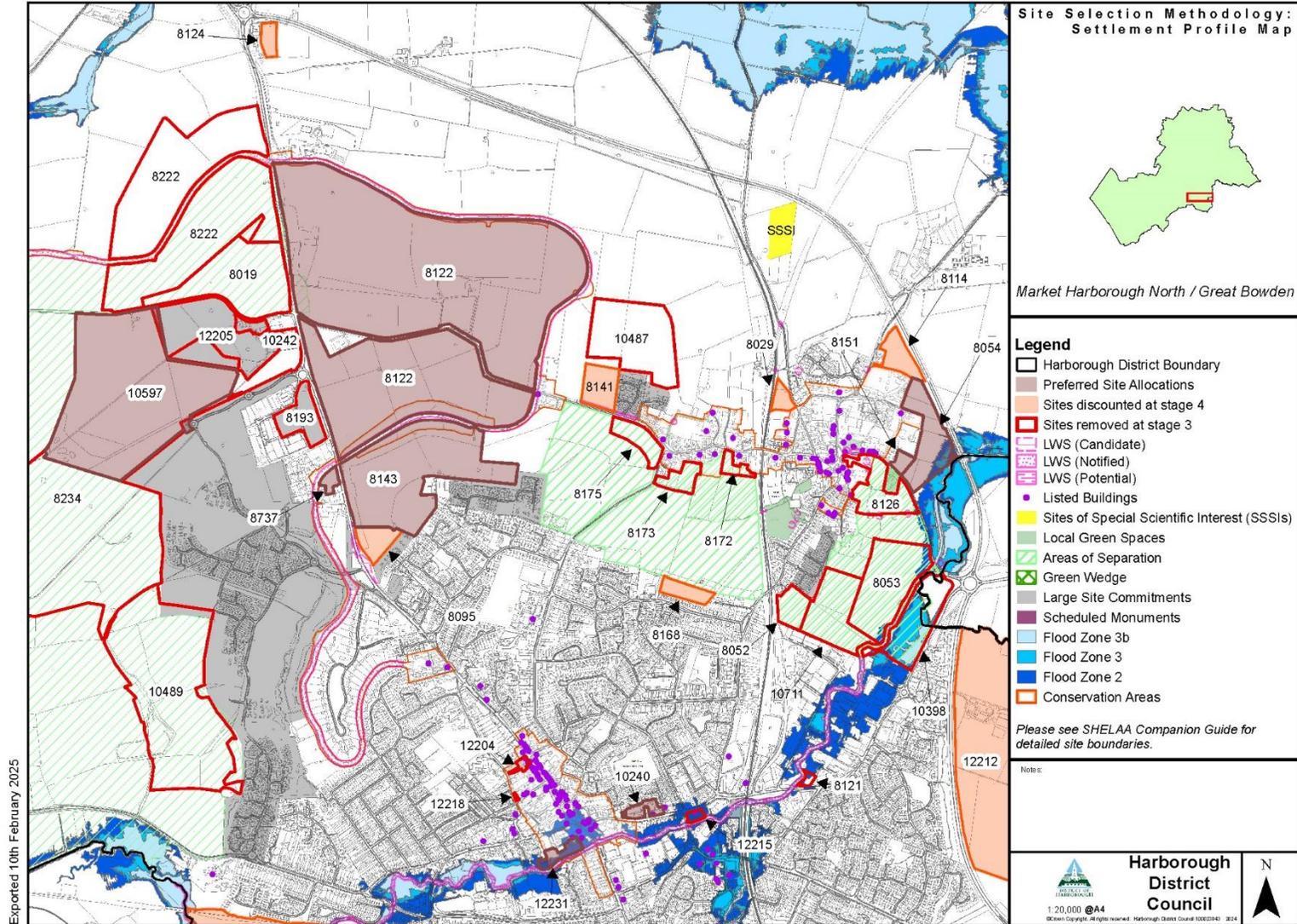
The south facing Thurnby Brook valley slopes lie to the south of Scraptoft village, with Covert Lane forming a local ridgeline.

Site Assessment Outcome (See also Thurnby/Bushby)

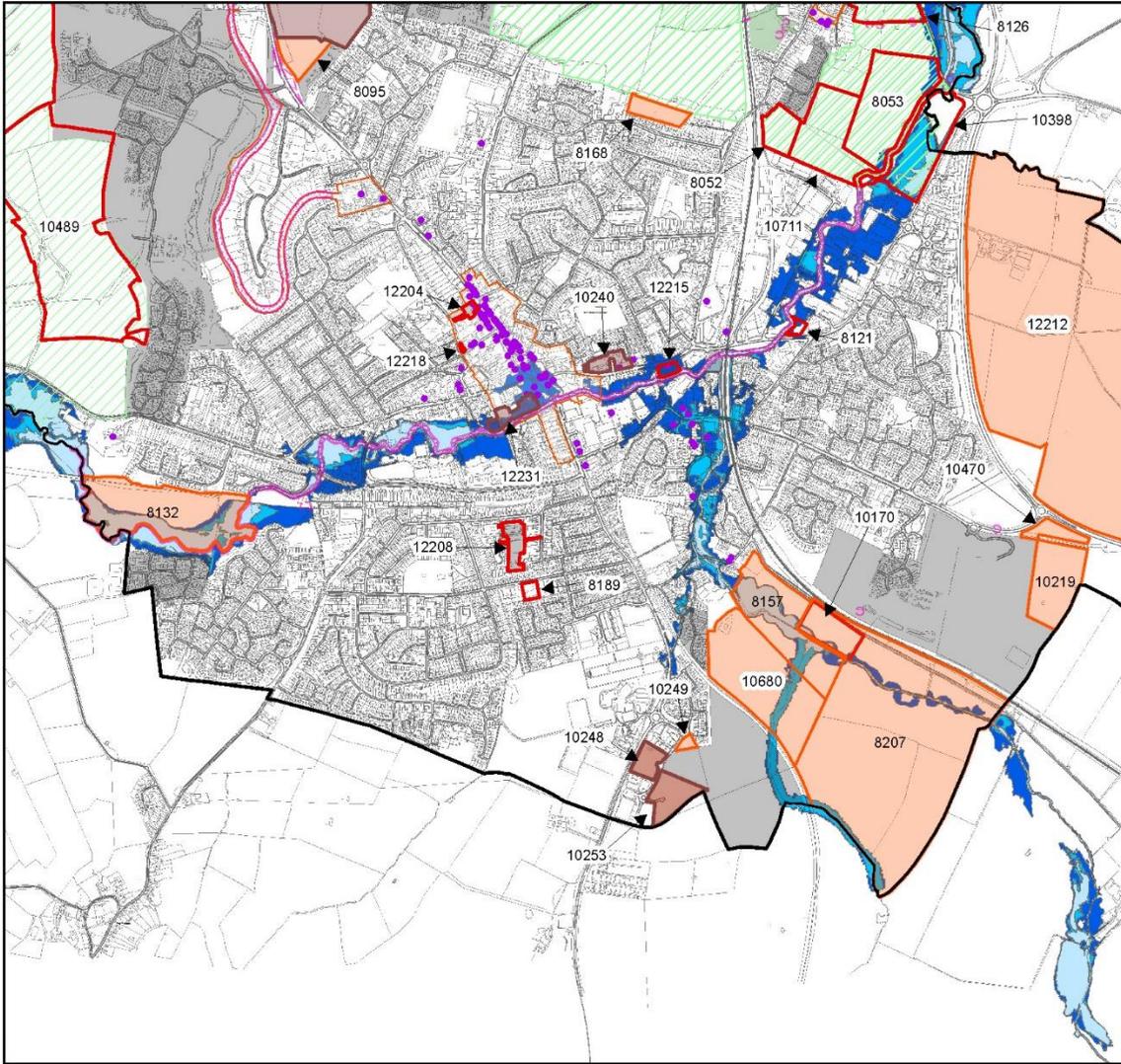
Sites not assessed		Reason
24/10117	Land west of Beeby Road (Scraptoft Golf Club), and land east and west of Hamilton Lane, Scraptoft (Scraptoft SDA)	The site is not developable within the Local Plan period.
24/10224	Land north of Covert Lane, Scraptoft.	The site is not developable within the Local Plan period.
24/12211	Land north of Wayside Lodge, Covert Lane, Scrapcroft	The site is not developable within the Local Plan period.
24/12214	Land south of Covert Lane	The site is not developable within the Local Plan period.
24/10169	Land south of Covert Lane and land north of Wayside Lodge, Scrapcroft	Duplicate. Assessed as sites 12211 and 12214.
24/10365	North of Covert Lane, Scraptoft (land west of St James RFC)	Duplicate site. Assessed as site 8196.
24/10229	Land east of The Woodlands, north of Covert Lane, Scraptoft.	Duplicate site. Assessed as site 8137.
24/12222	Land west of Beeby Road (Scraptoft Golf Club), and land east and west of Hamilton Lane, Scraptoft (SD1)	The site is not developable within the Local Plan period.
21/8090	Land to the East of Beeby Road	The site is not developable within the Local Plan period.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed use
24/10053	Land east of Beeby Road	Residential
21/8137	Land north of Covert Lane	Residential
21/8147	Land north of Covert Lane (east)	Residential

21/8089	Land north and south of Covert Lane	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8196	Land north of Covert Lane (West)	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
24/12235	Land at Beeby Road	Residential
21/8227	Land between Scraftoft & Bushby	Residential

Market Harbourough – Market Town



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.



Site Selection Methodology:
Settlement Profile Map



Market Harbour South

Legend

- Harbour District Boundary
- Preferred Site Allocations
- Sites discounted at stage 4
- Sites removed at stage 3
- LWS (Candidate)
- LWS (Notified)
- LWS (Potential)
- Listed Buildings
- Sites of Special Scientific Interest (SSSIs)
- Conservation Areas
- Local Green Spaces
- Areas of Separation
- Green Wedge
- Large Site Commitments
- Scheduled Monuments
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2

Please see SHELAA Companion Guide for detailed site boundaries.

Notes:



Harbour District Council



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See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

Market Harborough is the largest settlement in Harborough district and sits in the valley of the River Welland. It is located close to the border with Northamptonshire (North Northamptonshire and West Northamptonshire Councils) on the southern edge of the district. It is some 15 miles from Leicester and 17 miles from Northampton. Lutterworth is 12 miles to the west and Corby and Kettering are both within easy travelling distance. It serves as a focal point for a wide, largely rural area including areas outside the district due to its location on the southern border.

Much of the town centre is a Conservation Area (CA) as is the Grand Union Canal, including Union Wharf, to the north of the town. The settlements of Great Bowden, Lubenham and East Farndon (outside the district) lie relatively close to the town and maintaining separation between the settlements is a local concern. Growth to the north of the town is also a concern for Foxton. The numerous listed buildings are focused mainly within the town centre. There are also 6 non-designated heritage assets on the Local List.

The town has an extensive range of services, facilities, shops and employment opportunities. It has a thriving market dating back to 1204 which now trades 5 days a week in the Market Hall. There is a wide choice of supermarkets in and adjacent to the town centre and other more local convenience stores located around the wider town. There are several churches within the town. Educational needs are served by 6 primary schools and 2 secondary schools. There are 2 GP surgeries, St Luke's community hospital (with minor injuries service) and several pharmacies within the town.

Employment opportunities are primarily focused within the 6 Key Employment Areas and 11 General Employment Areas defined and protected in the current Local Plan. However, the wide range of services, facilities and town centre functions (including offices) offer further opportunities for employment. Alongside the Leisure Centre (with swimming pool) and Welland Park, there is a wide range of open/green spaces. New development in and around the town will see this provision improve and extend alongside growth.

The town is well connected having a railway station (with extensive car and cycle parking facilities) with roughly half hourly services to London and Leicester (and beyond). It is well served by bus routes with services to:

- Leicester/Northampton (no. X7) and Leicester (no. X3)
- Lutterworth (no. 58)
- Local villages and surrounding town (nos. 30, 33A, 33B, 33C, 44)

The Census 2021 profile indicates a population of 24,800 people and 10,800 households (both figures rounded).

Market Harborough lies within the Settlement Hierarchy's Tier 2 (Market Towns). It is the largest town within the District and benefits from having the District's only train station. It has a wide range of services, facilities, shops and employment opportunities.

The New Local Plan Development Strategy identifies a growth target of 1,350 dwellings to 2041 for Market Harborough (in addition to commitments of 2,008 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

Maintaining the separation, distinct character and setting of Market Harborough particularly given its proximity to the settlements of Great Bowden, Foxton, Lubenham and East Farndon will be a consideration. As well as the existing Local Plan Area of Separation between Great Bowden and the town, made neighbourhood plans for Great Bowden, Foxton and Lubenham identify Areas of Separation around Market Harborough.

The town has a number of strong transport corridors serving the town including the A427, A4304, A508, B6047 and A6 and a main rail corridor running north and south. Positioning growth within walking distance proximity to main transport corridors is a potential opportunity. The Grand Union Canal also continues to play an important role connecting to the town and framing the settlement edge and offers greater sustainable walking and cycling and recreational opportunities for new developments to the north of the town.

The A6 east of the town is seen as a strongly defined boundary of which breaching should be avoided.

The town as a whole is tightly defined with a historic commercial core and railway and industrial uses on the edge of the settlement.

Areas of flood risk are also noticeable with regard to the River Welland where it flows to the west and to the north of the town and also from the River Jordan to the south of the town.

The settlement is also tightly positioned on the mid-southern administrative edge of the District, with its boundaries restricted to the south and east.

The scarp slopes to the north of the town are a noticeable landscape feature, extending as a landscape feature to separate Market Harborough from neighbouring Great Bowden.

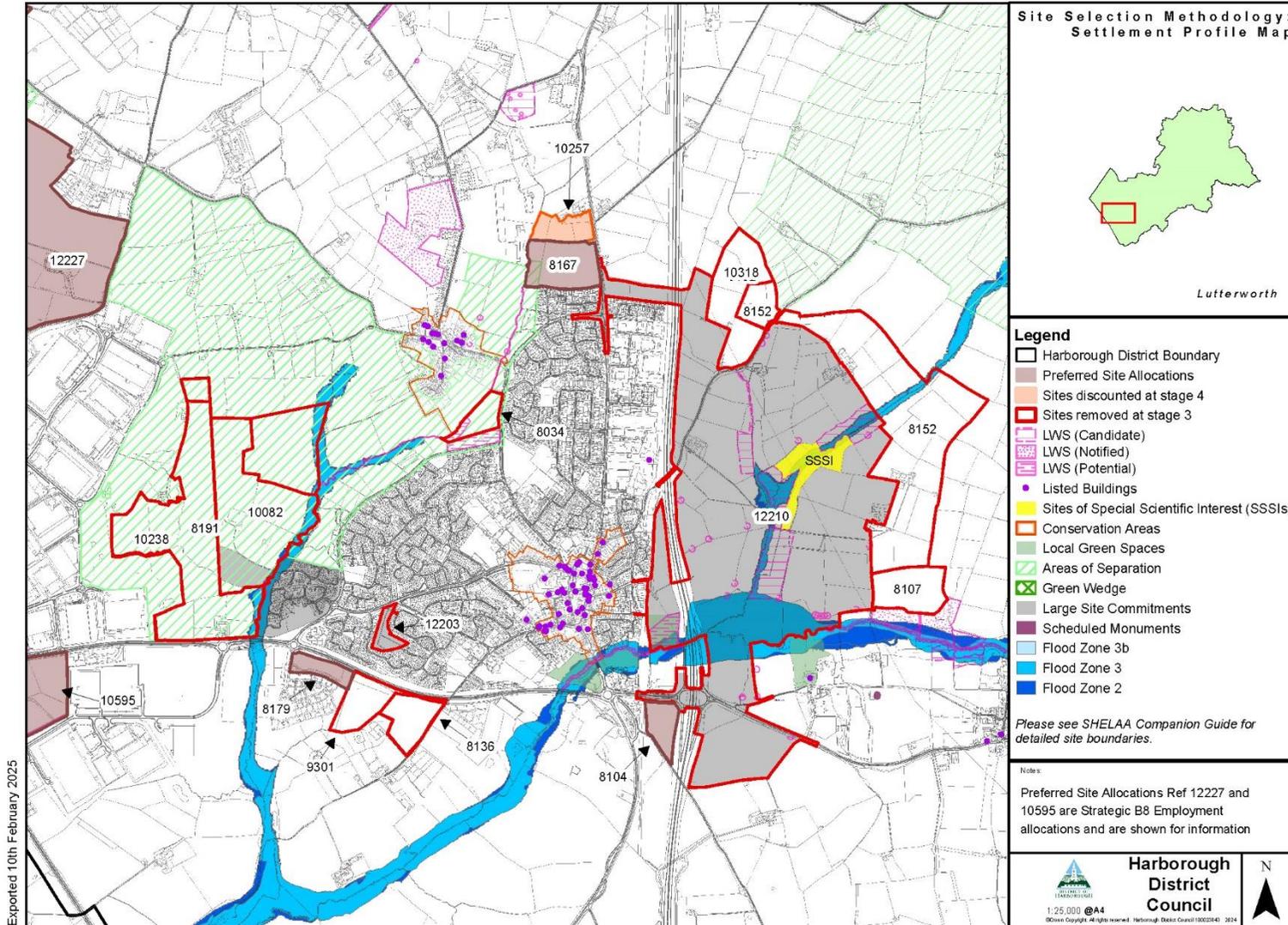
Site Assessment Outcome

Sites not assessed		Reason
21/8233	Land east of A6	Assessed as site 12212
21/8163	Land at Gallow Lodge	The site is not developable within the Local Plan period.
21/8164	Land west of Harborough Road, east of Langton Road	The site is not developable within the Local Plan period.
21/8257	Land at Little Bowden	Superseded. Assessed as site 10680
21/8027	Land off Leicester Road	Duplicate. Site assessed as 8737.
24/9419	Land to east of Dunmore Road	Assessed as 10680.
24/12221	West of footbridge, Rockingham Road	Below size threshold for SHELAA assessment.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
24/10398	Land West of Rockingham Road	General Employment
24/10242	Harborough Road	Residential
21/8121	Rockingham Road Industrial Estate (Plot 13)	Residential
21/8189	Courtyard Workshops, off Bath Street	General Employment
21/8222	Land north of Gallow Field Road	Residential
21/8234	Land south of Gallow Field Road	Residential
24/10170	Land to the South of Braybrooke Road	Residential
21/8019	Land west of Harborough Road	Residential
24/10489	West of Market Harborough	Residential
24/12218	20 Abbey Street	Residential
24/12204	39, 40, 40a High Street, Market Harborough	Residential
24/12215	Former Harboro' Rubber site	Residential

21/8193	Land at Airfield Business Park, west of Harborough Road	General Employment
24/12205	MH4 land at Airfield Farm (Wellington Business Park)	General Employment
24/12208	Naseby Square	Residential
24/10481	Land to the north of the A6 and east of the Melton	General Employment (not shown on map)
24/10098	Gallowfield, due east of HM Gartree Prison	Residential (not shown on map)
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
24/10470	Land off Kettering Road, Market Harborough	General Employment
21/8124	Land adjacent to Bowden Business Village	General Employment
21/8168	Land north of 54 The Ridgeway, Market Harborough	Residential
21/8095	Land East of Leicester Road	Residential
21/10249	Land off Compass Way and Eady Drive, Market Harborough	Residential
21/8207	Land south of Braybrooke Road	Residential
21/8157	Land south west of Braybrooke Road	Residential
21/8132	Land south of Farndale View	Residential
24/10253	Land East of Compass Way Spine Road, Market Harborough	Residential
24/10248	Land east of Northampton Road, north of Harborough Enterprise Centre, Market Harborough	Residential

24/10219	Land to the South of Harborough Road / South East of Kettering Road, Market Harborough	Residential
24/12212	Land East of A6	Mixed Use
24/10680	Land to the east of Dunmore Road	Residential
24/12213	Land to the north of the A6 and east of the Melton Road Services	General Employment (not shown on map)
Preferred allocation sites (Please see Appendix 4 for further details)		
24/10253	Land East of Compass Way Spine Road, Market Harborough (employment)	General Employment
24/10248	Land east of Northampton Road, north of Harborough Enterprise Centre, Market Harborough (employment)	General Employment
21/8737	Land OS 3073, Leicester Road	General Employment
24/10240	St Marys Road	Mixed use – Leisure/Retail
21/8143	Land east of Leicester Road and south of Grand Union canal	Residential
21/8122	Market Harborough North, East of Harborough Road	Residential
24/10597	Land South of Gallow Field Road	Residential
24/12231	Commons Car Park	Retail

Lutterworth – Market Town



Exported 10th February 2025

Exported 10th February 2025

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Overview

Located in the west of the district, Lutterworth is its second largest settlement. It is located just of Junction 20 of the M1, 6 miles north of Rugby and 15 miles south of Leicester City Centre. The motorway currently forms the eastern boundary of the settlement but strategic development to the east of the motorway is planned. The A5 runs close by to the west and access to the M6 (Junction 1) is 5 miles away.

Much of the town centre is a Conservation Area (CA) within which most of the town's listed buildings are located. There are 2 non-designated heritage assets on the Local List (Waller Bedingfield's House and the Arrow Pub). Bitteswell village lies close by to the northwest and is also a CA with numerous listed buildings. Preventing coalescence between the two settlements is a local priority and an Area of Separation has been defined. The extends southwards to ensure separation between Lutterworth/Bitteswell and Magna Park is maintained.

The town has an extended range of services, facilities, shops and employment opportunities. The market is held every Thursday and dates from 1214. There are 3 supermarkets serving the town. Educational needs are met currently by 2 primary schools and 2 secondary schools. The town is served by 2 GP practices, the Fielding Palmer Community Hospital and 2 pharmacies. There is also a church. There is 1 Asset of Community Value listed (Crescent Road allotments). The town has a Leisure Centre (with swimming pool) and range of open/green spaces including Coventry Road recreation ground and Lutterworth Country Park.

Employment opportunities within the town are focused in the 4 Key Employment Areas and 7 General Employment Areas defined and protected in the current Local Plan. In addition, Magna Park (the largest single employment centre within the district) and other adjoining strategic distribution uses are located to the west of the town within walking/cycling distance.

The impact of heavy traffic through the town centre has been a long-standing issue. While the proposed East of Lutterworth Strategic Development Area will provide an alternative route and may lead to improvements, this development has not yet commenced.

In terms of public transport, while the nearest railway station is 6 miles away in Rugby, the town is served by regular bus services to Hinckley (no. 8), Leicester/Rugby (no. X84), and Market Harborough (no. 58).

The Census 2021 profile indicates a population of 10,830 people and 4,560 households.

Lutterworth lies within the Settlement Hierarchy's Tier 2 (Market Towns). Lying in the west, it is the second largest town within the District with access onto the M1 and nearby A5 and M6. It has a good range of services, facilities, shops and employment opportunities.

The New Local Plan Development Strategy identifies a growth target of 250 dwellings to 2041 for Lutterworth (in addition to commitments of 1,704 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

Strategic issues include maintaining the physical separation of the town from Magna Park, while supporting sustainable transport connections.

The A4303 road corridor is considered a physical barrier to significant development to the south.

The A426 is an important transport corridor through the town and beyond and provides key local public transport services.

While the growth target for the town is relatively low (250 dwellings), the committed East of Lutterworth SDA remains the key growth area for the town and the District, delivering not only residential development but also employment opportunities and local services/facilities.

Preventing the coalescence of the town with the small, historic village of Bitteswell to the west is a priority.

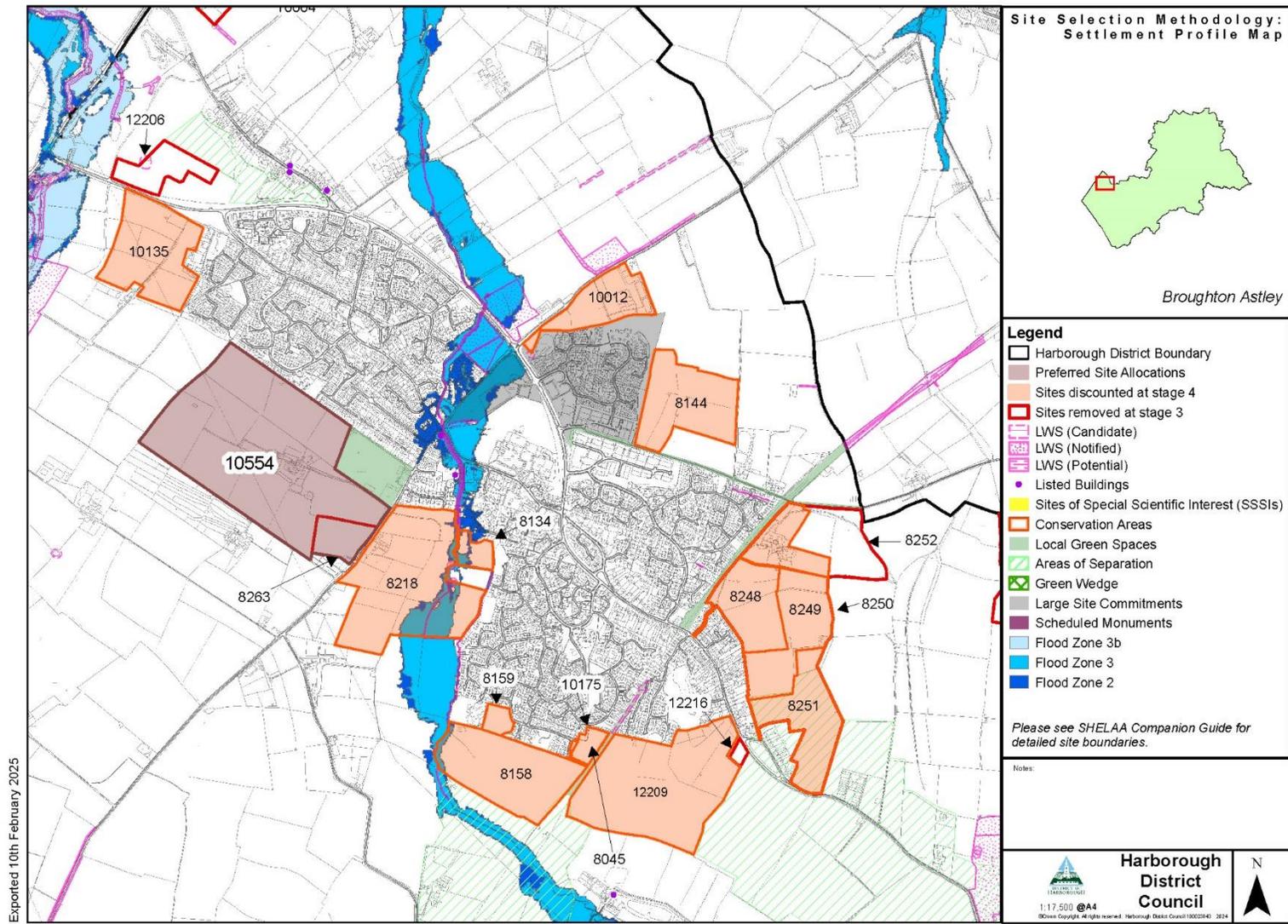
Site Assessment Outcome

Sites not assessed		Reason
21/8133	Land at Moorbarns Lane	The site is not developable within the Local Plan period.
24/10433	Land south of A4303	The site was assessed as part of the Local Plan Development Strategy and Spatial Growth Options Assessment. Site is not considered an appropriate location for development when considered against alternative strategic sites of 1500 or more.
24/9005	Spring Farm Moorbarns Lane	The site is not developable within the Local Plan period.
24/10332	Land off Moorbarns Road	The site is not developable within the Local Plan period.
21/8133	Land at Moorbarns Lane	The site is not developable within the Local Plan period. Site does not meet essential criteria for a candidate site for Strategic B8 development.

21/8111	Land south of Woodby Lane	The site is not developable within the Local Plan period
21/8048	Land off Brookfield Way	Site is not currently developable.
24/9318	Land to the west of Moorbarns Lane (Housing)	Site not currently developable.
21/8110	Land west of Lutterworth	Assessed as part of site 8191.
24/10491	Moorbarns Farm	Site withdrawn from SHELAA.
21/8108	Warren Farm (East)	Site not currently developable.
21/8221	Land west of Lutterworth	Assessed as part of site 8191.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
24/9301	Land to the west of Moorbarns Lane (Employment)	General Employment
24/10238	Land north of the A4303 and west of Lutterworth	Mixed Use
24/10082	Land north of the A4303, west of Lutterworth	Mixed Use
21/8152	North and South of Gilmorton Road (Extension to Lutterworth East SDA)	Mixed Use
24/12210	L1 Land East of Lutterworth	Mixed Use
24/10318	Land at Gilmorton Road	Mixed Use
21/8136	Land off Moorbarns Lane	Mixed Use
21/8034	Land off Bitteswell Road	Residential
21/8191	Land north of Coventry Road	Residential
21/8107	Land North West of Walcote	Residential

24/12203	Allotments, De Verdon Road	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
24/10257	Land west of Leicester Road	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8179	Land south of Lutterworth Road/ Coventry Road	General Employment
21/8104	Land at M1 Junction 20/Swinford Road	Residential
21/8167	Land off Leicester Road, Lutterworth	Residential

Broughton Astley – Large Village



Exported 10th February 2025

Exported 10th February 2025

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Overview

Broughton Astley is the district's third largest settlement and lies on its northwestern edge adjacent to Blaby district. Although the M1 runs close to the east, the village is approximately 7 miles from Junctions (20 and 21) and the M62 (Junction 2). Leicester city centre is some 10 miles to the north, Hinckley 7 miles to the west and Lutterworth 6 miles to the south. The River Soar runs along the northwestern edge of the parish with one of its tributaries (Broughton Astley Brook) running south to north through the village.

In terms of heritage assets, the village has 2 listed buildings (St Mary's Church and War Memorial). Sutton in the Elms lies close to the north and has a further 3 listed buildings. Maintaining separation between the two settlements is a local concern and is addressed in the Broughton Astley Neighbourhood Plan (2014) through the designation of a Separation Area. Areas of Separation are also to the south of the settlement as designated in the Leire and Dunton Bassett Neighbourhood Plans.

The village centre is in the northern half of the village and is relatively compact with a good range of services, facilities and shops, including a supermarket. In addition, there is a further supermarket which was delivered alongside recent housing development to the east Broughton Way. Educational needs are met currently by 3 primary schools and 1 secondary school. The village has a church (in addition Sutton in the Elms Baptist Church is nearby) and is served by a GP practice. There is a pharmacy in the village centre.

There is a relatively new Leisure Centre (no public swimming pool) with 3G pitch and a range of open/green space including Frolesworth Road recreation ground.

Employment opportunities are focused in the Key Employment Area (Swannington Road/Stanier Road Industrial Estate) defined and protected in the current Local Plan. Land to the north of the village has planning permission for further employment uses.

In terms of public transport, while the nearest railway station is 4 miles away in Narborough, the town is served by the following regular bus service between Leicester - Lutterworth (nos. X84/84)

The Census 2021 profile indicates a population of 9,646 people and 3,897 households.

Broughton Astley lies within the Settlement Hierarchy's Tier 3 (Large Villages). It is the largest village in this tier and recent growth has delivered improved services and facilities.

The New Local Plan Development Strategy identifies a growth target of 475 dwellings to 2041 for Broughton Astley (in addition to commitments of 118 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

Broughton Astley is served primarily by the B581 (Broughton Way) which links to the A426 to the south of the village and to the B4114 to the north of the village.

The village centre is in the northern half of the village and is relatively compact with a good range of services, facilities and shops, including a supermarket. In addition, there is a further supermarket which was delivered alongside recent housing development to the east Broughton Way.

Educational needs are met currently by 3 primary schools and 1 secondary school. There may be a need to provide additional primary school capacity in the village.

Employment opportunities are focused in the Key Employment Area (Swannington Road/Stancier Road Industrial Estate) defined and protected in the current Local Plan. Land to the north of the village has planning permission for further employment uses.

In terms of public transport, while the nearest railway station is 4 miles away in Narborough, the town is served by the following regular bus service between Leicester – Lutterworth. Opportunities to support sustainable modes of transport around the village should be encourage.

The need to maintain the identify and separation of the settlement from nearby smaller villages (Leire and Dunton Bassett) is important locally.

Areas of potential fluvial flood risk along Broughton Astley Brook which passes through the centre of the village.

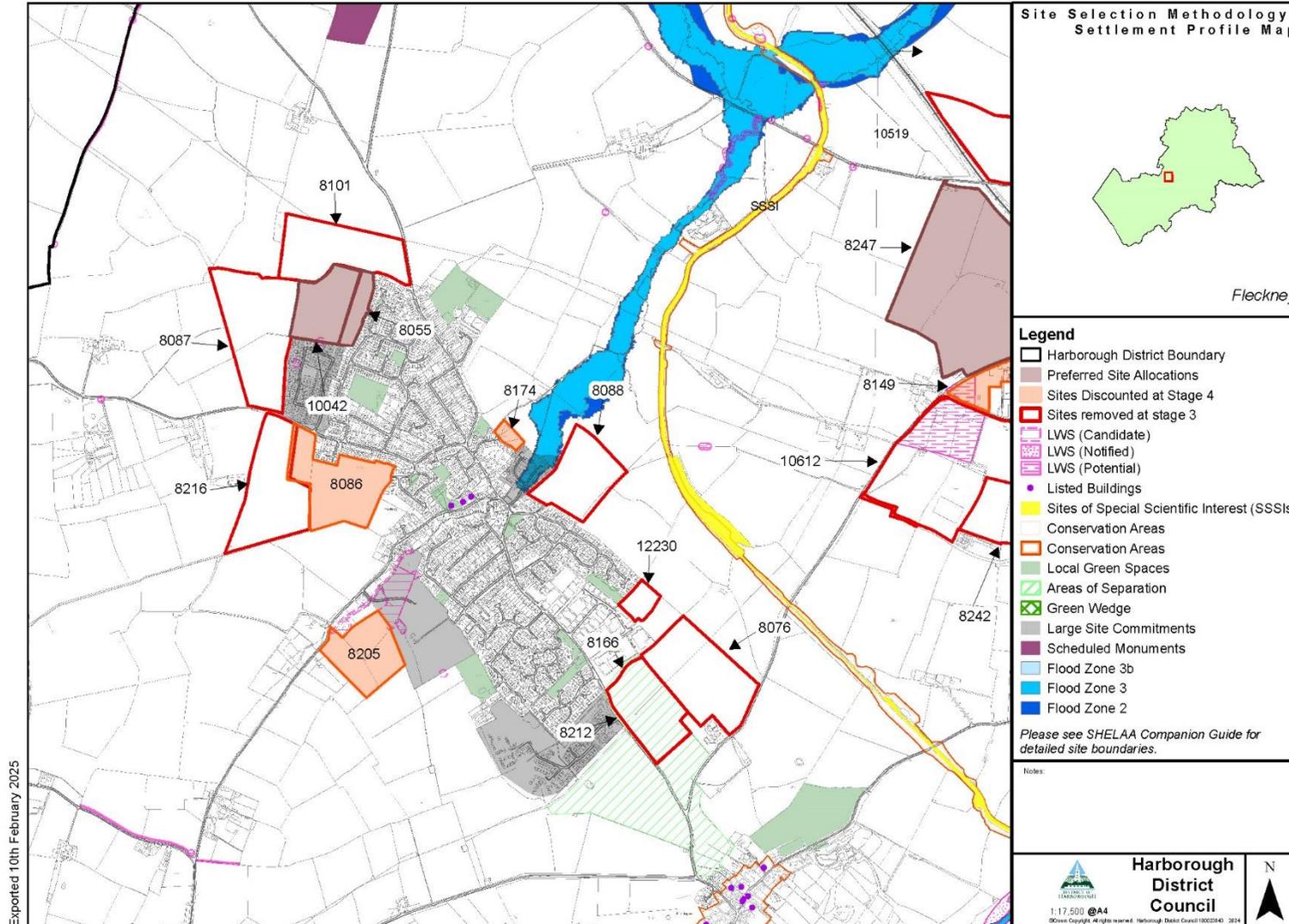
Clump Hill on the southern edge of the village is a distinctive feature in the local landscape.

Site Assessment Outcome

Sites not assessed		Reason
24/12226	Land west of Broughton Astley - Sutton in the Elms, Coventry Road	The site is not developable within the Local Plan period.
21/8096	Land to the east of Stemborough Mill	The site is not developable within the Local Plan period.
21/8226	Sutton Hill Farm, Coventry Road	Duplicate site. Assessed as site 10004
21/8220	Land at Witham Villa, Broughton Road	Duplicate site. Assessed as site 10012.
21/8154	Land off Frolesworth Road	The site was superseded by a larger site in the SHELAA 24.
21/8223	Land south of Dunton Road	Duplicate site. Assessed as site 12209
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
21/8213	Arkwright Hill Business Park, Lutterworth Road	HGV Park (not shown on map)
24/12206	Land north of Broughton Way	General Employment
24/10004	Sutton Hill Farm	Mixed Use
21/8250	Land East of Dunton Road (option 4)	Residential
21/8252	Land East of Dunton Road	Residential
24/12216	Garden Centre Adjacent 80 Dunton Road	Residential
21/8263	Land west of Frolesworth Road	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
24/12209	Land south of Dunton Road	Residential
21/8134	Old Mill Road	Residential
21/8248	Land East of Dunton Road (option 1)	Residential
21/8249	Land East of Dunton Road (option 2)	Residential

21/8251	Land East of Dunton Road (option 3)	Residential
21/8218	Land East of Frolesworth Road	Residential
21/8144	Land north of Cottage Lane	Residential
21/8158	Land off Crowfoot Way	Residential
24/10175	Land off Crowfoot Way	Residential
21/8159	Land off Crowfoot Way (north)	Residential
24/10135	Land south of Coventry Road	Residential
21/8045	Land to the east of Broughton Chase	Residential
24/10012	Land at Witham Villa, Broughton Road, Broughton Astley	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
24/10554	Land off Frolesworth Road	Residential

Fleckney – Large Village



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

Fleckney is located 9 miles south of Leicester and 9 miles northwest of Market Harborough, close to the district's northern border. The village is linear in form, stretching for almost 2km (north to south), with the main shops/services located centrally. Fleckney Brook runs west–east through the centre of the village before it joins the River Sence to the north east. The Grand Union Canal runs close to the eastern side of the village. The area to the north of the built-up edge of Fleckney is within Wistow Parish while part of the built-up area to the south is within Saddington Parish.

The village does not have a conservation area but there are 3 listed buildings and one non-designated heritage asset (Carmel Baptist Chapel) on the Local List. The Grand Union Canal Conservation Area is located to the east of the village. The Neighbourhood Plan (2021, currently under review) also identifies a number of local non-designated features of local heritage interest. The village has 10 assets of community value including the library, the village hall and Edward Road play area. There are numerous local green spaces listed in the Neighbourhood Plan including amenity areas and allotments. Given that the southern part of village's built-up area is within Saddington Parish, the Saddington Neighbourhood Plan identifies an area of separation between Fleckney and Saddington aimed at retaining the physical and visual separation between the villages.

Fleckney has a good range of services and facilities including a post office, supermarket, GP surgery and pharmacy, all located on High Street. The centre also has pub, cafe and takeaway. A Local Centre boundary is identified in the Neighbourhood Plan. There is an Anglican church and a Baptist church in the village.

Fleckney Sports Centre, located on the northeastern edge of the village, offers a range of facilities including a sports hall, all weather football pitch and a cricket pitch. Fleckney primary school is in the northern part of the village but there is no secondary school provision. The closest secondary school is located in Kibworth. Employment opportunities are focused in a key employment area at Churchill Way industrial estate and in the general employment area at Victoria works on Saddington Road. Development has commenced on the Local Plan employment allocation (Policy BE1 & F2) 'Land off Marlborough Drive'.

In terms of public transport, the train stations at Leicester, Market Harborough, South Wigston and Narborough are with 7-10 miles. The village benefits from regular bus services to Leicester and Market Harborough:

- Fleckney/Market Harborough/Foxton (no. 44)
- Leicester/Wigston Magna (no. 49).

The Census 2021 profile indicates a population of 5031 people and 2104 households.

Fleckney lies within the Settlement Hierarchy's Tier 3 (Large Villages). It has a modest range of services and facilities but does not have a secondary school. It has an established small industrial estate.

The New Local Plan Development Strategy identifies a growth target of 150 dwellings to 2041 for Fleckney (in addition to commitments of 326 dwellings as at 1st April 2023). The growth target is lower than that of other Tier 3 settlements, reflecting the relatively high number of outstanding planning permissions.

Strategic Constraints and Opportunities

There is a need to maintain the Area of Separation with Saddington to the south-east of the settlement to avoid coalescence.

Saddington Road/Main Street/Leicester Road runs north-south through the centre of the village but the settlement is not served by major road infrastructure. The impacts of growth on traffic through the village may require consideration. Opportunities to improve walking and cycling provision should be sought.

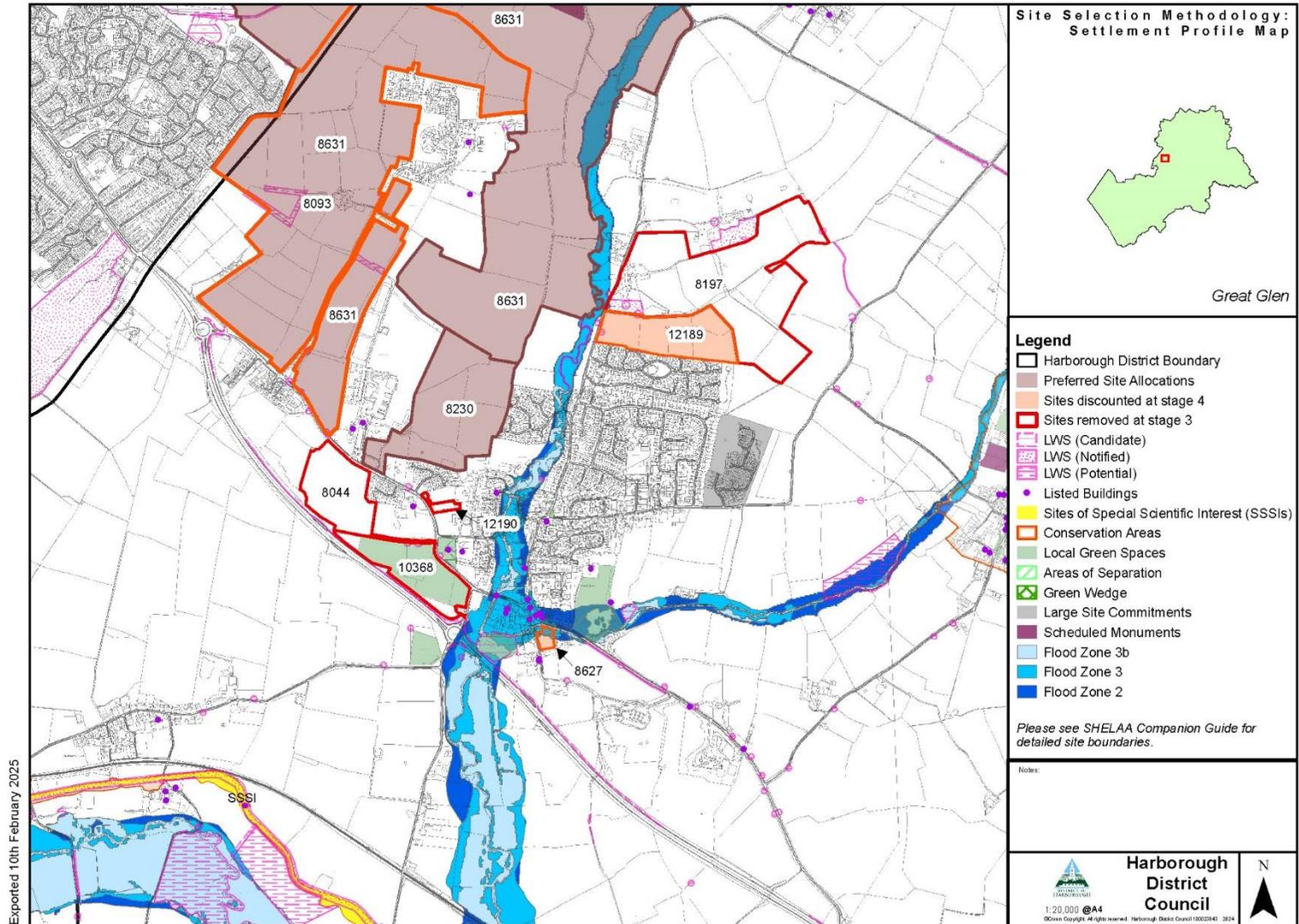
There is fluvial flood risk to the north-east of the village.

Although the village does not have a Conservation Area, the Grand Union Canal is a Conservation Area and runs close to the east of the village.

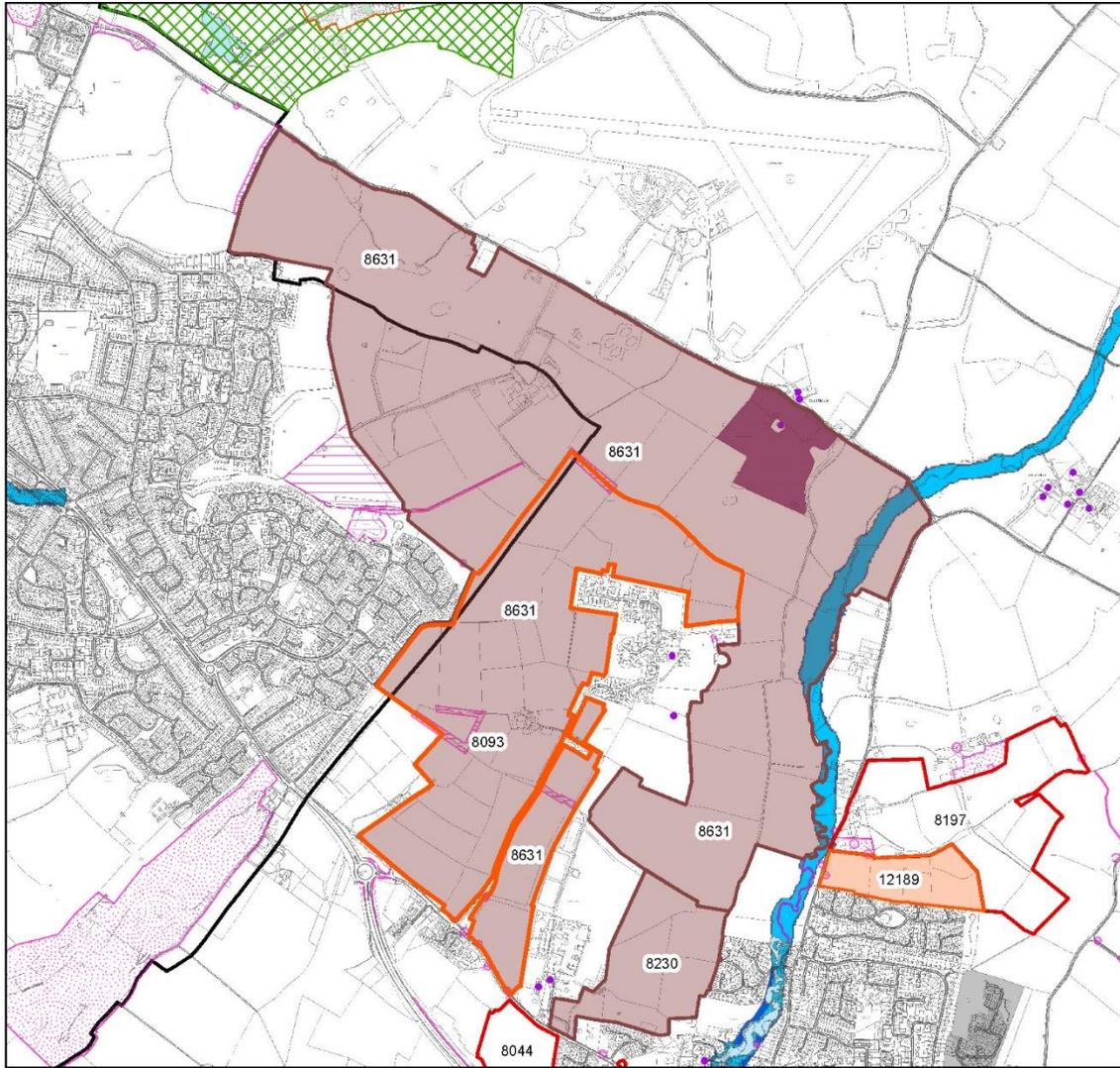
Site Assessment Outcome

Sites not assessed		Reason
24/10207	The Grange, Arnesby Road	The site is not developable within the Local Plan period.
24/10140	Land off Fleckney Road, Fleckney	Duplicate site. Assessed as site 8166.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
24/12230	Land off Marlborough Drive	General Employment
21/8212	Land east of Fleckney Road	General Employment
21/8087	Land north of Kilby Road	Residential
21/8216	Land South of Kilby Road (west)	Residential
21/8076	Land lying north-west of Kibworth Road, Saddington	Residential
21/8088	Land to the east of Fleckney Meadows	Residential
21/8166	Land to the east of Fleckney Road	Residential
21/8101	Land west of Leicester Road	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8205	Land south of Bird Cage Cottage, Arnesby Road	Residential
21/8174	Land off Burton Way	Residential
21/8086	Land south of Kilby Road (east)	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8055	Land to the West of the Longgrey, Fleckney	Residential
24/10042	Land North of Fleckney Fields / Land north of Kilby Road	Residential

Great Glen – Large Village



See *Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4* to this document for further details on sites.



Site Selection Methodology:
Settlement Profile Map



Land South of Gartree Road

Legend

- Harborough District Boundary
- Preferred Site Allocations
- Sites discounted at stage 4
- Sites removed at stage 3
- LWS (Candidate)
- LWS (Notified)
- LWS (Potential)
- Listed Buildings
- Sites of Special Scientific Interest (SSSIs)
- Conservation Areas
- Local Green Spaces
- Areas of Separation
- Green Wedge
- Large Site Commitments
- Scheduled Monuments
- Flood Zone 3b
- Flood Zone 3
- Flood Zone 2

Please see SHELAA Companion Guide for detailed site boundaries.

Notes:



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Harborough
District
Council



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

The village of Great Glen lies approximately 6 miles southeast of Leicester city centre, close to the edge of Oadby which is part of the urban area (of Leicester). It lies in the valley of the River Sence and the A6 ran through the village until bypassed in 2003. The village lies to the northeast of the bypass and its growth in recent times is due to its favourable location as a base for commuting into the urban area and accessing its wide range of services.

There is no conservation area in Great Glen but there are over 20 listed buildings and 2 non-designated heritage assets (The Yews and Former Station) on the Local List. The Neighbourhood Plan (2019) identifies a range of local, non-statutory heritage assets across the parish and a historic landscape character area to the northeast of the bypass incorporating the Church and other heritage assets in the vicinity.

The village's good range of shops/services are clustered in the centre of the village and include a supermarket. A village centre is defined in the Local Plan. Educational needs are met by 1 primary school and although there is no secondary school in the village secondary school provision is available in Oadby. There are 2 independent schools close to the village (Leicester Grammar School and Stoneygate School). There is a GP surgery and a pharmacy. There is also a church.

There are no protected employment areas within Great Glen parish. However, given its location, residents benefit from proximity and access to the wider Leicester urban area and its wide range of employment opportunities.

In terms of public transport, the nearest mainline railway station is 6 miles away (Leicester) and the village benefits from regular bus services to:

- Leicester/Market Harborough (no. X3)
- Leicester/Market Harborough/Northampton (no. X7)

The Census 2021 profile indicates a population of 4724 people and 1888 households.

Great Glen lies within the Settlement Hierarchy's Tier 3 (Large Villages). It has a modest range of services and facilities but does not have a secondary school. However, it is close to the Leicester Urban Area and its wide range of services, facilities, shops and employment opportunities are accessible.

The New Local Plan Development Strategy identifies a growth target of 400 dwellings to 2041 for Great Glen (in addition to commitments of 64 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

The settlement is well served by road infrastructure A6 bypass and London Road, which serves as a strong public transport corridor connecting the village to the wider Leicester Urban Area and Market Harborough.

The River Sense essentially divides the settlement east and west and connects to parcels of Green Infrastructure and open space within the settlement.

There are significant areas of fluvial flood risk to the south of the village.

Although there is no Conservation Area, the south/south-west of the settlement is considered sensitive in terms of heritage assets, both statutory listed but also of local interest. The Neighbourhood Plan designated historic landscape character area is a constraint.

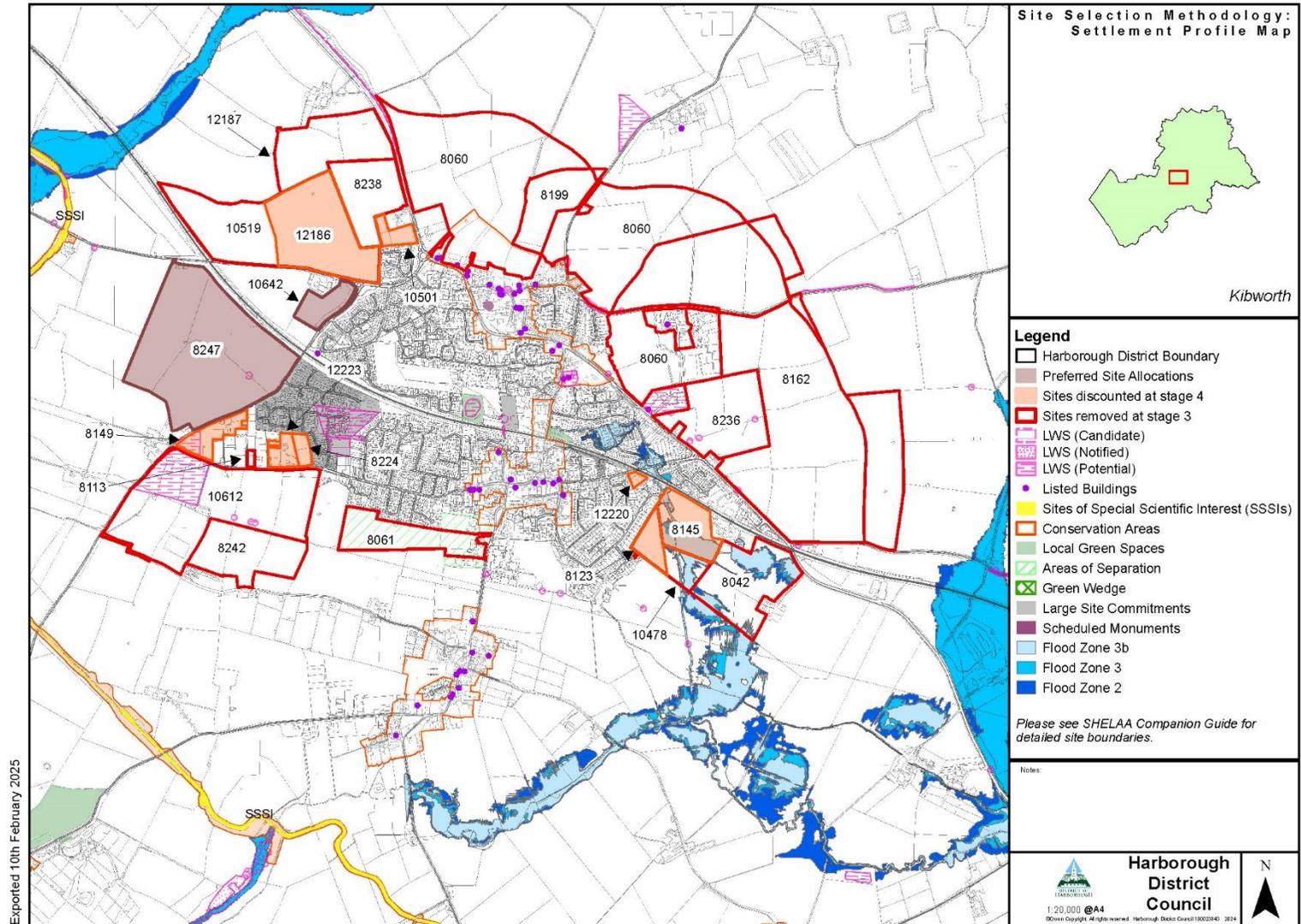
To maintain the distinctiveness and character of the village and prevent its merging with any growth adjoining the Leicester Urban Area may require an area of separation.

Site Assessment Outcome

Sites not assessed		Reason
24/9581	Land lying to the East of Sycamore Close, Stretton Hall, Oadby.	The site is not developable within the Local Plan period
24/12228	Land on the west side of Stretton Road Great Glen	The site is not developable within the Local Plan period
24/10277	Land off London Road	The site is not developable within the Local Plan period
21/8176	Land off Old A6 London Road Great Glen, North of Glen House	Superseded. Assessed as site 12190.
21/8232	Land to the North of London Road	Assessed as part of site 8230.
21/8244	Land to the west of Bridgewater Drive and Heron Close	Assessed as part of site 8230.
21/8131	Land to the North of Great Glen	Superseded. Assessed as site 12189.

21/8194	South of London Road and west of Station Road	Superseded. Assessed as site 10368.
21/8235	Land North of London Road, east of Leicester Grammar School, Great Glen	Assessed as part of site 8230.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
21/8197	Land east of Stretton Road	Mixed Use
21/8044	Land south of London Road	Residential
24/10368	Land South of London Road	Residential
24/12190	NP/20/GG/01 - Land North of Glen House	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
24/8627	Paddock to the rear of 2 Orchard Lane	Residential
24/12189	Land to the north Great Glen	Residential
21/8093	Land at Stretton Hall Farm, Chestnut Drive	Mixed Use
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8230	Land to the North of London Road and east of Leicester Grammar School, Great Glen	Residential
24/8631	Land South of Gartree Road and East of Oadby	Mixed Use

Kibworth (Beauchamp and Harcourt) – Large Village



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

Kibworth, comprising the built-up part of 2 separate parishes straddling the A6, lies some 7 miles northwest of Market Harborough and 9 miles south of Leicester city centre. Kibworth Beauchamp lies predominantly to the west and south of the A6 whilst Kibworth Harcourt covers the eastern and northern part of the settlement. Whilst both Parishes have their own identity and Parish Council, they are not physically distinguishable and for the purposes of planning function as a single settlement. They have, therefore, been assessed as one settlement (Kibworth). The two Parish Councils carried out a recent review of The Kibworth Villages' Neighbourhood Development Plan. This was made in 2023. Although the Midland Mainline railway line passes through the village, there is no passenger station. Smeeton Westerby lies close to the southern edge of the village.

Kibworth has 2 Conservation Areas (Kibworth Beauchamp and Kibworth Harcourt), 37 listed buildings and 2 Scheduled Monuments (Kibworth Harcourt Post Mill, Motte in Hall Field) in and around the settlement. Smeeton Westerby to the south also has a Conservation Area. Protecting the historic character of Kibworth is a local priority as is maintaining separation with Smeeton Westerby which resulted in the designation of a Separation Area in the Kibworth Villages' Neighbourhood Plan.

The village has a compact, busy centre (located in Kibworth Beauchamp) which is the focus of a good range of services, facilities and shops including its one supermarket. There are two churches (Anglican and Methodist). Educational needs are met currently by a primary school and a secondary school. There is a relatively new medical centre which houses the GP practice (along with one further surgery premises) and there is pharmacy in the village centre. There are 2 Assets of Community Value listed (Jubilee Green, Kibworth Windmill). The village does not have a leisure centre but the Academy's sports hall is available for hire outside school hours. There is a range of open/green spaces including Smeeton Road recreation ground.

Employment opportunities are focused in one Key Employment Area and one General Employment Area which are defined and protected in the current Local Plan. Land south and west of Priory Business Park on the northwestern edge of the village has planning permission for employment uses with development underway.

The impact of traffic passing through the village on the A6 has resulted in a designated Air Quality Management Area (AQMA) on a small section of the A6 Leicester Road within the settlement.

In terms of public transport, while the nearest railway station is 7 miles away (Market Harborough), the village benefits from regular bus services to:

- Leicester/Market Harborough/Northampton (no. X7)
- Leicester/Market Harborough (no. X3)

- Fleckney/Market Harborough/Foxton (no. 44)

The Census 2021 profile indicates a population of 7331 people and 3040 households.

Kibworth lies within the Settlement Hierarchy's Tier 3 (Large Villages). It has a good range of services and facilities including a secondary school.

The New Local Plan Development Strategy identifies a growth target of 475 dwellings to 2041 for Kibworth (in addition to commitments of 31 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

There are particular sensitivities to coalescence towards the south of the settlement with Smeeton Westerby.

The rail and A6 corridor are strongly defined physical infrastructure features which impact on the village.

It is important that impacts on the village's numerous heritage assets are minimised given their role in defining the character of Kibworth.

The village has a strongly defined network of green infrastructure and open spaces which enhance local character and distinctiveness.

There is an area of significant fluvial flood risk to the south east of the settlement.

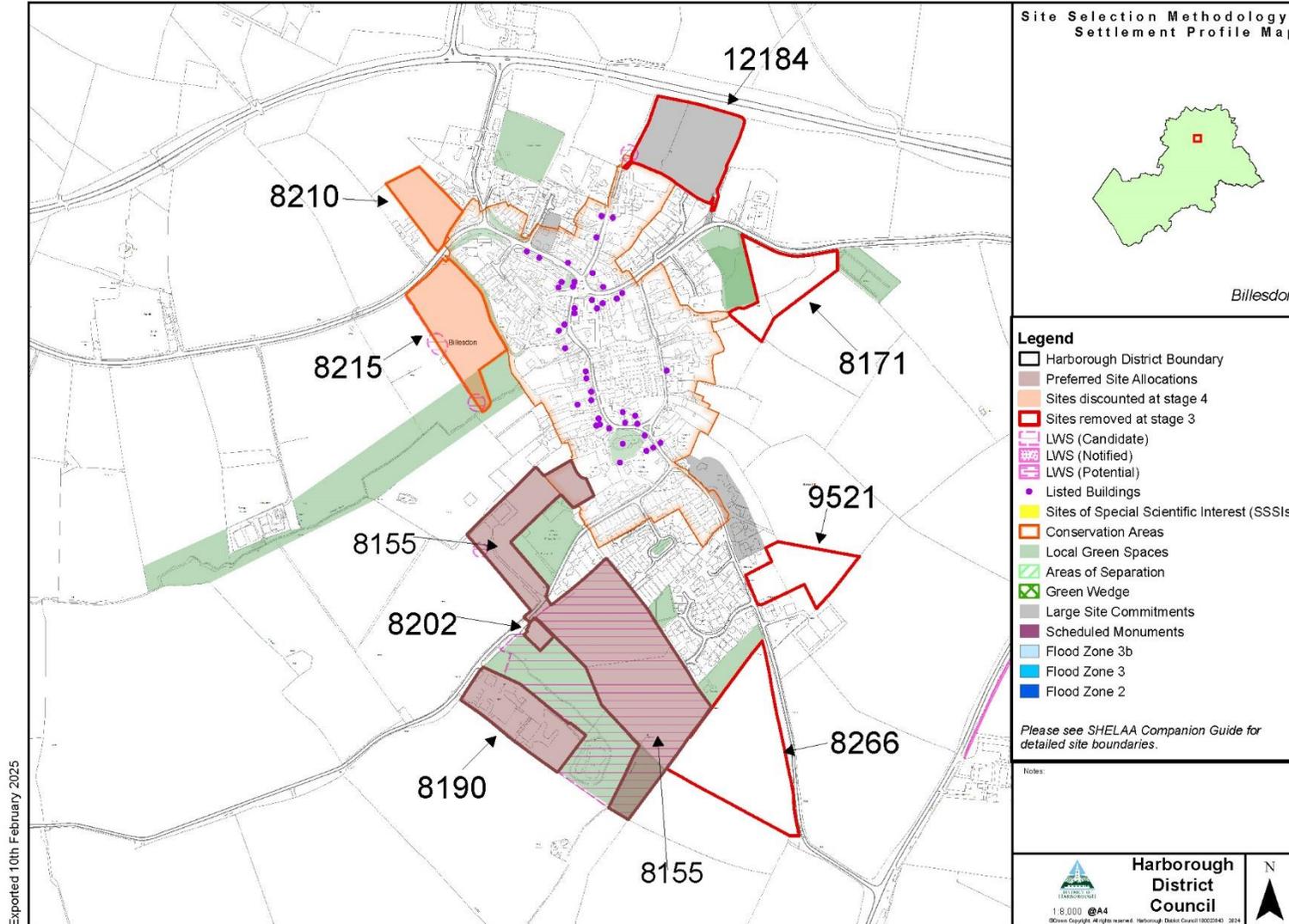
Regard must be had to the designated AQMA on a section of the A6 through the middle of the settlement.

Site Assessment Outcome

Sites not assessed		Reason
24/10594	Land North West of Warwick Road	Duplication. Site assessed as part of site 8247.
21/8237	Land north of Wistow Road and west of A6	Superseded by site 12187
21/8239	Land north of Wistow Road	Superseded by 12186
24/12202	Land at St Wilfrids Close	The site is a Neighbourhood Plan residential site allocation and is a commitment.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
21/8236	Land north-east of Harborough Road	Mixed Use
21/8162	Land off A6	Mixed Use
21/8060	Land north east of Kibworth Harcourt	Mixed Use
21/8242	Land South of Fleckney Road	Mixed Use
24/12187	Land north of Wistow Road	Residential
24/10519	Land north of Wistow Road	Residential
21/8238	Land west of Leicester Road	Residential
21/8113	Land adjacent to The Hollies, Fleckney Road	Residential
24/10612	Land South of Fleckney Road	Residential
21/8199	Land off Carlton Road	Residential
21/8042	Land south of Harborough Road/A6	Residential
21/8061	Land west of Smeeton Road	Residential
24/10478	Land at Wentworth Close	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8123	Land North of Wentworth Close	Residential
21/8145	Land at Birdie Close	Residential
21/8224	Land off Fleckney Road	Residential

24/12186	Land to the north of Wistow Road	Residential
24/12223	The Nurseries, Fleckney Road, Kibworth Beauchamp	Residential
21/8149	Land off Fleckney Road/ Warwick Road	Residential
24/12220	Clarks of Great Glen Ltd, New Road, Kibworth Beauchamp	Residential
24/10501	Land adjacent to Westfield House, Leicester Road	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
24/10642	Land South of Priory Business Park	General Employment
21/8247	Land west of Warwick Road	Residential

Billesdon – Medium Village



See *Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4* to this document for further details on sites.

Exported 10th February 2025

Overview

The village of Billesdon is located just off the A47, 9 miles east of Leicester city centre. Thurnby/Bushby is the closest part of the Leicester urban area and lies just 4 miles from Billesdon. The Parish is in the northern part of Harborough district and the B6047, which leads south to Market Harborough (12 miles) and north to Melton Mowbray (14 miles), forms its eastern boundary. Uppingham lies approximately 11 miles to the east along the A47 and Oakham a similar distance to the northeast.

Billesdon is a compact village which was formerly on the main Leicester - Uppingham Road, until it was by-passed by the A47 in 1986. Although effectively a crossroads village, several roads, routes and lanes converge at the Market Place. Billesdon has a Conservation Area, 43 listed buildings and 1 Scheduled Monument (Market Cross in Market Place). The village has a reasonable range of services and facilities for its size, including a GP surgery, convenience store, two pubs and two places of worship. The village has a primary school and the Coplow Centre is a multi-functional community facility.

The Neighbourhood Plan, originally adopted in 2014, was reviewed and 'made' in June 2023.

The nearest railway station is Leicester (9 miles). There is a bus service between Leicester and Uppingham (no. 747) which is hourly at peak times but otherwise every 2 hours.

The Census 2021 profile indicates a population of 915 people and 420 households.

Billesdon lies within the Settlement Hierarchy's Tier 4 (Medium Villages). It has a modest range of services and facilities.

The New Local Plan Development Strategy identifies a growth target of 63 dwellings to 2041 for Billesdon (in addition to commitments of 71 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

The historic village centre of Billesdon with its Conservation Area and high concentration of listed buildings and one scheduled monument is a defining feature of the village, together with the setting of St. John the Baptist Church within the wider setting of the village.

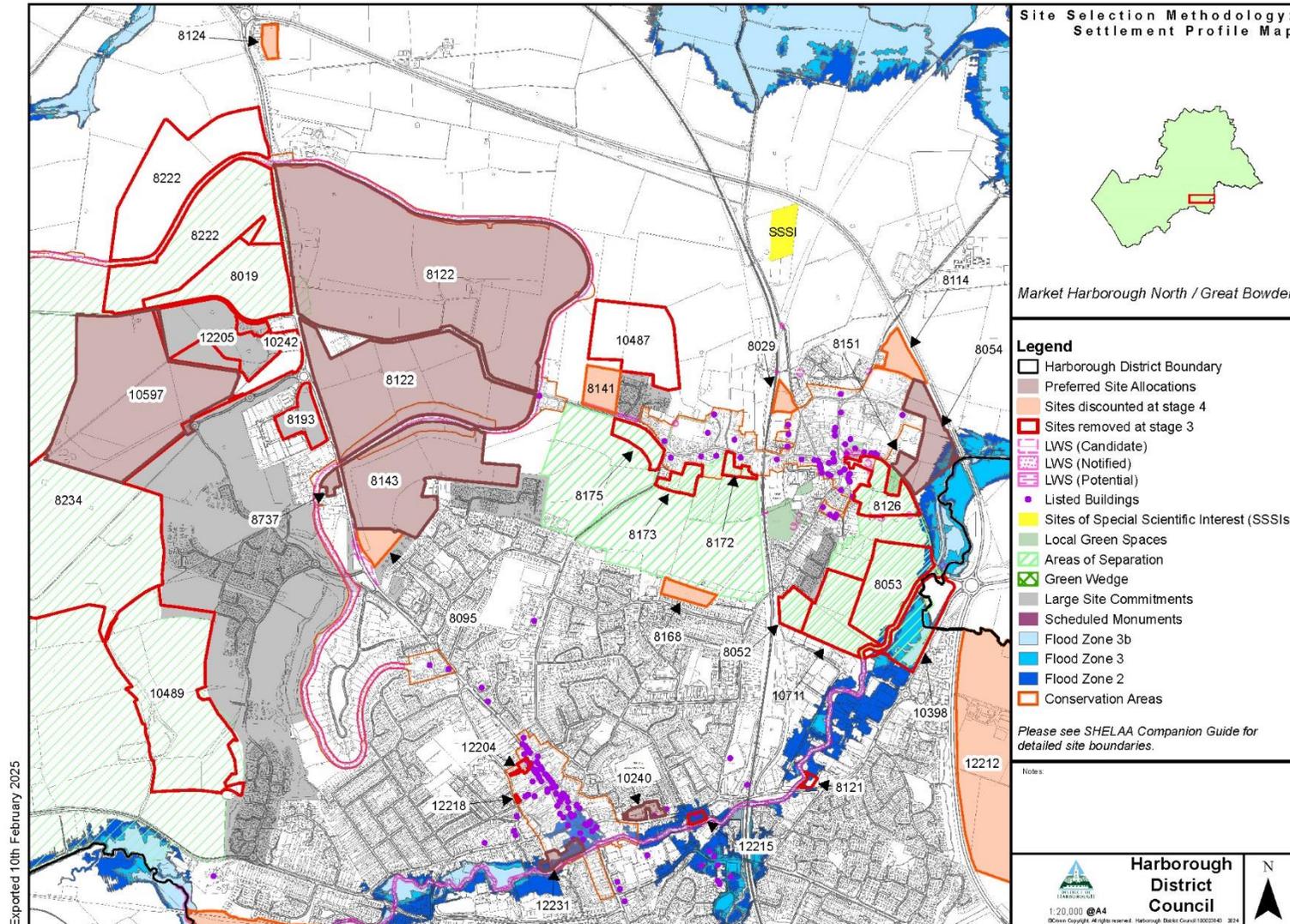
Traffic management and parking issues persist within the village, particularly within the centre's narrow roads. The traffic and parking associated with the primary school is also a concern locally.

There are a number of pockets of Local Green Space and green infrastructure which are knitted into the fabric of the village and help contribute towards its overall character. Linkages between areas of green infrastructure should be encouraged.

Site Assessment Outcome

Sites not assessed		Reason
24/9714	Land to the east of Coplow Lane	The site is not developable within the Local Plan period.
24/12201	Former White Hart Garage	Site completed.
24/12207	BANP BP10 Gaulby Road, Billesdon (NP) BPr8 The Former Highway Depot (Gaulby Road)	Assessed as site 8091.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed use
21/8171	Land south of Uppingham Road	Residential
24/9521	Land north of Rolleston Road, Billesdon, Leicestershire LE7 9EP	Residential
21/8266	Land West of Rolleston Road	Residential
24/12184	Land North of High Acres	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8210	Land North of Leicester Road	Residential
21/8215	Land South of Leicester Road	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8202	Former Lorry Park, Gaulby Road	Residential
21/8190	Billesdon Depot, South of Gaulby Road	Residential
21/8155	Land at Gaulby Road	Residential, community hub, school grounds extension

Great Bowden – Medium Village



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

Great Bowden lies in the Welland Valley immediately to the north of Market Harborough and to the west of the A6. The village manages to retain its village identity and strong sense of community despite its proximity to Market Harborough. An important part of the physical and visual separation between the two settlements is an area known as 'Bowden Ridge'. This along with low lying land to the east of Great Bowden is a designated Area of Separation aimed at preventing coalescence and protecting the character of the village. Supporting physical features impacting the village include the Midland Mainline, which cuts through the centre of the village as it heads north to Leicester, and the Grand Union Canal (Market Harborough Arm) to the west of the village.

Great Bowden is one of the oldest settlements in Leicestershire and predates Market Harborough by several hundred years. The most obvious feature of the village is the grouping of housing around various greens, of which three now remain; Nether, Upper and 'The Green'. The majority of Great Bowden is a Conservation Area with most of the parish's 55 listed buildings within the village itself. The Great Bowden Neighbourhood Plan (2020) identifies 19 non-designated heritage assets, ridge and furrow and sites of historical environmental significance.

Within the village's centre there is a convenience store (with post office and café), coffee shop/homeware store, 2 pubs and place of worship. There is a primary school in the village and Robert Smyth Academy (secondary school) on the northern edge of Market Harborough is approximately a mile away from the centre of the village and therefore accessible by walking/cycling. There is a recreation ground (with playground) which is adjoined by the tennis courts (used by Market Harborough Lawn Tennis Club). Market Harborough with its wide range of shops, services and facilities are relatively close by and accessible. There is one Asset of Community Value listed (The Red Lion Pub and Garden).

While there are limited employment opportunities in Great Bowden parish, the proximity of Market Harborough and its range of businesses and vibrant town centre services and facilities provide local employment opportunities which are accessible to residents of the village. In terms of public transport,

Market Harborough train station is within walking/cycling distance of the village (1-1.5 miles). There is a regular bus service into Market Harborough (nos. 44 and 33C)

Census 2021 Parish profile indicates a population of 1537 people and 660 households.

Great Bowden lies within the Settlement Hierarchy's Tier 4 (Medium Villages). It has a modest good range of services and facilities and is within walking distance of the train station and a secondary school. Market Harborough's proximity means there is access to a wide range of additional services, facilities, shops and employment opportunities for residents.

The New Local Plan Development Strategy identifies a growth target of 100 dwellings to 2041 for Great Bowden (in addition to commitments of 9 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

Given the proximity of the village to Market Harborough there is a need to maintain the distinctive character of the settlement and separation from the current built form and future development areas.

The accessibility of a wide range of facilities and services in nearby Market Harborough add to the settlement's sustainability and encouraging the use of active travel choices should be a priority.

The settlement is constrained by the Area of Separation to the south. This includes the scarp slope which allows key views of the village and surrounding countryside. The Great Bowden Recreation Ground is also on the southern boundary of the village.

The scarp slopes to the south of the village are a particularly sensitive landscape feature.

The village also has a strong historic core with a large part of the settlement designated a Conservation Area with a mix of statutory listed and locally important heritage assets. The Grand Union Canal Conservation Area to the west of the village is also key heritage asset and green infrastructure corridor.

A mineral safeguarding area together with concentrations of contaminated land and a landfill site are notable on the eastern side of the settlement and wider area.

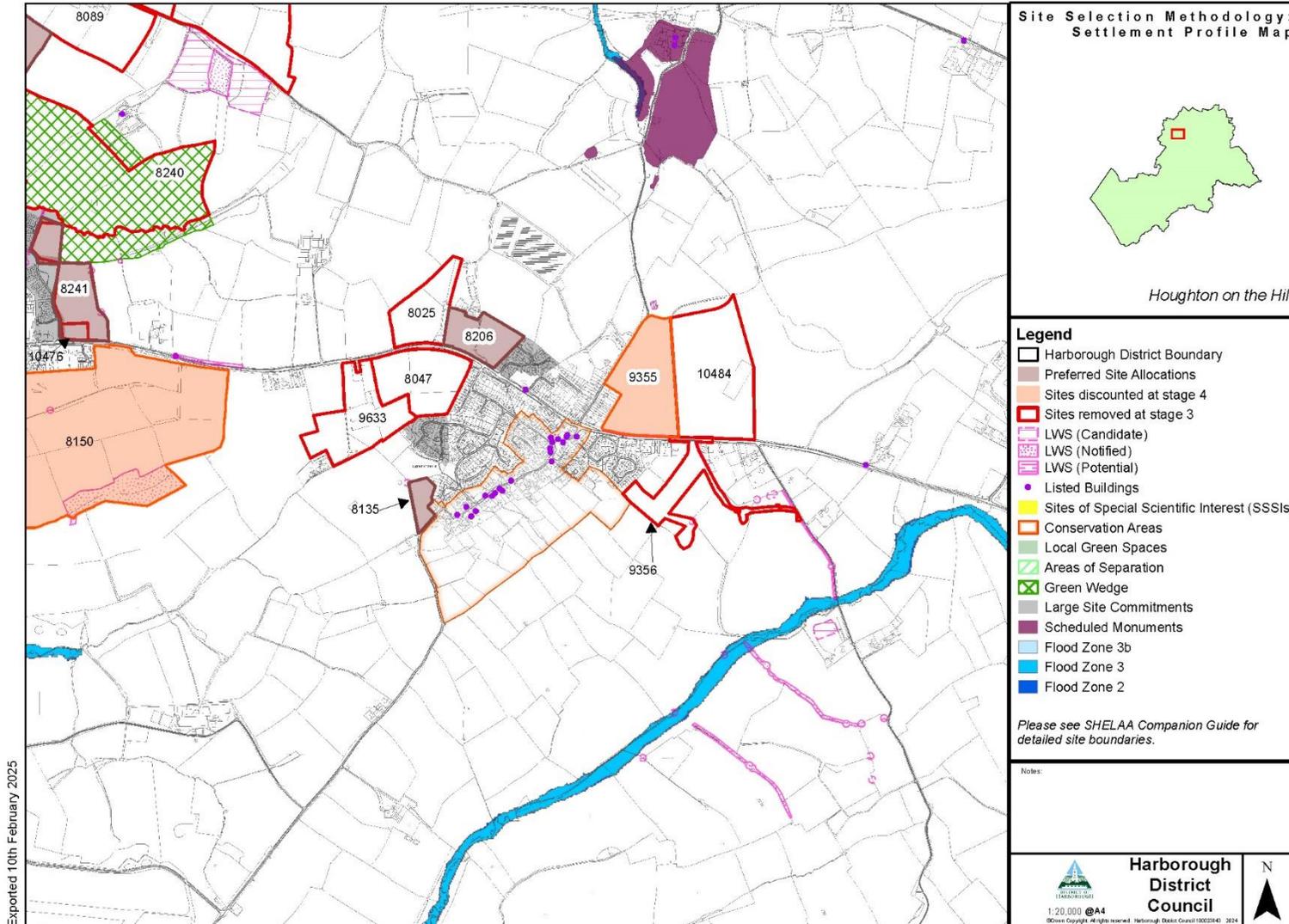
Transport infrastructure including the A6 and rail corridor are also significant local features.

Areas of fluvial flood risk associated with the River Welland affect the south eastern edge of the village.

Site Assessment Outcome

Sites not assessed		Reason
21/8209	Land south of A6, north of the canal	The site is not developable within the Local Plan period.
24/9425	Land north of Dingley Road	Duplicate site. Assessed as site 8151.
21/8258	Land off Bankfield Drive	Duplicate site. Assessed as site 8052.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
21/8052	Land off Bankfield Drive	Residential
21/8053	Land off Dingley Road	General Employment
21/8175	Land off Leicester Lane	Residential
24/10487	Land off Leicester Lane	Residential
21/8126	Land south of Dingley Road	Residential
21/8172	Land south of Main Street	Residential
21/8173	Land to the rear of the former Top Yard Farm, off Burnmill Road	Residential
24/ 10711	Land to the North of Riverside Industrial Estate	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8141	Land north of Leicester Lane	Residential
21/8114	Land off Welham Lane	Residential
21/8029	Land west of Langton Road	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8151	Land north of Dingley Road	Residential
21/8054	Land off Dingley Road and Nether Green	Residential

Houghton on the Hill – Medium Village



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

Houghton on the Hill (hereafter referred to as Houghton) lies some seven miles east of the centre of Leicester, straddling the A47. It is equidistant between its closest neighbours Billesdon and Thurnby/Bushby also on the A47. Houghton is in the northern part of Harborough district, lying close to the boundary with Leicester City. Market Harborough is some 15 miles away to the south. The bulk of the village is located to the south of the A47, with the historic clustering of activity along Main Street still being evident despite recent development. A number of tributaries of Bushby Brook originate to the southwest of the village before flowing westerly out of the parish. The River Sence passes through the south eastern side of the parish before forming the majority of Houghton's southerly border and flowing on towards Great Glen.

Houghton has a Conservation Area focusing primarily on Main Street and fields to the south. There are 22 listed buildings. The parish has a Neighbourhood Plan, which was made in 2018, and work has started on its review.

The village has a convenience store, post office facility, primary school, two pubs and a place of worship. While there is no GP surgery, the village has a pharmacy. There are few employment opportunities in the village but its proximity to the Leicester urban area means that there is a range of 52 employment opportunities to access. There are 8 Assets of Community Value listed (The Rose and Crown, The Old Black Horse, Cricket pitch, St Catherines Green, Village Hall and field, Houghton Field, Methodist Schoolroom and Chapel, Allotments).

In terms of public transport, the nearest railway station is Leicester (6 miles). The village has a bus service between Leicester and Uppingham (no. 747) which is hourly at peak times but otherwise every 2 hours.

Census 2021 Parish profile indicates a population of 1818 people and 726 households.

Houghton on the Hill lies within the Settlement Hierarchy's Tier 4 (Medium Villages). It has a modest range of services and facilities and is relatively close to the Leicester Urban Area.

The New Local Plan Development Strategy identifies a growth target of 104 dwellings to 2041 for Houghton on the Hill (in addition to commitments of 35 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

The A47 is a strategic road corridor through the village supporting its road accessibility to Leicester. It is also a feature which causes some severance between the northern and southern part of the village. The impacts of traffic on residents should be minimised.

Any eastward growth of the Leicester Urban Area could impact on the village's separation and character in the longer term.

The village also has a strong historic core with a large part of the southern part of the settlement designated a Conservation Area including fields with a mix of statutory listed and locally important heritage assets.

The southern landscape setting to the village and its hill-top village character are strong features. The landscape to the south east of village, some of which is included in the Conservation Area, is particularly sensitive in landscape terms.

Houghton has a concentration of community assets with the primary school, village hall and church all within close proximity to the south of the settlement.

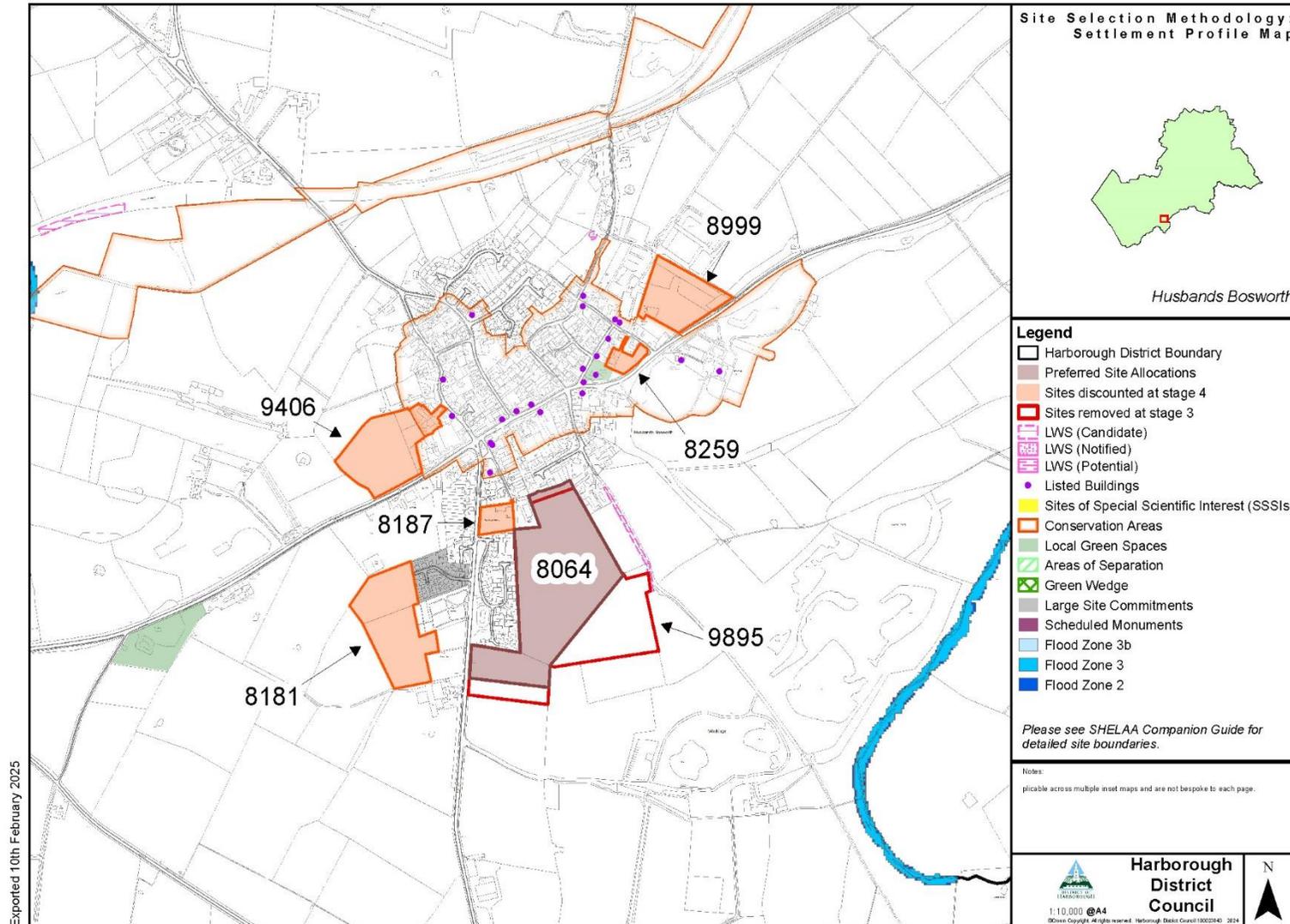
Most of the settlement falls within a mineral safeguarding area and a major gas pipeline runs alongside the western edge of the village.

Site Assessment Outcome

Sites not assessed		Reason
24/10206	Land at New Ingarsby Farm, Uppingham Road	The site is in open countryside in an isolated location and unrelated to the built form.
24/10143	Land north of Uppingham Road	The site is in open countryside in an isolated location and unrelated to the built form.
24/9357	Land east of Houghton on the Hill, north and south of the A47	Duplication. Assessed as sites 9355 and 9356.
21/8148	Land south of the A47 Uppingham Road, west of Houghton on the Hill	The site is not developable within the Local Plan period.
24/12224	Rear of the Old Black Horse, Main Street, Houghton on the Hill	The site is not developable within the Local Plan period.
24/10480	Land South of Uppingham Road Houghton on the Hill, LE7 9HA	Duplicate of site 8047. See site 8047 assessment.

21/8195	North of Uppingham Road (east)	Superseded by site 9355.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
24/10484	Land North of A47, Houghton on the Hill	Mixed Use
21/8047	South of Uppingham Road	Residential
24/9356	Land east of Houghton on the Hill, south of A47	Residential
21/8025	Land North of Uppingham Road (west)	Residential
24/9633	Land south of Uppingham Road, west of Houghton on the Hill	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
24/9355	Land east of Houghton on the Hill, north of A47	Mixed Use
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8135	Land North of Stretton Lane	Residential
21/8206	Land to the north of Uppingham Road	Residential

Husbands Bosworth – Medium Village



See Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4 to this document for further details on sites.

Overview

Husbands Bosworth lies on the A4304, midway between Market Harborough and Lutterworth. It is close to the southern edge of the district and the A5199 from Leicester to Northampton passes north to south through the village. It is situated on a ridge, close to watershed area of two rivers, the Avon flowing westwards and the Welland flowing eastwards. In addition, the Grand Union Canal runs to the north of the village. There are 3 source protection zones in the vicinity and a sand/gravel quarry to the south.

Much of the village is within the Conservation Area and the Grand Union Canal to the north is also a Conservation Area. There are 29 listed buildings in the parish most of which are in the village and 1 Scheduled Monument (outside the village). Areas of ridge and furrow are identified as non-designated heritage assets in the Neighbourhood Plan (2020) as well as a local landscape character area extending north of the village.

For its size the village has a reasonable range of services and facilities, including a village store, GP surgery (with dispensary), pubs and church. Unlike the larger villages there is no supermarket. There is a primary school based across two sites. There is an ambition to re-site the school.

Employment opportunities are limited within the village. Within the wider parish there is one General Employment Area designated for protection/renewal in the current Local Plan but since this is located well outside the village, offers only limited employment opportunities and is not accessible by sustainable modes or public transport it has not been included in the scoring for Husbands Bosworth.

In terms of public transport, the nearest railway station is Market Harborough, 7 miles away. The village benefits from a 1.5 – 2 hourly bus service to Market Harborough/Lutterworth (no. 58)

Census 2021 Parish profile indicates a population of 1461 people and 595 households.

Husbands Bosworth lies within the Settlement Hierarchy's Tier 4 (Medium Villages). It has a modest range of services and facilities, and has good road connections.

The New Local Plan Development Strategy identifies a growth target of 105 dwellings to 2041 for Husbands Bosworth (in addition to commitments of 20 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

The village has a number of important heritage assets concentrated in the Husbands Bosworth Conservation Area and the Grand Union Canal Conservation Area to the north of the village.

The A4304 serves as a main road through historic core of the village connecting Market Harborough with Lutterworth, with the A5199 running north south through the village connecting to Leicester and Northampton. It is well connected to the road network given its location at the crossroads of these two A roads.

The southern part of the settlement falls within a Mineral Safeguarding Area with a sand/gravel quarry also to the east/south-east.

In addition to the services and facilities to be found on the High Street, the primary school and medical centre are located centrally south of the High Street off Welford Road.

Overall, the village has a strong network of local open and green spaces which help define the settlement character.

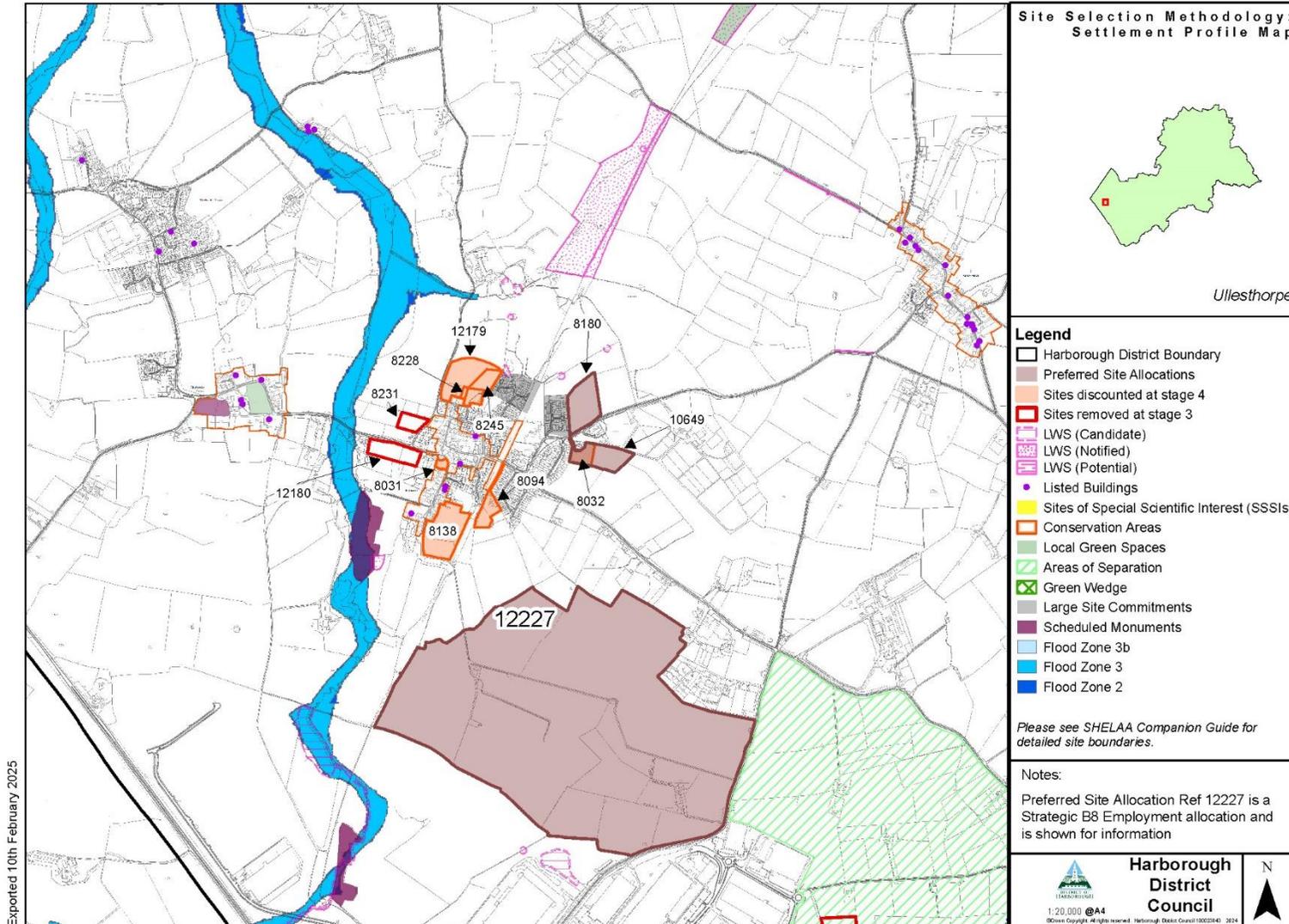
The landscape to the east edge of the village (south of the A4304) is sensitive, partly due to role it plays in providing a rural backdrop to the Conservation Area.

Site Assessment Outcome

Sites not assessed		
N/A		
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
24/9895	Land east of Welford Road	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8187	Husbands Bosworth School Field, Land east of Welford Road	Residential
21/8259	Land at Honey Pot Lane	Residential
24/8999	Land North West Theddingworth Road	Residential

24/9406	Land west of Bell Lane and north of Kilworth Road	Residential
24/8181	Land west of Welford Road	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
21/8064	Land east of Welford Road	Residential

Ullesthorpe - Medium Village



Exported 10th February 2025

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See *Strategic Housing and Economic Land Availability Assessment (SHELAA) 2024 Companion Guide and Appendices 3 & 4* to this document for further details on sites.

Overview

Ullesthorpe lies just over 4 miles south-west of Broughton Astley and 3.5 miles north-west of Lutterworth. It is close to the western boundary of Harborough district, close to the A5. Much of the southern half of the village is a designated Conservation Area and this incorporates the older core of the village which has been expanded by peripheral 20th century housing development.

The village has a Conservation Area which incorporates the disused railway line (part of the former Leicester – Rugby line which closed in 1962), running north-south through the village, and is part of the green infrastructure of the settlement. The oldest part of the village, forming the substantive part of the Conservation Area, lies to the west of the disused railway line. Heritage assets include 5 listed buildings and 1 Scheduled Monument (Moat, fishponds and shifted village earthworks).

The village has a reasonable level of services and facilities for its size. There is a GP surgery, shop, two pubs, a charity run pre-school, a primary school and a place of worship. There is a village hall that hosts a range of community events and groups. In terms of open space there is the golf course north of the village, playing fields and playground to the northeast and allotments to the west of the village.

Employment opportunities are limited within the village but an extended range of employment opportunities located at Magna Park, approximately 3 miles to the southwest of the village, and Lutterworth.

In terms of public transport, the nearest railway station is Hinckley approximately 8 miles away. The village benefits from an hourly bus service to Lutterworth and Hinkley (no.8).

Census 2021 Parish profile indicates a population of 1162 people and 502 households.

Ullesthorpe within the Settlement Hierarchy's Tier 4 (Medium Villages). It has a modest range of services and facilities.

The New Local Plan Development Strategy identifies a growth target of 80 dwellings to 2041 for Ullesthorpe (in addition to commitments of 6 dwellings as at 1st April 2023).

Strategic Constraints and Opportunities

The settlement has a concentrated historic core with Conservation Area and recent history as a railway village with the former line running through the centre of the village. The Scheduled Monument (and its setting) located to the south west of the village will need to be protected

The Main Street through the village with its cluster of community and commercial uses also a defining feature of the settlement. The road network in the historic core of the village is constrained. Opportunities to encourage active travel choices should be encouraged around the village.

Claybrooke Parva lies close to the western edge of the village and the continued separation of the villages needs to be considered.

The west of the settlement falls within a Mineral Safeguarding Area and the village is bound by a golf course to the north and inland watercourse to its western edge.

Site Assessment Outcome

Sites not assessed		Reason
21/8102	Land south of Main Street	Superseded by site 12180.
Sites removed at Stage 3 (Please see Appendix 3 for further details)		Proposed Use
21/8231	Land off Frolesworth Road	Residential
24/12180	Land to the south of Main Street	Residential
Sites discounted following Detailed Site Appraisal at Stage 4 (Please see Appendix 4 for further details)		
21/8138	Land off Manor Road [East of]	Mixed Use
21/8228	Land north of Hall Lane	Residential
21/8245	Land off Hall Road	Residential
21/8031	Land off Manor Road	Residential
24/12179	Land to the north of Hall Lane	Residential
21/8094	Land to the rear of South Avenue	Residential
21/8032	Land south of Field View	Residential
Preferred allocation sites (Please see Appendix 4 for further details)		
24/10649	Land South of Ashby Road	Residential
21/8180	Land north of Ashby Road	Residential