

BROUGHTON ASTLEY NEIGHBOURHOOD PLAN REVIEW

2020 – 2041

Pre-submission version



Contents

		Page
1	Introduction and what has changed?	3
2	About Broughton Astley	8
3	Key issues, sustainable development and vision	9
4	Housing and the Built Environment	11
5	Village Centre	21
6	Employment	25
7	Transport	30
8	Health and Well Being	33
9	Infrastructure	37
10	Environment	39
11	Monitoring and Review	66
	Appendices	
	Housing Needs Assessment	A
	Residential Site Assessment Process	B
	Design Guide	C
	Environmental Inventory	D
	Local Green Spaces	E

1. Introduction

1.1 Background

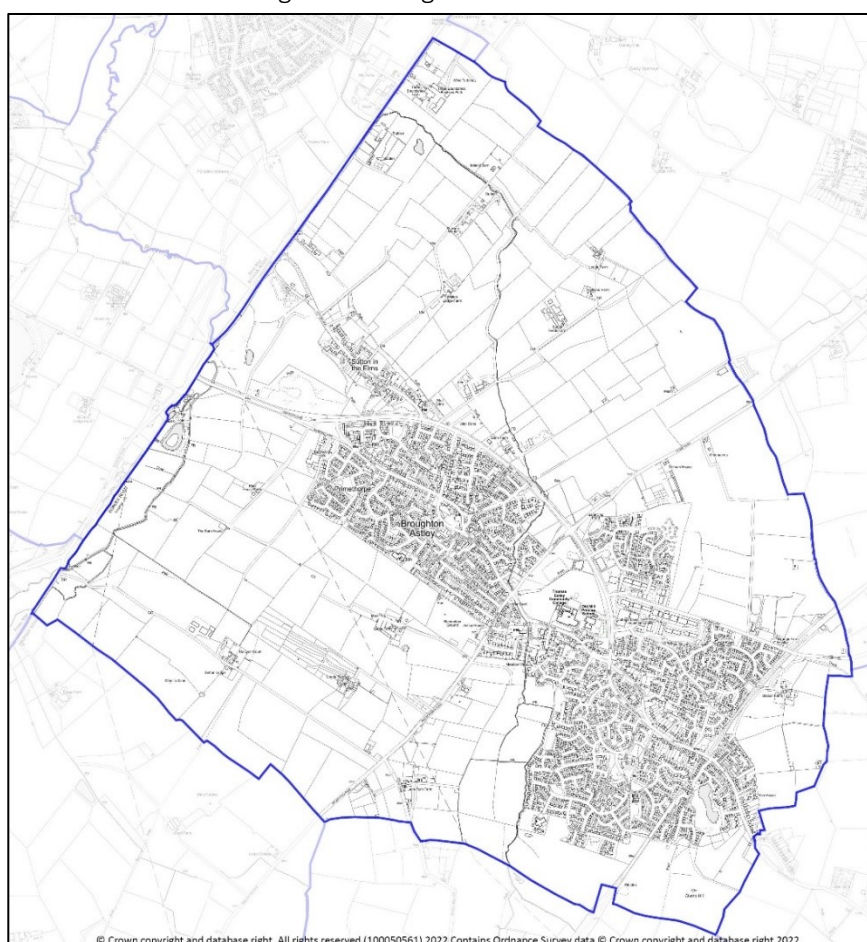
The 2011 Localism Act has given communities the right to draw up a Neighbourhood Plan. This right is aimed at giving local communities genuine opportunities to influence the future of the places where they live.

The first Neighbourhood Plan for Broughton Astley was 'made' in January 2014 following a successful local referendum. It was one of the first Neighbourhood Plans in the country and it proposed major housing and employment development together with improvements in recreation and retail provision. Most of these developments have taken place or are nearing completion.

We have now started the process of replacing the Neighbourhood Plan. The new plan will take account of changes in national planning policy and the Harborough Local Plan that was adopted in 2019. Further, because the village has seen a period of significant change, our new plan will focus more on protecting the local environment. We believe these modifications will change the nature of the plan and will require examination and a referendum.

1.2 Broughton Astley Neighbourhood Area

Figure 1 – Neighbourhood Area



Broughton Astley is a large village in the Harborough district of Leicestershire, England. It is situated in the south of Leicestershire, about 6 miles (10 km) east of Hinckley, about 9 miles (14 km) from the centre of Leicester, and about 14 miles from Coventry. The parish borders the Blaby district to the north. The population of the civil parish (which includes Sutton in the Elms) at the time of the 2021 census was 9,647. Sutton in the Elms is northwest of the centre of Broughton Astley. The whole of the parish of Broughton Astley was designated as a Neighbourhood Area on 29 October 2012 (Map 1). It is an area of almost 1,000 hectares.

The Neighbourhood Plan is being prepared by Broughton Astley Parish Council, supported by the Neighbourhood Plan Delivery and Monitoring Group. The Neighbourhood Plan covers the period 2018 to 2041, in line with the emerging Local Plan.

The Parish Council website <https://www.broughton-astley.gov.uk>, provides information and updates about Neighbourhood Plan preparation and progress.

1.3 Basic Conditions

Only a draft Neighbourhood Plan that meets each of a set of basic conditions can be put to a referendum and be adopted. This means that there is not an entirely free hand over how the plan is prepared. The Neighbourhood Plan must have regard to the National Planning Policy Framework (NPPF), updated in December 2023 and the development plan for the area.

1.3.1 Harborough Local Plan

The relevant development plan for the area is the Harborough Local Plan which was adopted by Harborough District Council in April 2019.

The Local Plan identifies Strategic Development Areas (SDAs) East of Lutterworth and at Scraptoft North, as the principal means of meeting Harborough District's housing and employment needs.

Broughton Astley is identified as a Key Centre. Taking into account the delivery of existing commitments and completions and an allowance for windfalls, Broughton Astley is not expected to accommodate major new housing or employment development.

1.4 Community Engagement and Consultation

The Broughton Astley Neighbourhood Plan belongs to the people of Broughton Astley. The first Neighbourhood Plan was prepared using the views of local people through a variety of different consultation techniques including a stall at the local carnival, evening meetings, interactive roadshows and a village-wide survey. At a referendum held on 16 January 2014, 89% of the 2,747 votes that were cast supported the Neighbourhood Plan.

Our new Neighbourhood Plan will also take account of the views of local people. Under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012, a pre-submission consultation period of

no less than six weeks on the proposed new Neighbourhood Plan for Broughton Astley will run from 21 November 2025 to 16 January 2026.

A copy of the Pre-Submission Draft of the new Plan will be available to download from 21 November 2025, along with supporting documentation, on the Broughton Astley Parish Council website. A leaflet publicising the Pre-Submission Draft of the Plan will promote the consultation.

Representations on the contents of the Pre-Submission Draft of the Plan can be submitted to the Parish Council. These must be received by 16 January 2026. There will be an open event in the Village Hall on Saturday 10 January 2026 where you can read the policies and speak to members of the Neighbourhood Plan Committee. Please look out for further information.

To comment on any aspect of the Pre-Submission draft of the Plan, please write to the Parish Council or complete and return a copy of the Pre-Submission Representation Form. The form can be downloaded from the Parish Council website. Comments may be returned:

Via e-mail to:

parishmanager@broughton-astley.gov.uk

By post to:

Broughton Astley Parish Council Office
Station Road
Broughton Astley
Leicester
LE9 6PT

All representations and comments received will be considered by Broughton Astley Parish Council and may be used to amend the Pre-Submission Draft of the Plan. Following this, a Consultation Statement, including a summary of all comments received and how these were considered, will be made available on the Broughton Astley Parish Council website.

The Plan will then be submitted to Harborough District Council for publication, and, under Regulation 16 of the Neighbourhood Planning (General) Regulations 2012, a further six-week public consultation will take place before it is sent to an Independent Examiner.

Material modifications which do not change the nature of the plan would require examination but not a referendum. Material modifications which do change the nature of the plan would require examination and a referendum. The Parish Council has concluded that some material changes are required but the broad nature of the Neighbourhood Plan will not change.

When the Plan is adopted, it will form part of the Statutory Development Plan for Broughton Astley. Harborough District Council will continue to be responsible for determining most planning applications, but in Broughton Astley Parish the policies in the Neighbourhood Plan, together with policies from the adopted Local Plan will be the basis for those decisions, along with other material considerations.

What has changed?

The following changes (other than planning policy updates and formatting amendments) have been made to the Neighbourhood Plan which was Made by Harborough District Council in January 2014. They are listed by reference to the Made 2014 Neighbourhood Plan policy numbers, except for new policies (not covered in the 2019 Made Plan), as indicated.

H1 - ALLOCATIONS POLICY is now Policy 1 Residential Site Allocation with a new allocation to meet the housing requirement set by the District Council as part of the Local plan Review.

H2 - AFFORDABLE HOUSING is now Policy 5 Affordable Housing which has been updated to reflect the recommendations of the Housing Needs Assessment (Appendix A).

H3 - WINDFALL AND BACKLAND DEVELOPMENTS is now Policy 3 Windfall Housing and has been updated to reflect current circumstances.

S1 - SHOPPING is now Policy 7 Broughton Astley Village Centre and has been updated to reflect current circumstances.

E1 - EMPLOYMENT is now Policy 9 Employment and Business development and has been updated based on recently gathered evidence.

T1 - TRANSPORT AND TRAFFIC MANAGEMENT is now Policy 13 Traffic Management and has been updated to reflect current circumstances.

L1 – IMPROVED LEISURE FACILITIES has been replaced by Policy 19 Infrastructure which identifies the priorities for future infrastructure requirements.

W1 – IMPROVED HEALTHCARE FACILITIES is now Policy 18 Community Hub.

EH1 - ENVIRONMENT – HERITAGE AND OPEN SPACE FOR PROTECTION is replaced by policies 20 and 21 and has been updated to reflect further evidence of locally important sites.

EH2 - AREA OF SEPARATION is now policy 24 and includes an increased boundary for the AoS at Sutton in the Elms and an additional AoS between Broughton Astley and Dunton Bassett in line with the Areas of Separation Study (2024) prepared as part of the evidence base for the Regulation 19 Local Plan.

SD1 - PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT has been deleted as it offers only a general statement of intent.

CI1 COMMUNITY INFRASTRUCTURE has been replaced by Policy 19 Infrastructure which provides an updated list of priorities.

P1 - PHASING OF DEVELOPMENT POLICY related to the site allocations in the Made Neighbourhood Plan and has been deleted along with the policies detailing specific allocation requirements.

In addition, some new policies have been introduced to the Neighbourhood Plan review as follows:

Policy 2 LIMITS TO DEVELOPMENT establishes the development boundary for Broughton Astley.

Policy 4 HOUSING MIX reflects the findings from the Housing Needs Assessment (Appendix A)

Policy 8 VILLAGE CENTRE PARKING establishes the parking standards for new residential development in the Village Centre. The parking standards themselves are the same as for the Made Neighbourhood Plan.

Policy 10: COTTAGE LANE INDUSTRIAL ESTATE AND ESTLEY GREEN BUSINESS PARK establishes the development requirements for this business park.

Policy 11: COVENTRY ROAD BUSINESS PARK establishes the development requirements for this business park.

Policy 12: RURAL BUSINESS sets the development requirements for rural businesses.

Policy 14: BROUGHTON WAY supports the creation of a new footpath.

Policy 15: ELECTRIC CAR CHARGING supports communal electric car charging facilities in the Neighbourhood Area.

Policy 16: SCHOOLS EXPANSION sets the criteria that needs to be in place for School expansion locally.

Policy 17: BROADBAND INFRASTRUCTURE establishes support for superfast broadband.

POLICY 22: SITES AND FEATURES OF NATURAL ENVIRONMENT SIGNIFICANCE identifies locally important environment sites locally

Policy 23: COUNTRYSIDE identifies the landscape character of the Neighbourhood Area.

Policy 25: Public Rights of Way network supports the protection and expansion of the footpath network.

POLICY 26: BIODIVERSITY AND HABITAT CONNECTIVITY identifies a wildlife corridor and protects biodiversity in the Neighbourhood Area.

Policy 27: TREES AND HEDGEROWS helps to protect existing trees and hedgerows.

POLICY 28: CLIMATE CHANGE AND FLOOD RISK sets conditions to be applied to development to help prevent flooding.

POLICY 29: SITES OF HISTORICAL ENVIRONMENT SIGNIFICANCE identifies locally important environment sites locally of historical significance.

POLICY 30 Non-Designated Heritage Assets confirms locally important buildings and structures for protection.

POLICY 31: RIDGE AND FURROW supports the protection of remaining ridge and furrow sites.

2. About Broughton Astley

Broughton Astley is a rural settlement surrounded by farmland. It lies close to the north-western boundary of Harborough District, six miles north of Lutterworth and nine miles south-west of Leicester City. The village has good road access to Hinckley, Blaby and the retail developments at Fosse Shopping Park and Grove Park adjoining the M1/M69.

Broughton Astley is a large village of ancient origins, formed as an amalgamation of three communities- Broughton, Sutton in the Elms and Primethorpe.

In the 1960s, there was an overspill agreement to build hundreds of houses between Sutton in the Elms and Primethorpe to help meet the housing needs. The two communities became linked along Main Street and Leicester Road. Sutton in the Elms is separated from Broughton Astley by the B581 Broughton Way bypass and retains its own separate identity.

Broughton Astley's proximity to Leicester has also resulted in considerable development over the past 40 years. Between 1991 and 2001 alone the population increased by almost a third.

In 1968 the population of Broughton Astley was approximately 1,800. At the time of the 2011 Census the population was 8,940 in 3,422 households. By 2021 this had increased to 9,647

3 Key Issues, Sustainable Development and Vision

3.1 The First Neighbourhood Plan

Many of the proposals of the first Neighbourhood Plan for Broughton Astley have already been achieved:

1. A new Aldi store opened on Buxton Crescent in September 2017.
2. In December 2019 Broughton Astley Leisure Centre opened. There is also a 3G Astro turf pitch for outdoor sports and land has been reserved for an expansion of the Leisure Centre.
3. Land and developer contributions towards the provision of a new medical centre have been secured, but not yet used.
4. Estley Green, a 2.2-hectare business park to the north of Cottage Lane Industrial Estate, has planning permission. The Corner House Garage was the first occupier and Phase 1 of the Business Park is now complete.
5. Land north of Coventry Road that was allocated for mixed employment/service and leisure use is currently the subject of an outline planning application.
6. Land for over 500 new homes has been provided and development completed.

Some of these developments are not yet complete, so Broughton Astley will continue to experience change. Our intention now is to consolidate the proposals of the first Neighbourhood Plan and provide greater environmental protection for local people.

3.2 Sustainable Development

Our Plan must contribute to the achievement of sustainable development. The planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

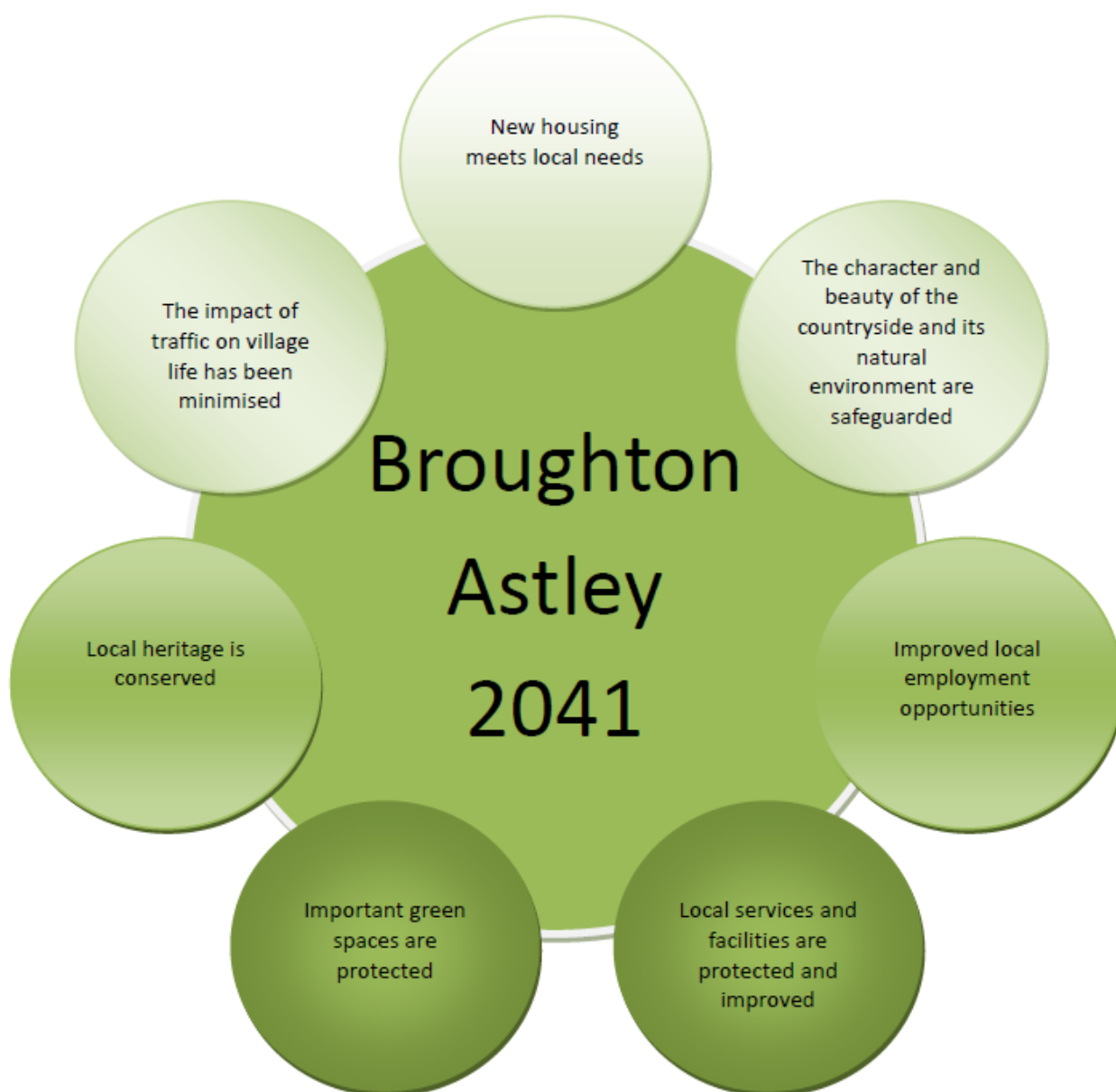
1. an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
2. a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
3. an environmental objective – to contribute to protecting and enhancing the natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Our Neighbourhood Plan shows what sustainable development in Broughton Astley means in practice.

3.3 Vision

In setting out the aims for the Plan it is vital to consider how Broughton Astley should be at the end of the plan period. The Plan needs to be aspirational, but realistic. The vision statement set out on the next page has helped guide the preparation of the new Broughton Astley Neighbourhood Plan and makes it clear what the Plan is aiming to achieve.

Our vision statement is broadly aligned with the core objectives of the first neighbourhood Plan, but it has been revised to take account of its achievements. By 2041 we expect the following:



4 Housing and the built environment

4.1 Harborough Local Plan 2011-2031

The Harborough Local Plan was adopted in April 2019.

The Local Plan identifies Strategic Development Areas (SDAs) East of Lutterworth and at Scraptoft North, as the principal means of meeting Harborough District's housing and employment needs.

Broughton Astley is identified as a Key Centre in the Local Plan. The Local Plan recognises that the first Broughton Astley Neighbourhood Plan allocated more than enough housing land to meet its needs, so no new major housing sites are proposed in our new plan.

In February 2025, Harborough District Council issued its Regulation 19 version of the new Local Plan.

Broughton Astley is classified as a 'Large Village' in the emerging Local Plan, along with Fleckney, Great Glen and Kibworth.

The emerging Local Plan identifies the housing requirement for Harborough District as 13,182 between 2020 and 2041. The annual housing requirement is 657 homes per year between 2020 and 2036, and 534 homes per year between 2036 and 2041.

Policy DS01 in the emerging Local Plan identifies a net housing requirement for Broughton Astley of 475 homes. Policy SA01 allocates a site for residential development for 475 dwellings on land off Frolsworth Road within the Neighbourhood Area.

4.2 Housing Supply

The first Broughton Astley Neighbourhood Plan allocated land for at least 400 new homes. Three sites were allocated and one site previously had planning permission (Crowfoot Way):

4.2.1 Broughton Way

On 22 December 2017, detailed planning permission was granted (Ref: 17/01603/REM) for a mixed use development comprising up to 310 residential units; a food store and petrol station; a community leisure/sports building; a medical centre; employment units and a variety of areas for formal and informal sport and recreation, foot and cycle paths, sustainable drainage features, access roads and landscaping. Jelson's Estley Green development has made rapid progress and all homes are now built.

4.2.2 Coventry Road

On 8 June 2016, full planning permission (Ref: 16/00370/FUL) was granted to William Davis for a housing development south of Coventry Road. The Mill Fields development of 187 homes are now built.

4.2.3 Dunton Road

Originally allocated as a housing reserve site in the first Neighbourhood Plan, full planning permission (Ref: 13/01539/FUL) was granted on appeal for the erection of 24 dwellings on land north of Dunton Road and west of Fretter Close. The Secretary of State agreed that bringing forward the scheme would be justified considering the lack of a five-year housing land supply in the District at that time. He also considered that the provision of 30% affordable housing is a material consideration in support of the development. The Blockley Road housing development was completed by Davidsons in 2018/19.

4.2.4 Crowfoot Way

In addition to the above three sites, outline planning permission (Ref: 10/01579/OUT) for 50 dwellings was granted in November 2011 and reserved matters were approved in February 2013 (Ref: 12/01633/REM). The development commenced in January 2014 when the access road was constructed, prior to our first Neighbourhood Plan.

Detailed planning permission was granted on 4 July 2018 (Ref: 18/00433/REM) for 50 dwellings off Crowfoot Way. The development comprises 15 affordable homes and 35 open market dwellings. Most (86%) of the open market dwellings have four bedrooms or more. Marketed as Broughton Chase by Lagan Homes, the development is now complete.

4.3 Residential Allocation

As part of the preparation of the Review Neighbourhood Plan, a comprehensive site assessment process was undertaken by AECOM. The outcome is attached as Appendix B.

As a result of the process, a single site is allocated in the Neighbourhood Plan for residential development, namely additional development at Witham Villas (figure 2).

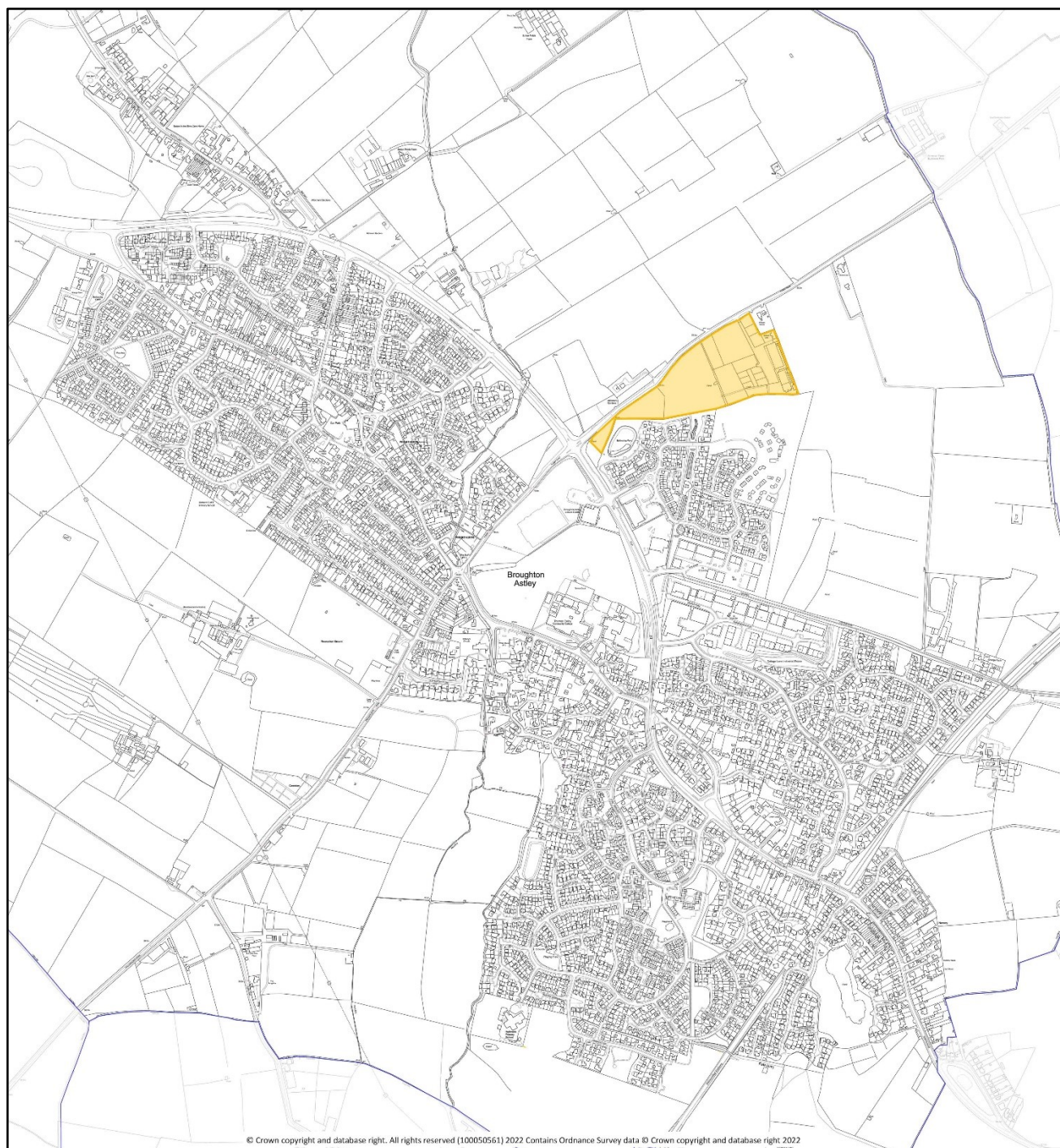
The allocation through the Neighbourhood Plan of an additional site to that allocated through the Local Plan will help ensure that as the housing requirement for the Neighbourhood Area changes over the Plan Period, sufficient provision is made locally to meet a local housing need in a locally appropriate location.

POLICY 1: Residential Site Allocation:

Land is allocated for 138 dwellings at Witham Villas (as shown in figure 2) subject to:

- a) The housing mix should be in line with Policy 4.
- b) The design of dwellings should follow Policy 6 on design.
- c) A footpath is created to link the site to the traffic lights on the Cosby Road/Broughton Way crossroads.

Figure 2: Residential Site Allocation



4.4 Limits to Development

Limits to development (LTD) are a commonly used tool in planning documents such as Neighbourhood and Local Plans. They are used to define the extent of a built - up part of a settlement accommodating sustainable growth locations. They distinguish between areas where in planning terms development

would be acceptable “in principle” such as in the main settlement and where it would not be “sustainable”, such as in the open countryside.

Our first Neighbourhood Plan did not define Limits to Development, and this has led to some confusion to where new infill development is acceptable. To clarify, our Neighbourhood Plan defines updated Limits to Development which take account of the character of the village, recent and planned developments. Outside the Broughton Astley and Sutton in the Elms Limits to Development, new build residential development will not be supported unless it accords with the circumstances specified in planning policy.

Focusing limited development in this way will help to support the existing services, the pubs, schools, shops, businesses and churches, whilst helping to protect the countryside from inappropriate development.

Within the defined Limits to Development, small scale sustainable development will be viewed sympathetically. This development will comprise windfall sites and the residential site allocation.

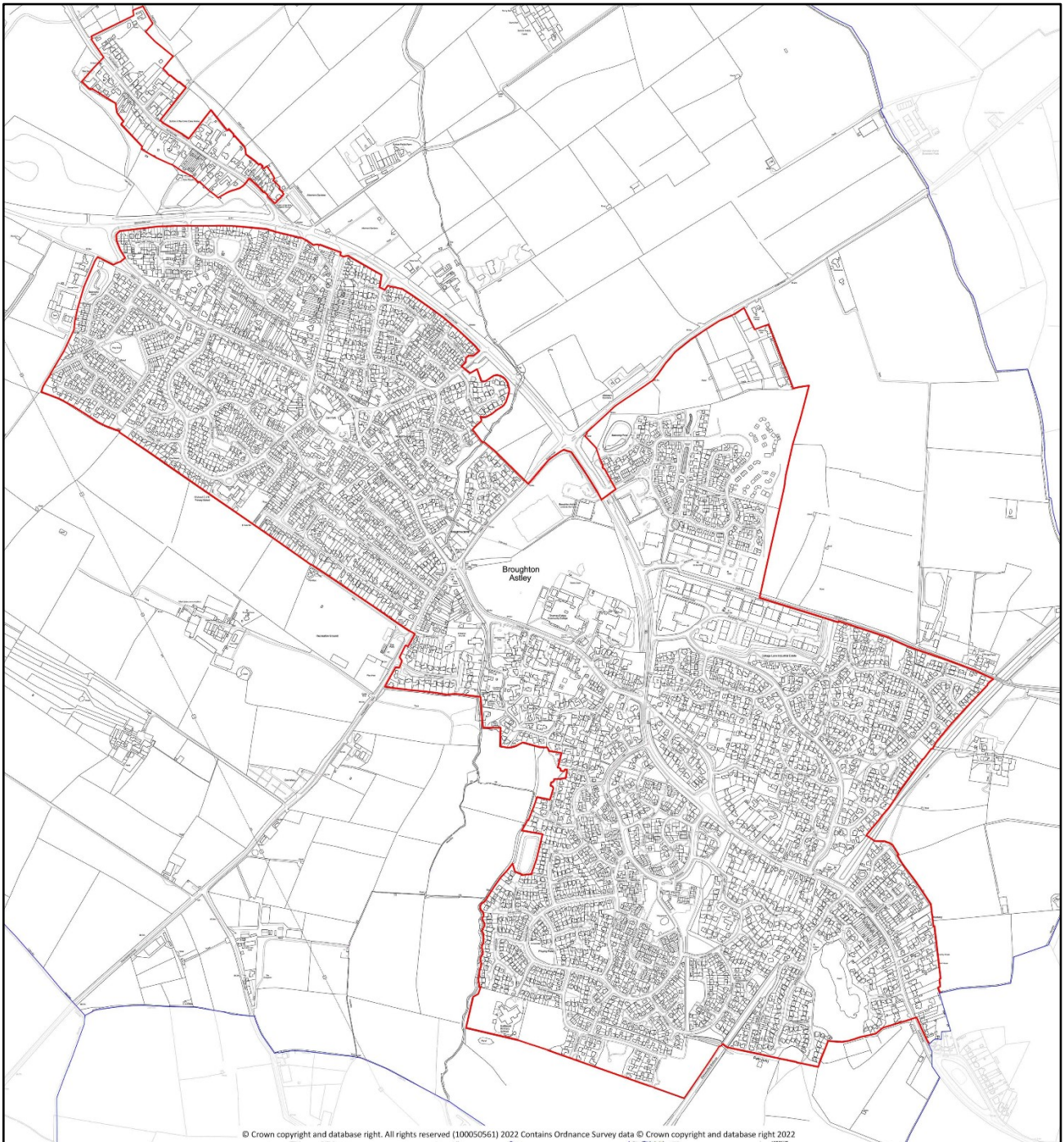
In addition, much of the built-up parts of the Parish have been developed at relatively low densities. Some properties are set within relatively large grounds whilst, conversely, others have very limited ground. The spaces between and around buildings contribute significantly to the special and unique character of the village and the wider Parish and maintain residential amenity. When considering development proposals, it is therefore important to have regard to the impact any development would have on the setting and layout of the surrounding area.

Methodology

The Limits to Development for Broughton Astley, as shown in Figure 3 has been determined using the following criteria:

- a) The development sites with an extant planning permission for development on the fringes of the settlement have been incorporated;
- b) The proposed residential site allocations within the Neighbourhood Plan has been included;
- c) Defined physical features such as walls, fences, hedgerows, woodland, gardens, streams, brooks, formal leisure uses, and roads have been used as the defined boundaries, wherever possible;
- d) Non-residential land which is countryside, agricultural, paddock, meadow, woodland and/or another green-field use has been excluded;
- e) Isolated development which is physically or visually detached from the settlement has been excluded;
- f) Sections of large curtilages of buildings which relate more to the character of the countryside than the built form have been excluded;
- g) The curtilages of buildings which closely relate to the character of the built form and have enclosing features have been included.

Figure 3 Limits to Development



POLICY 2: Limits to Development

Development proposals will be supported, in principle, on sites within the Limits to Development as shown in Figure 3 (below) where the proposal complies with the policies in this Neighbourhood Plan.

Land outside the Limits to Development is treated as open countryside, where development will be carefully managed in line with the provisions of this Neighbourhood Plan, the strategic policies of the Local Plan and national policies.

4.5 Windfall Housing

A windfall site is defined in the NPPF (December 2024) as one which has not been specifically identified as available through the local or neighbourhood plan process. Sites often comprise previously developed land that has unexpectedly become available.

Although no new housing allocations are required, the Harborough Local Plan identifies Broughton Astley as a settlement suitable for infill development.

To help protect the character of the Neighbourhood Area, development in Broughton Astley beyond the Housing Allocation identified in policy 1 will be restricted to windfall sites as identified in policy 3 below, other than in circumstances described in policy 2.

Policy 3: Windfall Housing

Residential development on infill and redevelopment sites within the Limits to Development will be supported where the development:

- a. Comprises a restricted gap in the continuity of existing frontage buildings or on other sites within the built-up area of Sileby or where the site is closely surrounded by existing buildings;
- b. Respects the shape and form of Broughton Astley in order to maintain its distinctive character and enhance it where possible;
- c. Retains existing important natural boundaries such as trees, hedges and streams;
- d. Does not reduce garden space to an extent where it adversely impacts on the character of the area, or the amenity of neighbours and the existing and future occupiers of the dwelling (s); and
- e. Does not result in an unacceptable loss of amenity for neighbouring occupiers by reason of loss of privacy, loss of daylight, visual intrusion or noise in line with Charnwood Borough Council Planning Guidance.

4.6 Housing Needs

In planning for new homes, there should be a mix of housing to meet the needs of people living locally. Evidence about the future need for housing in Leicester and Leicestershire was published on 31 January 2017. The 2017 Leicester and Leicestershire Housing and Economic Development Need Assessment identifies a range of factors which influence the need for different types of homes. This includes demographic trends, and in particular a growing older population, market dynamics and affordability.

The Housing Needs Assessment (Appendix A) shows that while the price of homes has grown significantly between 2012 and 2021 in Broughton Astley, overall (50% in total / 5.6% per annum), prices of detached houses have increased most, followed by semi-detached, and terraced houses

(registering 53% and 49% price average price increases respectively). Flats have declined in average price by 24% over the same nine-year period. Prices have increased most for the most expensive building types.

Looking at Valuation Office Agency data from 2021, after some newer development, the Neighbourhood Area still has a slightly lower proportion of flats, bungalows, and terraces at one end of the spectrum, and a slightly higher proportion of terraced, semi-detached, and detached houses on the other end, compared to the rest of Harborough or England as a whole.

Detached houses are still the most common dwelling type in 2021, followed by semi-detached and terraced houses. Overall, this suggests that the Neighbourhood Area is likely to have fewer smaller or cheaper dwellings suitable for first time buyers or downsizers.

4.5.1 Housing Mix

As described in the Housing Needs Assessment (2023), see Appendix A, detached and semi-detached houses are the most common dwelling types in Broughton Astley. These dwelling types make up a larger proportion of homes in the NA than across Harborough or England as a whole. Conversely, the NA contains a lower proportion of flats, terraces, and bungalows.

In terms of dwelling size, properties in Broughton Astley are largely middle sized with three bedrooms (making up around 43% of all properties) or four bedrooms (29%), followed by two-bedroom properties (22%). The smallest and largest size categories (1 and 5+ bedroom dwellings) make up 3% of the mix each. Smaller dwellings are under-represented in the NA compared to the rest of the country. Recent development permissions are unlikely to significantly change the overall profile of the local housing stock.

Overall, Broughton Astley has a lower proportion of flats, terraces, and bungalows compared to detached and semi-detached houses, a lower proportion of small homes with one-bedroom, and a higher percentage of larger houses with four bedrooms, than the comparator geographies of Harborough and England. This means that there are likely to be fewer housing types and sizes appropriate for younger first-time buyers and older households looking to downsize, especially where such households have limited income and/or equity.

Close to half of all households in the NA (47%) live in a home with two or more spare bedrooms, and the vast majority (85%) live in a home with at least one spare bedroom. Only 1% of the Broughton Astley population were over-occupying their homes. The older person population of Leicestershire is projected to increase significantly. The Leicestershire Joint Strategic Needs Assessment (JSNA) predicted that between 2015 and 2030 the number of people aged over 75 years is expected to increase by 39.74% (from 59,900 in 2015 to 94,400 in 2030). Looking forward towards the end of the plan period, population growth can be expected to be primarily driven by the oldest households aged 65 and over, projected to grow by a significant 71% from 2011.

There is only one Care Home in Broughton Astley Parish- the Langdale Care Home at Sutton in the Elms offers residential and nursing care to up to 40 older people. Therefore, it is important that new

developments help increase the availability of lifetime homes and bungalows. This will enable more people to have homes that can meet their needs as they get older and experience changes to their health and social circumstances, so delaying the need for them to move to alternative accommodation.

The response from house builders to meeting local needs has been poor. Around 580 homes have been built on the four major sites mentioned above. They include just 12 bungalows- none of these have been for market sale. Overall, 42% of new market housing on these sites will have four bedrooms or more.

With so much housing already committed, the opportunities to provide a housing mix that is more suited to Broughton Astley's need is very limited.

Policy 4: Housing Mix

New housing development shall provide for a mix of housing types that will be informed by the most up to date evidence of housing need as evidenced by the Housing Needs Assessment 2023, or more recent document. Applicants for development of 10 or more dwellings will need to demonstrate how their proposals will meet the housing needs of older households (especially bungalows) and the need for smaller, low-cost homes.

4.5.2 Affordable Housing

Affordable housing is housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Affordable housing can include affordable housing for rent, first homes, discounted market sales housing and other affordable routes to home ownership.

A Housing Needs Assessment commissioned for the Neighbourhood Plan which reported in February 2023 revealed that house prices have grown by an average of 50% since 2012. Prices of detached houses have increased most, followed by those of semi-detached, and terraced houses, while average prices of flats have declined.

Household incomes determine the ability of households to exercise choice in the housing market. The average total household income before housing costs in Broughton Astley was £49,800 in 2018. Harborough's gross individual lower quartile annual earnings were £17,982 in 2020.

Local households on average incomes are unable to access home ownership unless they have the advantage of a larger deposit. The median house price would require an annual income which is £11,914 higher than the current average.

The study concludes that both affordable rented units and affordable home ownership products will be valuable over the Plan period, at a ratio of 60% affordable rent to 40% affordable home ownership.

Harborough Local Plan Policy H2 requires that on large private-sector developments, 40% of dwellings should be affordable. Previously, the affordable housing requirement in Broughton Astley was 30%. The four large housing sites allocated in the Made Broughton Astley Neighbourhood Plan allowed for

around 170 affordable homes. Any new affordable housing should be allocated initially to people with a local connection, including those living, working or with close family ties in Broughton Astley Parish.

Policy 5: Affordable Housing

Development proposals for new housing where there is a net gain of more than ten dwellings, or on sites of more than 1,000 square metres, should provide at least 40% affordable housing.

The provision of supported housing for people with a local connection to Broughton Astley Parish (i.e. including living, working or with close family ties in the Parish) is supported.

The affordable housing stock should be made available as an integral part of the development, should be visually indistinguishable from the equivalent market housing on the site and should be dispersed throughout the development.

Where delivered, affordable housing should be provided on the basis of 60% rent and 40% home ownership, and where first homes are included, this should be at a level of 40-50% to make them affordable to two lower quartile earners subject to viability. Shared ownership where available should include a 10-25% share to make it affordable for the same group of people.

4.5.3 Design

The Parish of Broughton Astley has a long and interesting history, resulting in a wide array of heritage assets, attractive landscapes and a distinctive local character.

In this section, the Neighbourhood Plan sets out design guidance which seeks to identify and protect the distinctive elements which together provide the special qualities of the landscape setting and built heritage of the Neighbourhood Area.

The biggest challenge facing the future of Broughton Astley is to balance the desire to protect the character of the village with the need for it to grow and evolve in a sensitive and proportionate manner in order to sustain the community and its facilities.

The NPPF (December 2024) notes that development that is not well designed should be refused, especially where it fails to reflect local design policies.

A design guide and codes was commissioned as part of the process of preparing a Neighbourhood Plan and is available as appendix C. Policy 6 seeks to reflect the design principles which the community believes will help to achieve good design.

Existing settlement patterns have grown incrementally over time. The buildings date from many different periods, providing a richness and variety of styles and materials. This traditional rural character should be enhanced by new development; schemes should be designed to ensure that new buildings sit comfortably within the existing settlement pattern and are respectful of their surroundings.

Broughton Astley's proximity to Leicester has also resulted in considerable development over the past 40 years and the early character of the village has been diluted. Some of our housing looks the same as developments elsewhere and could be anywhere in the country.

We expect all development to contribute positively to the creation of well-designed buildings and spaces. Through good design we want to maintain and enhance the individual character of our parish and create places that work well for both occupants and users and are built to last.

New development proposals should be designed sensitively to ensure that the high-quality built environment of the Neighbourhood Area is maintained and enhanced. New designs should respond in a positive way to the local character through careful and appropriate use of high-quality materials and detail. Proposals should also demonstrate consideration of height, scale and massing, to ensure that new development delivers a positive contribution to the street scene and adds value to the distinctive character of the Neighbourhood Area.

Policy 6: Design

All development proposals should demonstrate a high quality of design, layout and use of materials which make a positive contribution to the special character of the Neighbourhood Area.

Any new development application should make specific reference to how the design guide and codes in appendix C has been taken into account in the design proposals. New development should consider the prevailing character area in which the proposal resides and seek to contribute to and enhance the existing character.

Innovative design will be supported where it promotes high levels of sustainability or helps to raise the standard of design more generally or contributes to the sense of place as long as it respects the form and layout of its surroundings.

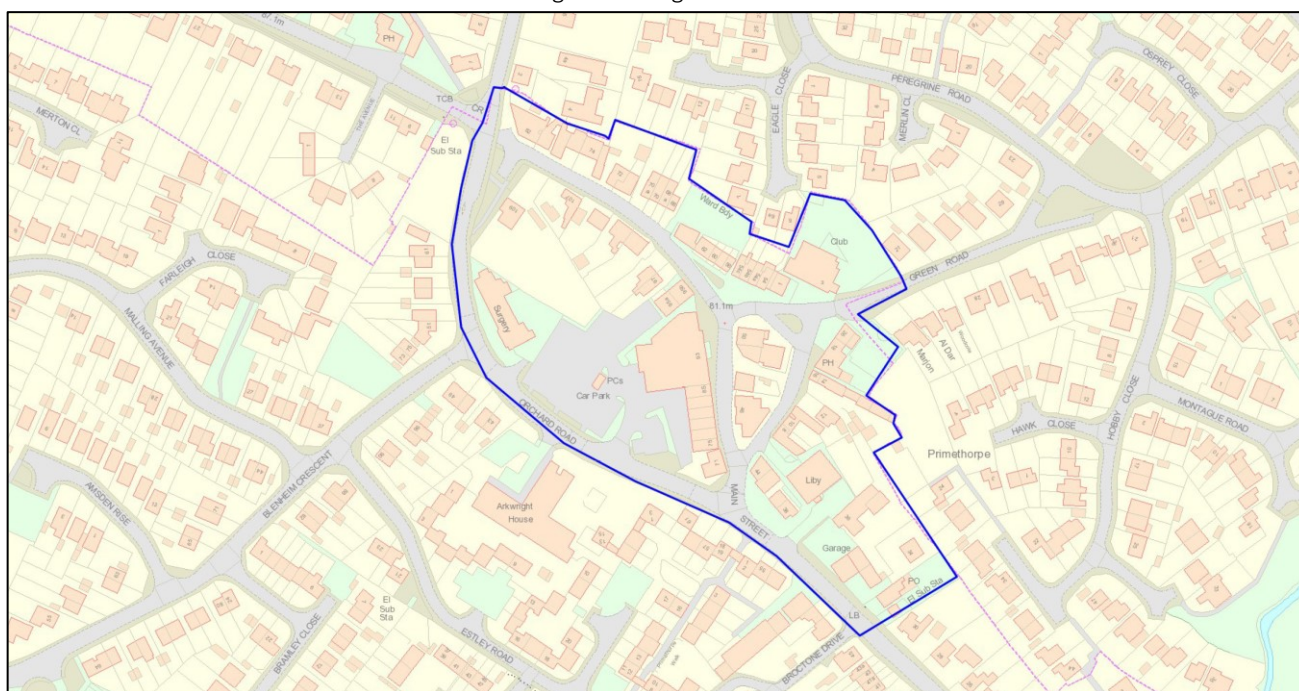
5 Village Centre

5.1 Village Centre Shopping

Broughton Astley's centre, focused on Main Street, helps meet the day-to-day needs of residents. The village centre provides convenience shopping including a small Co-op, AK Shah Express store, a butcher (Ringrose), Optician, Chemist, hardware store and baker (Milner). There are a small number of independent retailers and services such as estate agents, Post Office, hairdressers, cafes, restaurants and takeaways. There are also two public houses, the Orchard Medical Practice and the community library. Generally, there have been few vacancies, but limited space for expansion.

There are further shopping facilities outside of the village centre in the form of an Aldi supermarket, Spar, Mace and Londis convenience stores, and other shops and facilities including a physiotherapist, takeaway food outlets and hairdressers.

Figure 4 Village Centre



The Harborough Local Plan identifies Broughton Astley as a 'District Centre'. The first Neighbourhood Plan defines a Shopping and Business Area which recognises that the village centre has an important role to play in providing goods and services to the local community to the benefit of the sustainability of Broughton Astley.

The Local Plan (Policy RT1) also requires Broughton Astley to provide for an additional 200m² of convenience goods (mainly food) and 200m² comparison (non-food) goods retail floorspace. This is a very small requirement, and it is anticipated that this could be met by the extension of existing retail units or the change of use of other premises in the Village Centre.

When assessing applications for retail, leisure and office development national planning policy requires an impact assessment if the development is over a proportionate, locally set floor space

threshold. The evidence produced as part of the preparation of the Made Neighbourhood Plan identified that the largest retail unit in Broughton Astley Village Centre is 596m² (the Co-Op) but most shops are much smaller. A threshold of 100m² would be an appropriate threshold for Broughton Astley given the size of the existing retail units.

In considering applications for a change of use from shopping to non-shopping, regard will be made to maintain an appropriate balance between shopping and non-shopping uses. To maintain the diversity of uses that the village centre offers, the policy seeks to maintain an appropriate balance of uses and to take into account the impact of the proposal on the character and function of the village centre.

Policy 7: Broughton Astley Village Centre

The vitality and viability of Broughton Astley Village Centre should be maintained and enhanced.

Within the Village Centre, as shown in figure 4, proposals for Commercial Business and Service Uses (Class E of the Town and Country Planning Act use classes order 1987 as amended) will be supported provided development proposals do not detract from the character of the area. Except where changes of use are allowed through permitted development, Commercial, Business and Service Uses should remain the dominant use in the Village Centre and development leading to an over-concentration of any other one use will not be supported. Planning applications for uses other than Commercial, Business and Service Uses will not be supported unless it is to occupy a premises that has remained vacant for a period of at least 12 months and has been subject to a marketing campaign lasting for a continuous period of at least six months.

A sequential test will be applied to planning applications for Commercial, Business and Service Uses that are not within the Village Centre. Proposals for Commercial, Business and Service Uses should be located in the Village Centre, then in edge of Village Centre locations and only if suitable sites are not available should out of Village Centre sites be considered. When assessing applications for retail development outside of the Village Centre, an impact assessment will be required if the development is to provide more than 100m² retail floor space. This should include an assessment of the impact of the proposal on Village Centre vitality and viability. Where an application fails to satisfy the sequential test or is likely to have an adverse impact on Village Centre vitality and viability, it will not be supported.

To be supported development proposals across the Parish to alter, replace or introduce shop fronts in the village centre must be of high quality, contributing to an overall improvement in terms of urban design and architecture, by:

- a) being in keeping with surrounding buildings;
- b) enhancing streets and spaces through quality design and architecture;
- c) supporting crime prevention, community safety and security; and
- d) any lighting should be subtle.

5.2 Village Centre Parking

New development (which includes extensions to buildings) should include appropriate off-road parking provision to minimise the need for on-street car parking. Parking standards should ensure that new developments include an appropriate level of car parking to minimise the need for on-street car parking

In 2011 (the latest date for which information is currently available) of 3,422 households, only 243 households (7.1%) had no car or van. This is 11.8% across Harborough as a whole. 14.6% of households had 3 or more cars or vans (12.8% across Harborough).

The Department of Communities and Local government (2007) (now Department for Levelling-up, Housing and Communities) project that car ownership will increase by 25% from 2000 to 2036, so clearly the problem is not going to get any easier in the coming years.

Parking and vehicular movements are a particular issue in specific areas of the Plan area. A combination of older, terraced properties with no garages or off-road parking (particularly around the Village centre) and more modern houses with inadequate parking spaces to cater for larger modern cars is adding to the street parking problem that is severe in key areas within Broughton Astley. The roads themselves and the street pattern in the Parish has developed over many centuries and is not suited to modern traffic. There is a serious issue with parking on the narrow streets in Broughton Astley with the consequent detrimental effect on pedestrian and road safety and the ease by which traffic, including emergency and service vehicles, can travel within the Parish.

The Neighbourhood Plan supports measures to minimise the impact of new development on parking issues and Policy 8, by adding detail to the Leicestershire County Council parking standards, is intended to help ensure that new development does not make an already problematic situation worse.

Off-street parking facilities are therefore essential to maintain the vitality and viability of the village centre, and any new residential development should ensure appropriate off-road parking is available to ensure that a difficult situation does not become worse. The car parking standards are often expressed as a maximum requirement which, in the case of Broughton Astley village centre, could exacerbate existing and future parking problems. Therefore, we have used these parking standards to set minimum requirements.

The Orchard Road car park serving the Village centre Provides around 80 parking spaces including six bays for blue badge holders and an electric vehicle charging station. Car parking is free.

The food stores in the Village Centre are quite small and do not attract a significant proportion of main and bulk food shopping trips. The Big Plan Survey in 2012, showed that only 31% of respondents did their weekly shopping in Broughton Astley and that Fosse Park and Leicester were popular choices for all shopping. 90% of respondents used a private car to go shopping.

Our first Neighbourhood Plan therefore allocated a site for a new supermarket and in September 2017 the new Aldi store opened on Buxton Crescent. The store provides 1,254m² of retail sales floorspace with an emphasis on providing for those wishing to carry out a basic weekly shop.

The store has provided local access to a discount food offer, providing increased choice for residents and competition for existing food stores. Furthermore, expenditure that had been lost to large food stores further afield has been retained locally and around 40 full and part-time jobs created. It has also helped to relieve some of the parking capacity issues in the Village Centre.

Off-street parking facilities are therefore essential to maintain the vitality and viability of the village centre.

Policy 8: Village Centre parking

New residential development should ensure that there is appropriate provision for car parking in line with Highways Standards.

The extension or improvement of existing off-street public parking facilities to provide additional spaces and cycle parking to serve the village centre will be supported.

The loss of Village Centre parking facilities will not be supported unless it is replaced by equivalent or better parking provision in terms of quantity, quality and location.

6 Employment

6.1 Employment and Business Development

The 2011 Census shows that of the 6,507 parish residents aged 16 to 74, 79.6% were economically active. Of those economically active, 60% were in full-time employment, 20% were in part-time jobs and 13% were self-employed.

The Parish has a similar occupation profile to Harborough District. The main differences are that Broughton Astley has a higher proportion of workers in administrative and secretarial occupations, and fewer professional workers.

Broughton Astley is identified as a Key Centre in the Harborough Local Plan (2011-2031) and, as such, is a focus for employment, retail and service provision. The emerging Local Plan classifies Broughton Astley as a 'Large Village' and a District Centre, along with Kibworth.

The wide range of shops, services, facilities and small businesses in Broughton Astley village centre provide a range of employment opportunities. There are also more established employment areas within the Parish in areas such as Swannington Road and Box Road which provide further local employment.

The strength of the local economy and of the community go hand in hand. Supporting the growth of a stronger local economy is recognised as an important theme of the Neighbourhood Plan. The Harborough Local Plan (2011-2031) recognises the need for sustainable development which both delivers local employment opportunities, supports and diversifies the rural economy and enables the expansion of local enterprise. Broughton Astley is a parish with a strong employment history.

The Made Neighbourhood Plan for Broughton Astley aimed to improve services and facilities for the community. In support of the Made Neighbourhood Plan, Harborough District Council has subsequently granted planning approval for:

- a food store;
- a leisure centre
- a medical centre; and
- employment units.

Where there are buildings dedicated to business use in the parish it is important that they are protected against being lost to other uses. It should be clearly demonstrated that there is little prospect of existing building or land generating employment before allowing demolition or redevelopment.

Policy 9: Employment and Business Development

Development proposals that result in the loss of, or have a significant adverse effect on, an existing employment use will not be permitted unless it can be demonstrated that the site or building is no longer suitable for employment use.

Proposals for employment-related development (for new and/or expansion of employment uses, including homeworking) will be supported where it can be demonstrated that the development will not generate unacceptable disturbance, noise, fumes, smell or traffic; that it will not result in an increase in on-street parking; that it will respect and be compatible with the local character and surrounding uses; and that it will, where appropriate, protect residential amenity.

6.2 Business Parks

The principal employment area in the Parish had been the Cottage Lane Industrial Estate at Swannington Road and Stanier Road. However, the first Broughton Astley Neighbourhood Plan allocated additional employment land on two sites, so no new major employment sites are proposed in our new plan.

6.2.1 Cottage Lane Industrial Estate

The Cottage Lane Industrial Estate is a large, well- established industrial and business area of about five hectares and with 30 business units. The Industrial Estate has a good mix of uses and different size units. For many years it was the only industrial estate in the village. The employment site was protected by the first Broughton Astley Neighbourhood Plan and is identified as a Key Employment Area by the Harborough Local Plan.

6.2.2 Estley Green Business Park

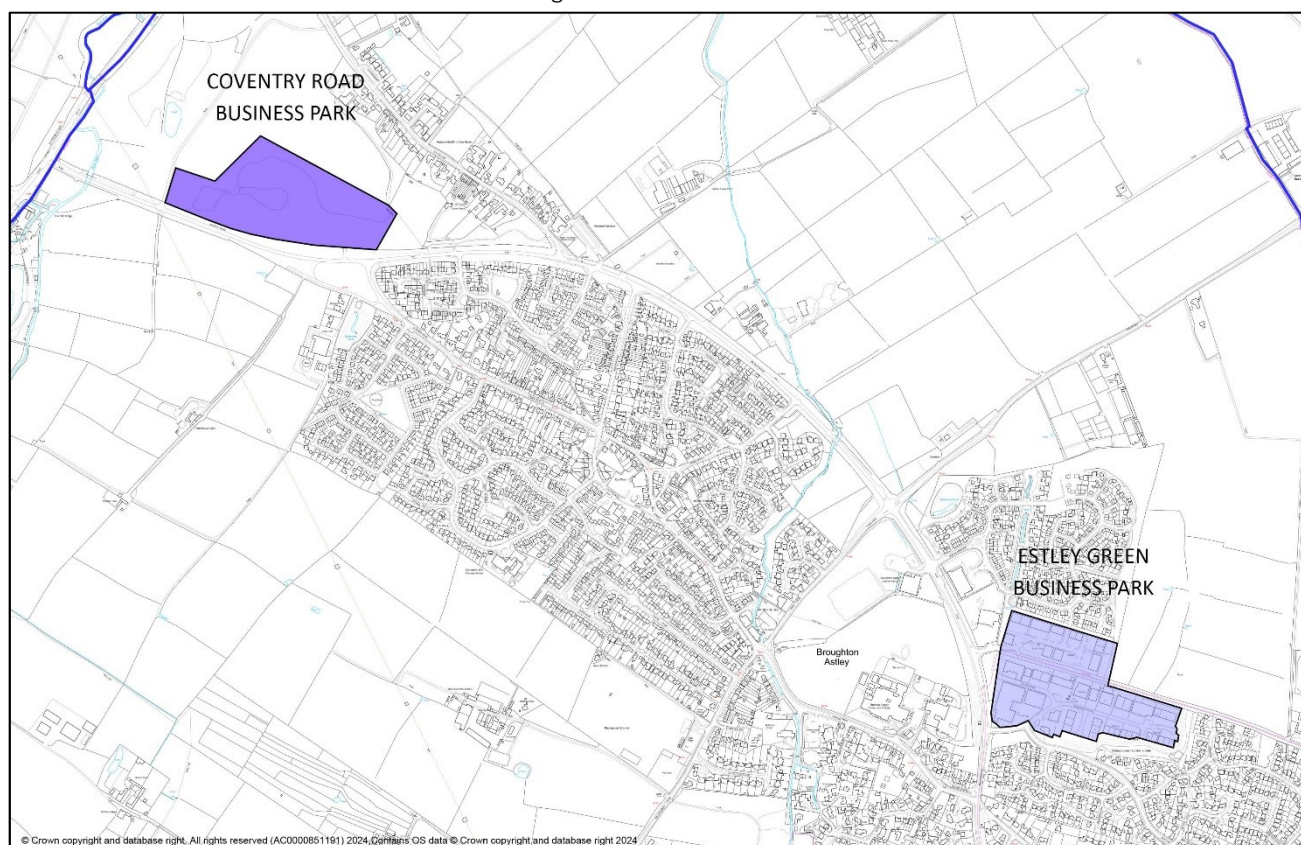
Estley Green is a new business park that is located immediately to the north of the Cottage Lane Industrial Estate. The business park was allocated in the first Neighbourhood Plan and will provide some 2.2 hectares of industrial development comprising both speculative and bespoke industrial accommodation to suit occupier requirements. Units range from 248m² to 513m². The Corner House Garage was the first occupier and Phase 1 of the Business Park is now complete.

Policy 10: Cottage Lane Industrial Estate and Estley Green Business Park

Cottage Lane Industrial Estate and Estley Green Business Park, as defined on Map 4 and the Policies Maps, are Key Employment Areas. Development will only be supported where it:

- a) Is for industrial, storage or distribution uses (Use Classes B2 or B8); or
- b) Allows for a community purpose; or
- c) Is for small-scale uses providing services to support the business use; and
- d) Would not be detrimental to the quality and attractiveness of the Key Employment Area.

Figure 5 Business Parks



6.2.3 Coventry Road Business Park

Our first Neighbourhood Plan allocated land north of Coventry Road for mixed employment/service and leisure use to provide greater employment opportunities for local people and support the local economy. An outline planning application (Ref: 19/00856/OUT) was submitted for a mixed- use development in May 2019 and it remains undetermined.

The site is located on the northern side of Coventry Road, close to where it becomes Broughton Way. The site comprises former agricultural land which has been the subject of recent development with the commencement of work on a golf course and driving range. The initial preparatory work for this development included the raising of ground levels with the deposition of subsoil and other materials.

The allocation is retained in the new Neighbourhood Plan, but with some additional safeguards to protect Broughton Astley's Village Centre and community uses.

Policy 11: Coventry Road Business Park

Some 6.9 hectares of land off north of Coventry Road, as shown on Figure 4 and the Policies Maps, is allocated for mixed-use development. Development will be supported subject to the following criteria:

- a) The development is for:
 - a. Industrial, storage or distribution uses (Use Classes B2 or B8);
 - b. Trade counters, bulky goods retail;
 - c. Sui Generis uses that have similar characteristics to business use;

- d. Small-scale uses providing services to support the above uses;
- b) Development would not, alone or cumulatively, result in the Business Park ceasing to be predominantly for industrial, storage or distribution uses (Use Classes B2 or B8);
- c) Development should not prejudice the delivery of community infrastructure or the vitality and viability of Broughton Astley Village Centre in accordance with Policy 4; A pedestrian/cycle link shall be created from the site access to the village and a new crossing point provided;
- d) Existing hedges are retained and there is significant new planting along the site's boundaries; and
- e) Surface water and foul water drainage strategies shall be devised in consultation with the relevant infrastructure bodies prior to any construction and this should incorporate an appropriately designed, constructed and maintained sustainable drainage system.

6.3 Rural Business

A significant number of businesses are already located in the Parish's rural area. In addition to farming, they include The Mill on the Soar PH, Three Boundaries Business Park, small business units at Sutton Hill Farm, Sutton outdoor go-karting circuit, fisheries and equestrian facilities.

The changes to farming in the 19th and 20th centuries meant farming no longer provides mass employment. Combined with the extension into the countryside of utilities like electricity, mains water and sewerage, and telephony, rural villages became attractive places to live, and housing quality improved. Farming is an industry still undergoing change and diversification is encouraged.

The conversion of former agricultural buildings enables farm diversification, leads to the sustainable reuse of vacant buildings and provides opportunities for the establishment and development of small businesses which generate income and employment opportunities for local people. This is a national trend, which the Parish Council would like to encourage within the Plan area to maintain a balanced and vibrant community, subject to the proper consideration of residential amenity for nearby houses, visual impact on the countryside and highway safety issues.

To help maintain the rural economy and protect the open countryside from inappropriate development, the Plan supports the sustainable growth and expansion of business and enterprise through the development and where appropriate conversion of existing farm buildings in the countryside. Specifically, this is intended to promote a viable and sustainable farming and rural economy in the Plan area and the diversification of rural businesses; encourage new businesses to provide a wider range of local produce, services and leisure facilities, to provide local employment and attract both visitors and tourists to the local area and maintain and enhance the local environment of rural and agricultural lands.

The change of use of some rural buildings to new uses is already permitted under the General Permitted Development Orders. The Town and Country Planning (General Permitted Development) (Amendment and Consequential Provisions) (England) Order 2014 allows, under certain circumstances, the change of use of agricultural buildings to residential use and change of use of

agricultural buildings to registered nurseries providing childcare or state-funded schools, under the prior approval system. The policy allows for circumstances where planning permission is required.

Farming and our rural economy should be allowed to continue to accommodate change through the conversion and extension of existing rural buildings. However, the proposed uses must be appropriate in scale, form, impact, character and siting to their location in the countryside.

Policy 12: Rural Business

The re-use, adaptation or extension of existing rural buildings for business use will be supported where:

- a) Any enlargement is proportionate to the size, scale, mass and footprint of the original building(s);
- b) The development would not have a detrimental effect on the fabric, character and setting of historic buildings;
- c) The development respects local building styles and materials;
- d) The building is surveyed for protected species and mitigation measures are approved where necessary;
- e) The proposed development would not generate traffic of a type or amount which would detrimentally affect the character of the countryside and
- f) The proposed development would not materially harm the character of the surrounding rural area.

7 Transport

One of the key issues for the village is transport, but there is sometimes confusion over what kinds of transport issues a neighbourhood plan can address. Many traffic matters fall outside the scope of planning. For example, changes to traffic management on existing transport networks are usually a matter for the highway authority to deal with. So, changes to parking restrictions, speed limits, signage, weight restrictions and traffic circulation fall outside the scope of a neighbourhood plan.

However, the Neighbourhood Plan does highlight localised traffic and parking issues that need to be addressed when considering development proposals. Our Neighbourhood Plan also promotes sustainable transport with plans to improve greener, active transport- cycling and walking.

7.1 Road Network

The main route through the Parish is the B581, a single carriageway road which links Broughton Astley village to the B4114 to the west and on to the A47 through Stoney Stanton. To the east the B581 passes through Dunton Bassett and ends shortly afterwards at traffic lights on the A426. The centre of the village is bypassed by Broughton Way which is subject to a 40mph speed limit. Through the eastern part of the village there is a 30mph limit.

The B581 forms a signal-controlled crossroads junction with Broughton Road and Cosby Road near the new Broughton Astley Leisure Centre. Broughton Road is a local distributor road connecting Cosby to Broughton Astley. Cosby Road is a local distributor road connecting the village to Frolesworth. The junction features single entry and exit lanes on all four arms and provides right turn storage space in the centre of the junction for both eastbound and westbound travelling vehicles. There are no pedestrian crossing points on any of the four arms.

The Crashmap website contains information about reported crashes from 1999 onwards. Within the last five years there have been around

20 vehicle related accidents reported in the Parish. These were mainly slight accidents, but there have been four serious accidents. The main accident clusters are at the Cosby Road/Frolesworth Road/Main Street/Station Road and near the Broughton Road/Frolesworth Road/Leire Lane junctions.

There have also been concerns about speeding traffic. The Road Safety Partnership commissioned a speed survey on Broughton Way in June 2019. The results showed that the average speed was 29.4 and the average daily traffic flow was 7,985 vehicles per day. Other areas of concern include Cottage Lane and Frolesworth Road.

Policy 13: Traffic management

New housing or commercial development should demonstrate that:

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

- b) Provision is made for accessible and efficient public transport routes within the development site or the improvement of public transport facilities to serve the development;
- c) Improvements to pedestrian and cycle routes are incorporated to serve the development, where appropriate, and to provide safe, convenient and attractive routes to shops, employment, schools and community facilities and which are integrated into wider networks;
- d) It retains existing rights of way or provides acceptable diversions;
- e) It incorporates adequate parking and manoeuvring space within the development in accordance with the Highway Authority's standards; and:
- f) Travel packs are to be provided on residential developments to encourage sustainable forms of transport and to promote existing pedestrian and cycle routes.

Measures to improve pedestrian safety and reduce traffic speed within the village will be supported, including support for the design of large developments as 20 mph zones

7.3 Public Transport

Broughton Astley is served by the Arriva 84 and X84 routes. Route 84 connects Broughton Astley to Leicester, Blaby, Whetstone, Cosby, Dunton Bassett and Lutterworth. Route X84 connects Broughton Astley with Rugby, Magna Park, Lutterworth, Croft, Huncote, Narborough, fosse Park and Leicester. There is no direct bus service between Broughton Astley and Market Harborough.

7.4 Cycling

Leicestershire County Council has produced Cycling Maps showing both off and on-road routes within the County. Broughton Astley is some distance from the National Cycle Network and there are no off-road routes or on-road cycle lanes. The 'Broughton Loop via Fleckney and Kilby Cycle Route' commences at the B581/Broughton Road/Cosby Road signal-controlled junction. This is an on-road route recommended for cycling and connects Broughton Astley with Cosby, Countesthorpe, Fleckney, Arnesby and Dunton Bassett.

7.5 Pedestrians

There are footways alongside most residential roads in the village and there is a good Right of Way network linking the village to the surrounding countryside and surrounding villages (see 10.3).

However, for much of its length there is no footway along the B581 Broughton Way despite the presence of bus stops. In some places, residents have worn a path in the grass verge alongside the road demonstrating that for many it is the shortest or most easily navigated route between places. The need to formalise a footway/cycle route alongside Broughton Way is also important as the route links new developments such as the new Aldi store, Broughton Astley Leisure Centre, the new Jelson development and the proposed Coventry Road Business Park.

Policy 14: Broughton Way.

The creation of a new footway/cycleway alongside the B581 Broughton Way is supported.

7.6 Electric Car Charging

The UK government has recently announced its intention to ban sales of new petrol and diesel cars from 2035 to combat rising levels of air pollution (in particular NOx) and address climate change concerns. The implication is that the number of 'pure' (i.e. not hybrid) electric vehicles (EVs) on the road will increase rapidly; there is some evidence this is already starting. If EVs are to have a similar range to today's petrol/diesel cars, they will need to have large capacity batteries installed (for example, an EV with a 310-mile (500kms) range requires a battery capacity of 90kWh). This raises the crucial question for the planning system of providing infrastructure for EV battery recharging.

Residential charging is probably the current norm but using a typical generator size of 3.7kW (as currently installed as standard on board EVs, with similar electrical usage as a domestic kettle), this would take 19 hours to re-charge the battery (assuming a typical run-down state of 25% of maximum). The lower capacity (and lower range <100miles) Nissan Leaf would take about 6 hours. The availability of larger capacity on-board generators (7kW) is emerging, which would halve these times, but this is then the maximum that would be possible using current standard domestic electricity supply (single phase 240 volt). However, residential charging is only allowed where off-road parking is available.

This issue is already influencing planning and building regulations and it would seem wise to include such requirements for new developments in the parish, if rural communities are not to be left behind. Similarly, commercial rapid charging facilities are growing across the country (making use of 3-phase supply not possible at the domestic level and reducing the 7kW re-charge time by a factor of 3). These could be utilised in Broughton Astley for example by installation in a permanent parking area as described above, providing re-charging for residents with no off-road parking, and allowing opportunity for fast re-charge for all residents.

The Parish Council intends to reduce its Greenhouse Gas emissions and look to be Carbon net zero in its operations by 2030. It will actively pursue funding to support the installation of whatever measures are best suited to achieving Net Zero (i.e. solar panels and ground source heat pumps, battery storage systems etc). It will look to change from fossil fuel powered vehicles to electric where practicable as soon as possible but to have completed the transition by 2030.

Policy 15: Electric Car Charging

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

8 Health and Wellbeing

8.1 Sport and Recreation

Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of our community. In response to concerns about the lack of formal and informal recreation opportunities, our first Neighbourhood Plan allocated land for the creation of new community and leisure facilities.

8.1.1 Broughton Astley Leisure Centre

Our first Neighbourhood Plan allocated a site for a new centrally located community and leisure facility and in December 2019 Broughton Astley Leisure Centre, adjacent to the Thomas Estley Community College, opened. There is a 63-station fitness suite, an indoor cycling studio with virtual cycling, a four-court sports hall, an on-site café and outside play area, as well as a floodlit 3G pitch. Land has been reserved for an expansion of the Leisure Centre which could be developed to provide a swimming pool facility if viable.

8.1.2 Frolesworth Road Recreation Ground Frolesworth Road Recreation Ground provides a children's play park, skateboard park, outdoor gym, Multi-use Games Area (MUGA) a football and a cricket pitch.

8.1.3 Allotments

Allotments are a valuable resource, individuals and community groups take immense pride in their upkeep and produce. There are allotments at Western Willows and Sutton Sites managed by Broughton Astley Parish Council.

There is a Community Allotment managed by the Broughton Astley Volunteer Group with Micro Plots for those who may not want a full plot and a separate area for childminders and playgroups to use. An area is being developed to contain raised beds for those with mobility difficulties and Special Needs and will cater for all ages.

8.1.4 Play and Amenity Areas

Throughout the village there are many other play areas and open spaces. They include the Memorial Gardens, equipped children's play areas such as those at Devitt Way and Holbeck Drive (managed and maintained by Harborough District but re-charged to local residents), areas designed as part of Sustainable Drainage Systems (SuDS) and green amenity areas within housing developments.

8.1.5 Active Ageing

We are far more likely to be inactive the older we get. The Chief Medical Officer defines an inactive person as someone who, over the course of a week, does not achieve a total of 30 moderate intensity equivalent minutes of physical activity.

Just 18% of 16-34-year-olds are inactive, but this figure rises to 27% of 55-74-year-olds and 49% of over 75s.

Those who are least active stand to benefit the most by getting active when it comes to their health and happiness. The situation is exacerbated by the fact we have an ageing population – so we want to make sure open space, sports and recreation facilities are open to all ages.

There are coffee mornings at both St. Mary's Church and Sutton in the Elms Baptist Church which are well attended by the older residents.

Classes in Fitness, Boccia, New Age Kurling, Pilates and many others are available at the Village Hall.

There are also G.P. Walks arranged by Orchard Medical Practice in conjunction with an Active Harborough Initiative. Walk Leaders are provided alongside a G.P. and a safe accessible route is planned around the village with an opportunity to connect, get exercise and meet new people. This encompasses local services such as Local Area Coordination, Family Hubs and Social Prescribers.

8.1.6 School Expansion

One key to the sustainability and strength of Broughton Astley is its wide range of educational provision.

The village currently has three Primary Schools, Orchard (C of E) to the north west, Hallbrook to the south East and Old Mill which is more centrally located. They all feed the village's only secondary school, Thomas Estley Community College which is also centrally located and sits next to Old Mill Primary School. It is predicted that the three Primary Schools will be at full capacity by 2027, whilst Thomas Astley Community College will soon be full and overfull. At their latest OFSTED inspection, all establishments were rated as "Good".

Thomas Astley College, because of its size and location next to Old Mill, causes both establishments to suffer severe traffic congestion at busy times.

Leicestershire County Council predicts that a new development of one hundred houses will require 30 additional primary school places and 16.6 secondary school places. The Schools are popular and attract pupils from outside of the Parish. This increase in demand is having an impact on the village and whilst the community support the expansion of educational provision, it is also concerned about the impact this growth might have locally.

Policy 16: Schools expansion

Proposals for the expansion of educational facilities in the Parish will be supported where it can be demonstrated that:

- a) expansion would not exacerbate existing access related or traffic circulation problems, unless suitable mitigation measures are brought forward as part of the proposal;
- b) the development would not result in a significant loss of amenity to local residents or other adjacent users and is in character, scale and form to the current building;
- c) 'Safe Routes to Schools' schemes and similar initiatives are introduced wherever possible utilising developer contributions where appropriate.

The provision of onsite parking for staff and appropriate parking/drop off/pick up points for parents and children will be supported.

8.1.7 Broadband

The modern economy is changing and increasingly requires a good communications infrastructure as a basic requirement to maximise technological advances. High speed internet connectivity is driving business innovation and growth, helping people access services, and opening up new opportunities for learning. This is particularly important in small rural settings where better broadband enables improved access to an increasing number of on-line applications and services provided by the public and private sector and can help to reduce social exclusion.

The need for further development of high-speed broadband infrastructure to serve Broughton Astley Parish is therefore very important, and although some high-speed internet access is available, this is not consistently good throughout the Parish. It is hoped that the Government's levelling up agenda for rural communities will improve this.

The Harborough Local Plan (2011-2031) recognises that high-speed broadband is no longer 'merely desirable but essential' (p150). The Local Plan states the aim of the District Council to provide access to superfast broadband to all residents and businesses in the District.

Policy 17: Broadband Infrastructure

Proposals to provide increased access to a super-fast broadband service (including future developments at present unforeseen) and improve the mobile telecommunication network that will serve businesses and other properties within the Parish will be supported. This may require above ground network installations, which must be sympathetically located and designed to integrate into the landscape and not be located in or near to open landscapes.

All new developments should have access to superfast broadband (as defined at the time of application). Developers should take active steps to incorporate superfast broadband at the pre-planning phase and should engage with telecoms providers to ensure superfast broadband is available as soon as build on the development is complete.

Developers should take active steps to incorporate superfast broadband, ideally, fibre to the premises (FTTP) solution, where possible. In all cases developers should engage with telecoms providers as early as possible (at the pre planning phase) to ensure that broadband connectivity is available to residents as soon as the homes are occupied.

8.1.8 Healthcare

The Orchard Medical Practice in the Village Centre has eight GPs and is open weekdays. The Broughton Astley Surgery was built in 1985 and substantially extended in 1994. There are almost 12,000 registered patients. In response to the preference for a more central location, the need for improvements to meet a growing population and limited parking, our first Neighbourhood Plan supported the provision of a new healthcare facility. The provision of a facility which provides additional services to reduce the need to make additional journeys out of the village continues to be supported.

Developer contributions towards the provision of a medical centre have been secured. To benefit from these contributions, the healthcare facility needs to be provided by 15 May 2031.

Discussion with the East Leicestershire & Rutland Clinical Commissioning Group are ongoing regarding the delivery of a new healthcare centre.

Policy 18: Community Hub

The provision of a facility which provides additional services such as minor surgery, phlebotomy and physiotherapy and midwifery services to reduce the need to make additional journeys out of the village will be supported providing that the development will not result in unacceptable traffic movements, noise, fumes, smell or other disturbance to residential properties, or generate a need for parking that cannot be adequately catered for.

Funding for the new facility will be sought through developer contributions and other sources, to ensure that medical facilities remain near to the centre of the existing village, being convenient and accessible enough to meet the needs of local people.

8.1.9 Youth Opportunities

A Community Building would be an asset for teenagers and young adults to meet and socialise in a safe environment. There is a distinct drop off of available provision following school age to mid-twenties especially around SEN residents whose access to services finishes at the age of 18.

9 Infrastructure

New development will have some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts can be detrimental and so developers must expect to contribute towards the cost of providing additional infrastructure.

The housing developments at Broughton Way, Coventry Road, Dunton Road and Crowfoot Way are making some £6.75m 2 available to the improvement of local services and facilities including:

- £1.23m open space maintenance
- £2.43m to sports/community buildings
- £0.39m healthcare
- £1.07m primary education
- £0.67m secondary education
- £0.39m upper school

Although we have no plans for additional large- scale development, any major new housing development will still need to contribute to improvements to village services and facilities. However, our Neighbourhood Plan must be deliverable. Therefore, the developments identified in the Plan should not be subject to such a scale of obligations and burdens that their viable implementation is threatened. Contributions are governed by the provisions of the Community Infrastructure Regulations 2010.

Policy 19: Infrastructure

New development will be supported by the provision of new or improved infrastructure, together with financial contributions for the following off-site infrastructure requirements where appropriate:

- a) Sport and recreation facilities at the Community Hub Leisure Centre site including a swimming pool and an extension to the leisure centre car park.
- b) The improvement of facilities at Frolesworth Road Recreation Ground;
- c) Recreation facilities accessible and suitable for all ages.
- d) A Community Building for young people.
- e) The creation of a new footway/cycleways to encourage pedestrian and cycle use, including a footway/cycleway alongside the B581 Broughton Way. to encourage pedestrian and cycle use
- f) Health care at the Community hub Leisure Centre site (see policy 17/22) or in the current Village Centre location.
- g) The improvement, remodelling or enhancement of education facilities at Hallbrook, Old Mill and Orchard Primary Schools, Thomas Estley Community College Broughton Astley Community Library lending stock plus reference, audio visual and homework support material;
- h) The extension of the existing Rights of Way networks to include along the former Midland Counties Railway line;
- i) Community infrastructure improvements including the provision of parish notice boards, defibrillator equipment, seats, bus shelters, litter bins and grit bins; footpaths and

j) Village Centre improvements to promote foot fall, access to shops and amenities.

Contributions will be phased or pooled to ensure the timely delivery of infrastructure, services and facilities where necessary. To ensure the viability of housing development, the costs of the Plan's requirements may be applied flexibly where it is demonstrated that they are likely to make the development undeliverable.

10 Environment

Broughton Astley was mentioned in the Domesday and referred to as Broctone. Broughton Astley expanded in the 1800s due to the industry of machine knitting and hosiery aided by the railway which ran through the village from Leicester onto Rugby in the late 19th century. This railway was later abandoned as were others in the area in the 1960s. During the same time the village's modern residential housing developments were undertaken. This pattern of residential housing estates has continued into the present day.

10.1 Important Open Spaces (OSSRs)

A group of sites has outstanding community value as open space for amenity, sport & recreation, children's play, etc., as allotments, or for their natural environment or value for defining the character and layout of the Neighbourhood Area. Some 52 are already recognised as Open Space, Sport & Recreation (OSSR) sites in the Harborough District Council *Open Spaces Strategy 2021* and in Local Plan Appendix H *Open Spaces Assets* and are shown on the HDC Local Plan Policies map (2019). These sites (i.e. those already in the HDC audit), together with additional existing open spaces with public access and OSSR functions (identified during the drafting of this Review Neighbourhood Plan, but not in the HDC audit) and the developer-provided open spaces with OSSR functions in the several recent new developments, have been assessed during the fieldwork for this Plan, checked in Parish and other records, and their community values confirmed during Neighbourhood Plan consultations.

Their value as open space within and close to the built-up areas and/or their actual or potential value as community resources are recognised in Policy 24. The policy is in general conformity with, and adds local detail to, *Harborough Council Local Plan Policies G12 and G13* and has regard for National Planning Policy Framework (December 2024) paragraph 107.

POLICY 20: IMPORTANT OPEN SPACES

The following open spaces (locations, figure x) are of high local value for sport, recreation, amenity, beauty, tranquillity and/or biodiversity. Development proposals that result in their loss, or have a significant adverse effect on them, will not be supported unless the current functions and amenities are replaced by at least equivalent provision in an equally suitable location, or unless it can be demonstrated that the open space is no longer required by the community.

St Mary's Churchyard (Inventory reference **001**) In HDC OSSR audit as St Mary's Churchyard, Broughton Astley *Cemeteries, disused churchyards and other burial grounds*

Memorial Garden (002) In HDC OSSR audit (no name); BAPC open space *Civic space / Amenity green space*

Thomas Estley College grounds (main part) (005) In HDC OSSR audit as Thomas Estley College, Broughton Astley Leics CC Estate *Outdoor sport facilities / Provision for Children and Young people*

Frolesworth Road Cemetery (007) In HDC OSSR audit as Frolesworth Road Cemetery; BAPC open space *Cemeteries, disused churchyards and other burial grounds*

Orchard School Grounds (008) In HDC OSSR audit as Orchard School, Broughton Astley; Leics CC Estate *Outdoor sport facilities / Provision for Children and Young people*

Deniston Avenue / Amsden Rise open space (009) In HDC OSSR audit [no name]; owned/managed by HDC *Amenity green space*

Gorham Rise open space (010.1) In HDC OSSR audit [no name]; owned/managed by HDC Community Orchard *(Amenity green space)*

Gorham Rise / Baldwin Rise open space (010.2) In HDC OSSR audit [no name] owned/managed by HDC *(Amenity green space)*

Windsor Way open space 1 and play park (011) Developer-provided open space in new development. Currently maintained by management company. *Amenity green space / Provision for Children and Young People*

Windsor Way open space 2 (including footpath to Gorham Rise) (011.2) Developer-provided open space in new development. Currently maintained by management company. *Amenity green space*

Coventry Road / Broughton Way open space (012) In HDC OSSR audit as Coventry Road/Broughton Way Junction owned/managed by LCC *Amenity greenspace*

Warwick Road open space (013) In HDC OSSR audit as Warwick Road; owned/managed LCC *Amenity green space*

Sutton in the Elms Baptist Church cemetery (014) In HDC OSSR audit as Sutton in the Elms cemetery, Broughton Astley; Sutton in the Elms Baptist Church Charity. *Cemeteries, disused Churchyards and other burial Grounds*

Sutton Allotments (015) In HDC OSSR audit as Sutton Allotment Site *Allotments, community gardens*

Western Willows allotments (016) In HDC OSSR audit as Western Willows allotments, Broughton Astley *Allotments, community gardens*

Orchard Road / Coventry Road open space (017) In HDC OSSR audit [no name] *Amenity green space*

Blenheim Crescent open space (018) In HDC OSSR audit [no name] *Amenity green space*

Farleigh Close / Malling Avenue open space (019) In HDC OSSR audit [no name] *Amenity green space*

Rear of Willowbrook Close (020) In HDC OSSR audit as Willowbrook Corridor *Natural and semi-natural green space*

Croft Way open space (021) In HDC OSSR audit as Croft Way / Swannington Road, Broughton Astley *Amenity green space*

Holbeck Drive / Croft Way open space [Buffer zone for Employment Area development designated as open space.] (022) In HDC OSSR audit as Cottage Lane play area, Broughton Astley *Amenity green space/Provision for Children and Young people*

Cromford Way open space (023) In HDC OSSR audit as Cromford Way POS, Broughton Astley; *Amenity green space*

Netherfield Close open space (024) Not in HDC OSSR audit; owned/managed privately *Amenity green space*

Cromford Way / Chandler Way open space (025) Not in HDC OSSR audit; owned/managed by Jelson Ltd *Amenity green space*

Chandler Way open space (026) Not in HDC OSSR audit; developer-provided open space; owned/managed privately *Amenity green space*

Pond and open space on Chandler Way (027) Not in HDC OSSR audit; developer-provided open space; owned/managed privately *Amenity green space*

Chandler Road open space (028) Not in HDC OSSR audit; developer-provided open space; owned/managed privately *Amenity green space*

Croft Way open space (029) Not in HDC OSSR audit; developer-provided open space; owned/managed by HDC *Amenity green space*

Townsend Close open space (030) In HDC OSSR audit as Townsend Close *Amenity green space*

Station Road / Broughton Way junction open space (031) In HDC OSSR audit [no name] *Amenity green space*

Harris Close open space (032) In HDC OSSR audit [no name] *Amenity green space*

Byre Crescent / Harris Close open space (033) In HDC OSSR audit [no name] *Amenity green space*

Open space at top of Stiles Close (034) In HDC OSSR audit as Stiles Close *Amenity green space*

Arkwright Farm (Burnside Road Balancing Lagoon) (035) Locally known as The Dip. In HDC OSSR audit as Arkwright Farm, Burnside Road Balancing Lagoon *Amenity green space*

Pickering Road open space (036) In HDC OSSR audit as Pickering Road. *Amenity green space*

Hallbrook School grounds (037) In HDC OSSR audit as Hallbrook School – Broughton Astley; LCC Estate *Outdoor sports facilities / Provision for Children and Young people*

Byre Close / Richardsons Close open space (038) In HDC OSSR audit [no name] *Amenity green space*

Stich Close open space (039) In HDC OSSR audit [no name] *Amenity green space*

Kiln Close open space (040) In HDC OSSR audit as Kiln Close, Broughton Astley *Amenity green space*

Byre Crescent open space (041, 042) In HDC OSSR audit as Byre Crescent play area, Broughton Astley *Amenity green space / Provision for Children and Young people*

Devitt Way open space 1 (043) In HDC OSSR audit as Devitt Way (Community Facility) – Broughton Astley *Amenity green space*

Machin Drive open Space (044) In HDC OSSR audit as Coltsfoot Way / Clump Hill – Broughton Astley; owned/managed privately *Amenity green space*

Machin Drive / Geveze Way / Pinel Close open space (045) In HBC OSSR audit as Coltsfoot Way / Clump Hill – Broughton Astley; owned/managed by? *Amenity green space*

Geveze Way open space (046) In HBC OSSR audit as Coltsfoot Way / Clump Hill – Broughton Astley; owned/managed privately *Amenity green space*

Speedwell Drive open space (047) In HDC OSSR audit [no name] *Amenity green space*

Foxglove Close open space (048) In HDC OSSR audit [no name] *Amenity green space*

Cordonnier Close open space (049) In HBC OSSR audit as Cordonnier Close POS; owned/managed privately *Amenity green space*

Wide verge, corner of Coventry Road / Sawmill Lane (053) Extension of #012 LCC Highways

Mountbatten Drive open space (056) Developer-provided open space, Windsor Way Estate. Currently maintained by management company. *Amenity green space*

Buzzard Close open space (north) (058) Developer-provided open space *Amenity green space*

Buzzard Close open space (south) (059.1) Developer-provided open space *Amenity green space*

Balancing pond and green buffer zone, off Phipps Street (061) Developer-provided open space, 'land east of Broughton Lane' *Amenity green space*

Central Green corridor (062, 063, 064) Developer-provided open space, 'land east of Broughton Lane' *Amenity green space*

Evans Avenue open space (green buffer zone) (065) Developer-provided open space, 'land east of Broughton Lane' *Amenity green space*

Cosby Lane allotments (069) [On Ordnance Survey map as 'Allotment Gardens' Owned/managed privately

Northeast public open space (green buffer zone) (072) Developer-provided open space, 'land east of Broughton Lane' *Amenity green space*

Thomas Estley College grounds (woodland area) (079) LCC estate. In HDC OSSR audit as (part of) Thomas Estley College, Broughton Astley *Provision for Children and Young people; Natural and semi-natural green space*

Falcon Close / Harrier Close open space (123) In HDC OSSR audit [no name] *Amenity green space*

Wyvern Close / Lea Close open space (150) In HDC OSSR audit [no name] *Amenity green space*

Devitt Way / Byre Crescent open space and play area (151) In HDC OSSR audit as Devitt Way green space – Broughton Astley *Amenity green space / Provision for Children and Young people*

Speedwell Drive open space (152) In HDC OSSR audit as Speedwell Drive – Broughton Astley *Amenity green space*

The following Open Spaces currently in the HDC audit are designated Local Green Space (policy 25) in this Review Neighbourhood Plan. To avoid duplication in a superseding (statutory) policy they are removed from the above list and from coverage by policy 24:

Frolesworth Road Recreation Ground (006) In HDC OSSR audit as Frolesworth Road Recreation Ground, Broughton Astley

Broughton Lake open space (050) In HDC OSSR audit as Broughton Lake Near Green space (sic)

Broughton Astley Leisure Centre Site (woodland area) (003) In HDC OSSR audit as Broughton Astley Leisure Centre and **Broughton Astley Leisure Centre Site (main) (004)** In HDC OSSR audit as Broughton Astley Leisure Centre

'The Enclosure' is *Registered Common Land (Leicestershire) CL.4* (not in inventory). It is located south of St Mary's churchyard, comprising part of the west bank of the brook (adjacent to the footbridge), most of the rear garden of number 10 Old Rectory Close and part of that of number 11.

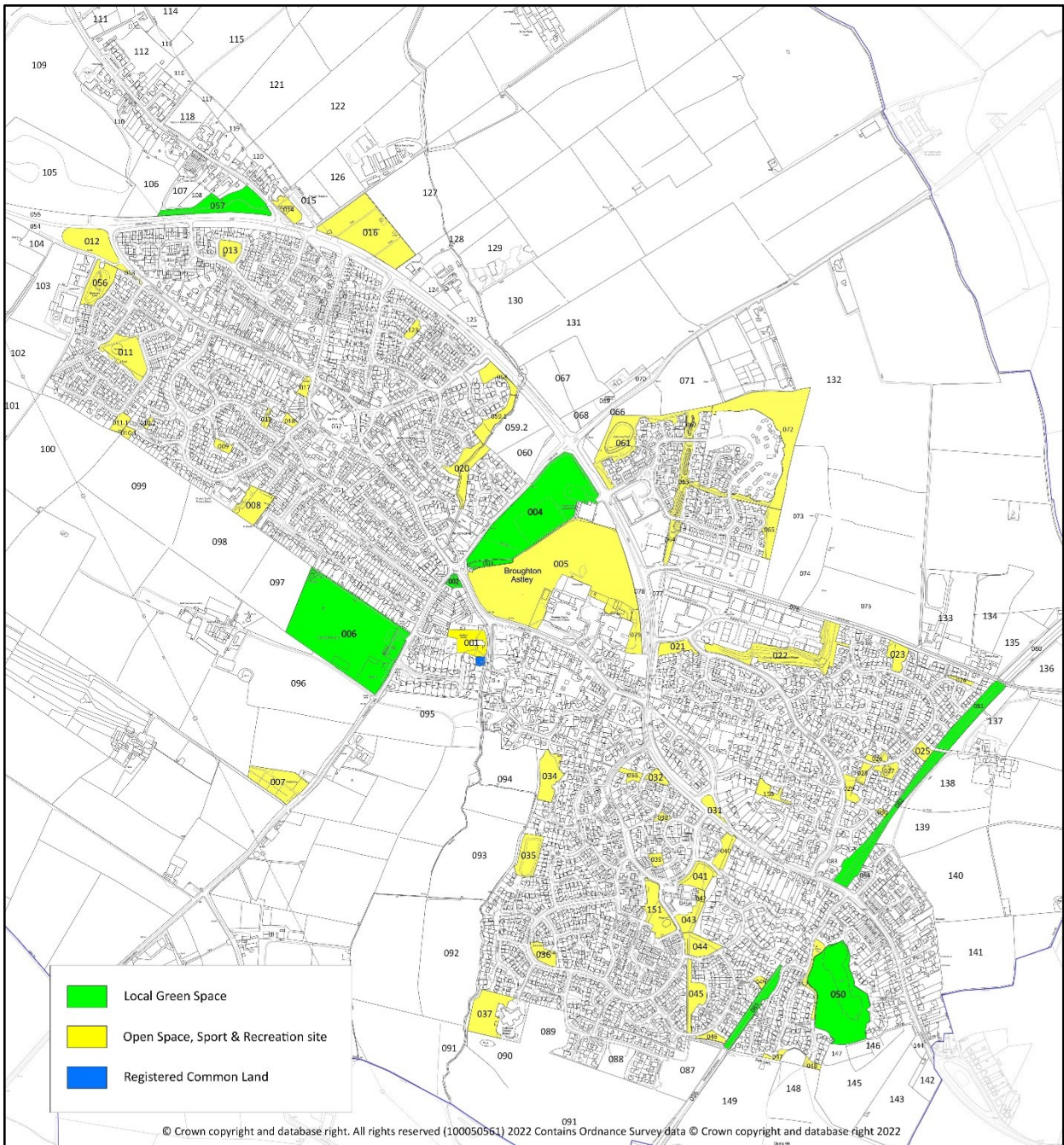
10.2 Local Green Spaces

During drafting of the original Neighbourhood Plan (Made 2014), a subset of the open spaces in Broughton Astley was shown to be outstandingly important to the community and thus eligible for designation as Local Green Space (National Planning Policy Framework 2024, paragraph 107).

The 2014 Neighbourhood Plan designated Frolesworth Road Recreation Ground, the War Memorial, Cottage Lane and a section of the disused railway line as Local Green Spaces. These four sites were re-assessed in 2023-25 as part of the comprehensive inventory of Important Open Spaces (OSSRs, Policy 24); in order to add evidential rigour, this process referred explicitly to the criteria for Local Green Space eligibility outlined in NPPF paragraphs 106-108. The outcome supports:

- a) confirmation of Frolesworth Road Recreation Ground, War Memorial Garden and the Disused Railway Line as Local Green Spaces (LGS)
- b) deletion of Cottage Lane from the list of designated LGSs (does not meet the criteria)
- c) addition of Broughton Lake ('old brickworks') Open Space (re-assessment of OSSR as 'special to community')
- d) addition of Broughton Astley Leisure Centre grounds, two parts (newly established OSSR since 2014)

Figure 6: Important Open Spaces (policy 22) and Local Green Spaces (policy 235)



POLICY 21: LOCAL GREEN SPACES

Development proposals that would result in the loss of, or have an adverse effect on, the following Local Green Spaces (details Appendix E; locations figure 6) will not be permitted other than in very special circumstances.

War Memorial Garden (inventory reference 002)

Broughton Astley Leisure Centre grounds (004)

Frolesworth Road Recreation Ground (006)

Broughton Lake ('old brickworks') open space (050)

Disused Railway Line (081, 082, 085)

Fins Field (057)

While most development proposals for new buildings on these sites will be harmful and inappropriate and will not be supported, exceptions will be made for proposals that would enhance the value or significance of the Local Green Space, including, but not limited to:

- Buildings providing appropriate facilities for sport and recreation, or associated with burial grounds/cemeteries, as long as the development does not conflict with the functions or values for which the Local Green Space has been designated,
- Extension or alteration of such an existing building, provided that it does not result in a disproportionate addition over and above the size of the original building,
- Replacement of such a building, provided the new building is for the same use and is not materially larger than the one it replaces,
- Development associated with enhancement and/or interpretation of the site's biodiversity or historical interest,
- Development required for flood risk resilience or mitigation.

10.3 Sites and features of Natural Environment Significance

A group of sites scores highly in the inventory for 'wildlife' (scoring at least 3/5 under this criterion). The features and designations for which the identified sites have been selected are noted in the environmental inventory (Appendix D). They comprise a) statutorily protected sites, if any, b) those where *priority habitats* occur (Natural England mapping) or where *biodiversity action plan (BAP) species* have been recorded; c) sites identified as ecologically significant by Leicestershire County Council, including Local Wildlife Sites, and d) sites identified during the inventory process as being of high biodiversity significance in the context of the Plan Area. The map (figure 7) shows their locations.

Policy 25 delivers site-level compliance in the Plan Area with the relevant Harborough District Council policies, the Wildlife & Countryside Act 1981 (as amended), the Natural Environment and Rural Communities Act 2006, the Habitats and Species Regulations 2017-2019, and the UK Environment Act 2021. It has direct regard for National Planning Policy Framework (December 2024, as amended February 2025) policies 192 and 193. It also refers to the *Planning Practice Guidance* of 2024, in respect of the use of the *biodiversity metric* approach for assessing the wildlife value of development sites and for delivering *biodiversity net gain*.

POLICY 22: SITES AND FEATURES OF NATURAL ENVIRONMENT SIGNIFICANCE

The sites and features mapped here (figure 7) have been identified as being of at least local significance for their natural environment significance. They are ecologically important in their own right, make a local contribution to carbon sequestration, and are locally valued.

Development proposals affecting them will be required to include evidence-based, measurable proposals for delivering [10%] biodiversity net gain (BNG). If significant harm to biodiversity cannot be avoided (through relocating to an alternative site with less harmful impacts), adequately mitigated by net gain as above or compensated for, planning permission should be refused, in conformity with paragraph 193a of the NPPF (December 2024, as amended February 2025).

[illegible]

The 2007 Harborough District Landscape Character Assessment provides an understanding of the District's landscape, its evolution and future pressures. Broughton Astley lies in the Upper Soar-Landscape Character Area.

45

character areas in the vicinity of Lutterworth and Broughton Astley. It also provides a detailed analysis of the landscape capacity of land around the edges of Lutterworth and Broughton Astley.

10.4.1 Upper Soar - Broughton Astley Open Farmland Landscape Character Area

The Upper Soar - Broughton Astley Open Farmland Landscape Character Area is in the north western corner of Harborough District and wraps around the northern, western and south western edges of Broughton Astley.

Key Characteristics

- Gently sloping landform forming part of a broad valley
- Mixed farmland with arable, sheep and cattle grazing and horse paddocks
- Sparse and dispersed settlement pattern largely based around individual farm units
- Areas of ridge and furrow to grazing pasture within rectilinear enclosure landscape
- Localised areas of small scale, enclosed flood meadows along Broughton Astley Brook
- Hedgerows generally low and clipped with limited hedgerow trees
- Relatively open landscape with wide visibility from surrounding areas
- Localised areas of disturbance by built form, pylons and earthworks

Distinctive Features Outside Village

- Broughton Astley Brook
- Frolesworth Road Recreation Ground and pavilion
- Broughton Astley Cemetery

10.4.2 Upper Soar - Broughton Astley Rolling Farmland Landscape Character Area

The Upper Soar - Broughton Astley Rolling Farmland Landscape Character Area is located around the south eastern fringe of Broughton Astley.

Key Characteristics

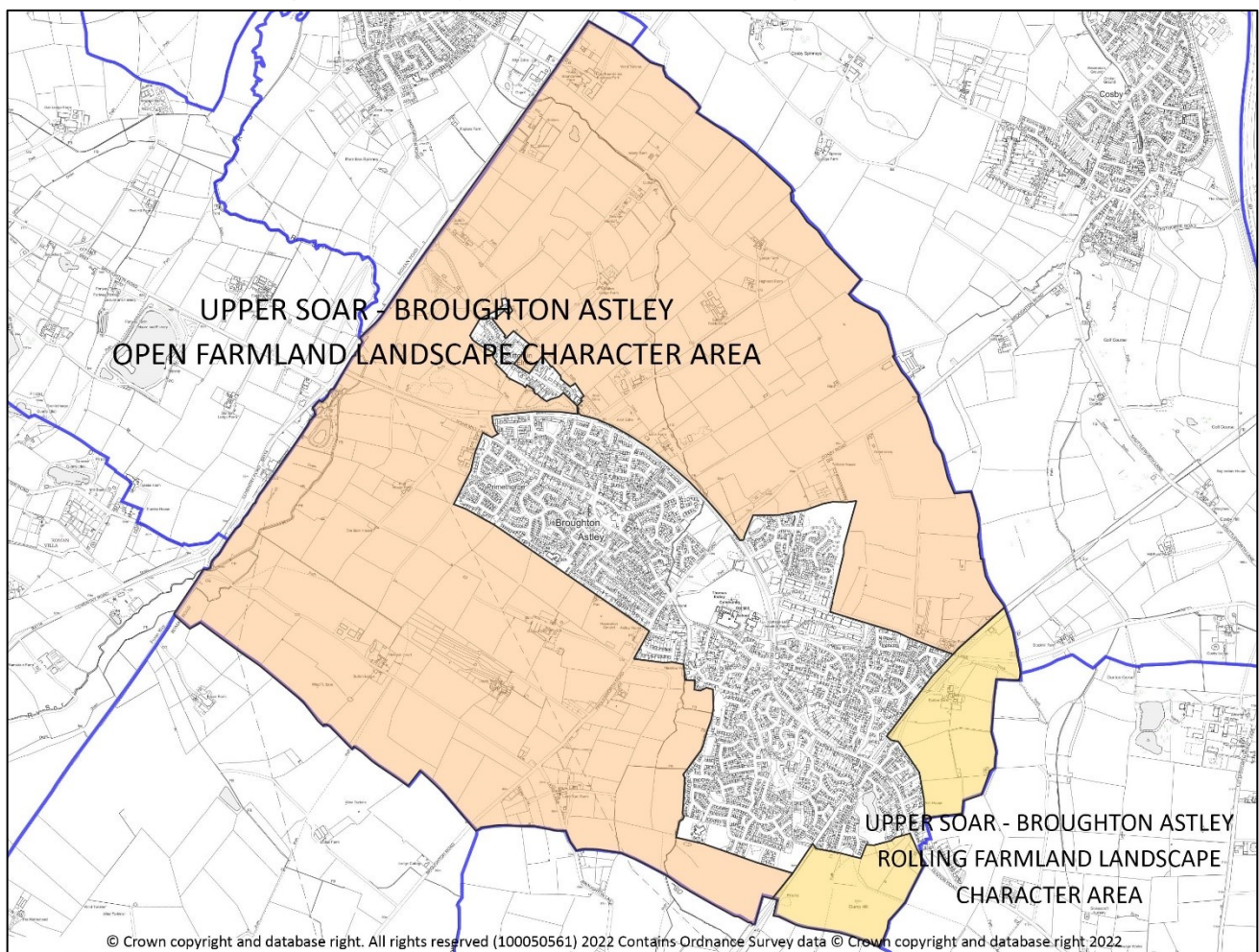
- A series of prominent hills
- Mixed agricultural farmland, predominantly pastoral but with a proportion of arable
- Geometric pattern of small to medium sized fields
- Panoramic views afforded from higher ground
- Variable pattern of hedgerows with some left tall
- Several springs issuing becoming brooks
- Localised areas of high recreational use adjacent to urban edge

Distinctive Features Outside Village

- Clump Hill
- Dismantled Railway Line and strong belt of associated vegetation

The rural setting to Broughton Astley is highly valued by local people. It is important that the countryside is protected from unacceptable development which would harm its intrinsic value and rural character. The Harborough Local Plan strictly controls development in the countryside although certain forms of development are necessary to support rural life and the rural economy.

Figure 8 Landscape Character Areas in the Neighbourhood Area



Policy 23: COUNTRYSIDE

The Countryside (land outside the Broughton Astley and Sutton in the Elms Limits to Development) will be protected for the sake of its intrinsic character, beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all. Development in the Countryside will be strictly controlled in accordance with Harborough Local Plan Policies SS1, GD3, GD4 and Neighbourhood Plan Policy 1.

10.5 Areas of Separation

Areas of Separation are designated to prevent the coalescence of neighbouring settlements. Our first Neighbourhood Plan identified an Area of Separation between Sutton in the Elms and Broughton Astley.

The Made Neighbourhood Plan for Dunton Bassett (2023) established an Area of Separation (A of S) between Dunton Bassett village and Broughton Astley; because of the limitations of geographical scope of a Neighbourhood Plan, the A of S did not extend into Broughton Astley parish (i.e. outside the Dunton Bassett Neighbourhood Area) despite the obvious greater risk of coalescence posed by any further expansion of Broughton Astley toward Dunton Bassett.

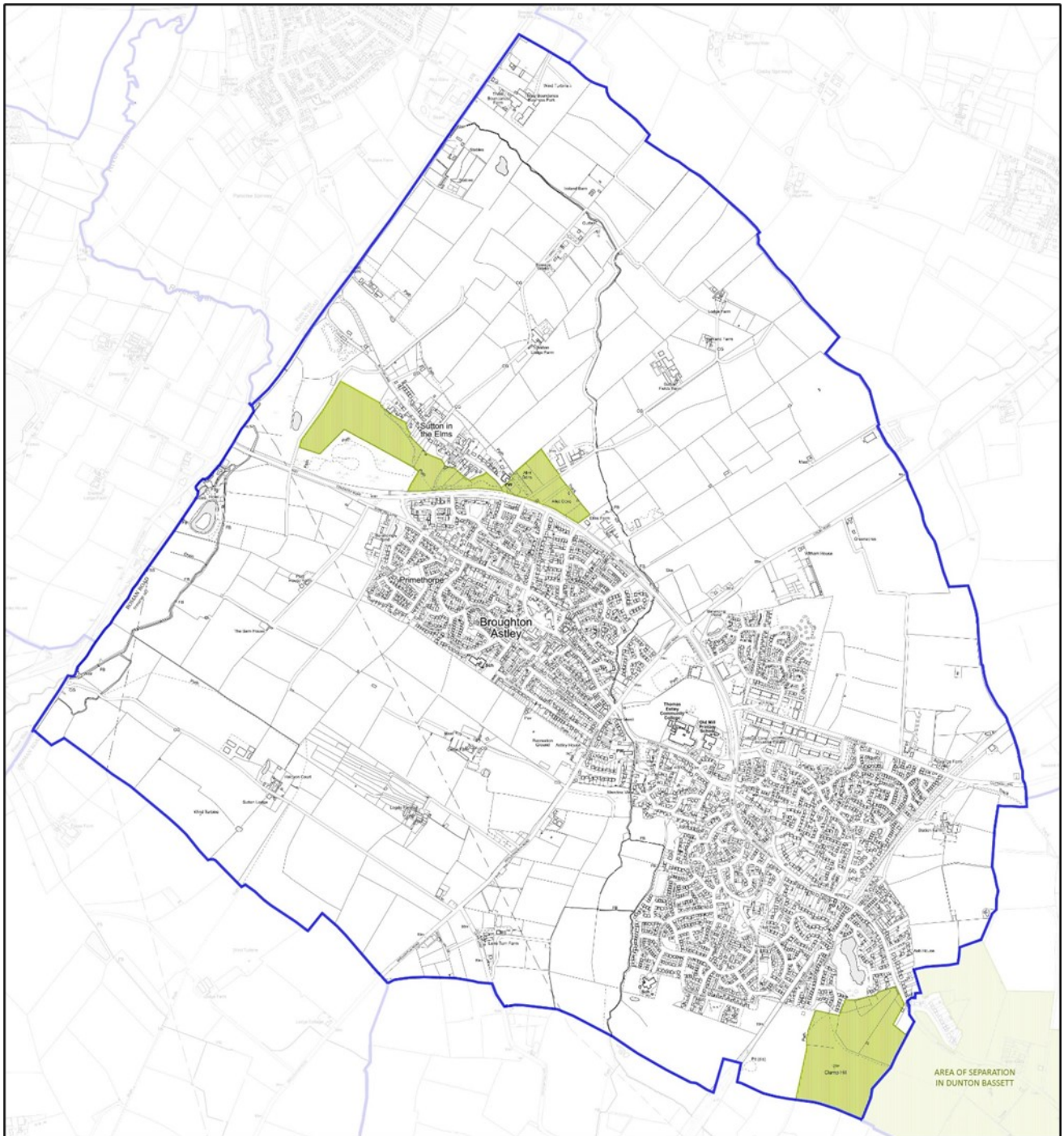
The District-wide *Areas of Separation Study* (2024) commissioned by Harborough Council reviewed both of these A of Ss. Discussing the settlement gap between Sutton in the Elms and Broughton Astley, the *Study* noted that “consideration could be given to extending the current AoS to encompass all of the assessment area, unless the allotments and church grounds are considered sufficiently protected from development to not require this additional designation. At the western end of the gap it could be extended to include sufficient land to prevent further expansion adjacent to the forthcoming business park that could increase the sense of Sutton in the Elms being enclosed by urban development. This is outside the scope of the draft Local Plan and could be considered through future Neighbourhood / Local Plans”. This Neighbourhood Plan Review does this, by confirming the A of S established in the 2014 Broughton Astley Neighbourhood Plan and extending it in the directions suggested in the *Study*. It also extends the A of S between Dunton Bassett and Broughton Astley into Clump Hill (in Broughton Astley Neighbourhood Area) in order to prevent coalescence from the Broughton Astley direction, again as suggested in the *Areas of Separation Study*.

Policy 26: AREAS OF SEPARATION

An Area of Separation lying to the north of Broughton Way and west of Sutton Lane, as shown on Figure 9, will be maintained to prevent the coalescence of the two settlements of Broughton Astley and Sutton in the Elms. Development which would detract from the open character of this area or reduce the visual separation of Broughton Astley and Sutton in the Elms should not be permitted. Development for recreational use such as Community Woodland, Country Park or informal public open space will be supported providing the proposals do not detract from the open and undeveloped character of the area.

The Area of Separation established in the Made 2023 Dunton Bassett Neighbourhood Plan is extended into the Broughton Astley Neighbourhood Area (figure 9) to provide complete protection against coalescence of the two settlements, including the highly valued Clump Hill area of open countryside southeast of Broughton Lake Local Green Space.

Figure 9: Areas of Separation



10.6 Public Rights of Way

Broughton Astley has an extensive network of footpaths and bridleways both within the village and outside it into the surrounding countryside. This includes links to the River Soar – part of the Sub-region’s Strategic Green Infrastructure network. The village footpaths are well used by dog walkers and people moving around the village to shop, go to school and to visit friends and families.

Recreational walkers, runners and dog walkers all use the paths leading from the village to Leire, Frolesworth, Cosby, and Dunton Bassett.

These paths were originally part of an ancient network of tracks used by villagers to walk to the open fields, to market or between neighbouring villages, but they are now used almost exclusively for leisure activities. As such they are an appreciated and well-used community asset that contributes to health and wellbeing

The Leicestershire Round is a 100-mile circular walk around Leicestershire. It is immediately adjacent to Broughton Astley Parish's southern boundary and passes through Frolesworth, Leire, Dunton Bassett, Willoughby Waterleys. It is used by many Broughton Astley residents, recreational walkers, runners, horse riders and dog walkers. It is maintained by Leicestershire County Council and has become a well-used and popular path as a challenge walk for ramblers and a sponsored walk for various charities. Many people walk short stretches of the way, confident that they are on a well-marked and waymarked route.

Country walking brings benefits as a leisure activity that contributes to health and wellbeing. We are keen to see the existing network extended and enhanced, with more radial paths generally and the development of circular and interconnecting routes. We are keen to see the creation of a new recreation route along the former Midland Counties Railway which used to connect Nottingham, Leicester and Derby with Rugby.

Policy 25: Public Rights of Way network

Development should protect the Rights of Way and wherever possible create new links to the network including footpaths and cycle ways. The extension of the existing Rights of Way network along the former Midland Counties Railway line is supported.

10.7 Biodiversity and Wildlife Corridors

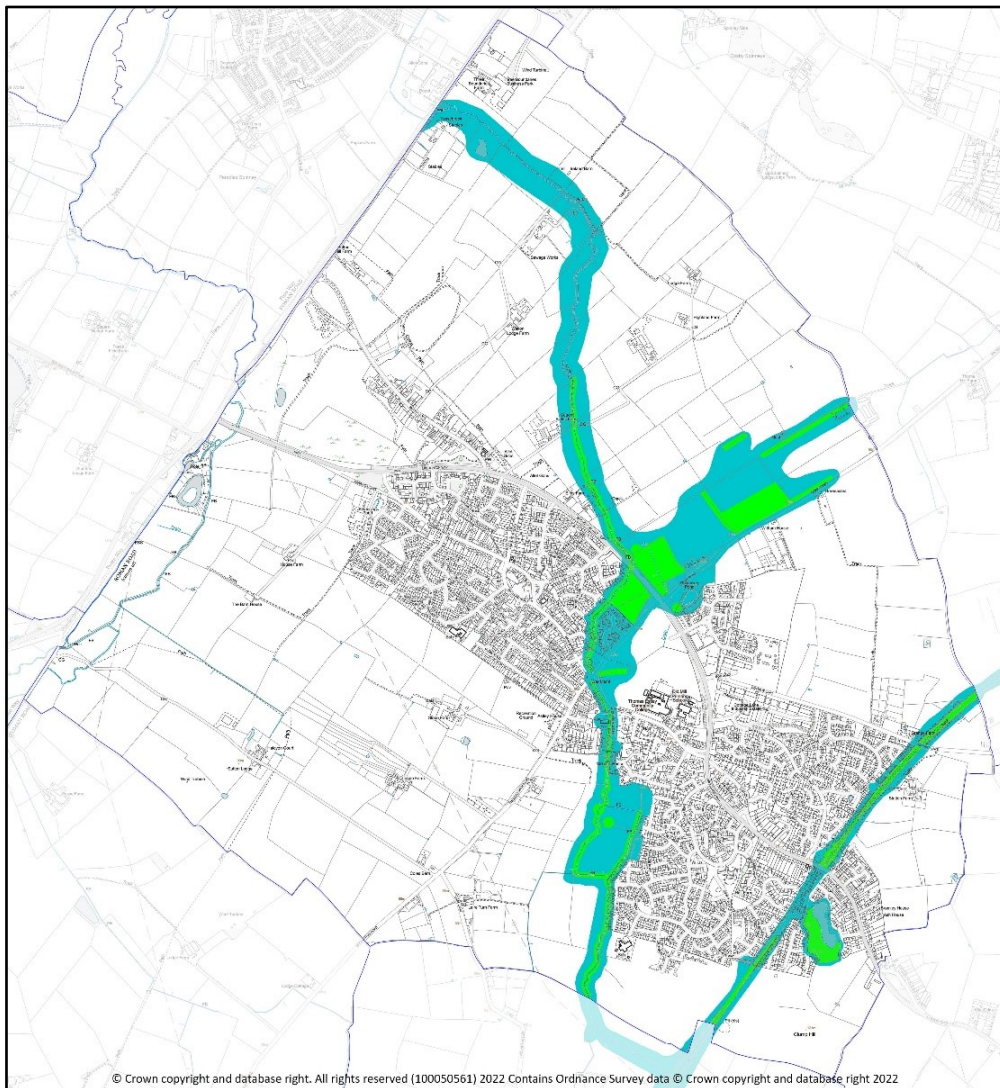
It might be said that Broughton Astley is located in a 'typical' area of the English Midlands because it has no nationally important wildlife hotspots, and thus that it has little or no biodiversity significance to be taken into account in the Planning system. Even taking into account the large area of developed land resulting from the Plan Area's strategic role in the delivery of housing in the District, this would be a misunderstanding of the concept of biodiversity. England's biodiversity is entirely and only the sum of the wildlife in all of its individual parishes: the undeveloped area of Broughton Astley, and its open spaces and gardens, are as important in this regard as they are in every other parish, and residents want the Plan Area to play its essential part in protecting what remains of England's threatened and diminishing biodiversity.

Connectivity is an essential component of biodiversity. Isolated populations of animals and plants are at risk of destruction or of simply 'dying out'. Wildlife Corridors aim to re-connect populations and habitats within parishes and more widely. A wildlife corridor(s) providing connectivity between the main groups of biodiversity sites in this part of the Plan Area is mapped (indicatively) in figure 11.

While Policy 26 delivers site-specific compliance in the Plan Area with the relevant North West Leicestershire Council policies, the Wildlife & Countryside Act 1981 (as amended), the Natural Environment and Rural Communities Act 2006, the Habitats and Species Regulations 2017-2019 and

the UK Environment Act 2021, this Policy (30) does the same for strategic planning and future development proposals across the Plan Area. It also refers to the DEFRA *Guidance* of July 7, 2021 in respect of the use of the *biodiversity metric* approach to assessing the value of a development site to wildlife. The policy is explicitly supported by NPPF (December 2024) paragraphs 187 (a) and (d); 188; 192 and 193(a), on which this policy's wording is partly based. The community also expects all planning strategies, proposals and decisions affecting Broughton Astley to comply with the requirements of the Climate Change Act 2008, to follow the spirit of the Paris Agreement (UK ratification 2017) and the UK's 25-year environment plan (2018), and to plan for biodiversity net gain through the mechanisms described in the Environment Act 2021.

Figure 10: Wildlife Corridor



POLICY 26: BIODIVERSITY AND HABITAT CONNECTIVITY

All new development proposals will be expected to safeguard habitats and species across the Plan Area, including those of local significance, and to deliver biodiversity net gain. If significant harm to biodiversity cannot be avoided (through relocating to an alternative site with less harmful impacts), adequately mitigated, or dealt with through onsite or offsite enhancement (via biodiversity net gain

at 10%), planning permission should be refused, in conformity with paragraph 193a of the NPPF (December 2024).

Development proposals should not adversely affect the habitat connectivity provided by the wildlife corridor identified in figure 10.

10.8 Trees and Hedgerows

Trees soften hard architecture, create contrast, encourage wildlife, reduce extremes of climate and have been shown to benefit both physical and mental health. They also enhance the overall character of the area.

The rural appearance of Broughton Astley is largely due to the number, and distribution of woodland, trees and hedgerows.

Around the outskirts of the village are hedges some of which contain many species and have been there for a long time. Farmland hedges have a degree of protection in England under the Hedgerows Regulations 1997 (their removal requires permission from the Local Planning Authority). There is a strong desire in the community for hedgerows to be maintained as landscape features for their historical significance and biodiversity value.

The community wishes to protect and enhance the wooded appearance of the village, and to create new woodland wherever possible.

Policy 27: TREES AND HEDGEROWS

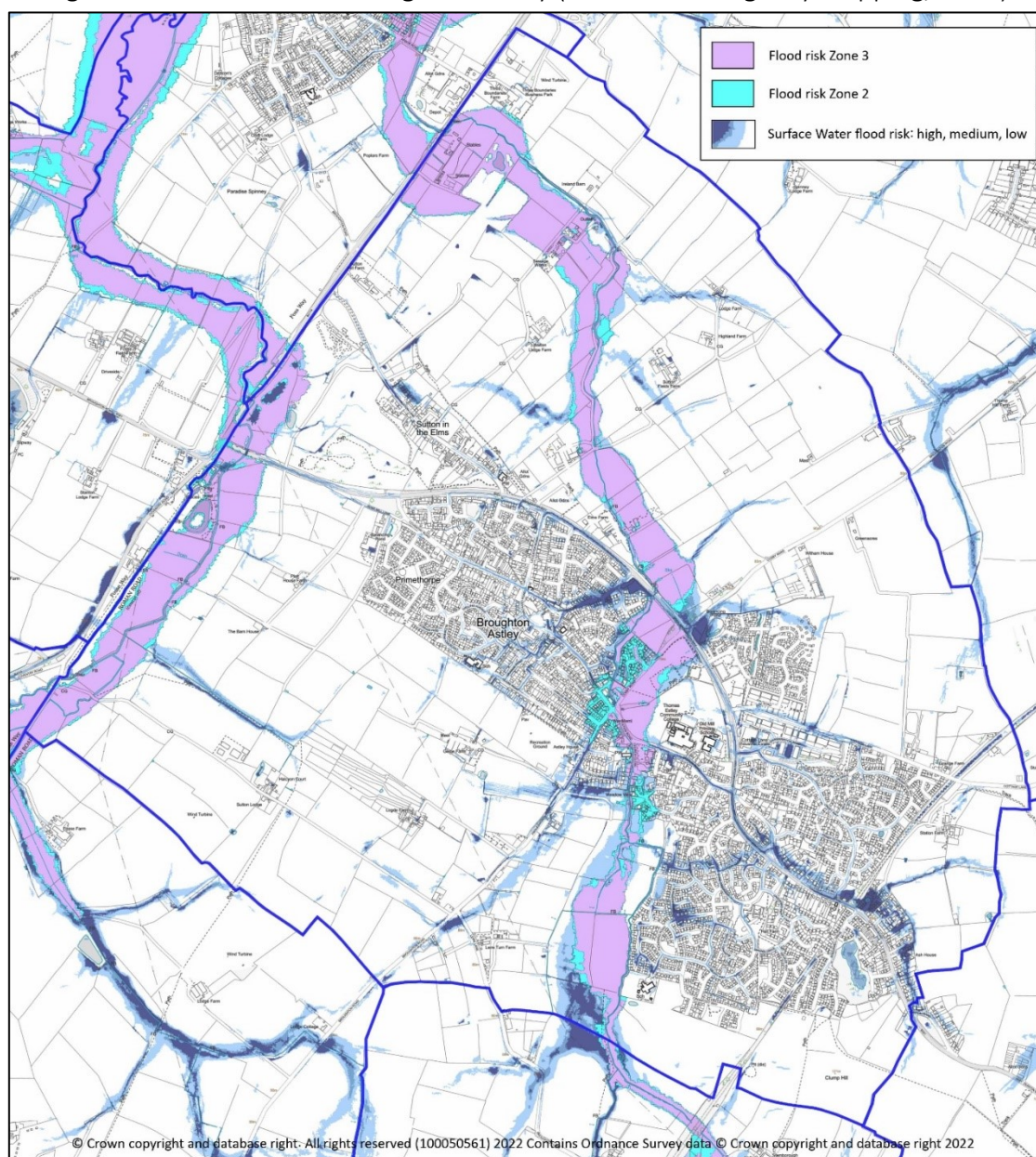
New and existing trees should be integrated into new developments. Development that damages or results in the loss of ancient trees, hedgerows or trees of good arboricultural and amenity value will not normally be supported. Proposals should be designed to retain ancient trees, hedgerows or trees of arboricultural and amenity value. Proposals should be accompanied by a tree survey that establishes the health and longevity of any affected trees and hedgerows, indicating replanting where appropriate.

10.9 Climate change and Flood Risk

Even if international cooperation and national strategies and policies eventually succeed in halting the human and industrial contributions towards climate change, the effects of recent and current warming on weather events will likely persist for decades. It is therefore desirable to plan for at least a medium-term future, in which weather events will continue to become more extreme, by putting in place measures that mitigate the challenge of climate change for the lifetime of this Plan and beyond. This objective is explicitly supported by the Environment Agency (EA) draft *National Flood and Coastal Erosion Risk Management Strategy for England* (2019), in which the strategic emphasis for the EA shifts from mitigation to resilience; in other words from requiring new development to reduce its adverse effects on flood risk and to avoiding creating or adding to flood risk at all.

In light of this, it is particularly important that the location and technical standards of all new development proposals in the Plan Area should in future be judged not only on their immediate adverse effects but on their likely contribution to flooding in a climate change world. To complement this expectation, the community will support proposals to improve the infrastructure within the built-up areas for managing flooding from the watercourses and in surface water flooding events, providing this is not unduly detrimental to the historic built environment, biodiversity sites, or open and green spaces.

Figure 11.1: Flood risk in Broughton Astley (Environment Agency mapping, 2024)



The Plan area is almost entirely situated on a bedrock of mudstone with superficial glacial till ('boulder clay') on the higher ground and alluviums of clays silts sands and gravels, in the lowland. The effect of predominantly clay bedrock is poorly draining soil on which, at times of high rainfall, surface water either accumulates in puddles or runs off quickly. The result is a propensity to localised surface water flooding. Therefore, developments should seek to reduce flood risk and incorporate Sustainable Drainage Systems (SuDS). SuDS should ensure that the peak rate of run-off over the lifetime of the

development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site.

Flood Zones refer to the probability of river flooding, ignoring the presence of defences. Most of the Parish is in Flood Risk Zone 1. Land and property in Flood Zone 1 have a low probability of flooding. However, Flood Risk Zones 2 and 3 are identified around the brook running north-south through the village centre and to the west of the Parish along the River Soar.

Although Environment Agency flood mitigation and management measures (re-profiling, infrastructure, etc.) have been undertaken in recent decades, these works evidently have not kept up with the effects of climate change and the impact of new development with less than adequate sustainable drainage (SUDS). Flooding in the village after heavy rain has become more extensive and frequent, most recently in 2023-24 and January 2025:



Frolesworth Road, watercourse overflowing into properties and fields



Frolesworth Road – flooded fields



Jubilee Road, 2012



Jubilee Road, January 2024



Church Close, 2012



Church Close, 2024



Willowbrook Close

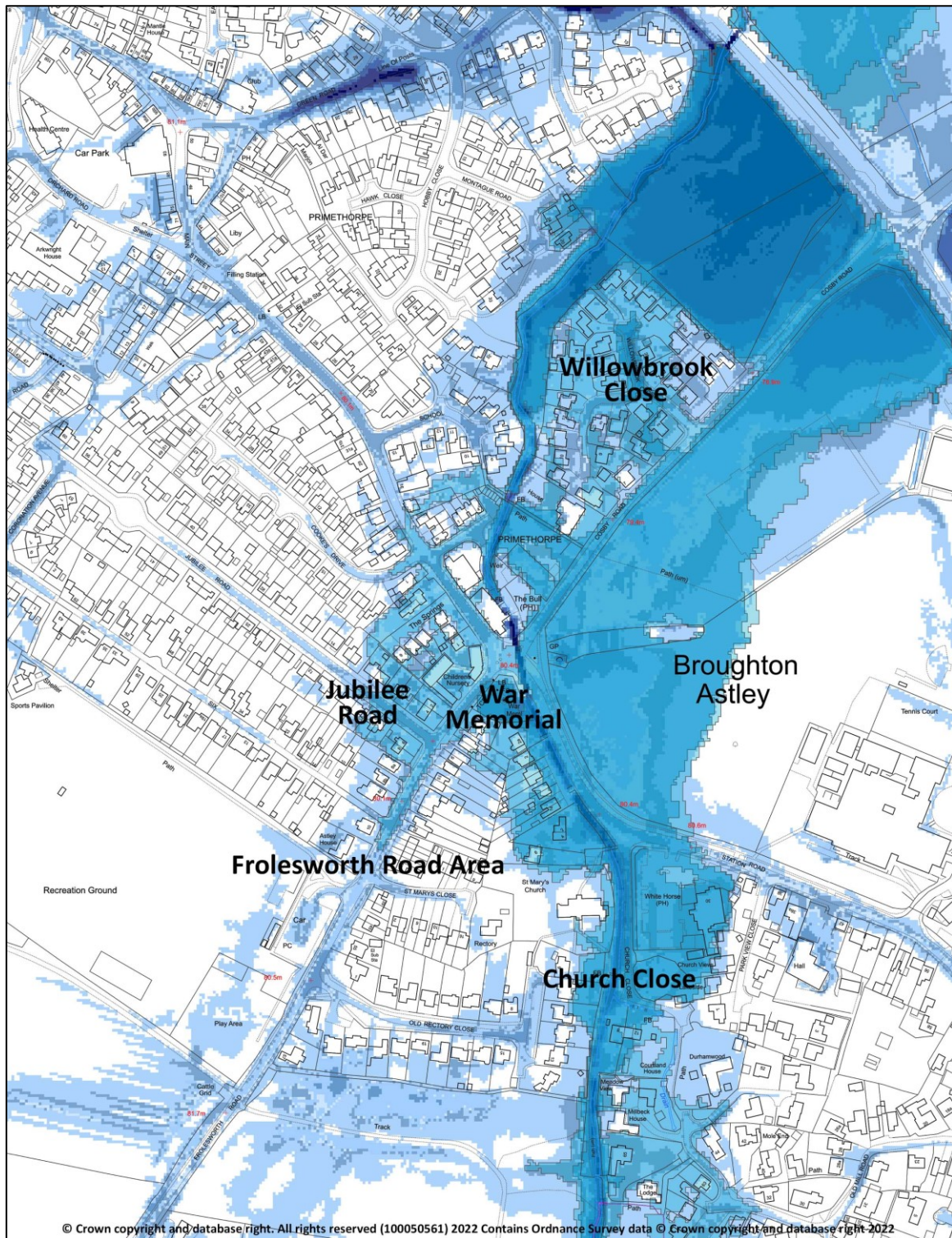


Figure 11.2: Flooding events 2012 – 2024 (Flood Risk Zones 3 and 2, and Surface Water)

This local experience of flood risk and the effects of climate change shows how essential the need has become for Planning decisions to take be as rigorous as possible when assessing the location of new development in the Plan Area as well as the flood resilience and mitigation conditions to be applied to it.



The policy is in general conformity with Harborough Council Local Plan policy CC3 while adding local detail to it and representing community opinion as demonstrated by the informal and statutory consultations on the Plan.

POLICY 28: CLIMATE CHANGE AND FLOOD RISK

Development proposals within the areas indicated in Figures 11.1 and 11.2 will be required, where appropriate, to demonstrate that the benefit of development outweighs the harm in relation to its adverse impact on climate change targets, and on the likelihood of it conflicting with locally applicable flood mitigation strategies and infrastructure.

Proposals to construct new (or modify existing) floodwater management infrastructure (ditches, roadside gullies, retention pools, etc.), including within or close to the built-up areas, will be supported, provided they do not adversely affect important open spaces or sites and features of natural or historical environment significance.

Development proposals of one or more dwellings and/or for employment or agricultural development should demonstrate that:

- i. if in a location susceptible to flooding from rivers or surface water, no alternative site to meet the local residential development need is available;
- ii. its location and design respect the geology, flood risk and natural drainage characteristics of the immediate area and is accompanied by a hydrological study whose findings must be complied with in respect of design, groundworks and construction;
- iii. it includes a Surface Water Drainage Strategy which demonstrates that the proposed drainage scheme, and site layout and design, will prevent properties from flooding from surface water, including allowing for climate change effects, and that flood risk

- elsewhere will not be exacerbated by increased levels of surface water runoff and that the development will not threaten other natural habitats and water systems;
- iv. its design includes, as appropriate, sustainable drainage systems (SuDS) with ongoing maintenance provision, other surface water management measures and permeable surfaces;
- v. proposed SuDS infrastructure includes, where practicable, habitat creation comprising e.g. landscaping, access and egress for aquatic and terrestrial animals, and native species planting;
- vi. it does not increase the risk of flooding to third parties; and
- vii. it takes the effects of climate change into account.

10.10 Heritage

Broughton Astley is a large village of ancient origins, formed as an amalgamation of three communities. When the Domesday Book was written in 1086AD, shortly after the arrival in England of William The Conqueror, there were references to the districts of Broctone, Sutone and Torp.

Later Broctone became known as Broughton, Sutone became Sutton or Sutton in the Elms and Torp became Primethorpe. The original names are of Saxon or Danish style, typical of the period 560-900AD.

The second part of the village name, 'Astley', is taken from the family name of the Lords of the Manor of Broughton in the thirteenth century. They were called in various records 'de Astley', 'de Asteley' or 'de Esteley'. By the fourteenth century Broughton Astley had been more or less established as a single entity, but the matter of land ownership is complex and during that period not all the land of the village was under a single owner.

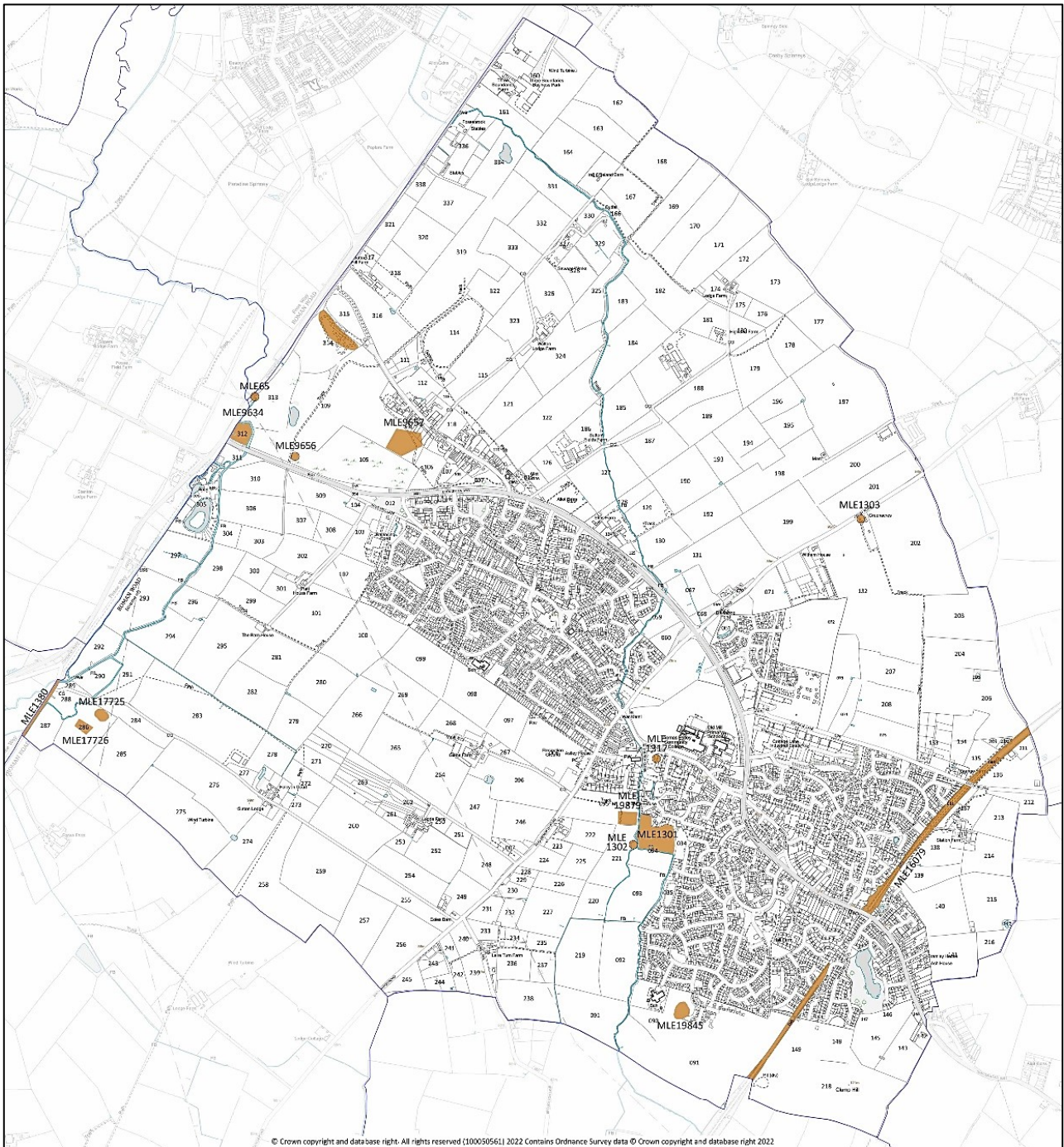
For more than a thousand years the area was agricultural. Then came the knitting/hosiery industry, after about 1750. Later still there was some brickmaking, tailoring and shoemaking.

10.10.1 Sites of Historical Environment Significance

A group of sites score highly in the inventory (appendix D) for 'history', scoring at least 3/5 under this criterion. They comprise a) sites with extant and visible archaeological or historical features or proven buried archaeology, as recorded in the Historic England and Leicestershire Historic Environment Records (HER) databases, and b) other sites of historical and social significance identified by this Plan. The features for which the identified sites have been selected and notified are listed in the environmental inventory (Appendix D). The map (figure 12) shows their locations.

POLICY 29: SITES OF HISTORICAL ENVIRONMENT SIGNIFICANCE – The sites mapped in figure 12 (details Appendix D) have been identified as being of at least local significance for history. The features are extant and have visible expression or there is proven buried archaeology on the site, and they are locally valued. The significance of the features present should be weighed against the local benefit of any development proposal that would adversely affect them.

Figure 12: Sites of Historical Environment Significance (visible features or proven buried archaeology)



10.10.2 Statutorily protected heritage assets: Listed Buildings

Listing marks and celebrates a building or structure's special architectural and historic interest and brings it under the consideration of the planning system, so that it can be protected for future generations. The older a building, the more likely it is to be listed. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840.

- Grade I buildings are of exceptional interest, nationally only 2.5% of listed buildings are Grade I

- Grade II* buildings are particularly important buildings of more than special interest; 5.5% of listed buildings are Grade II*
- Grade II buildings are of special interest; 92% of all listed buildings are in this class and it is the most likely grade of listing for a home owner.

Six buildings and structures in the Neighbourhood Area have statutory protection through Listing at Grade II* and II. The Neighbourhood Plan lists them here for reference, and to note that new development will be required to take into account their *settings* as defined on a case-by-case basis by Historic England. No policy is needed in the Neighbourhood Plan as they are protected statutorily under national policy.

CHURCH OF ST MARY

List Entry Number: 1061557

Heritage Category: Listing

Grade: II*

Location: CHURCH OF ST MARY, OLD MILL ROAD, Broughton Astley, Harborough, Leicestershire

BROUGHTON ASTLEY WAR MEMORIAL

List Entry Number: 1466294

Heritage Category: Listing

Grade: II

Location: Frolesworth Road, Broughton Astley, Harborough, Leicestershire, LE9 6PF, Broughton Astley, Harborough, Leicestershire

MILEPOST

List Entry Number: 1061555

Heritage Category: Listing

Grade: II

Location: MILEPOST, COVENTRY ROAD, Broughton Astley, Harborough, Leicestershire

THE STONE HOUSE

List Entry Number: 1061556

Heritage Category: Listing

Grade: II

Location: THE STONE HOUSE, LEICESTER ROAD, Broughton Astley, SUTTON IN THE ELMS, Harborough, Leicestershire

QUAKER COTTAGE

List Entry Number: 1391322

Heritage Category: Listing

Grade: II

Location: QUAKER COTTAGE, 121, LEICESTER ROAD, Broughton Astley, SUTTON IN THE ELMS, Harborough, Leicestershire

BAPTIST CHAPEL

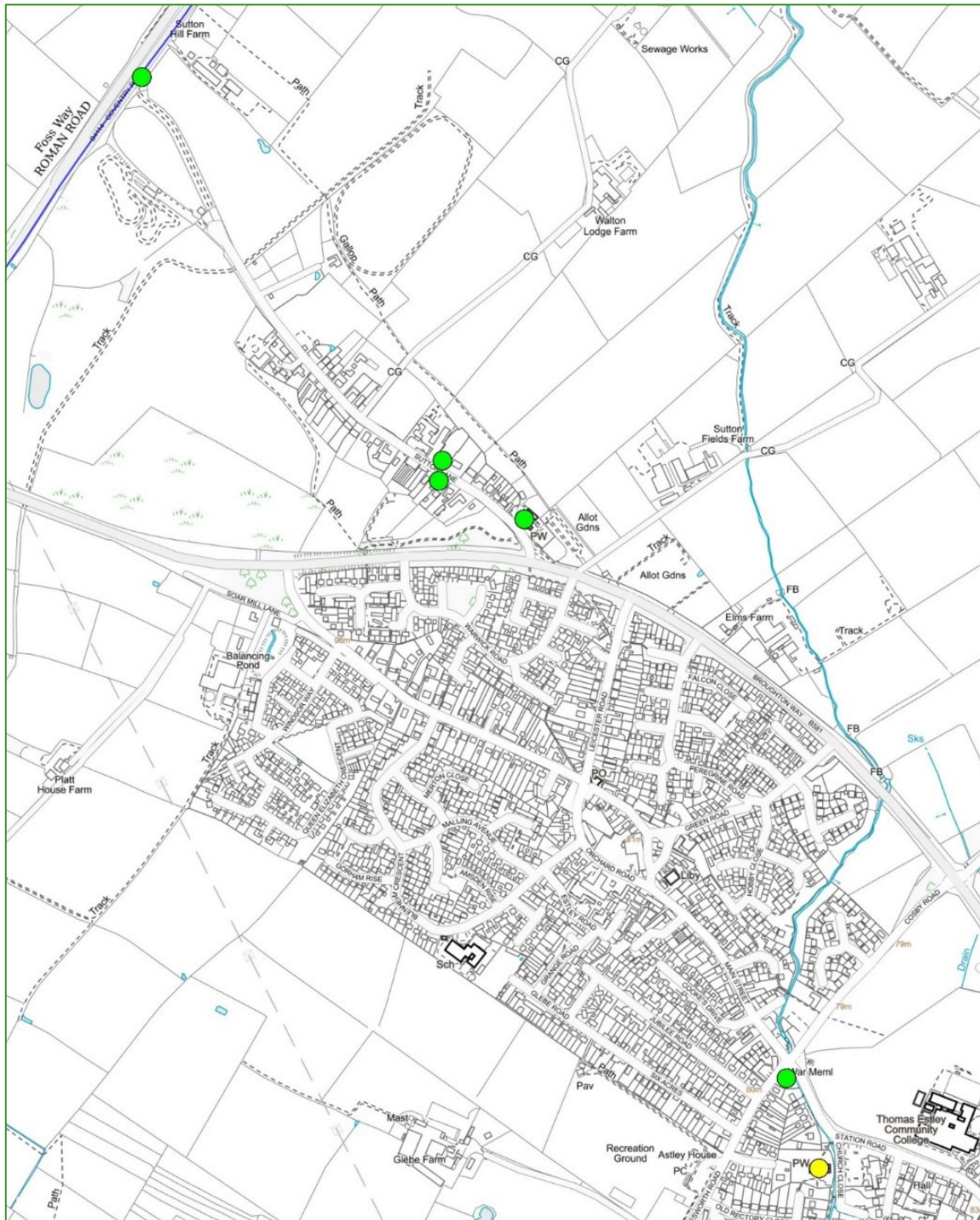
List Entry Number: 1360700

Heritage Category: Listing

Grade: II

Location: BAPTIST CHAPEL, LEICESTER ROAD, Broughton Astley, SUTTON IN THE ELMS, Harborough, Leicestershire

Figure 13: Statutorily protected heritage assets – Listed Buildings (for protection of their settings)



10.10.3 Non-designated Heritage Assets

The above structures have already been designated and offered protection through national and local planning policies, however there are other buildings and sites in the Parish that make a positive contribution providing local character because of their heritage value. Although such heritage features may not be nationally designated, they may be offered some level of protection through the Neighbourhood Plan.

A list of Features of Local Heritage Interest has been compiled mainly from the Leicestershire and Rutland Historic Environment Record. The Leicestershire & Rutland Historic Environment Record (HER) is the most complete record of Leicestershire and Rutland's known archaeological remains and other heritage assets, including historic buildings. The HER identifies 11 historic buildings in Broughton Astley which are not already Listed nationally.

POLICY 30 Non-Designated Heritage Assets

The buildings listed here (locations figure 14) are Non-Designated Heritage Assets. They are important for their contribution to the layout and characteristic mix of architectural styles in the settlements and Plan Area, and their features and settings will be protected wherever possible. The loss of, or substantial harm, to a Non-Designated Heritage Asset will not be supported unless it is demonstrated that any loss or harm cannot be avoided or mitigated and would be clearly outweighed by the benefits of the development.

1. Non-designated heritage assets ('historic unlisted buildings') in the Leicestershire Historic Environment Record:

MLE1308

Name: Soar Mill, Broughton Astley

Map Sheet: SP59SW

Grid Reference: Centred SP 509 937 (25m by 23m)

Summary: The Soar Mill is marked on Ogilby's 1630s map. It ceased working as a watermill in about 1934.

Description: "The mill had a breast-shot wheel about 13 feet in diameter and six feet wide. The mill ceased working as a watermill in about 1934, the mill building being used for the manufacture of tyres during World War II, and then used for hosiery manufacture." "This water mill is a well known landmark alongside the Fosse Way." [Now a hotel]

MLE21099

Name: Stoney Bridge, Broughton Astley

Map Sheet: SP59SW

Grid Reference: Centred SP 5035 9296 (12m by 19m)

Summary: A two-span brick arch bridge with brick arch abutments, a central pier, brick spandrel side walls and parapets. The outer face to the arch is of stone masonry, as are the parapet plinths, copings and the pilaster cap stones. Some repairs have been made in blue engineering brick.

Description: An inspection of the bridge was carried out in January 2013 (see associated files). The bridge was in urgent need of repair. The bridge is on the line of the Fosse Way, so this may be an ancient crossing point.

MLE24467

Name: 39 Sutton Lane, Sutton Elms (*registered under the old house numbering system as 147 Leicester Road, Sutton in the Elms*)

Map Sheet: SP59SW

Grid Reference: Centred SP 5184 9391 (70m by 58m)

Summary: A substantial three-storey L-shaped stone farmhouse with brick extensions. David Smith suggests a C17 gable. A U-shaped arrangement of farm buildings can be seen to the east of the house on the 1:2500 Epoch 1 OS (demolished pre-1991).

MLE21160

Name: Footbridge south of Broughton Astley

Map Sheet: SP59SW

Grid Reference: Centred SP 5323 9164 (22m by 17m)

Summary: Railway bridge on the Midland Counties Railway Leicester to Rugby branch, which opened in 1840.

MLE21161

Name: Footbridge west of Station Farm, Broughton Astley

Map Sheet: SP59SW

Grid Reference: Centred SP 5377 9238 (45m by 13m)

Summary: Footbridge on the Midland Counties Railway Leicester to Rugby branch, which opened in 1840.

MLE21162

Name: Railway bridge, Cottage Lane, Broughton Astley

Map Sheet: SP59SW

Grid Reference: Centred SP 5392 9255 (38m by 24m)

Summary: Railway bridge on the Midland Counties Railway Leicester to Rugby branch, which opened in 1840.

MLE23187

Name: Versus sculpture, Thomas Estley Community College, Broughton Astley

Map Sheet: SP59SW

Grid Reference: SP 5284 9268 (point)

Summary: Sculpture by Wendy Taylor (1973).

Description: Sculpture by Wendy Taylor, 'Versus' (1973). Consists of a stainless steel beam seemingly trying to float away, being held down by a forged steel chain.

MLE24334

Name: The White Horse Inn, 30, Station Road, Broughton Astley

Map Sheet: SP59SW

Grid Reference: Centred SP 5271 9265 (12m by 15m)

Summary: The White Horse has been swallowed up by C20th extensions, though the original building is still visible as the core of the pub.

Description: Kelly's Directory 1855: John Stevens, 'White Horse' & butcher; Kelly's Directory 1895: Arthur Almey, 'White Horse' & butcher; Kelly's Directory 1912: Arthur Hinson, 'White Horse'

MLE24335

Name: Bull's Head Inn, 4, Main Street, Primethorpe

Map Sheet: SP59SW

Grid Reference: Centred SP 5254 9287 (30m by 33m)

Summary: Rendered brick façade with mock timber framing. Shown as the 'Bull's Head Inn' on late C19th OS mapping.

Description: No entry in Kelly's Directory 1855; Kelly's Directory 1895: Edward Stringer, 'Bull's Head' & painter; Kelly's Directory 1912: John Underwood, 'Bull's Head'

MLE24336

Name: George & Dragon Inn, 18, Green Road, Primethorpe

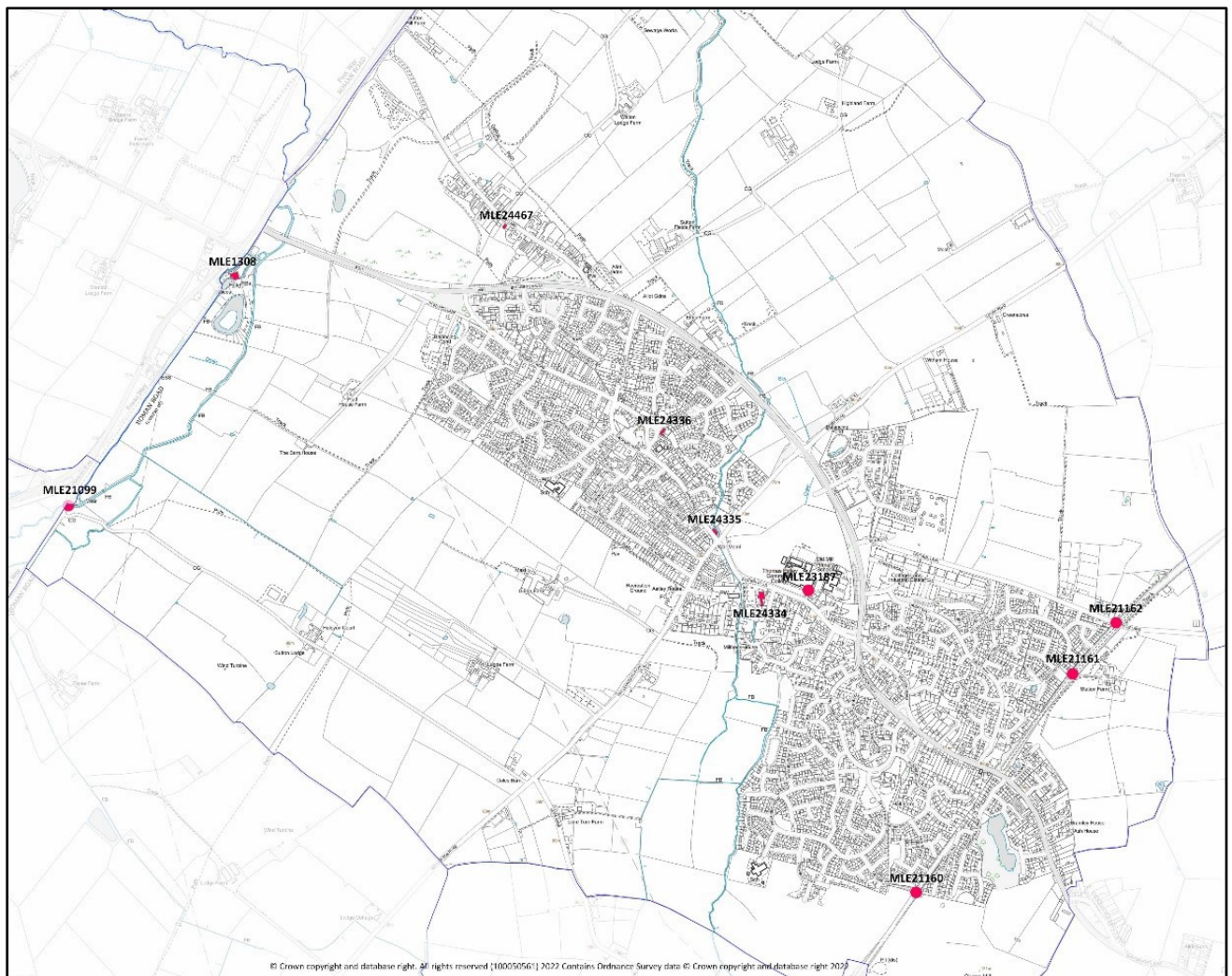
Map Sheet: SP59SW

Grid Reference: Centred SP 5237 9320 (18m by 21m)

Summary: Shown on the late C19th map as 'George & Dragon Inn'. White painted brick.

Description: Kelly's Directory 1855: John Bird 'George & Dragon' & blacksmith; Kelly's Directory 1895: John Almey, 'George & Dragon'; Kelly's Directory 1912: John Frederick Flint 'George & Dragon'

Figure 14 Non-Designated Heritage Assets



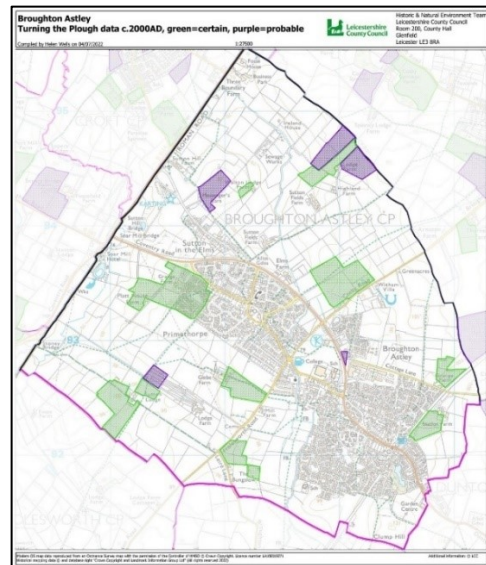
10.10.4 Ridge and Furrow

Ridge and furrow is the earthworks preserving the pattern of medieval ploughlands. Created by some seven centuries of arable farming using a system in which cereals, beans and fallow were rotated in large, common, open fields, the ploughlands went out of use during the years between about 1600 and 1820 in the Enclosure: the conversion of communal arable fields to mainly pastoral farms in individual ownership. The ridges were ‘fossilised’ under the grass and enclosing hedges, thus protecting the patterns of lands and furlongs. This was the situation until the mid-20th century when pastures began to be converted back to arable using modern ploughs, which obliterated the ridges and furrows. Figure 15.1 shows the extent of ridge and furrow in about 1947, while figure 15.2 shows how much survived in 1999 when surveyed by English Heritage (now Historic England) in the *Turning the Plough* survey. Most English midland parishes lost 90% in the 50 post-war years. Broughton Astley, largely because of its planned expansion from rural village to large settlement in the later 20th century, lost over 70% then, and now (2024; figure 15.3) has just eight areas of ridge and furrow (about 7% of the 1947 acreage).

Figure 15.1 Ridge and furrow in c.1947
(reconstructed from aerial photographs by R Hartley, Leics CC; redrawn for this Plan]

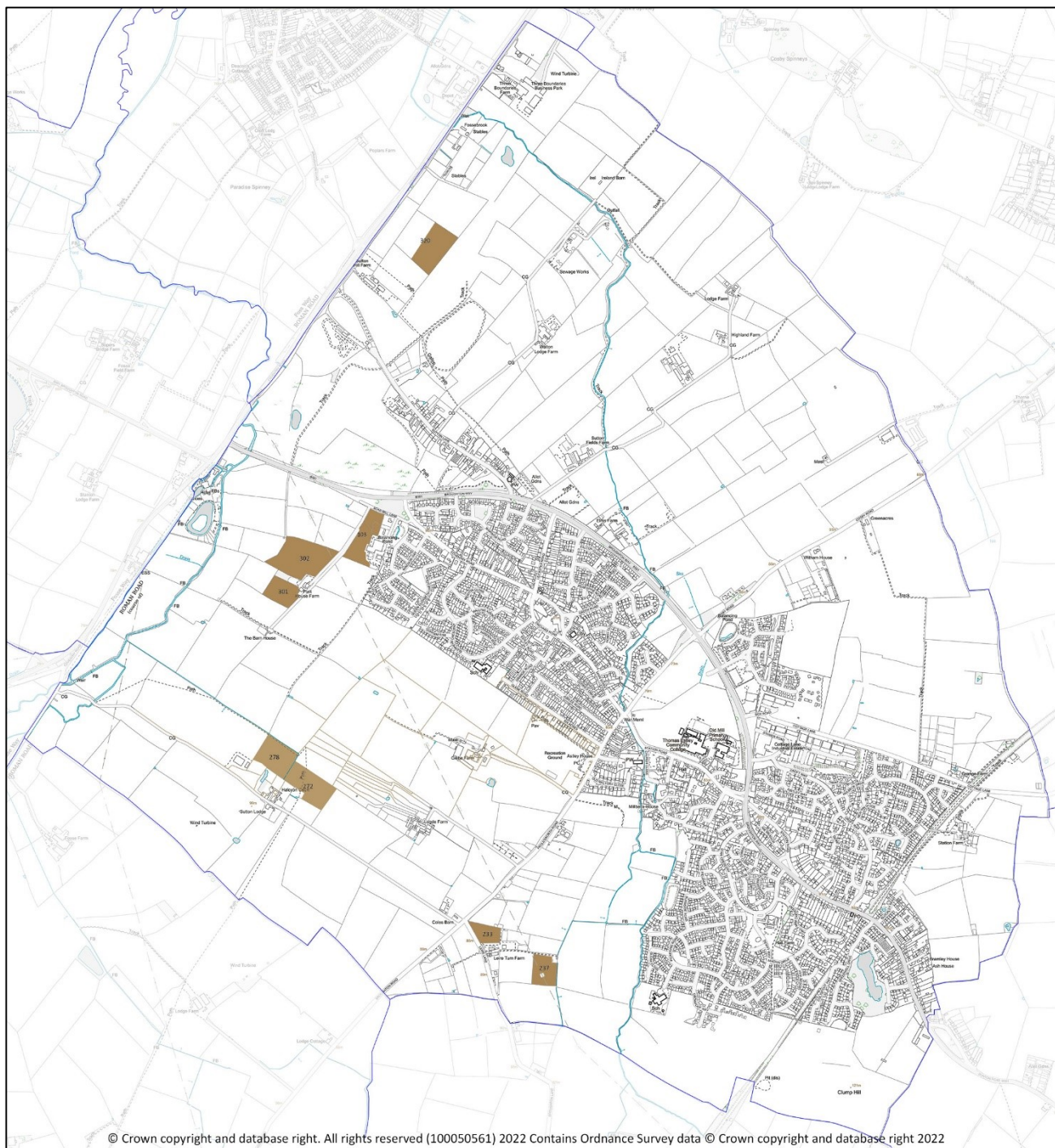


Figure 15.2: Ridge and furrow c.2000 [from *Turning the Plough*, English Heritage) in Leics CC data]



POLICY 31: RIDGE AND FURROW – The surviving areas of Ridge and Furrow fields are non-designated heritage assets. Proposals for new development within the ridge and furrow fields shown on Figure 15.3 will not be supported unless the benefits arising from the development would outweigh the harm to the heritage asset of the field or fields concerned.

Figure 15.3 Ridge and furrow in 2024, confirmed for this Neighbourhood Plan



11. Monitoring and Review

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

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