



SILEBY NEIGHBOURHOOD PLAN REVIEW

2022 – 2037

Pre-Submission version



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Foreword

Sileby is an attractive place in which to live and work. It has a range of employment opportunities, independent shops and is surrounded by open countryside. Residents wish to maintain these qualities but recognise that the Parish must continue to grow to reflect the need for development across the District. The infrastructure has not kept pace with the growth in housing. The Parish Council wishes to control and manage this development and to make sure that growth occurs in a way that meets the priorities identified by people that live within the parish.

We embarked on the process of preparing a Neighbourhood Plan in 2014 to give us control over these important matters and to help address other issues that have been raised through the process. The Sileby Neighbourhood Plan passed Referendum on 21 November 2019 with a 90% 'yes' vote and a turnout of 15.71%. The Plan was Made (became a part of the Local Development Plan for Charnwood Borough), by Charnwood Borough Council on 16 January 2020 and has been used since then to help determine planning applications in the Parish based around the Plan's commitment to ensuring that any new housing meets a local need, that the important environmental areas in the parish are protected and that business development remains appropriate to the community.

In the time since the Neighbourhood Plan was Made there have been a number of important legislative changes which impact upon the neighbourhood planning process. The new Charnwood Local Plan is advanced and the UK has left the EU. Meanwhile, Planning Practice Guidance in relation to neighbourhood planning was updated in the summer of 2019 and updates to the National Planning Policy Framework (NPPF) have taken place in 2018, 2019 and 2021. These changes to the NPPF have strengthened the range of powers that Neighbourhood Plans have where they undertake residential site allocations. Since the Sileby Neighbourhood Plan was made, caselaw established that reserve allocations in a neighbourhood plan did not qualify for the additional protections that are available to neighbourhood plans that allocate sites for development.

As a result, the Parish Council took the decision to review the Neighbourhood Plan towards the end of 2020 to see how the policies were working and whether any needed to be updated or added. This review of the Neighbourhood Plan is designed to take advantage of these new powers, whilst making sure that the Plan remains relevant in a planning landscape affected by the legislative changes referred to above. This Neighbourhood Plan reflects the outcome of that review with all of the changes from the first Neighbourhood Plan summarised in section 1 headed 'What has changed from the Made Neighbourhood Plan?' In particular, we have taken the opportunity to allocate sites for residential development and to update the Settlement Boundary for Sileby. We wish to control and shape the required development in line with a locally identified need and to ensure that new building in the Parish helps to address gaps in the housing stock in support of sustainable growth.

I would like to thank Officers from Charnwood Borough Council for their support as we have undertaken this work, to YourLocale for the preparation of this Neighbourhood Plan based on community aspirations and for the grant funding received from Locality, without which the preparation of this Neighbourhood Plan would not have been possible.

Liz Astill, Chair, Neighbourhood Plan Advisory Committee

What changes have been made?

The following changes have been made to the Neighbourhood Plan (other than planning policy updates and formatting amendments) which was Made by Charnwood Borough Council on 16 January 2020 (See Appendix 7):

The Chair of the Neighbourhood Plan Advisory Committee has updated the Foreword to reflect the additional work that has been undertaken and the changed circumstances which led to the decision to undertake the Review.

4: How the Plan was prepared - This section has been updated to include the consultation arrangements for the Review process in light of the Coronavirus Pandemic and 7: Meeting the requirement for sustainable development - this has been updated to describe the addition of site allocations and the updated settlement boundary in the Review version.

Policy G1: Limits to Development – the redline boundary has been updated to reflect changes since the last review, and to incorporate the site allocation.

Policy H1: Reserve Sites – this policy has been revised and is now a residential allocation, to meet a local need and to secure the additional protections available through paragraph 14 of the NPPF. The Reserve Sites Policy is now Policy H2 and has a reduced number of sites.

Policy H2: Windfall – this policy has been changed to define the scale of development acceptable as windfall (now Policy H3).

Policy H4: Affordable Housing – this policy has changed to reflect the deliverability problems associated with requiring the dwellings to be provided as individual plots. ‘Individual’ has been replaced with ‘clusters of four’ to make management easier for Residential Social Landlords. The policy has also been updated to reference ‘First Homes’ in place of Starter Homes (now Policy H5).

Policy Env10: Flood risk and brownfield sites – a revised policy addresses flooding across the parish and not just on brownfield sites.

Policy T2: Road network – a policy deleted by the Examiner of the Made Neighbourhood Plan has been reintroduced with an updated evidence base and more specific application to Sileby.

Policy IR1: Infrastructure Requirements has been introduced into the Neighbourhood Plan to prioritise the infrastructure needed to meet the needs generated by the new development in the parish.

The vast majority of the policies have remained unchanged as follows:

G2: Design.

H3 Housing Mix.

Env 1: Protection of Local Green Spaces.

Env2: Protection of sites of environmental significance.

Env3: Important Open Spaces.

Env4: Built environment: Non-designated heritage assets.

Env5: Ridge and Furrow.

Env6: Biodiversity, hedges and habitat connectivity.

Env 7: Protection of important views.

Env8: Biodiversity protection in new development.

Env 9: Footpaths and bridleways.

Env11: Renewable energy generation infrastructure.

CF1: Retention of community facilities and amenities.

CF2: New and improved community facilities.

CF3: Assets of community value.

CF4: Schools.

CF5: Health and wellbeing.

CF7: Noisy Sports.

T1: Public car parking.

T3: Sileby Railway Station.

T4: Bus transport.

T5: Walking and cycling.

T6: Canal.

E1: Employment.

E2: Farm diversification.

E3: Homeworking.

E4: Broadband infrastructure.

E5: Tourism and visitor economy.

2. Introduction

This is the Pre-Submission version of the Neighbourhood Plan Review for Sileby Parish. It has been prepared by the Sileby Neighbourhood Plan Advisory Committee, which brings together members of the local community and Parish Councillors and has been led by the Parish Council.

A Neighbourhood Plan is a new type of planning document that gives local people greater control and say over how their community develops and evolves. It is an opportunity for local people to create a framework for delivering a sustainable future for the benefit of all who live or work in that community, or who visit it.

As the Plain English Guide to the Localism Act 2011 states, “Instead of local people being told what to do, the Government thinks that local communities should have genuine opportunities to influence the future of the places where they live”.

It enables a community to create a vision and set clear planning policies for the use and development of land at the neighbourhood level to realise this vision. This includes, for example, where new homes, shops and industrial units should be built, what new buildings and extensions should look like, and which areas of land should be protected from development.

Neighbourhood Plans can be general or more detailed, depending on what local people want. They must, however, be in general conformity with Borough-wide planning policies, have regard for national planning policies and must be prepared in a prescribed manner.

All comments received through the pre-submission consultation process will be taken on board and the Neighbourhood Plan amended where appropriate. It will then be ready to be submitted to Charnwood Borough Council who will consult on it further before arranging an Examination.

After that it will be put forward to referendum, where those on the electoral register in Sileby Parish will be invited to vote on whether or not they support it. Over 50% of those voting must vote yes for it to become a ‘Made’ statutory planning document. The current Neighbourhood Plan will remain in place until the review document is formally Made by Charnwood Borough Council.

After being ‘Made’, each time a planning decision relating to development in the Parish has to be taken by Charnwood Borough Council, or any other body, they will be required to refer to the Neighbourhood Plan Review (alongside the Borough’s own Local Plan and other relevant documents) and check whether the proposed development is in accordance with the policies the community has developed.

This Neighbourhood Plan contains a range of policies designed to address locally important issues. It also contains a number of Community Actions. The Review Neighbourhood Plan has updated the list of community actions from those identified in the Made Neighbourhood Plan. A mix of organisations will be needed to manage and deliver the community actions listed in the Neighbourhood Plan. Proactive consideration of effective ways to do this will make this plan feel very different this time round for the village.

Whilst it may be possible for Parish Councils to undertake some local project related work in certain circumstances (such as the project to improve the village website, and the capital project to extend the skatepark), generally Parish Councils do not have the capacity, in-house skills and sometimes powers to take up this role. Alternative bodies may be better placed and equipped to do this.

As a result of the first Neighbourhood Plan, a delivery vehicle was established to take a lead on the delivery of specific projects and actions. Many of these community aspirations have been delivered:

1. The Parish Council have learnt from the community engagement involved with the production of the Sileby Neighbourhood Plan and undertaken the following Community Actions.
2. The Parish Council have set up Project Park! Working Group to utilise the full potential of Sileby Memorial Park and improve Community and Sports Facilities.
3. Red Kite Landscape Architects have assisted the Parish Council with the preparation of a masterplan and proposals to improve facilities at the Memorial Park. This is an ongoing project.
4. The Parish Council has undertaken a tidying up and replanting of the Pinfold on Barrow Road, enhancing the space.
5. Funding has been obtained from LCC for a VAS to be located on Cossington Road to help address speeding concerns.
6. Some additional car parking spaces have been allocated at the King Street, Car Park and cycle storage facilities provided here too. The Parish Council are working with CBC to carry out improvements and implement some shorter stay parking bays, at present this is with CBC legal team. Two electric charging points have been installed in the car park.
7. The Parish Council are in the process of submitting proposals to improve access and lighting to the Memorial Park Car Park entrance and the provision of better lighting, surveillance form part of the Project Park! Masterplan.
8. East Midlands Railways are now operating a later evening train service to Sileby.
9. The Parish Council are working in partnership with the Environment Agency Trent Rivers Trust, to improve biodiversity and flood alleviation schemes along the Sileby Brook catchment area.
10. The Parish Council have joined into the LCC Urban Verge Wildlife Scheme to improve biodiversity and planted an area of the verge between The Banks and Brook Street.
11. The parish Council have joined with LCC in the Parish Nature Network and through this scheme maintains an environmental inventory of biodiversity in the Parish.
12. The Parish Council has supported the landowner of land off Mountsorrel Lane in the creation of ponds and tree planting.

The delivery vehicle is now constituted as the Sileby Youth Project and continues to work for the benefit of residents of the village.

3. How the Neighbourhood Plan fits into the Planning System

The right for communities to prepare Neighbourhood Plans was established through the Localism Act 2011, which set out the general rules governing their preparation.

A Neighbourhood Plan forms part of the statutory Development Plan for the area in which it is prepared. This statutory status means that it must be taken into account when considering planning decisions affecting that area.

A Neighbourhood Plan is not prepared in isolation. It also needs to be in general conformity with relevant national and Borough-wide (i.e. Charnwood) planning policies.

For Sileby, the most significant planning document is the Charnwood Local Plan, Core Strategy, adopted on 9 November 2015. However, the new Local Plan (2021-37) is now at examination so the Neighbourhood Plan Review has taken any policy variations into account so that the Neighbourhood Plan remains up to date when the new Local Plan is adopted.

Also important is the National Planning Policy Framework (NPPF) updated in 2021. This sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was updated in 2021 and requires the planning system (including Neighbourhood Plans) to promote sustainable development and details three dimensions to that development:

- An economic dimension – they should contribute to economic development;
- A social dimension – they should support strong, vibrant and healthy communities by providing the right supply of housing and creating a high quality-built environment with accessible local services;
- An environmental dimension – they should contribute to protecting and enhancing the natural, built and historic environment.

In addition, Neighbourhood Plans must be compatible with European Union (EU) legislation. Relevant EU obligations in relation to the Neighbourhood Planning process are those relating to Strategic Environmental Assessments, protected European Habitats and Human Rights Legislation. Although the United Kingdom has formally left the EU, it remainsThis Plan and the policies it contains are consistent with the NPPF, Charnwood Local Plan and relevant EU law which is retained following Brexit. Full details of how the Plan complies with these legislative requirements are set out in the Basic Conditions Statement (to be made available with the Submission version of this Neighbourhood Plan Review).

Furthermore, these policies are specific to Sileby and reflect the needs and aspirations of the community.

It is important to note that not having a Neighbourhood Plan does not mean that development won't happen. Development will still take place, but without the policies in this Plan, which set out the type

of development that is in keeping with our area's character, having any effect. Decisions will instead be primarily based on the Borough's policies rather than local criteria.



4. The Plan, its vision, objectives and what we want it to achieve

The Plan area encompasses the whole of the Parish of Sileby and covers the period up to 2036, a timescale which deliberately mirrors that for the Local Plan.

Our vision:

Sees Sileby as a village where people of all ages and backgrounds are proud and happy to live, work and relax.

- It will provide strong support, facilities and housing for all, from the young to the very old.
- Public infrastructure (education, health and care facilities) will be excellent, fit for purpose for today and flexible for the needs of the future.
- High added value commercial activities will be incorporated into development where appropriate.
- Sees movement between different parts of the village as being easy on foot, cycle, public transport, (car if necessary) and safe at all times of the day and night.
- Most traffic will by-pass the village leaving streets free for local traffic with adequate public parking. The need for cars will be reduced by better public transport and by better connected footpaths.
- Sees the use of the many sports and recreation facilities being more integrated. The Park and its building will be redesigned to offer more flexibility and to facilitate inter-connection between social groups and societies.
- Sees the village increase its environmental and sustainability offering, with tree and shrub planting, the brook widened and organised as an attractive and beneficial watercourse to enhance the natural environment and wildlife habitats.
- Electric vehicle charging will be embedded into highway developments and opportunities for energy self-sufficiency utilised.
- Sees us shaping further employment and residential development to meet the changing needs of our community, integrating carefully and sympathetically with the facilities of the village.
- Homes will include a mix of design features including contemporary and traditional, adding to the village's vibrancy and community focus and including a mix of housing for young, elderly and infirm.

Principal objectives

- To provide, through a policy on residential allocations and other policies including policies on windfall development and housing mix, a balanced range of housing choices which meet the diverse needs of all generations, by increasing the supply of smaller homes and homes for elderly 'down- sizers';
- To encourage high-quality design reflecting the rural character of the village;
- To protect and improve the provision of current facilities and assets which contribute to a vibrant community spirit (e.g. Village Hall, Pub, Cricket Pitch, Churches);
- To promote the development of new community facilities which enhance and enrich community life;
- To safeguard the most valued and 'special' open spaces in the parish from inappropriate development;
- To enhance the biodiversity characteristics of the parish;
- To promote development that is safe and that respects the character of neighbouring properties and preserves the rural aspect of the village providing a strong 'sense of place';
- To ensure that the village is at the forefront of technological advancements that will support village employment opportunities;
- To ensure that all listed buildings and any identified community or environmental heritage 'assets' are protected and improved; and
- Ensure development is compliant within the National Planning Policy Framework and the local plan and target growth identified by Charnwood Borough Council.

The Plan will be kept under review. It incorporates Planning Policies and Community Actions, which are not policies and will therefore not form part of the statutory development plan or be used in the determination of planning applications but represent actions to be taken by the Parish Council/another delivery organisation in support of the Neighbourhood Plan policies.

5. How the Plan was prepared

The Parish Council decided to undertake the formulation of a Neighbourhood Plan for Sileby in 2016 and appointed an Advisory Committee to take the process forward. The Parish Council appointed Neighbourhood Plan consultants 'Yourlocale' to advise and assist the Advisory Committee.

The mandate was to drive the process, consult with the local community, gather evidence to support the development of policies and deliver the plan.



The whole of the Parish was designated as a neighbourhood area by Charnwood Borough Council on 10 February 2017. All Parishioners were invited to an initial Consultation Day which was held in September 2017 in the Parish Hall. The purpose of the Consultation was to find out which aspects of life in the village were important and highly valued, and which, if any, needed to change. A series of display boards and large-scale village maps were set out in the hall with each focussing on a topic relating to planning and development.

A total of 147 people attended the event and many comments recorded. The event was a great success. A summary of the responses is available in the supporting information.

A logo competition amongst local school children was judged at the event and a logo chosen which features in this document.

A comprehensive questionnaire was produced in late 2017 to obtain further information from the community. The questionnaire was made available to every household in the Parish by either hard copy or on-line. Responses were received from over 370 residents and provided very clear direction for the Plan and the future of the Parish. A summary of the analysis was made available to every household through the Parish Web site.

Consultation events were held with young people in the community and theme groups were established to gather evidence and formulate draft policy ideas. These groups and the Advisory Committee met regularly reporting back to the Parish Council. A wide range of comments were made which have been taken into account when finalising the Neighbourhood Plan.



Throughout the process, people were kept informed by regular updates in the Parish newsletter, discussion at Parish Council meetings and through a dedicated Facebook page that shared information and invited comment.

The decision to review the Neighbourhood Plan was made by Sileby Parish Council on 20 May 2021 and communicated to the community via social media in August that year. The Advisory Committee was formally reinstated.

On 8 September 2018 an open event was held in the Parish Hal to allow parishioners to view draft policy statements and make their comments which contribute to the plan. A total of 107 people attended this session and a further 65 people completed an on-line survey making a total of 172 responses. Information that was made available on that day was provided for people who were unable to attend.

The Advisory Committee continued to meet throughout 2021 and into 2022 and agreed the amended policies and gathered together the evidence to support them.

A further open event was held on 7 April 2022 at which the updated policies were shared with the community. A total of 25 residents attended the event. There were over 500 views of the neighbourhood planning page on the Parish Council's Facebook page.

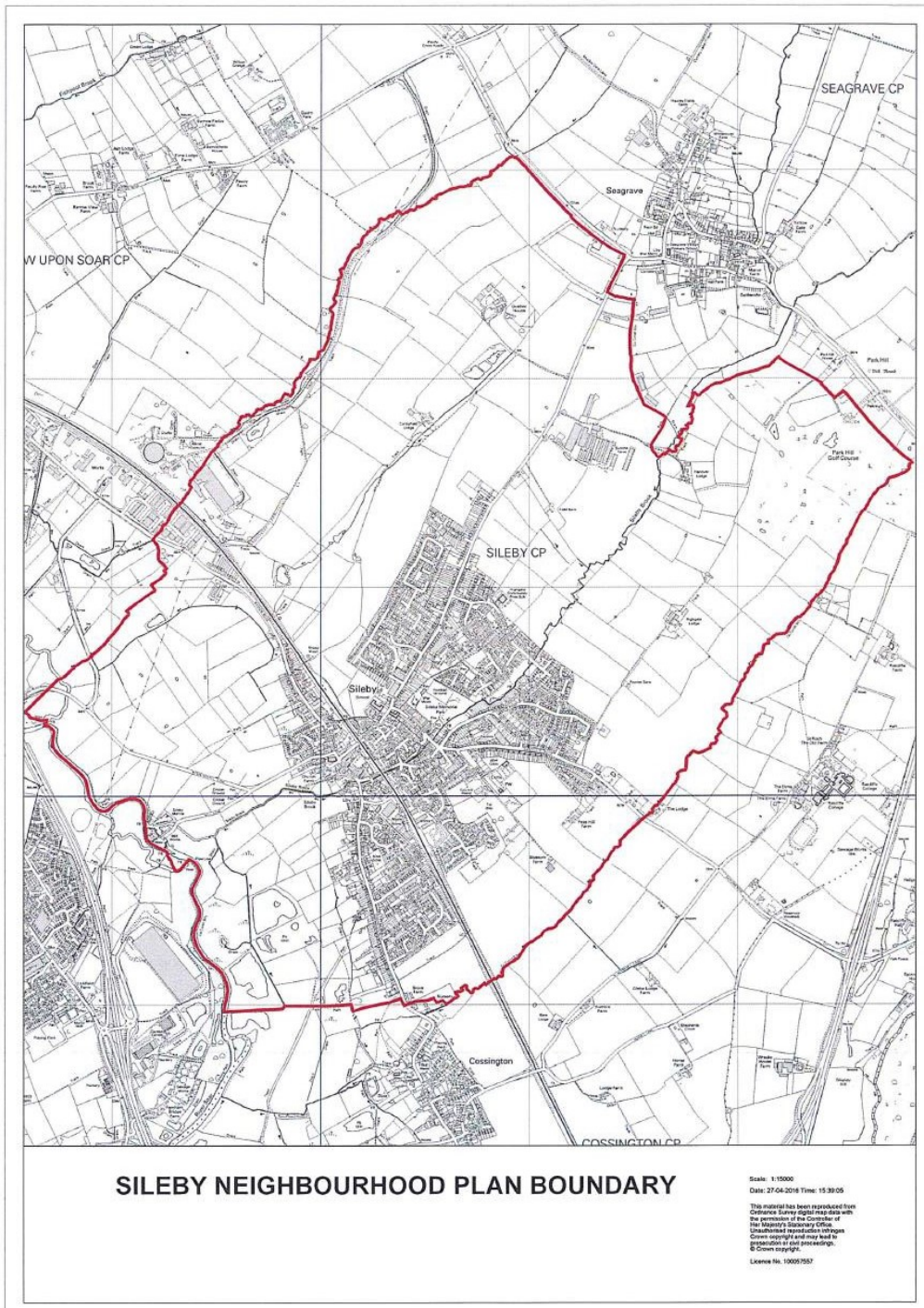


6. Our Parish

The Plan area comprises the whole of the Parish of Sileby, within the Borough of Charnwood, as shown in figure 1. High resolution versions of all figures are available in the supporting information.

The area was formally designated by Charnwood Borough Council on 10 February 2017.

Figure 1 – Parish of Sileby – Designated Area



6.1 History of Sileby

The current development of the proto-town of Sileby is a reflection of contemporary demands upon increased population and the need for housing, infrastructure and services. This is a far cry from the processes and events that allowed Sileby to evolve into its modern-day form.

The parish has produced evidence for human activity since at least the Mesolithic era and possibly earlier. Neolithic flint implements are found widely across the village. In 2011-12 early Iron Age structures were found in excavations off Seagrave Road. They were superseded by a small Romano-British settlement and roadway on the south westerly facing slope. Evidence for Roman occupation has been found elsewhere in the parish. There have been discoveries of various Anglo-Saxon and Viking artefacts in a number of places, but the evidence is slight.

Many former parish historians have firmly put the foundation of modern day Sileby to the Viking period. The word Sileby means 'Sighulf's village or estate'. Sighulf is a Viking personal name and has led many to assume that this is proof enough for the existence of a settlement. Others have taken this further and linked it to the Viking settlement of the East Midlands of about 840AD and given the village foundation date to this date. However, this evidence is highly circumstantial and even though Viking artefacts have been recovered no evidence has ever been found of a settlement, hamlet or village.

The first written record of the village occurs in the Domesday Book. It reveals that in 1066 Sileby was divided into three main landed estates, two of which were centred on former royal estate centres at Rothley and Barrow upon Soar. By 1086 the Normans had redistributed this land and Sileby's largest recipient and overlord was Hugh de Grantmesnil, with a man named Arnold as his tenant and Lord of the Manor.

In 1086 Sileby numbered at least a hundred people including a small core of sokemen (freeholders) which would have great implications for the later development of the village. By the mid-14th century Sileby manor had 22 freehold farms along with 43 customary smallholdings and a number of other cottages and tofts, suggesting a sizeable village population. In 1377 Sileby had the 5th highest recorded population in Goscote hundred, behind Loughborough, Ashby de la Zouch, Castle Donington and Barrow upon Soar.

Sileby's medieval economy revolved around its agriculture, especially in sheep rearing. In 1478 the common fields were named as Howefield, Welbeckfield, Candeby field and South field. Candeby or Canby field may have also been divided into two, making a total of five open fields.

No parish church was named at Domesday. There are hints to a church existing at Sileby during the late 11th century but the earliest reference to it is in 1220. Most of the current church dates from the late 13th and 14th centuries. Until 1450 the advowson (the right to present a priest) and tithes of Sileby parish church were held by the Lords of Sileby manor. On 3rd August 1450 John Mowbray, Duke of Norfolk and lord of Sileby manor appropriated the church and rectory at Sileby to Axholme Priory in Lincolnshire. After the dissolution of the priory in 1538 the advowson was sold off to laymen and this heralded a serious decline in the church for over 150 years.

In 1629 Sir Henry Shirley sold his manorial holdings to his tenants, effectively making Sileby a freehold or 'open' village. In essence, there was not one person in control and making decisions at the village level. Open settlements had comparative freedom to develop, tended to be more populous, had greater numbers of the poor, had nonconformist chapels, and a greater element of social laxity. Compare Sileby with its haphazard housing development, chapels, shops and pubs to the controlled 'closed' village of Cossington to see the difference.

By the early 18th century the change in village ownership of the previous century had started to transform Sileby. Stronger church leadership led to the appointment of vicars and a new vicarage was constructed. Many small farms had been sold to outsiders and Sileby saw the rise of the tenant farmer. The framework knitting industry had been established by artisan masters around 1700. This industry accounted for 66% of all new Sileby apprentices registered between 1710 and 1750. By 1831 over 50% of the working population was engaged in framework knitting, mainly in family orientated working teams and often poorly paid.

On the 3rd June 1760 Sileby's landowners enclosed the village common fields, ending the communal aspect of agriculture that had existed for hundreds of years. Over 55% of the land was owned by 7 people, 4 of which were non-resident. Most farms were still based in the village centre but some owners opted to construct farm units out in the midst of their new fields. Outlying farms such as Quebec, Hanover and Belle Isle were built in the half century after enclosure.



Crowds on Dudley's bridge with Brook Street in the background
c.1913-4



Sileby had become an industrial village by the 1830s, with the first factory mentioned in 1860. Advances in transportation such as the Leicester Navigation (1791) and the Midland Counties Railway (1840) aided in the movement of goods and people. The hosiery industry was eclipsed by boot and shoe making in the latter part of the 19th century.

Industrial growth also led to a significant growth of population which in turn led to developments in services and infrastructure. Between 1801 and 1911, Sileby's population climbed from 1,111 to 3,082. Before 1914 Sileby could boast its own gas works, brewery, 4 brickworks, 3 schools, an adult school, 3 chapels, sewerage system, 2 political clubs, various sports teams, a library, railway station and 10 public houses or beerhouses!

Council house building was a feature of post first world war developments in the village with housing on Ratcliffe Road, Cossington Road and the Greedon estate constructed at this time. However, it was the industrial aspect of the village which still took precedence. Companies such as Harlequin, Excelsior, C. H Preston, Towles, Bradgate Textiles and others became major employers

locally. Nevertheless, it was shoe manufacturer Newbold and Burton who were to have the greatest impact. Over time their site expanded to take over a central swathe of the village, and post-1945 they also purchased local shoe firms Lawson Ward and Moirs.

From the 1960s tougher trading and economic conditions meant harder times for Sileby's industries. Closures started to occur from this period until by 1995 when all but a handful of factories had closed down or production had switched elsewhere.

The late 1960s also saw the growth of private housing estate development. Estates such as Heathcote Drive and Charles Street/Chalfont Drive added hundreds of houses to Sileby's housing stock and produced a suburban landscape out of the village fields. After 1995 the former factory brownfield sites also provided for private housing development with the Burton Road estate and Melody Drive resulting from this. This and current housing schemes on greenfield sites have all added to the suburban proto-town landscape that Sileby



has been forced to adopt under local housing targets and legislation. This in turn has put pressure on local infrastructure which has not kept up with the pace of development.

Today, Sileby is a far cry from its former agricultural and industrial roots. It is now a bustling commuter village with a population of 7,835 serving towns and cities further afield. However, it is proud of its independent spirit, its freeholder roots and the entrepreneurial drive and endeavour shown by its inhabitants. All this has moulded the cosmopolitan settlement we see today.

6.2 Sileby today

At the time of the 2011 Census, Sileby was home to around 7,835 residents living in 3,390 households. Analysis of the Census data suggests that between 2001 and 2011 the parish population grew by around 14% (958 people). During this period the number of dwellings rose by 18% (507). Furthermore, a more recent and alternative data source suggests the number of people living in the parish has continued to grow, increasing by around 270 between 2011 and 2014, representing a 3% population growth rate.

The area has a higher-than-average concentration of working age residents and school age children. There is evidence that the population is ageing and in line with national trends the local population is likely to get older as average life expectancy continues to rise.

There is evidence of under-occupancy in the Parish and a predominance of semi-detached housing and low value council tax banded properties. There is evidence of some overcrowding in households with dependent children.

Analysis of Land Registry data shows indication of significant housing development with new build

residential sales representing 17% of all recorded residential sales between 1995 and 2015. Home ownership is relatively high and there is a particularly high share of households who own their homes with a mortgage or loan.



7. Meeting the requirement for sustainable development

The NPPF states that there are three dimensions to sustainable development: social, environmental and economic, all of which are important and interrelated.

a) Social

We have sought, through the Neighbourhood Plan, to safeguard existing open space for the future enjoyment of residents.

We are also seeking to protect existing community facilities and to deliver a mix of housing types so that we can meet the needs of present and future generations and ensure that we support the community's needs and its health, social and cultural wellbeing.

b) Environmental

In order to protect and enhance our natural, built and historic environment, we are seeking to ensure that housing development is of the right type in the right location, so that it does not harm but instead positively reflects the existing historic character of the area in order to:

- Protect the village identity and conserve the rural nature of its surroundings;
- Recognise the need to protect and, where possible, improve biodiversity and important habitats; and
- Provide for improved pedestrian facilities.

c) Economic

Whilst the built-up parts of the parish of Sileby are primarily residential, there is a commercial element within the parish and a desire to ensure that appropriate economic activity is maintained as long as the local infrastructure supports it. We therefore wish to encourage employment opportunities in our area by:

- Supporting appropriate existing business development and expansion where the local infrastructure would not be adversely affected by the proposals; and
- Encourage start-up businesses and home working.

This document sets out local considerations for delivering sustainable development across Sileby Parish. Development proposals should meet the requirements of all relevant policies in the Local Development Plan.

8. Neighbourhood Plan Policies

A General policies

Limits to Development

The purpose of a Limits to Development (LtD) is to ensure that sufficient sites for new homes and economic activity are available in appropriate locations within the parish that will meet the community's aspiration to avoid unwanted encroachment into the countryside.

Settlement Limits have been drawn by Charnwood Borough Council in the Adopted Local Plan (2011-2028) to define what has historically been seen as a suitable limit for local development. These Settlement Limits have been updated in preparation for the Local Plan update, but follow the principles contained within the Charnwood Settlement Limits to Development Assessment 2018. For Sileby, this is mainly in the built-up area of the village. It defines where development would not be acceptable, generally in the least sustainable locations such as the countryside. Such growth would risk the loss of separation of hamlets and settlements to the detriment of the community and visual amenity of the Plan area.

The Neighbourhood Plan designates a Limits to Development for the village which will update and supersede the existing Settlement Limits currently used by Charnwood Borough Council, as it takes into account recent development that has taken place since the Settlement Limit was introduced and also recognises additional allocation of land for development.

Within the defined Limits to Development an appropriate amount of suitably designed and located development will be acceptable in principle, although all will be required to take into account the policies within this Plan.

Focusing development within the Limits to Development will help to support existing services within the village centre and help to protect the village's countryside setting, the natural environment and the remainder of the Neighbourhood Plan area from inappropriate development.

In statutory planning terms, land outside a defined Limits to development boundary, including any individual or small groups of buildings and/or small settlements, is classed as countryside.

It is national and local planning policy that development in the countryside should be carefully controlled. Development will only be allowed where it is appropriate to a rural location, such as for the purposes of agriculture, including (in principle) farm diversification, or if needed for formal sport and recreation uses or for affordable housing provision where there is a proven need. This approach to development in the open countryside is supported through the Neighbourhood Plan to help maintain the setting of Sileby and retain the countryside surrounding the village as an attractive, accessible, distinct and non-renewable natural resource. The Neighbourhood Plan Review has taken the opportunity to update the Limits to Development to reflect recent planning approvals.

Methodology

The Limits to Development has been determined using the following criteria:

- a. The development sites with an extant planning permission for residential or employment land development on the fringes of the settlement as at 1st March 2022 have been incorporated within the boundary of the Limits to Development;
- b. The proposed residential site allocations within the Neighbourhood Plan have been included within the Limits to Development;
- 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;
- d. Non-residential land which is countryside, agricultural, paddock, meadow, woodland and/or another green-field use has been excluded;
- e. Sites with a strong historical heritage have been excluded;
- f. Open spaces and sports and recreational facilities which stand on the edge of the built form have been excluded;
- g. Isolated development which is physically or visually detached from the settlement has been excluded;
- h. Sections of large curtilages of buildings which relate more to the character of the countryside than the built form have been excluded;
- i. The curtilages of buildings which closely relate to the character of the built form and have enclosing features have been included.

POLICY G1: LIMITS TO DEVELOPMENT

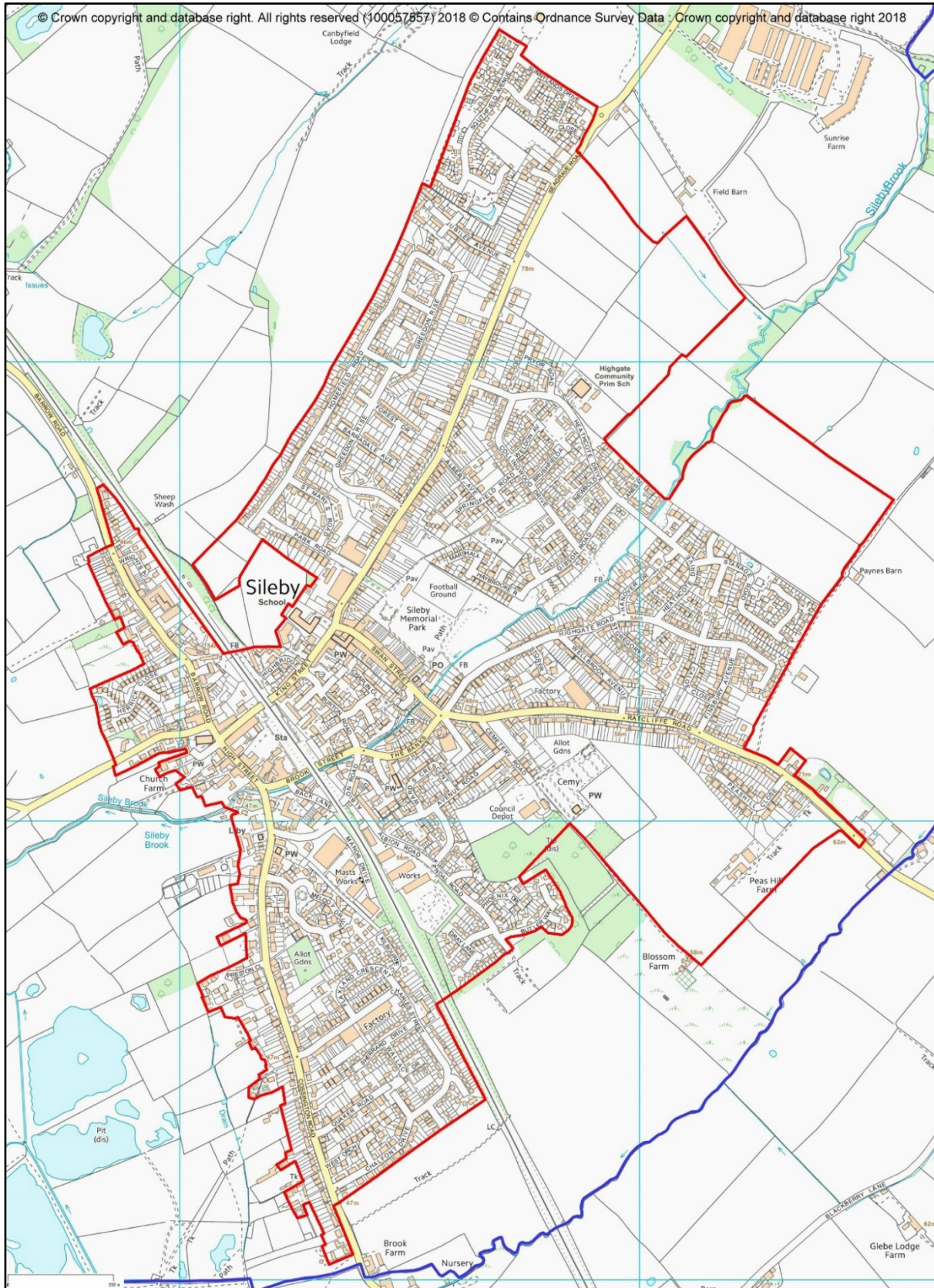
Development proposals within the Neighbourhood Plan area will be supported on sites within the settlement boundary as shown in Figure 2 (below) where the proposal complies with the policies in this Neighbourhood Plan.

Land outside the defined Limits to Development will be treated as open countryside, where development will be carefully controlled in line with local and national strategic planning policies.

Appropriate development in the countryside includes:

- a) For the purposes of agriculture – including farm diversification and other land- based rural businesses;
- b) For the provision of affordable housing through a rural exception site, where local need has been identified;
- c) For the provision of a formal recreation or sport use or for rural tourism that respects the character of the countryside.

Figure 2 – Limits to Development



Design Principles

Sileby has a long and interesting history, resulting in a wide array of heritage assets and a distinctive local character. The biggest challenge 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 to sustain the community and its facilities.

The aim is to protect Sileby so that it retains its character as a unique and distinctive place. This can be achieved using the planning system to respond sensitively to the range of historic buildings, structures, landscapes and archaeology situated within the Plan area. It is this variety that makes Sileby the place it is. These assets form many of the key characteristics of Sileby, and future development should seek to enhance, reinforce and preserve this distinctive historic environment. Repeated house styles taken from a standard template will not be acceptable.

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

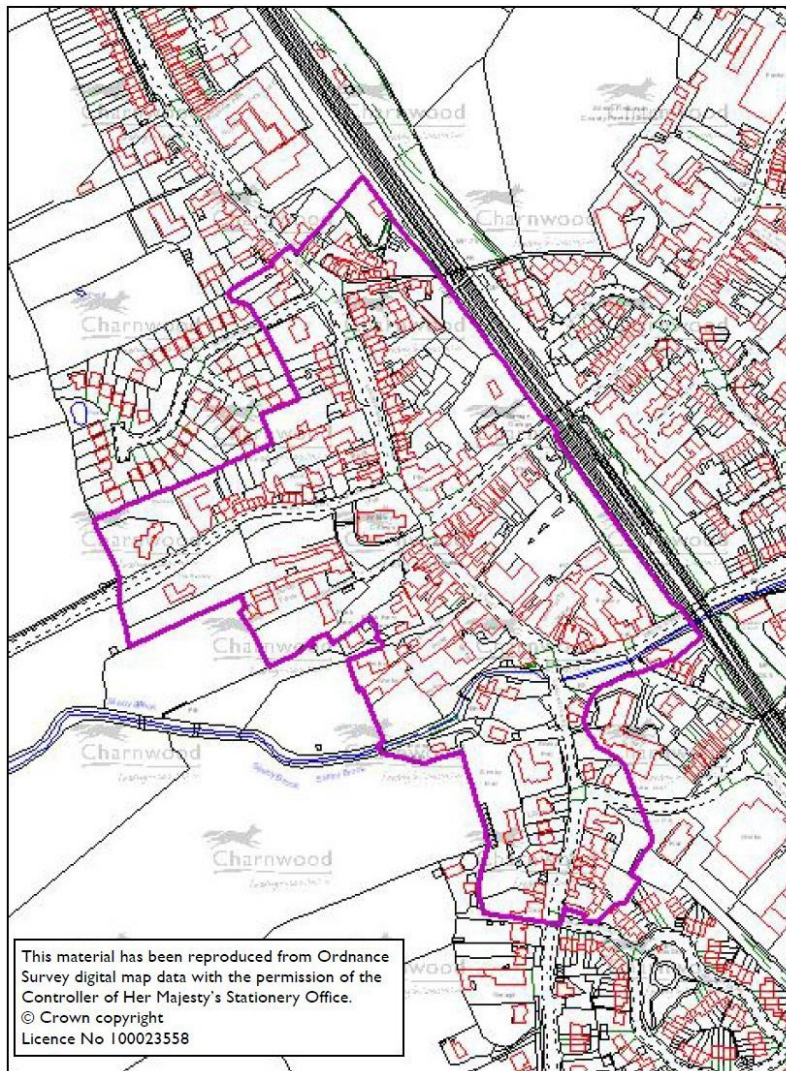


The Charnwood Borough Council Sileby Conservation Area Character Appraisal (March 2007) says the following about the Conservation Area 'The Conservation Area was designated in March 1988 and covers an area of about 11 hectares in the centre of the village to the west of the railway line. It is centred on St Mary's Church, which stands at the staggered crossroads between Barrow Road - High Street, running north south, and King Street -

Mountsorrel Lane, running east west. The boundary of the Conservation Area generally defines the settlement that existed in 1884 and includes a broad range of built development that is representative of the mediaeval and post mediaeval settlement. The Area does not generally include the Victorian industrialisation and urban expansion of the village that took place outside the historic core'.

New development proposals should be designed sensitively to ensure that the quality of the built environment is enhanced wherever possible, particularly where schemes are located within or near the Conservation Area. New designs should respond in a positive way to the local character through careful and appropriate use of high-quality materials and detail. Proposals should also demonstrate consideration of height, scale and massing, to ensure that new development delivers a positive contribution to the street scene and adds value to the distinctive character of the area.

Figure 3: Sileby Conservation Area



There is therefore no overall theme for design in Sileby. A recent development of the former Maltings in the centre of the village is of a high quality and aesthetically pleasing and whilst the Neighbourhood Plan does not seek to impose a design theme on development, this latest development does establish a standard for design which future developments should also meet or seek to emulate.

Additionally, the design of any new housing should be sympathetic to any neighbouring properties where development is within the settlement limits; where the development is outside the Limits to Development, or otherwise adjacent to open countryside, its effect on views into and out of the village will be an important factor. It may be possible to mitigate potential harm by careful consideration of height, siting and aspect and by appropriate screening.

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 Sileby. The roads themselves and the street pattern in Sileby has developed over many centuries and is not

suiting to modern traffic. There is a serious issue with parking on the narrow streets in Sileby with the consequent detrimental effect on pedestrian and road safety and the ease by which traffic, including emergency and service vehicles, can travel within Sileby. The Neighbourhood Plan supports measures to minimise the impact of new development on parking issues and Policy G2 c), 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.

POLICY G2: DESIGN

This policy will apply to all new commercial and residential developments, including one or more houses, extensions and replacement dwellings. The following criteria should be met:

- a) New development should enhance and reinforce the local distinctiveness and character of the area in which it is situated, particularly within the Conservation Area, and proposals should clearly show within a Design and Access Statement (where appropriate) how the general character, scale, mass, density, materials and layout of development are sympathetic to any neighbouring properties and the surrounding area. Development which would have a significant adverse effect on the street scene, or the character of the countryside will only be permitted where any harm is clearly outweighed by the wider benefits of the proposal;
- b) Design principles that apply to the Conservation Area should be applied where development is adjacent to the Conservation Area to help ensure a controlled transition between the Conservation Area and new development outside the Conservation Area
- c) Contemporary or innovative design will be encouraged and supported where it makes a positive contribution to the character of the area and is compatible with the surrounding historic context;
- d) Development proposals should aim to maintain and enhance biodiversity by preserving as far as possible existing trees, hedges and wildlife habitats. Where appropriate developments are encouraged to include measures to enhance biodiversity which may include:
 - e) Providing roof and wall constructions that follow technical best practice recommendations for integral bird nest boxes and bat breeding and roosting sites;
 - f) Providing hedges or fences with ground level gaps for property boundaries that maintain connectivity of habitat for hedgehogs;
 - g) Ensuring that any intruder switched security lighting is not constantly switched on and that any other site or sports facility lighting meets the best practice guidelines in Bats and Lighting (ref LREC 2014);
 - h) Development should ensure the appropriate provision for the storage of household waste and any recyclable materials;
 - i) With the development of Hybrid and electric vehicles all properties should include infrastructure and the available power supply that will support the charging of electric vehicles. Where possible, this should be within the property boundary.

B. Housing and the Built Environment

Introduction

Sileby is a large village in Leicestershire which is defined in the Pre-Submission draft Local Plan as one of six Service Centres within the settlement hierarchy. Loughborough is the main social and economic focus for the Borough and performs an important role at the top of the hierarchy described as an 'Urban Centre', being the largest settlement, a market and university town and the only urban centre in the Borough. It provides accessible employment opportunities and higher order services to a wider area. Loughborough, along with Leicester City to the south of the Borough, provide the social and economic focus for residents in the Borough.

The hierarchy identifies four settlements as 'Urban Settlements' in the Borough. Three of these settlements, Shepshed, Birstall and Syston have a population of more than 10,000 and therefore fall in the government's definition of an urban area (Rural Urban Classification 2011). The fourth, Thurmaston has a population of 9,668 (2011 Census) and with natural and planned growth in this area, is expected to have a population of over 10,000 by the next census.

Six settlements are identified as Service Centres; Anstey, Barrow Upon Soar, Mountsorrel, Sileby, Rothley and Quorn. These settlements are the Borough's largest villages and all have a population of more than 3,000 people and all have a range of services and facilities to meet most of the day to day needs of the community and good accessibility to services not available within the settlement.

The 2011 Census data shows Sileby had a population of 7835 residents which is 4.72% of the Charnwood total. The population has increased by 16.14% in the 16 years since the previous census in 1995 along with a 5% growth of the total of the share of Charnwood's population. In 2011 Sileby had a housing stock of 3390 houses which was 4.89% of Charnwood's total stock. This is slightly above the population share (houses divided by people) of 4.72%. At this time, Sileby had a housing to population percentage of 43.27% compared to a Charnwood proportion of 41.72% this has enabled future population growth to inform the future new build residential requirements.

The Made Neighbourhood Plan identified 6 Reserve Sites to help 'future-proof' the plan should housing need increase in the future and to continue to manage development. The Review Neighbourhood Plan allocates a single site for residential development to contribute towards the housing requirement for the parish and to secure the additional protections afforded neighbourhood plans through Paragraph 14 of the NPPF. 2 Reserve sites are retained.

Setting a housing growth target for Sileby

The Pre-Submission Local Plan says 'We will continue to support neighbourhood planning groups that wish to meet more local housing needs. Where requested by a neighbourhood planning body, an indicative housing requirement figure will be provided taking account of the latest housing need and infrastructure evidence at that time, the delivery of allocated sites and the period that the neighbourhood plan would cover'.

Following an approach by Sileby Parish Council, a figure of 345 additional dwellings was identified by Charnwood Borough Council as the housing requirement for Sileby prior to the Local Plan being adopted. This figure reflects the total allocations for the Neighbourhood Area in the pre-submission Local Plan. A 5% buffer was suggested by Charnwood Borough Council post-Adoption, making an overall housing requirement of 363 over the Plan period, or an additional 18 dwellings. Against this housing requirement a total of 49 dwellings have already received planning consents and by agreement with Charnwood Borough Council a windfall figure of 5 additional dwellings per annum (an additional 75 dwellings over the Plan period) can also be added to the overall total.

The Sileby Neighbourhood Plan Review therefore supports sustainable development by containing policies and allocations to meet its identified housing requirement, as it is required to do to satisfy the intention of the NPPF (2021) Paragraph 14.

Housing Allocations

The Sileby community questionnaire showed a generally negative perception towards extensive residential growth and in particular a fear that Sileby would “join up” with Barrow upon Soar, Seagrave and Cossington with further development on the outskirts of the village and lose its individual character and appeal. Substantial numbers of residential units have already been built.

To meet the housing provision target required by Charnwood Borough Council, the Neighbourhood Plan allocates a single site for residential development having undertaken assessments of all identified potential residential site allocations through a thorough and comprehensive sustainable site assessment (SSA) process detailed in appendix 3.

The community consultation showed that redevelopment of redundant ‘brownfield sites’ instead of building on greenfield sites should be a priority. The NPPF (Section 11) encourages the effective use of land by giving ‘substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.’

POLICY H1: RESIDENTIAL ALLOCATION

The Neighbourhood Plan makes provision for around 18 new dwellings in Sileby up to 2037. This is met by land being allocated at the following location as shown in Figure 4a.

Development at the site at land to the rear of 107 Cossington Road will be supported subject to:

- a) The development will provide for around 18 dwellings.
- b) The housing mix will accord with Policy H4;
- c) Affordable housing is to be provided in line with Charnwood Borough Council policies;
- d) Appropriate and safe vehicular access is provided into the site;
- e) The design and layout of the development and the materials used should be in accordance with the design quality principles included in Policy G2 of this Plan;
- f) A small area of open space will be made available for recreation and natural boundaries will be retained wherever possible.

Figure 4a – Allocated site



Reserve Sites

As set out above, the Parish has exceeded the agreed housing provision target required by Charnwood Borough Council through the residential allocation identified in Policy H1.

However, it is recognised that circumstances change and that there may be a need for additional new housing over the timeframe of the Neighbourhood Plan.

This has resulted in the identification of two Reserve Sites to come forward if required during the Plan period in the event that sites with planning permission are not able to be delivered during the

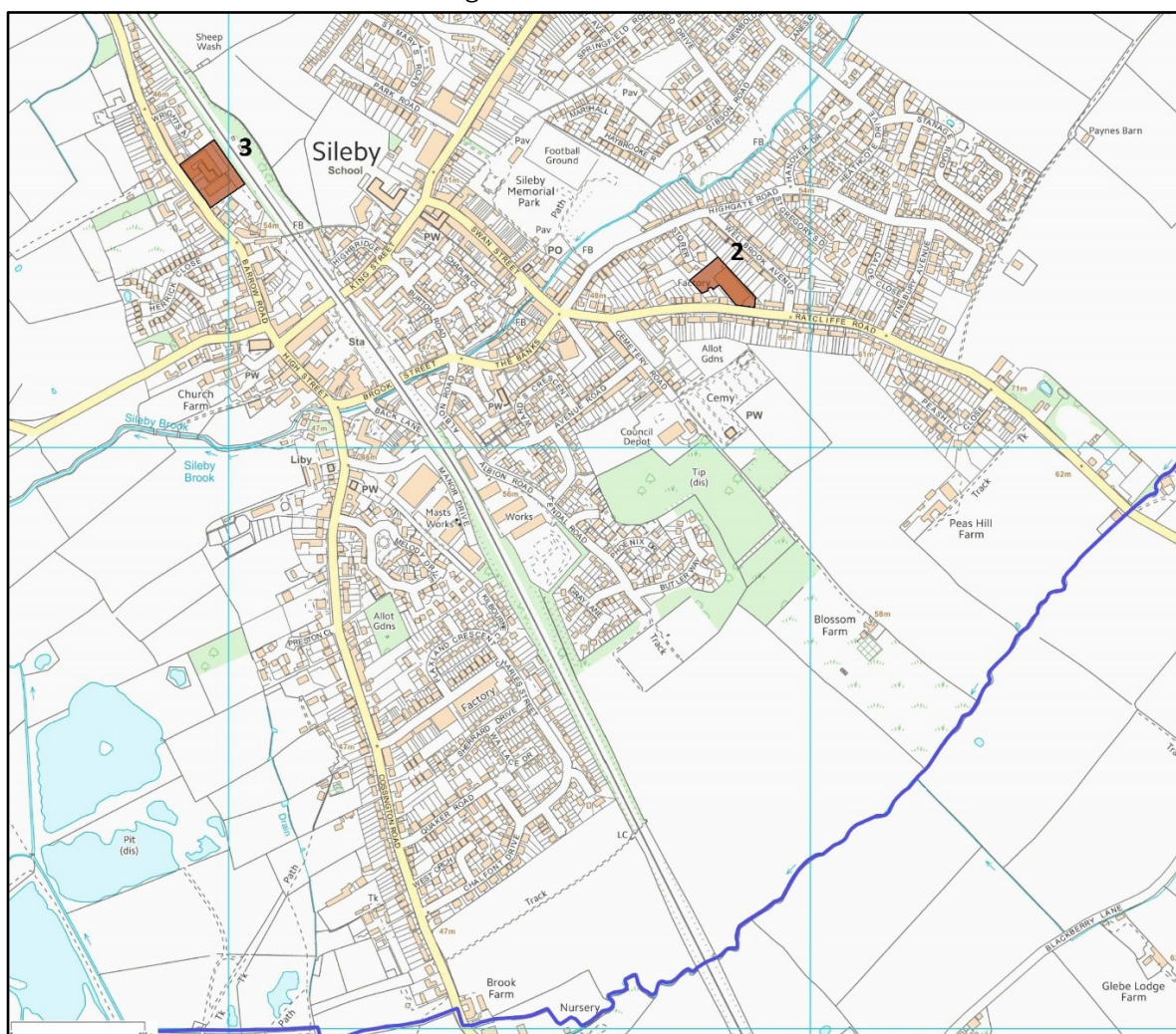
currency of the Neighbourhood Plan, the final agreed housing requirement for Sileby exceeds the commitments and completions already accounted for or there is a recognised increase in housing need over the period covered by the Neighbourhood Plan. The process has highlighted commercial sites which remain across the Neighbourhood Plan area and are suitable for development where landowners have indicated a desire to develop.

POLICY H2: RESERVE SITES

Planning applications for residential development on the following sites (see Figure 4b) will be supported: The Oaks, Ratcliffe (Site 2 for around 11 dwellings); Barrow Road (Site 3 for around 12 units) if:

- a) It is required to remediate a shortfall in the supply of housing land due to the failure of existing housing sites in Sileby to deliver the anticipated scale of development required;
- b) It becomes necessary to provide for additional homes in the Parish in accordance with any new development plan document that replaces the Charnwood Local Plan Core Strategy; and
- c) Any business or community uses can be satisfactorily relocated or if the need for residential development clearly outweighs the loss of these uses.

Figure 4b: Reserve Sites



Windfall development

Windfall sites are small infill or redevelopment sites that come forward unexpectedly and which have not been specifically identified for new housing in a planning document. These sites often comprise redundant or vacant buildings including barns, or a gap between existing properties in a built-up street scene. The Charnwood Borough Council Strategic Land Availability Assessment includes sites of 5 or more houses in the assessment.

Such sites have made a small but regular contribution towards the housing supply in the Parish for a considerable time. As there remain only limited opportunities for windfall development, there is evidence that windfalls will continue to make a contribution to housing provision in the Parish up to 2036.

The Neighbourhood Plan restricts windfall development to 9 dwellings or less. Sileby has witnessed considerable development activity in recent years and in conjunction with the Local Plan allocations and the allocations made in the Neighbourhood Plan, further windfall development will add to the pressures on the road network which is already overburdened.

The NPPF recognises that small and medium sized sites can make an important contribution to meeting the housing requirement of an area (paragraph 69) and that local planning authorities should support the development of windfall sites through their policies and decisions.

Appendix 2 of the NPPF notes that 'major developments' are those which consist of ten dwellings or more. It is reasonable therefore to conclude that 'small and medium' size developments include developments up to and including 9 dwellings.

POLICY H3: WINDFALL DEVELOPMENT

Residential development of up to nine dwellings on infill and redevelopment sites within the settlement boundary 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 Sileby 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.

Housing Mix

Home ownership levels are relatively high with around 76% of households owning their homes outright or with a mortgage or loan. This is above the district (72%), regional (67%) and national (63%) rates.

Data from the 2011 Census shows the Parish to have a higher-than-average concentration of semi-detached residential dwellings (43%) which is above the district (39%), regional (35%) and national (31%) shares. There is also a higher-than-average proportion of terraced housing accounting for over 27% of the housing stock against 19% for the district, 21% for the region and 25% nationally. Detached housing represents around 20% of residential housing stock which is close to the 22% national rate but somewhat lower than the district (30%) and region (32%) rates. Detached and semi-detached represent 63% of the total housing stock in the Sileby Parish whereas terraced housing and flats provide 37% of accommodation spaces.

An ageing population will further increase under-occupancy across the village and the Neighbourhood Plan will therefore encourage people to move out of the larger detached properties that are under-occupied into more suitable and age-appropriate housing.

A detailed analysis of the housing provision in the Parish is provided in Appendix 3.

In particular, people with personal mobility issues that cannot be ameliorated in their existing housing do not have accessible standard housing available and there is considerable pressure on the Local Authority to provide expensive retro-fitting using disabled facilities grants to improve accessibility. A majority of the major National housebuilders have recognised the importance of meeting this demographic trend towards requiring more accessible housing and now construct all of their new build units to a minimum of building regulations M2 standard. Based upon a comprehensive assessment of current and future production of housing the HEDNA survey of 2017 also set out the requirement for a minimum of 4% of all new housing to be built to M3, wheelchair accessibility standard housing.

Since the 2011 census there has been an increase in new detached houses being built with 65% of all completed units being detached, which brings the other dwelling types very close to the national averages as show below:

Accommodation Type, 2017

	Sileby		Change
	No	%	%
All household spaces (occupied + vacant)	3608	100.0	+6.4
Detached	829	22.92	+12.90
Semi-Detached	1495	41.43	-2.75
Terraced	944	26.16	-5.22
Flat, Maisonette or Apartment	321	8.89	-1.3
Caravan or Other Mobile or Temporary Structure	--	0.0	0.0

POLICY H4: HOUSING MIX

In order to meet the future needs of the residents of the Plan area, new housing development proposals:

- a) Should seek to create sustainable, inclusive and mixed communities by providing a mix of house types and size that reflect up to date published evidence of local need in Sileby, or, if this is not available a larger area including Sileby; and
- b) Are encouraged to construct to building regulations 2015 M4(2) “accessible housing” standard and, to include some housing at M4(3) “wheelchair housing” standard.

Additional development of smaller properties in the village centre or adjacent to it is a very well-favoured community approach which supports local traders and brings a vibrancy to the shared village centre facilities. A focus around centrally located bungalow / flats development where possible to enable a virtuous circle of population flow through the housing stock.

Affordable housing

The NPPF (2021) defines affordable housing as ‘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)’. The definition goes on to list different types including affordable housing for rent (including social rent); starter homes, discounted market sale housing and other affordable housing routes to home ownership. The Government has subsequently introduced ‘First Homes’ as an Affordable Housing product.

Social rented properties account for 9% of tenure which is lower than the district (12%), region (16%) and England (18%) rates. Shared ownership housing is also lower than Charnwood as a whole. This is an area that we wish to address.

Policy CS3 of the Core Strategy indicates that 80% of affordable housing should be social rented and 20% shared ownership. Since then the definition of affordable housing has widened to include starter homes and discounted market sales housing.

Many people support the need for social housing but feel it suffers a bad reputation and that residents don’t always maintain the properties as they would their own. Partly this is from social units being placed together in a development creating a “Social housing centre”. Affordable housing provision should therefore be developed on-site in a pepper-potted fashion, in effect a tenure blind approach. This policy allows pepper-potting to be provided in clusters of 4 dwellings to aid the management of Affordable Housing units and to make the provision of Affordable Housing more attractive.

POLICY H5: AFFORDABLE HOUSING

To meet identified needs within the community at least 30% of all new housing developments of 10 units or more will be affordable housing. In any new development at least two thirds of the affordable housing will be social or affordable housing for rent, and the remainder First Homes and shared ownership housing.

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 provided as clusters of up to four dwellings dispersed throughout the development, subject to a registered provider being prepared to deliver the units if applicable.

The achievement of Lifetime Homes Standards for affordable housing will be supported.

C. The Natural and Historic Environment

Introduction

This section of the Plan deals with the environmental component of *sustainable development*, as described in the National Planning Policy Framework. It balances the requirement for appropriate development in Sileby against the value of environmental features that can be shown to be both significant (for wildlife and history) and appreciated, in their own right and as community assets, by local people. It also deals with the broader environmental issues of concern to the community, like access to the countryside and renewable energy generation.

The MAPS in this section have been reduced to fit the document page size.
Full-size versions are available as *supporting documents*

Care was taken during preparation of the Plan to ensure that the policies (and the sites and areas of environmental significance covered by them) were not unduly restrictive on development during the Plan's lifetime. Less than 11% of the area of open, potentially developable land in the parish has been earmarked for environmental protection.

Area of undeveloped land in Sileby	710ha
Area subject to environmental protection (all policies) in Sileby (includes sites with existing statutory protection and Open Spaces in the built-up area)	77ha (10.8%)

Landscape, geology and setting

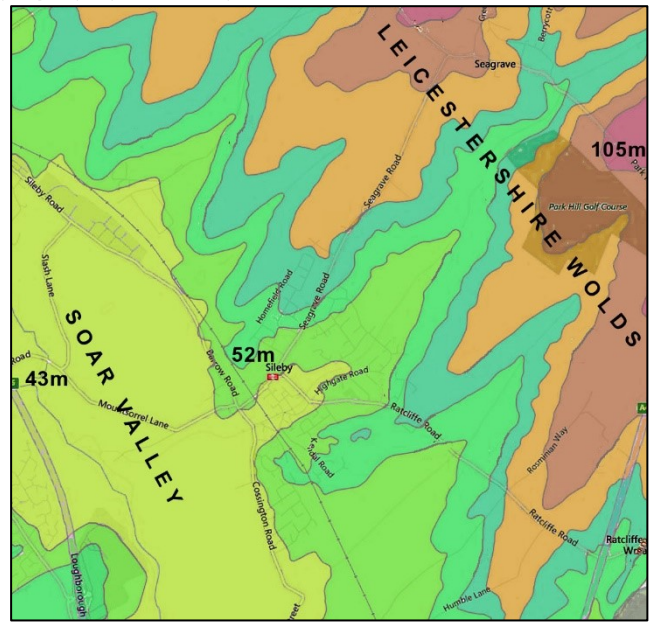
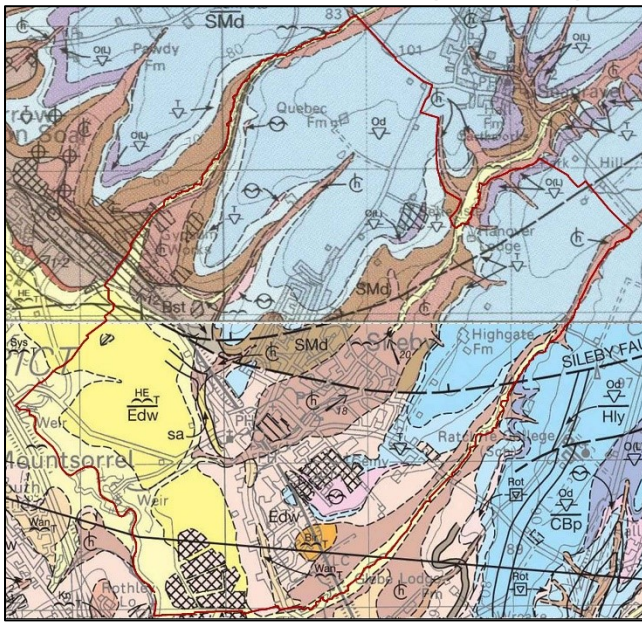
Sileby is located in a small tributary valley flowing southwest, off the high ground of the Leicestershire Wolds, into the wide vale of the river Soar. The northeast of the Plan Area is therefore open, with extensive westward views from a series of ridges formed by Sileby Brook (the village's own watercourse) and four other narrow valleys, while the southwest is a landscape of floodplain meadows and wetlands, with the meandering river Soar forming the parish boundary and the start of the distinctive landscapes of Charnwood Forest.

The Soar flows today in what was a 'braided' river valley during the ice ages; its floor is the gravel, sand and peat deposited by the many channels of the ice age river. The Wolds are formed by much older clays and limestones of Jurassic age – these are exposed in the beds of the Sileby and other brooks – covered by stony clay ('glacial till') left here by the ice sheets that covered the area some 300,000 years ago.

The highest parts of the Plan Area are at just over 100m above sea level while the lowest, at Sileby mill, is at 43m above sea level. Sileby village, at the boundary between Soar valley and Wolds, lies at 52m. The topographical amplitude combined with the parallel ridges and valleys of the Wolds gives Sileby a distinctive landscape, with views that are more impressive than the 60m height difference might suggest.

Figure 5.1 (left): Geology of Sileby. Browns: Jurassic clay and limestone; blue: Ice Age glacial clay, sand and gravel; yellow: Ice Age river sand, gravel and silt

Figure 5.2 (right) Topography of Sileby



Historical environment

In heritage terms, it could be argued that Sileby has suffered a tarnished reputation due to its industrial past and its proximity to pretty ‘chocolate box’ villages such as Cossington and Seagrave. Unhelpful views such as that of venerable historian W. G. Hoskins who described the village as “one of the unloveliest villages one could find anywhere... red brick, dreary”, seriously detract from seeing the village in its true historical context.

Like other Leicestershire parishes, Sileby’s origins are ancient, with habitation known from the late prehistoric period, through the Roman occupation and on to the foundation of the present settlement in (probably) the 8th century; ‘Sileby’ (Sigulfr’s farm) is an Old Norse (Danish) placename. Later development, including the size and layout of the medieval village and its farmlands, are still represented by earthworks and other tangible evidence. However, what makes Sileby’s historic environment rich and characteristic is its ‘modern’ history. Although there are twelve Listed Buildings in the parish, this number is low when compared to Barrow upon Soar (26), Cossington (19), and other adjacent villages. This is because the recording and preservation of Sileby’s historic assets has been dominated by conventional historical thinking:



Barrow Road, Sileby. These 18th and 19th century workers’ cottages are significant local heritage assets

agricultural, medieval or culturally significant features are recognised, while industrial heritage, along with important large scale post-medieval infrastructure, has been largely ignored.

The Leicestershire & Rutland Historic Environment Record (HER) database has begun to correct this by recording these industrial and post medieval structures. This Plan continues with this objective, aiming to provide protection, at appropriate levels in the Planning system, for the most important features of Sileby's historic environment of all ages and types.

Natural environment

Two millennia of settlement have had a profound effect on whatever native habitats existed here before the advent of agriculture. The surviving semi-natural areas are the result of the interaction between the changes wrought by Sileby's people and natural ecological processes over this timespan. Still remaining, and to be cherished, are a few areas of woodland, species-rich hedgerows, watercourses and ponds, disused gravel pits, and floodplain grassland of ecological value. Because these survivors are now few, and concentrated only a few areas of the parish, the community has come to realise that, if any biodiversity is to be maintained in the Plan Area (for its intrinsic value and for its contribution to residents' health and wellbeing), what remains should be protected and nurtured wherever possible.

Existing environmental designations

The Plan Area is located in National Character Area (NCA) 94 *Leicestershire Vales*. NCAs are landscape areas defined by Natural England for Planning purposes. There are 13 areas of *Priority Habitat* (as defined by Natural England), together with six Local Wildlife Sites (LWS) designated by Leicestershire County Council ecologists and endorsed by Charnwood Borough Council. Cossington Meadows, the largest Wildlife Trust nature reserve in Leicestershire, lies partly in Sileby parish and includes an important area of floodplain grassland.

There are twelve Listed Buildings, 36 further sites and features of history significance (Leicester & Rutland Historic Environment Records), of which six are of relevance to the Neighbourhood Plan, and 10 non-designated historic buildings (Leicester & Rutland Historic Environment Records).

Environmental inventory

An environmental inventory (Appendix 4) of Sileby was carried out between November 2017 and May 2018. The work comprised two elements:

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

The review compiled information from many sources, including: DEFRA, Natural England, Historic England, Leicestershire & Rutland Historic Environment Records, Leicestershire & Rutland Environmental Record Centre records (biodiversity and geology), Environment Agency, British Geological Survey Old maps (Ordnance Survey, manuscript), British History Online, Local history and

archaeology publications, local knowledge.

Fieldwork reviewed all open and currently undeveloped land in the Plan Area, and significant species, habitats, landscape characteristics, earthworks and other extant features were checked.

These data, along with all relevant site-specific information from the existing information review, were mapped and tabulated, and each site was scored and evaluated using the nine criteria for Local Green Space selection in the *National Planning Policy Framework 2018*:

Figure 6 Environmental inventory scoring system used in the Plan

Criterion (NPPF 2021)	Score range			Notes
ACCESSIBILITY	0	1-3	4	e.g. private, no access (0) – visible from public place – accessed via PRoW – fully open to the public (4)
PROXIMITY / LOCAL	0	1-3	4	Distant (0) --- fairly near to --- adjoins (3) or is within (4) settlement
BOUNDED	0	1-3	4	Individual parcel of land (not an undefined or large area)
SPECIAL TO COMMUNITY	0	1-3	4	Opinion of local people e.g. via questionnaire or at consultation events
RECREATIONAL / EDUCATIONAL USE	0	1-3	4	Actual or potential, informal sports, dog-walking, Forest School use, informal or official open space, etc.
BEAUTY (including views)	0	1	2	Subjective, relative (give justification); use consultation map results
TRANQUILITY	0	1	2	Subjective, relative (give justification)
HISTORICAL SIGNIFICANCE	0	1-3	4	Extant, visible evidence. Number of periods/features/records etc. / Relevant existing designations (Historic Environment Records)
WILDLIFE SIGNIFICANCE, GEOLOGY	0	1-3	4	Richness of species and habitats (Priority (BAP) spp. / Priority habitats) / relevant existing designations (Habitat Survey, Local Wildlife Sites / site of geological/industrial history significance)
[Maximum possible score]	32			

Site-specific policies

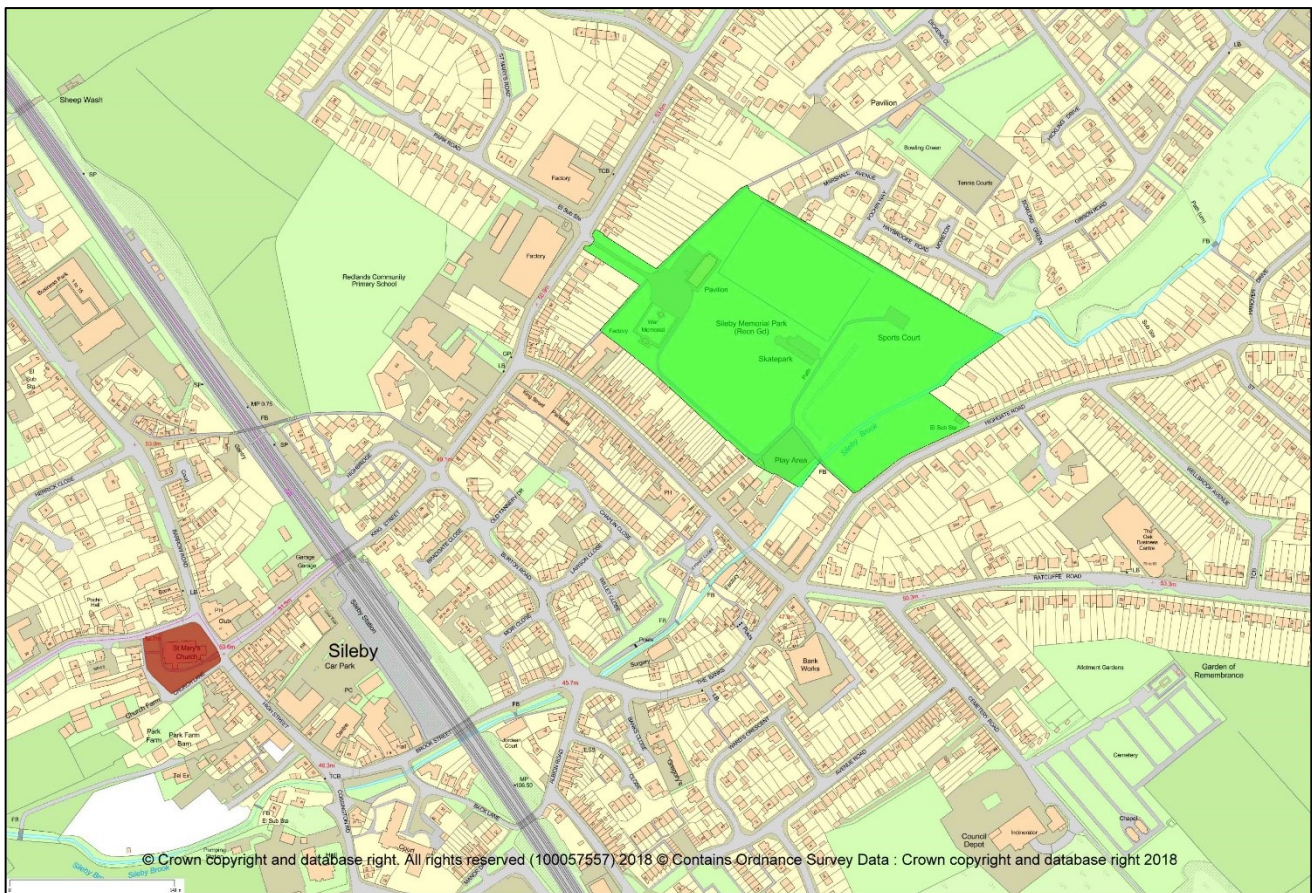
Local Green Spaces

Of the approximately 170 inventoried parcels of open land in the parish, some 47 were identified as having notable environmental (natural, historical and/or cultural) features. These sites were scored, using the nine criteria for Local Green Space designation noted in the *National Planning Policy Framework 2018* (see Fig. 6 for the criteria and scoring system adopted for this Plan).

Two sites score 75% (24/32) or more of the maximum possible and meet the essential requirements for designation as Local Green Space as outlined in the National Planning Policy Framework (NPPF paragraph 102). Their statutory protection will ensure that these most important places in Sibley's

natural and human environment are protected.





Figure 7: Local Green Spaces
Pink shading indicates existing (additional) statutory protection



POLICY ENV1: PROTECTION OF LOCAL GREEN SPACE

The sites listed below and shown in figure 7 above are designated as Local Green Spaces, where development will only be supported in very special circumstances, unless it is consistent with the function of the Local Green Space.

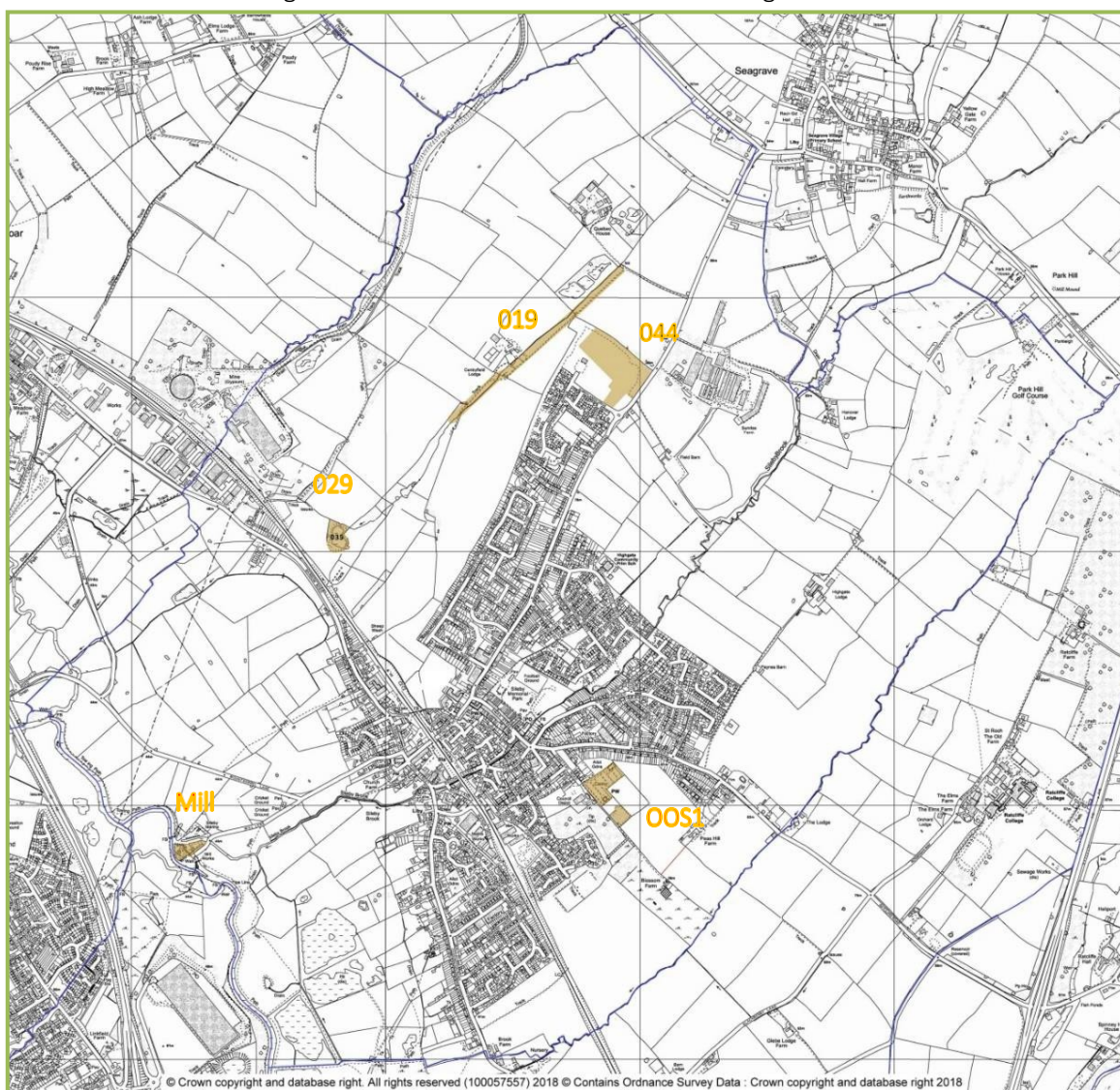
- St Mary's churchyard
- Memorial Park

Ref.	EVIDENCE	NPPF (2021) ELIGIBILITY CRITERIA									
		Access /4	Proximity /4	Bounded /4	Special /4	Rec/Ed /4	Beauty/ Views /2	Tranq. /2	History /4	Wildlife /4	TOTAL
	<p>Memorial Park CBC Open Space (policies map) A very well-used, multi-function public open space Includes Sibley Brook (part of wildlife corridor)– mature trees lining bank. Kingfishers and other birdlife. Modified stream profile, but retains some natural aspects. Small fish present.</p>	4	4	4	4	4	1	1	2	2	26
	 <p>Sibley Memorial Park, Summer 2017</p> 										
	<p>St Mary's churchyard Mounded site, likely to be on an early Christian or pre-Christian sacred site, with retaining stone walls. Setting for Listed Grade II* church (from c.1300, restored 19thC). Part of a tranquil oasis close to the otherwise urban village centre. Headstones include Swithland Slate (good late 18th century carving). Mostly mown grass, some rougher areas, mature ornamental shrubs and trees including a large yew. Locally important for invertebrates, birds, bats, etc.</p>	4	4	4	4	2	2	2	3	3	28
	 <p>St Mary's churchyard, Sibley, Summer 2017</p> 										

Sites of environmental significance

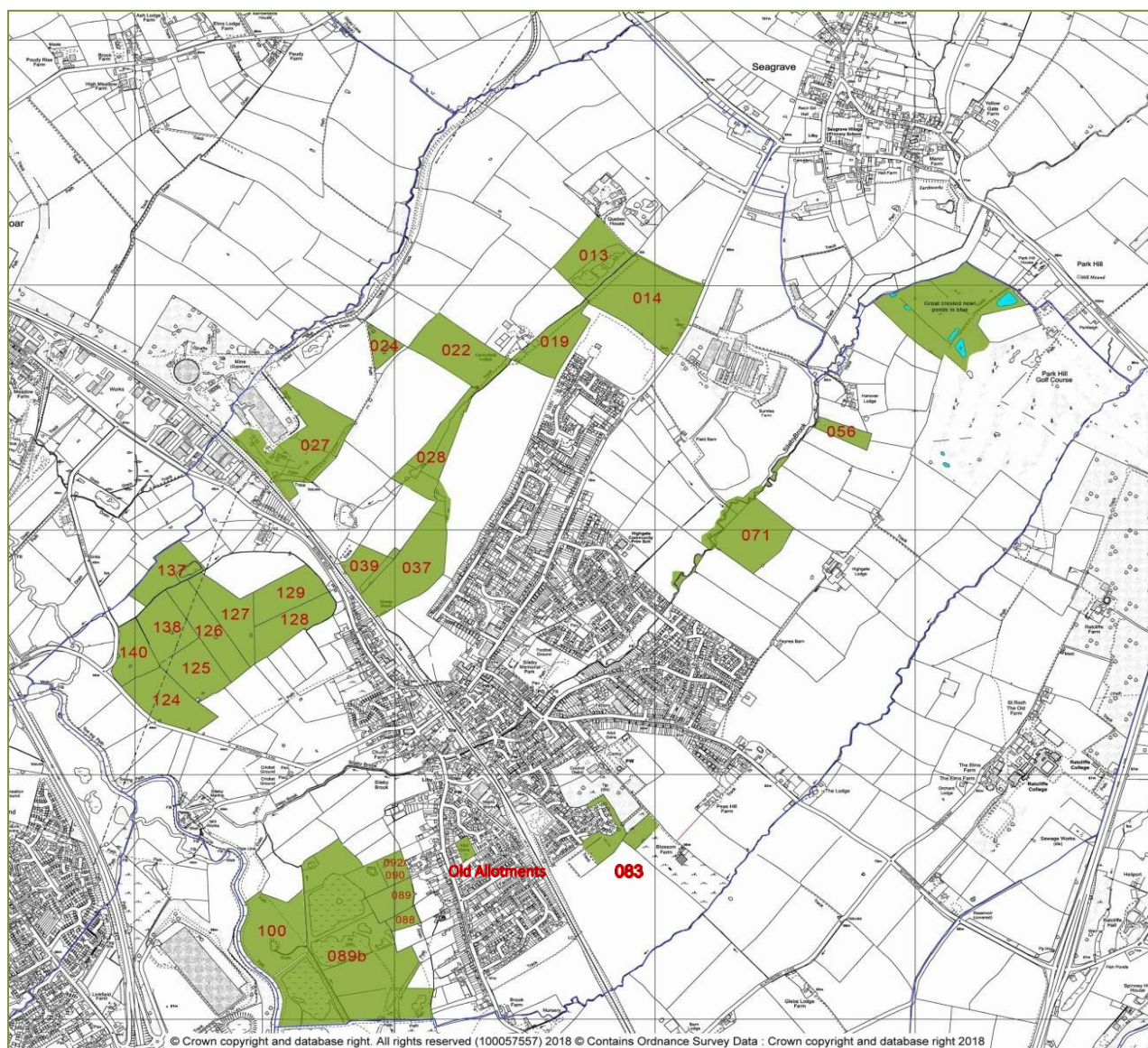
A group of inventory sites scores highly for 'history' and 'wildlife' (scoring at least 4 / 8 under these two criteria) but, because their community value scores are not high enough they are not eligible for Local Green Space designation and protection. The features for which the identified sites have been selected and notified are listed in the environmental inventory (Appendix 4). The maps (Figures 8.1, 8.2) show their locations.

Figure 8.1: Sites of historical environment significance



The historical environment sites comprise a) sites with *extant and visible* archaeological or historical features recorded in the Leicestershire & Rutland Historic Environment Records database and mapped by Historic England, b) sites with proven buried archaeology and c) other sites of historical and social significance identified in local records and during the inventory process. Areas of ridge and furrow (medieval field systems) are also of high historic environment significance, but unless these sites coincide with other historic features they are covered by Policy ENV 5, while buildings and other built environment heritage features are dealt with in Policy ENV 4.

Figure 8.2: Sites of natural environment significance



The natural environment sites comprise a) those where *priority habitats* occur (Natural England mapping) or where *biodiversity action plan (BAP) species* have been recorded as breeding or as regular visitors; b) sites identified as ecologically significant by Leicestershire County Council and Charnwood Borough Council, comprising *Local Wildlife Sites* and *Sites of Importance for Nature Conservation (SINCs)*, and c) sites identified during the inventory process as being of high biodiversity significance in the context of the Plan area.

Destruction or significant harm to these sites, the loss of any of which would result in a reduction of the present already low level of biodiversity in the Plan Area, should be avoided; failure to do this would be effective non-compliance, at parish level, with the relevant sections of the *Wildlife & Countryside Act 1981*, the *Conservation of Species and Habitats Regulations 2010* and European Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora.

It might be argued that parish-level biodiversity makes such a small contribution to national

biodiversity that it can be ignored when individual development proposals are under consideration, but the biodiversity of England consists *only* of the sum of all the wildlife sites in all its parishes. Destruction of any one of these sites in Sileby will reduce national, as well as local, biodiversity. The community is determined not to contribute inadvertently to loss of wildlife through inappropriately located development proposals.

POLICY ENV 2: PROTECTION OF SITES OF ENVIRONMENTAL SIGNIFICANCE – The sites listed and mapped (figures 8.1, 8.2) are identified as being of local (or higher) significance for their natural and/or historical environment features. They are ecologically important in their own right, their historical features are extant and have visible expression, and they are locally valued.

Development proposals which would destroy or harm the species, habitats or features occurring on these sites should not be approved other than in exceptional circumstances.

Important Open Spaces

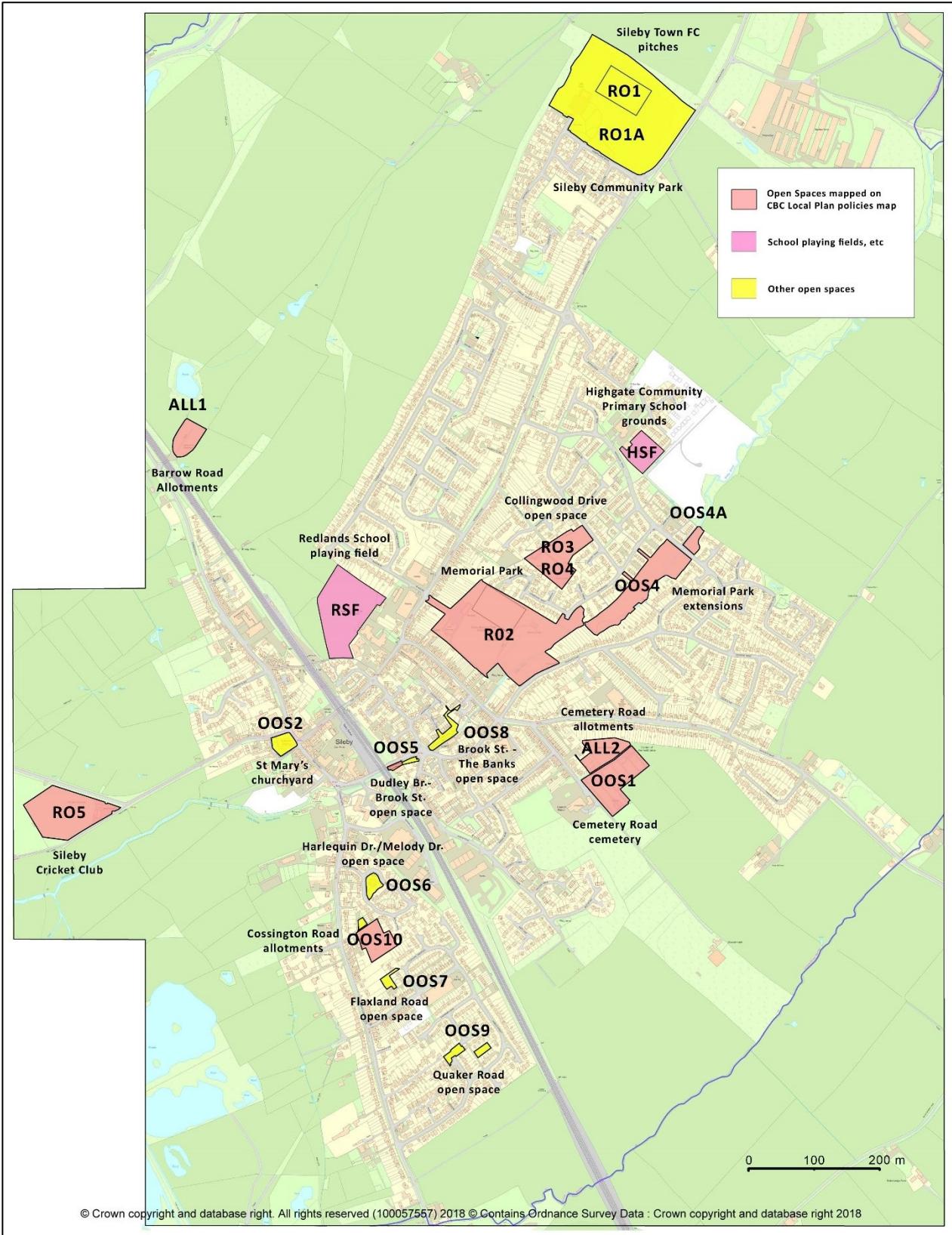
A group of sites scored highly in the inventory (scoring at least 75% of the possible total under the relevant criteria) for their outstanding community value. They have been identified in fieldwork, community consultations and in Parish records; a majority are existing Open Space, Sport & Recreation (OSSR) sites but some are newly proposed for designation in this Plan.

Applying CBC OSSR typologies in *Charnwood Open Space Strategy 2013 – 2028*) these sites comprise:

- Parks
- Natural and semi-natural open space
- Amenity Green Space
- Provision for Children and Young People
- Outdoor Sports Facilities
- Civic Spaces
- Cemeteries, disused churchyards and other burial sites
- Allotments
- Green Corridors

Charnwood Borough Council's *Open Spaces Strategy 2013-1028* identifies shortfalls in provisions of natural and semi-natural open space, outdoor sports facilities, allotments and cemeteries in Sileby. Their value as open space *within and close to the built-up areas* and/or their current, or potential, value, as community resources are recognised in this Policy.

Figure 9: Important Open Spaces



POLICY ENV3: IMPORTANT OPEN SPACES

The following sites (listed below and mapped in Fig. 9 and detailed in Appendix 5) are of high value for sport, recreation, amenity, tranquillity or as green spaces within the built-up area. Development proposals that result in their loss, or have a significant adverse effect on them, will not be supported unless the open space is replaced by equivalent or better provision in an equally suitable location; unless it can be demonstrated to the Parish Council that the open space is no longer required by the community or, in the case of the sites in part c), Policy CF4 applies.

a) Sites protected in the Charnwood Local Plan

- Collingwood Drive Open Space
- Sileby Town Cricket Club
- Memorial Part extensions to Heathcote Drive and northeast of Heathcote Drive
- Dudley Bridge to Brook Street Open Space
- Cemetery Road cemetery
- Barrow Road Allotments
- Cemetery Road Allotments

b) Additional Important Open Spaces identified by Sileby Neighbourhood Plan

- New Sileby Town Football Club Pitches
- Sileby Community Park
- Harlequin Drive/Melody Drive Open Space
- Flaxland Crescent Open Space
- Brook Street to The Banks Open Space
- Quaker Road Open Space

c) Open Space on Educational Sites (also referred to in Policy CF4)

- Redlands School playing fields and grounds
- Highgate Community Primary School grounds

Buildings and structures of local significance

LISTED BUILDINGS

Twelve buildings and structures in the Plan Area have statutory protections through Listing at Grade II or II*. The Neighbourhood Plan lists them for reference and to note that new development will be required to take into account their *settings* (Figure 10) as defined, on a case by case basis, by Historic England. Their location within, or close to, sites designated or noted for protection in the Plan's Policies and Community Actions contributes to these sites' evidence of significance.

Figure 10: The settings of Listed Buildings in Sibley
Circles and polygons are individual structures' indicative settings



Listed Buildings in the Plan Area

CHURCH OF ST MARY

List Entry Number: 1230687

Grade: II*

WAR MEMORIAL AT SIBLEY MEMORIAL PARK

List Entry Number: 1278459

Grade: II

13 AND 15, BARROW ROAD

List Entry Number: 1278496

Grade: II

FREE TRADE INN PUBLIC HOUSE

List Entry Number: 1278497

Grade: II

35 AND 37, COSSINGTON ROAD

List Entry Number: 1230686

Grade: II

POUNDSTRETCHER

List Entry Number: 1230689

Grade: II

7, KING STREET

List Entry Number: 1230690

Grade: II

33, LITTLE CHURCH LANE

List Entry Number: 1230691

Grade: II

35, LITTLE CHURCH LANE

List Entry Number: 1230693

Grade: II

QUEBEC HOUSE FARMHOUSE, SEAGRAVE ROAD

List Entry Number: 1230695

Grade: II

BARN AND TWO OUTBUILDINGS AT QUEBEC HOUSE FARM, SEAGRAVE ROAD

List Entry Number: 1230696

Grade: II

THE MALTINGS, HIGH STREET

List Entry Number: 1392226

Grade: II

Source: <https://www.historicengland.org.uk/listing/the-list/>

LOCAL HERITAGE LIST

The Neighbourhood Plan identifies a number of other buildings and structures in the built environment of Sileby that are considered to be of local significance for architectural, historical or social reasons (details in Appendix 6). Their inclusion here records them in the Planning system as non-designated *heritage assets*.

POLICY ENV4: BUILT ENVIRONMENT: NON-DESIGNATED HERITAGE ASSETS

The structures and buildings listed here (figure 11, below) are non-designated local heritage assets. Development proposals that affect an identified non-designated building or structure of local historical or architectural interest or its setting will be expected to conserve or enhance the character, integrity and setting of that building or structure. The benefits of a development proposal, or of a change of land use requiring planning approval, will need to be balanced against the significance of the heritage asset and any harm that would result from the development.

- 1. Site of former non-conformist chapel, Mountsorrel Lane**
- 2. Barrow Road façade**
- 3. The Banks**
- 4. Underhill, Barrow Road**
- 5. Chine House at Sileby Hall, 12 Cossington Road**
- 6. The Angel Yard, Little Church Lane**
- 7. Ladkins chimney, Seagrave Road**
- 8. Workshop/factory at rear of 100 King Street**
- 9. Goose Green farmhouse, 69 Barrow Road**

- 10. Former Bellringers' Arms public house, 11 Brook Street**
- 11. Sileby Mill**
- 12. Community Centre, High Street**
- 13. General Baptist Chapel, Cossington Road**
- 14. Back Lane bridge**
- 15. Brook Street bridge**
- 16. King Street bridge**
- 17. Underhill bridge**
- 18. Old hosiery factory, Barrow Road**
- 19. Sileby Primitive Methodist Chapel, King Street**
- 20. Methodist Chapel Sunday School, Swan Street**

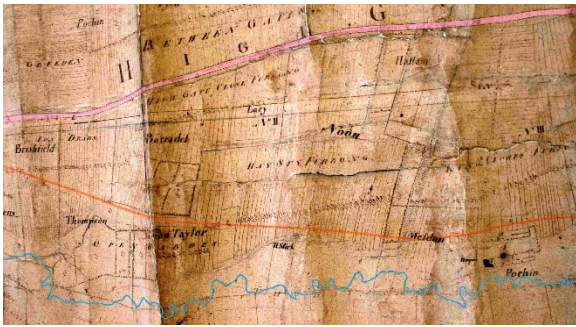
For details of buildings and structures in the Local List of non-designated heritage assets see Appendix 6.

Figure 11: Local Heritage List for Sileby
Buildings and structures of local significance (non-designated *heritage assets*)



Ridge and furrow

Like other parishes in the English Midlands, Sileby was farmed using the open field system from (probably) around 800AD. The rotation system used in Sileby allocated about three-quarters of the parish for arable, in three large 'fields', along with some areas of permanent pasture, especially a substantial strip in the floodlands of the Soar valley. Centuries of ploughing of the arable lands, using ox-teams and non-reversible ploughs, produced deep furrows with ridges between them. When these fields were 'Enclosed' – in Sileby's case in several stages, culminating in the Parliamentary Enclosure Award of 1760 – to be taken out of cultivation in favour of permanent grass for more

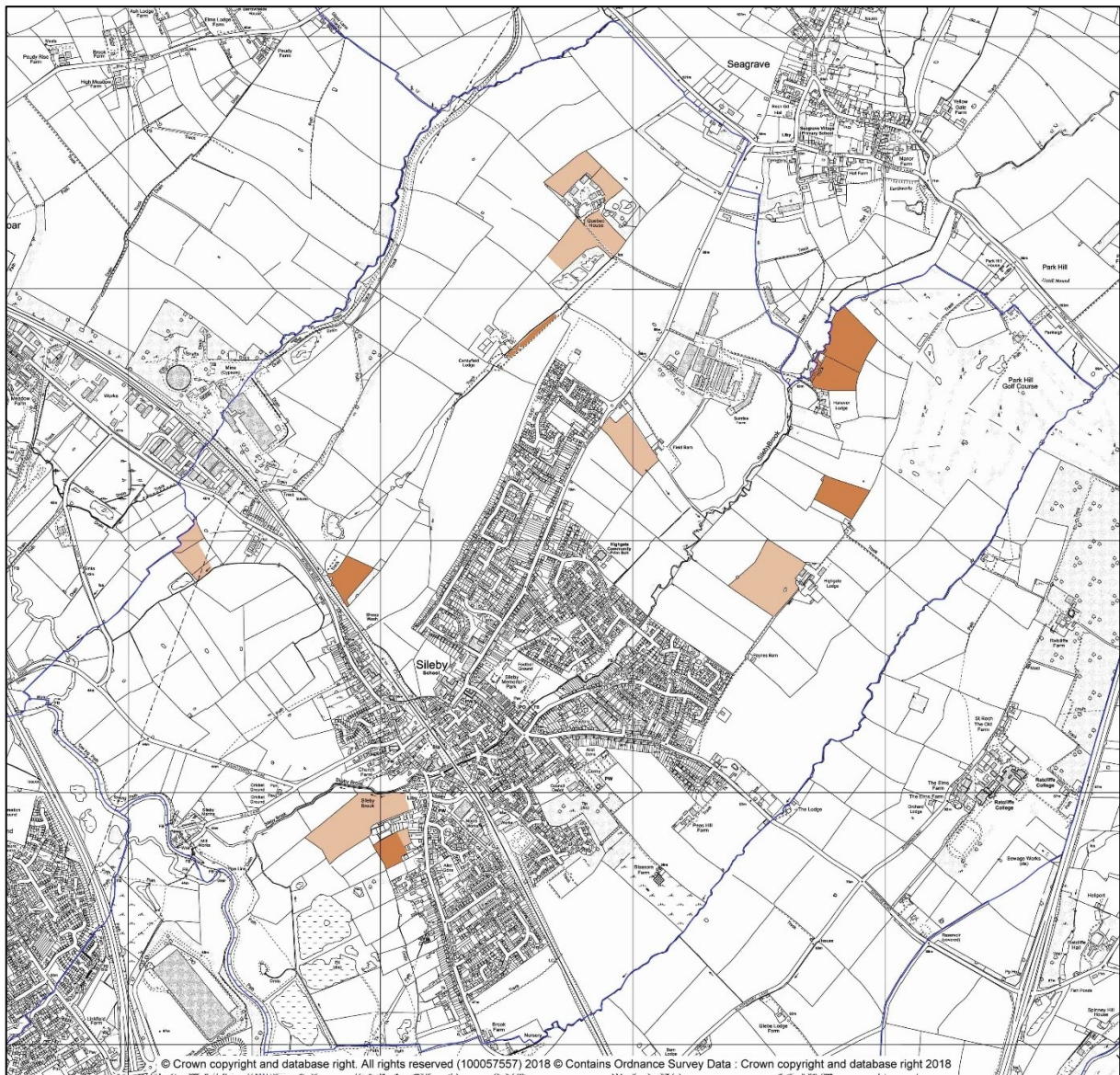


Highgate Field, mapped in 1758 just before Enclosure, showing furlongs (plough strips)

profitable livestock, the ridges and furrows were ‘fossilised’ to form a record of a medieval way of village life. This ridge and furrow then survived until the mid-20th century, when expansion of the village as a small industrial centre plus a combination of intensive arable production with sand and gravel quarrying resulted in the destruction of most of this feature of Sibleby’s history. In most English parishes the loss has been between 70% and 90% since 1950. In recognition of the threat to what still remained,

English Heritage (now Historic England) instigated a mapping programme, beginning in 1995, and made recommendations for protection of ridge and furrow via the Planning system (see *Turning the Plough Update Assessment*, English Heritage, 2012). The situation in Sibleby is that only 15 fields (23 ha, just 3.2% by area of the open land) still show any trace of ridge and furrow, and that of these only five have reasonably well-preserved features.

Figure 12: Surviving ridge and furrow in Sibleby
 Dark brown: reasonably well-preserved; pale: visible but low relief features



Following Historic England's recommendation and practice, this Plan recognises all of these survivors as *non-designated heritage assets*. Every effort should be made to ensure that new development is located so that none of these few surviving areas is damaged or destroyed.

POLICY ENV5: RIDGE AND FURROW

The areas of ridge and furrow earthworks mapped above (Figure 12) are local non-designated *heritage assets*.

Any loss or damage arising from a development proposal (or a change of land use requiring planning permission) is to be avoided unless it is unavoidable to achieve sustainable development; the benefits of such development must be balanced against the significance of the ridge and furrow features as heritage assets and the significance of any loss or damage.

General policies

Biodiversity, hedges and habitat connectivity

Sileby's history and location means that, from an ecological point of view, it has only a small amount of the Plan Area available for wildlife. Of the (approximately) 925 hectares, 230 is housing, commercial and industrial development, 500 is intensively managed farmland, golf courses and other sports facilities, and 150 is floodplain (grazing meadows and open water). The latter includes areas of acknowledged county- and local-level biodiversity importance, but otherwise this is a parish with relatively few sites of biodiversity value. The community recognises three opportunities, in conformity with the letter and spirit of relevant sections of the *Wildlife & Countryside Act 1981*, the *Conservation of Species and Habitats Regulations 2010* and European Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, for improving this situation:

- Conserving the remaining areas of natural and semi-natural habitat
- Welcoming local farmers' adoption of diversification, lower-intensity management regimes and Countryside Stewardship agreements
- Encouraging and taking part in biodiversity enhancement through habitat creation
- Protecting the wildlife corridor across the parish and through the built-up area provided by Sileby Brook

Policy ENV6 deals with biodiversity protection and enhancement, protection of the most ecologically significant hedgerows in the parish, and protection of habitat connectivity (wildlife corridor)

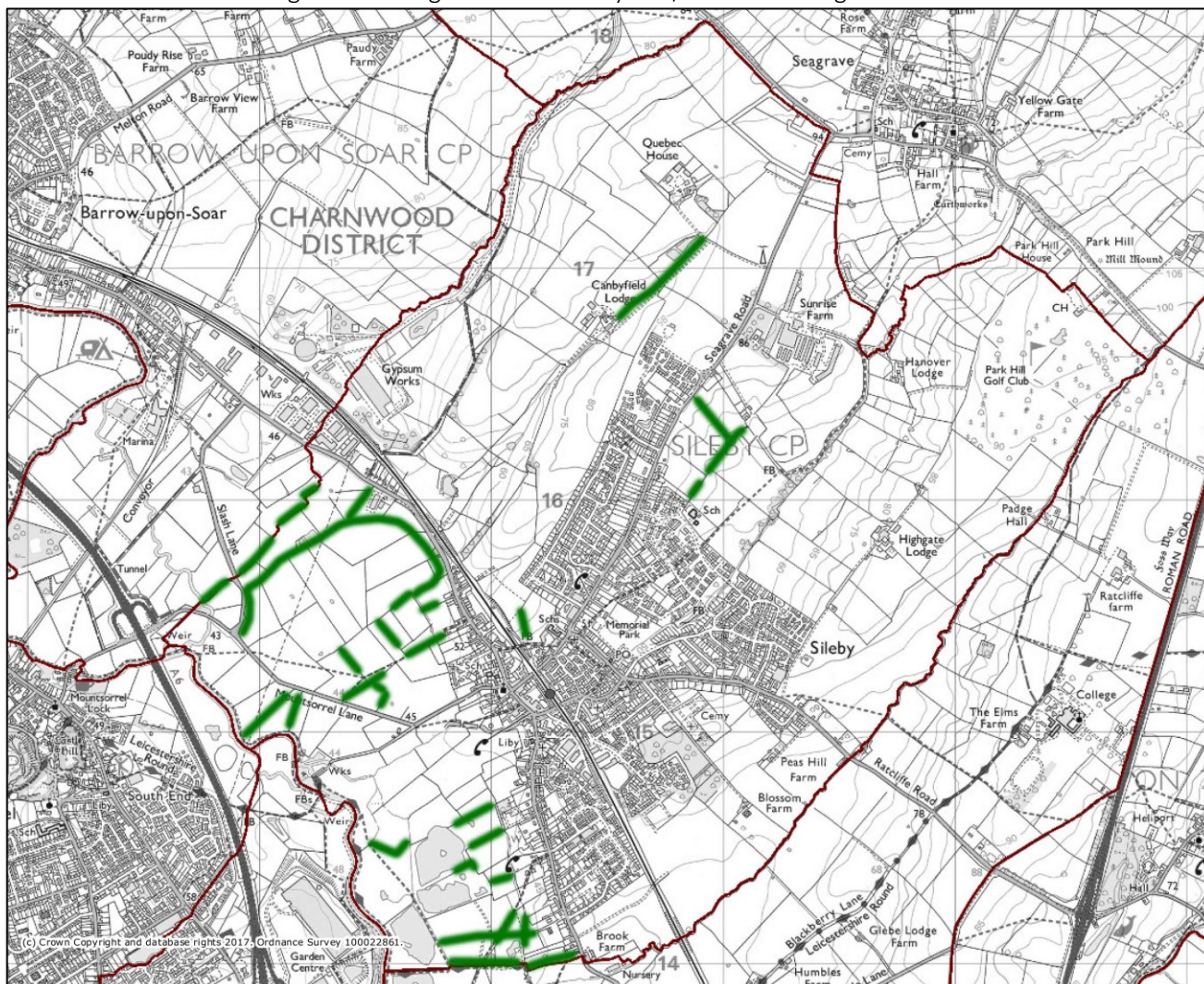
The Parish lies within Natural England *Natural Character Area 94 Leicestershire Vales*. The *Character Area Profile* for NCA 94 (which is a DEFRA guidance document for local Planning in England) includes the following *Statement of Environmental Opportunity*:

Manage, conserve and enhance the woodlands, hedgerows, streams and rivers – particularly the river Soar [...] – in both rural and urban areas, to enhance biodiversity and recreation opportunities;

improve water quality, flow and availability; benefit soil quality; and limit soil erosion.

As a response to this statement of opportunity, Community Action ENV 1 records a community aspiration to protect and enhance local biodiversity in the longer term, in ways that are not currently covered by site-specific planning policy and decisions. It is based on ecological data held by and guidance from Leicestershire County Council and Charnwood Borough Council and comprises outline suggestions for river re-wilding and species-targeted habitat creation.

Figure 13: Hedges of biodiversity and/or historical significance



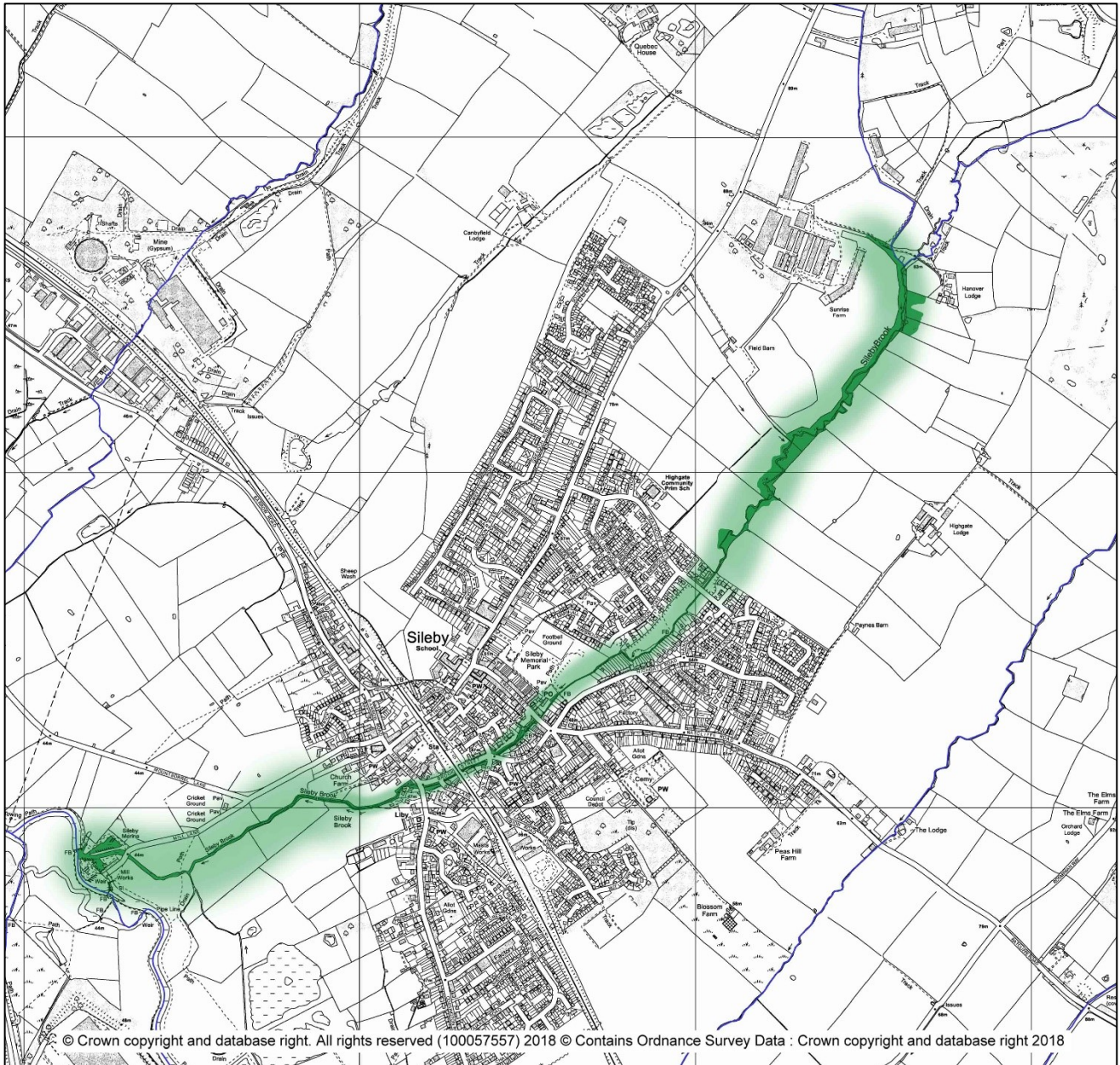
POLICY ENV6: BIODIVERSITY, HEDGES AND HABITAT CONNECTIVITY

Development proposals will be expected to safeguard locally significant habitats and species, especially those protected by relevant English and European legislation, and, where possible, to create new habitats for wildlife.

Development proposals which result in significant harm to biodiversity (figure 13 above) will be resisted unless the benefit of development outweighs the impact and provided it can be adequately mitigated, or, as a last resort compensated for.

Development proposals should not damage the features of, or adversely affect the habitat connectivity provided by, the wildlife corridor identified in figure 14.

Figure 14: Wildlife corridor



Important Views

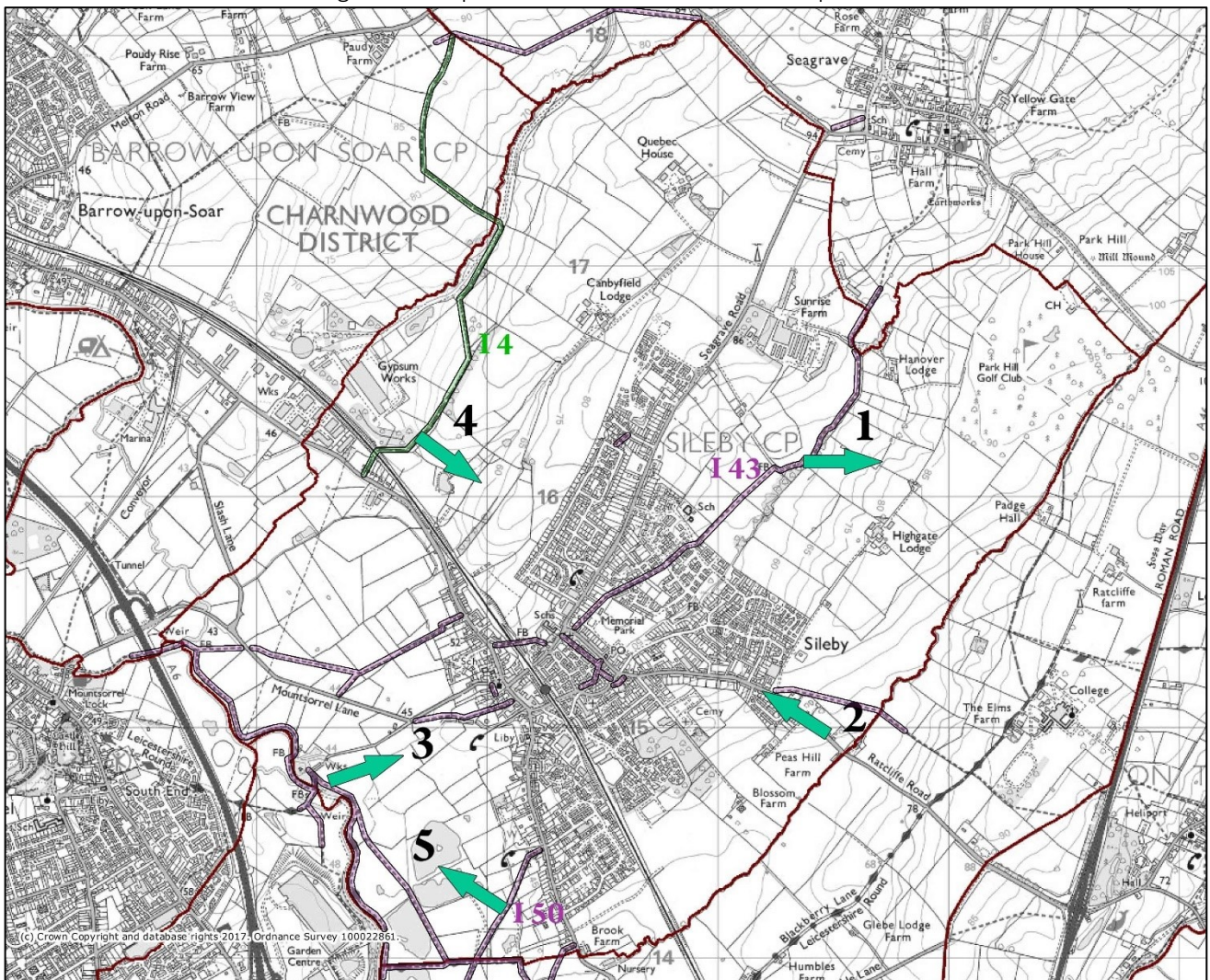
Consultation during the Neighbourhood Plan's preparation identified a widely-held wish to protect what remains of Sileby's rural setting, and its relationship with the surrounding landscape, including its position in a narrow tributary valley, at the edge of the Leicestershire Wolds, overlooking the wide Soar valley.

One of the main ways in which residents expressed this wish was by describing a number of highly-valued views within and around the village and toward it from the surrounding countryside. These consultation findings were supported by the environmental inventory, which although principally

aimed at identifying sites of environmental significance also confirmed that five of the described views were of high landscape value and were accessible from public spaces, roads or rights of way (below, figure 15).

1. From footpath I 43 east across the wooded defile of Sibley Brook and up the hillside toward the mainly pastoral fields surrounding Hanover and Highgate Lodges.
2. From the top of Peas Hill on Ratcliffe Road, northwest down the hill into Sibley village.
3. From Sibley Mill east toward Sibley village over the northern section of Cossington Meadows.
4. From bridleway I 4 on the valley-side spur in the area of good wildlife habitat beside the gypsum works, southeast over the picturesque valley leading from Canbyfield Lodge (this is the route of an ancient trackway).
5. From footpath I 50 northwest over Cossington Meadows nature reserve.

Figure 15: Important views. See text for descriptions



POLICY ENV7: PROTECTION OF IMPORTANT VIEWS

Development proposals must consider, assess and address, with mitigation where appropriate their impact on the important views listed below and illustrated in figure 15.

Building for biodiversity

Residents in the Plan Area want their communities to play their part in the sustainable development of Charnwood Borough. As noted in the National Planning Policy Framework, Planning Authorities should, through their policies, contribute as fully as possible to the aims of *Biodiversity 2020* DEFRA, 2011. New multiple housing development in Sileby should be designed to incorporate the current (at time of every Planning Application best practice standards and methods for biodiversity protection and enhancement.

POLICY ENV8: BIODIVERSITY PROTECTION IN NEW DEVELOPMENT

Proposals for new development (two or more houses) should incorporate measures for the protection and enhancement of local biodiversity, as follows:

Where there is evidence of the significance of the location as a foraging area for bats, site and sports facility lighting should be switched off during 'curfew' hours between March and October, following best practice guidelines in *Bats and Lighting* (Leicestershire & Rutland Environmental Record Centre 2014). Maximum light spillage onto bat foraging corridors should be 1 lux.

Existing trees and hedges of ecological or amenity value on and immediately adjacent to new development sites should be retained and protected whenever possible. Where this is not demonstrably practicable, the developer should be requested by means of a planning condition or obligation to plant and maintain replacement trees and shrubs on at least a one for one basis. The replacement planting should be either on-site or in suitable locations within the plan area, using where practicable, native tree and shrub species that have been grown entirely within the UK.

Sustainable Drainage and landscaping schemes should be designed to incorporate measures for habitat creation and biodiversity enhancement and should include a resourced management plan to maintain the designed biodiversity value of these features.

COMMUNITY ACTION ENV 1: BIODIVERSITY – The Parish Council/another delivery organisation in conjunction with other bodies will maintain the environmental inventory list of known sites of biodiversity interest prepared for this Plan.

The Parish Council/another delivery organisation will work with community groups, landowners, funding bodies and other organisations to enhance the biodiversity of the Parish by creating and/or managing habitat sites (e.g. wildflower meadows, woodland, wetland) on suitable parcels of land, and particularly to:

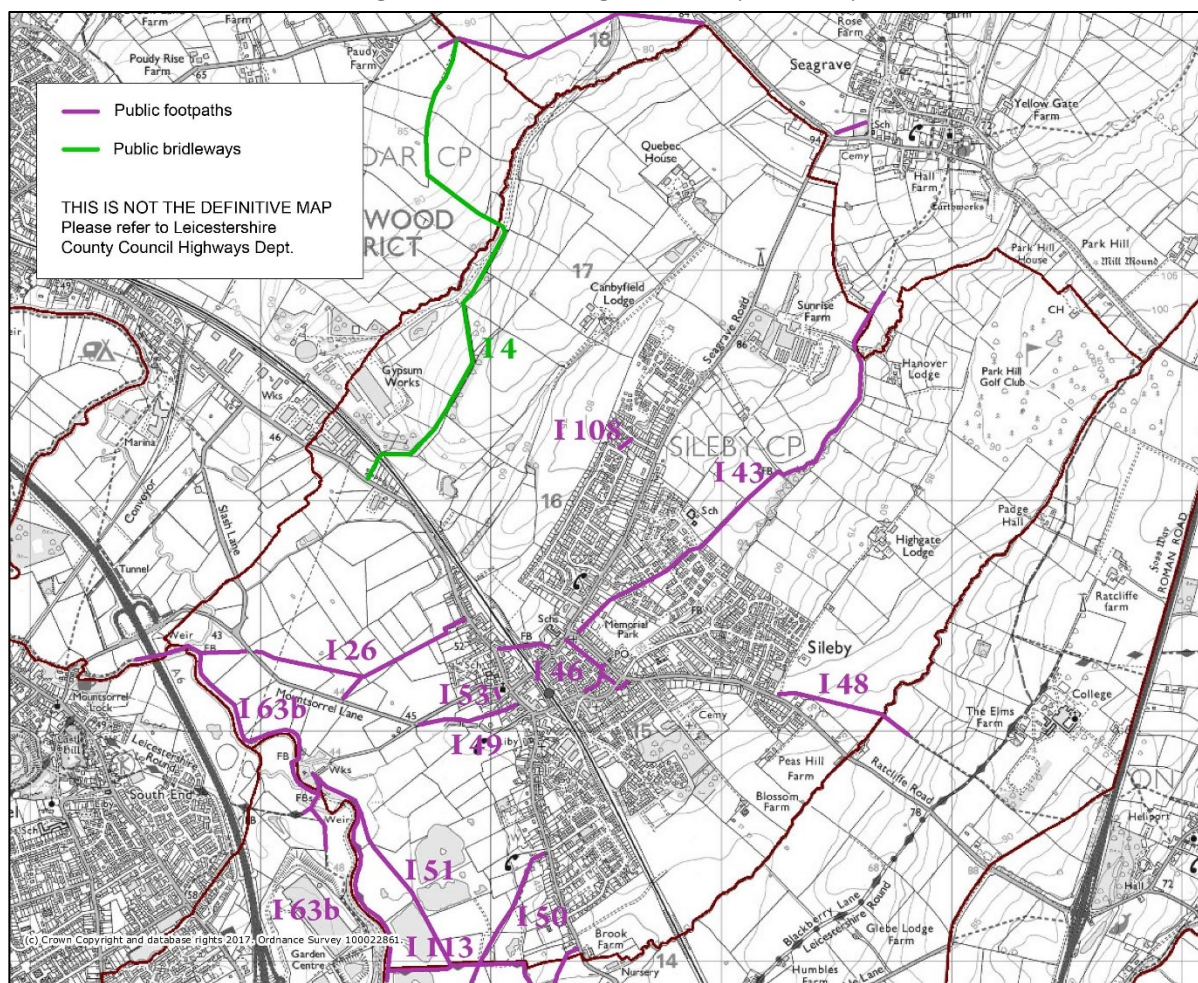
- Increase the quantity of suitable breeding and terrestrial habitat for great crested newts in the western part of the parish.
- Increase woodland cover in the eastern part of the parish.
- Create, improve and manage habitats adjacent to existing watercourses and local wildlife sites

Footpaths and bridleways

The existing network of footpaths and bridleways in the Plan Area is well-used and highly valued. Also characteristic of the village is a group of traditional 'jitties', the walking routes that were used by villagers to access workplaces – the small factories and workshops of which a small number survive from the 18th and 19th centuries. The jitties are a historic part of local heritage but are still used regularly by residents for getting to the shops, to school and to the railway station.

There are well-known benefits to physical and mental health and wellbeing from walking, while the footways within the built-up area have a role in Sileby's modern infrastructure. The Plan encourages their maintenance and use and requires developers to make provision for their protection and enhancement, alongside Leicestershire County Council.

Figure 16: Public Rights of Way in Sileby



POLICY ENV9: FOOTPATHS AND BRIDLEWAYS

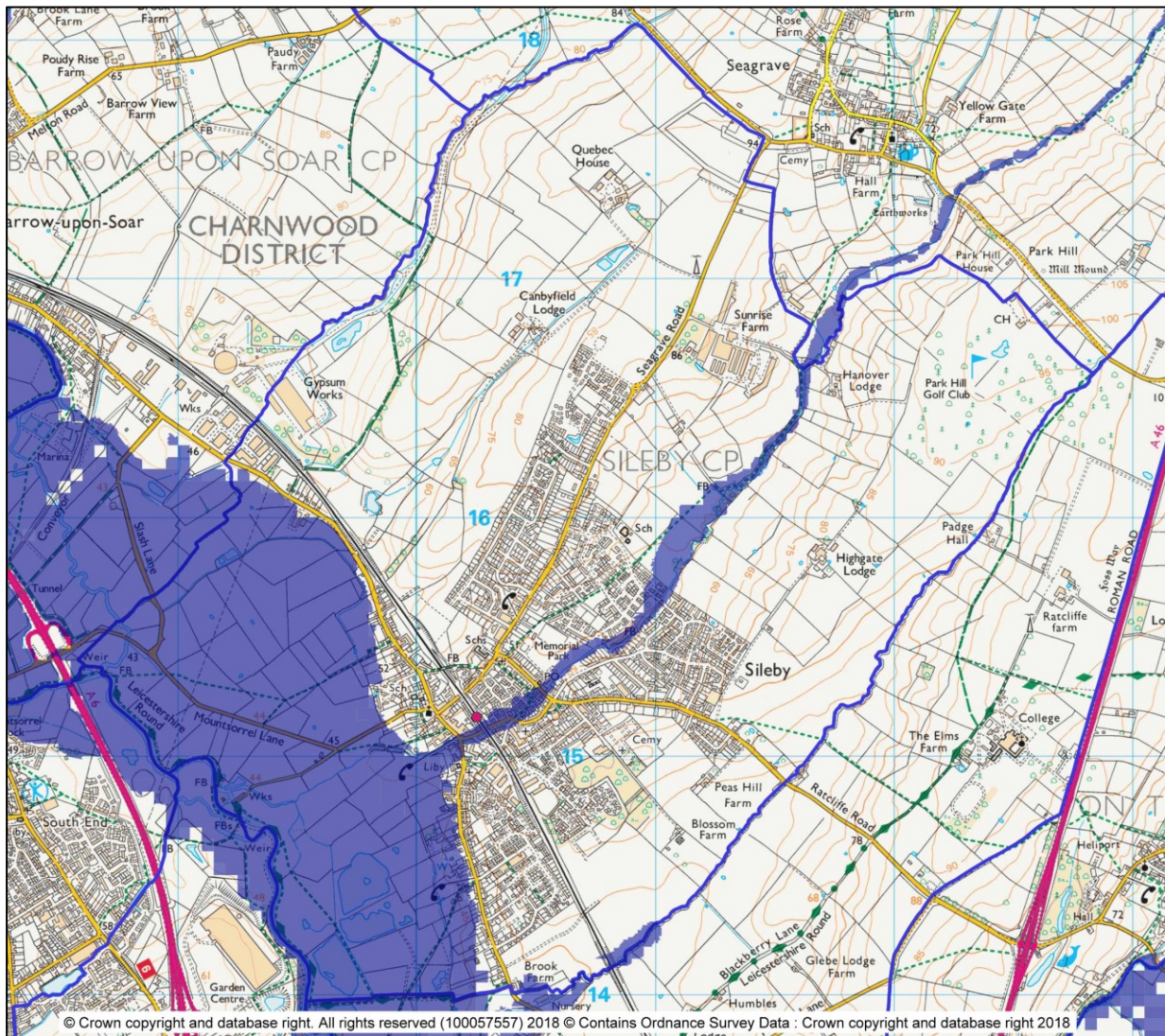
Development proposals that result in the loss of, or have a significant adverse effect on, the existing network of footpaths and bridleways will not be supported. Development proposals that include diversion of a footpath or other pedestrian right of way, where it is appropriate and possible, should recreate its previous character (e.g. historic village footway ('jitty'), green lane) by the use of appropriate materials and landscaping

Flood risk

The whole of the Soar valley, including the open countryside immediately adjacent to the Limits to Development specified in this Plan (see figure 2) is in flood risk zone 3, as is a narrow strip, including in the centre of the village, along the course of Sileby Brook. The village section of the latter benefitted from mitigation works by the Environment Agency in the early 2000s, but it is recognised that, as flood risk increases in response to the effects of climate change, further works (combined with re-wilding, upstream and in areas where flooding does not affect infrastructure or properties) will be necessary.

National regulations require the planning of new development to apply sequential and exception tests and to avoid areas of high flood risk (Zone 3). They also clarify the circumstances in which site-specific flood risk assessments may be required. Much of the development envisaged in the Neighbourhood Plan is likely to be on brownfield sites where high rates of run off are likely unless measures to mitigate them are included in the proposal.

Figure 17: High flood risk areas in Sileby



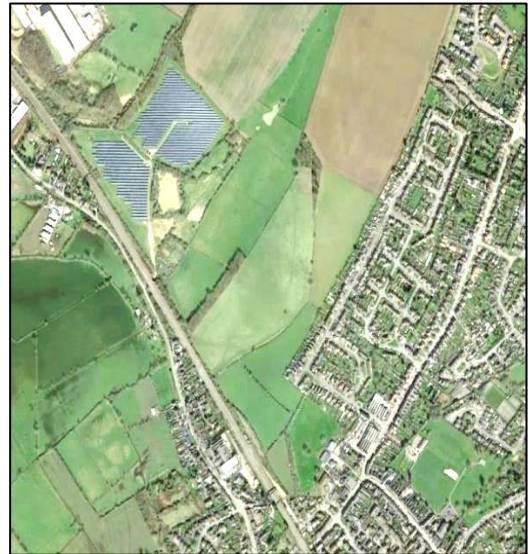
POLICY ENV10: FLOOD RISK AND BROWNFIELD SITES

Development proposals on brownfield sites should include measures to reduce the surface water run-off rates to as close to the pre-development (greenfield) rate as possible having regard to the viability of the development and the implications for sustainable development

Renewable energy generation infrastructure

A large solar energy generation array already exists in the northwest of the Plan Area, and two large wind turbines are located within sight of many areas of the parish with extensive landscape viewpoints. Local opinion is that no further large-scale energy generation infrastructure should be required in the parish; moreover, it appears that there are few, if any, remaining locations where such developments would be technically practicable.

The following policy is in conformity with Charnwood Borough Council Local Plan (2011-2028) Policy CS 16, which supports renewable energy development 'having regard to the impact on the ... landscape, biodiversity, the historic environment ... and other amenity considerations', while 'wind energy development [will only be permitted] if the site is in an area identified as suitable ... in a Neighbourhood Plan'.



Solar farm at the western edge of the Plan Area

POLICY ENV11: RENEWABLE ENERGY GENERATION INFRASTRUCTURE

Proposals for small-scale renewable energy generation and energy storage facilities will be considered favourably, on their merits, providing that conditions regarding habitats and species, heritage assets, landscape character, noise and visual impact are in place

D. Community Facilities and Amenities

Villagers place widespread importance on Sileby having its own range of affordable and accessible indoor and outdoor community facilities and amenities. There is a heightened desire to see village facilities and amenities protected, improved and new ones introduced to address supply and demand challenges that have resulted from the cumulative impact of rapid housing growth in the village, changing lifestyle needs, aspirations and technological advances.

Consultation findings from the village questionnaires overwhelmingly show widespread support for age specific facilities (76%), sports hall (65%) and to a slightly lesser degree (but which was identified as high priority by some sports clubs) an all-weather pitch (43%). This level of support is especially strong when considering that a portion of those responding will potentially not benefit from them directly.



Village concerns are consistently targeted at the piecemeal approach to village infrastructure by housing developer contributions, such as 1) small dispersed play areas rather than pooling developer contributions into a more major scheme, 2) formula-based contributions for minor extensions to existing infrastructure such as schools and GP surgeries as opposed to pooling developer contributions and other strategic investment into more visionary provision of a new school or health & wellbeing centre.



Often small design considerations to new places and the enhancement of existing places will lead to improved community environments and opportunities. Achieving as many of The Ten Principles of Active Design (see supporting information) will be welcomed, as these will optimise opportunities for active and healthy lifestyles.

A more satisfactory approach for delivering the needed and wanted future infrastructure in Sileby will be through joined up master planning between developers and statutory providers, involving extensive community engagement. A village community facilities options appraisal will be delivered to provide the local detail and preferred facility solution(s), guided by the Local Authority strategies for indoor and outdoor provision across the Charnwood borough, and the local sports profile covering insights on sports participation, facilities, health economic and demographics.

Retention of Community Facilities

The important village requirements that are consistently highly prioritised in community consultations are: GP surgeries (97%), surrounding environment (91%), local schools and nurseries (84%), dog waste bins (51%), upkeep of significant buildings (77%) and library (70%).

Responses to community consultations offer a good insight into the concerns, aspirations and creative thinking of Sileby Parishioners.

POLICY CF1: RETENTION OF COMMUNITY FACILITIES AND AMENITIES

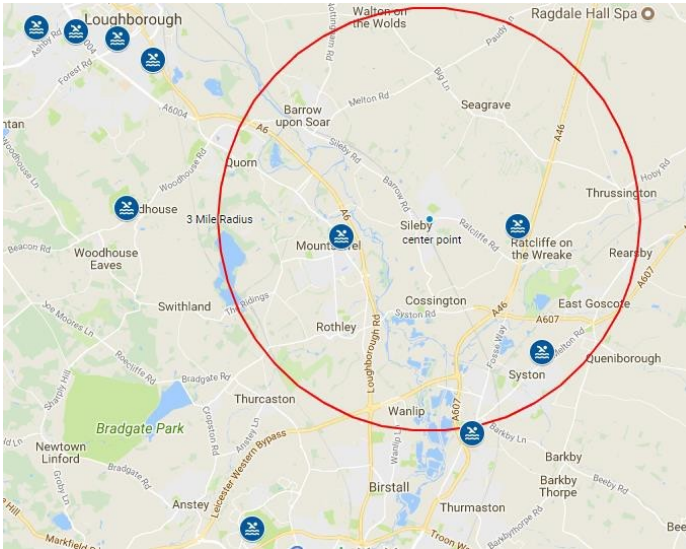
Development leading to the loss of an existing community facility or which detrimentally impacts on the function and value of a facility to the community will not be supported unless it can be demonstrated that:

- a) There is no longer any need or demand for the existing community facility; or
- b) The existing community facility is no longer economically viable; or
- c) The proposal makes alternative provision for the relocation and wherever possible, enhancement of the existing community facility to an equally or more appropriate and accessible location within the village which complies with the other general policies of the Neighbourhood Plan.

Important existing facilities include: primary schools, the Community Centre, the Library, allotments and other significant community buildings.

New and Improved Community Facilities

There is a wealth of ideas about developing more opportunities on the Memorial Park, parking solutions, leisure facilities, shops, opportunities for children and young people, public toilet facilities, public transport and community events. Every opportunity to widely consult and engage the community will be welcomed.



Through the improvement of community facilities, we want to encourage fit for purpose spaces for a wider range of groups and activities for all ages. The storing of equipment for all current activities at the community centre and Pavilion is limited. Although a swimming pool has historically been wanted by villagers, and in recent surveys has repeatedly been referred to, there exists an adequate supply of pools to meet demand pool within a 3-mile radius, at centres in both Syston and Mountsorrel.

The questionnaires sent out to residents, local clubs and community groups also highlighted the need for improved facilities, more availability and storage access. 76% of the respondents want more age-related facilities and the needs assessment survey will identify the age groups as lacking. This could be solved by the other need requested by 65% of respondents which was a Sports Hall, the benefits of investing in this type of building can expand the number of sports clubs to include hockey, 5 a side football, netball, basketball, dancing, gymnastics etc. The engagement evening that was had with members of the Guides confirmed that some children take part in numerous activities within other towns and villages similar and that there are even more that are unable to have the same access or opportunities. A sports hall can be complemented by having all weather pitches available, this was only supported by 43% of respondents but having a combined facility increases the capacity of the village for sports throughout the year and expands the types of activities and number of sessions for all demographics.

The village severely lacks in facilities that can support the needs of those with any form of disability and many of the buildings are not accessible. The theme group has assessed the limitations currently seen by the local GP's and advocate preventative forms of health care, having adequate sporting facilities will only serve to reduce the strain on health care and allow more members of the community to live happier and healthier lifestyles.

People with dementia are a large and growing group and their need for a clear and legible environment is generally consistent with the needs of other people with disabilities.

POLICY CF2: NEW AND IMPROVED COMMUNITY FACILITIES

Proposals that improve the quality and range of community facilities will be supported where the development:

- a) Meets the design criteria in policy G2;
- b) Will not result in unacceptable traffic movements that generate increased levels of noise, fumes, smell or other harmful disturbance to residential properties
- c) Will not generate a need for additional parking which cannot be catered for within the

curtilage of the property;

- d) Is of a scale appropriate to the needs of the locality and conveniently accessible for residents of the village wishing to walk or cycle;
- e) Takes into account the needs of people living with both physical and mental disability. This includes people living with dementia.

Community Action CF 1 – The Parish Council/another delivery organisation will use the findings from the Village Needs Assessment for Community and Sports Facilities to negotiate with key stakeholders including CBC, Sport England and Parishioners to consider ways to address any shortcomings that are identified.

Assets of Community Value

The designation of a community facility as an Asset of Community Value provides the opportunity to give it added protection from inappropriate development. In addition, if an asset is 'Listed' the Parish Council or other community organisations will then be given the opportunity to bid to purchase the asset on behalf of the local community, if it comes up for sale on the open market.

The Localism Act 2011 defines an 'Asset of Community Value' as "a building or other land is an asset of community value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future". The Localism Act states that "social interests" include cultural, recreational and sporting interests.

To date, no community facilities have been formally designated as Assets of Community Value. However, through the consultation process, a few community assets have been identified which are considered important for community life. The Parish Council therefore intends to use the mechanism of designating them as Assets of Community Value to further ensure that they are retained.

The inclusion of a specific policy in a Neighbourhood Plan with respect to Assets of Community Value provides the opportunity to give it formal recognition in the planning system. It ensures that the Listing' of an Asset of Community Value is a material consideration (i.e. it must be taken into account) when a planning application is being considered that may affect the Listed Asset.

POLICY CF3: ASSETS OF COMMUNITY VALUE

Development that would result in the loss of or has a significant adverse effect on a designated asset of community value will not be permitted unless in special circumstances, such as the asset is replaced by an equivalent or better provision in terms of quantity and quality in an equally suitable location or it can be clearly demonstrated that it is not viable or is no longer needed.

Schools

Sileby has two Primary Schools (Redlands Primary School and Highgate Primary School) and a small specialist College (Homefield College) that supports individuals with Learning disabilities. Both Primary schools have relatively new Headteachers who are bringing bold and progressive changes to the schools and looking to work more collaboratively for the benefit of students of Sileby. The schools are the only secure community infrastructures where resources for sports and creative arts can preside. Each Primary school is expanding its services and will achieve a maximum capacity of 420 pupils and doing so will require further investment in order to provide the high level of quality education our children deserve in Sileby.

The Neighbourhood Plan encourages the opening up of school sports facilities to the wider community, when they are not required by the school, by a Community Use Agreement to be a planning condition attached to any successful planning application for school expansion or replacement.

POLICY CF4: SCHOOLS

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

- a) It would have appropriate vehicular access, and does not taking, account of appropriate mitigation measures, have a severe impact upon traffic circulation;
- b) It would not result in an unacceptable loss of recreational space available to the school; and
- c) The development would not result in an unacceptable loss of amenity to residents or other adjacent users.

Proposals for the creation of a new school would be supported where it can be demonstrated that the development:

- a) Would be safely accessible for pedestrians and cyclists, and is well related to bus routes and/or there is adequate provision for waiting school buses to park;
- b) Has appropriate vehicular access, and does not taking, account of appropriate mitigation measures, have a severe impact upon traffic circulation; and
- d) Would not result in an unacceptable loss of open space, amenity to residents or other adjacent users.
- e) The use of a Community Use Agreement will be required to prevent facilities being underused and to help ensure a viable and sustainable business model over the longer term.

Community Action CF 2: The Parish Council/another delivery organisation will continue the dialogue with both schools to discuss what facilities that they are able to accommodate if the village is

identified to be lacking certain facilities or services from feedback on the Village needs appraisal.

Health and Wellbeing

Currently Sileby has two Medical Centres and the equivalent of less than 4 full time GP's between them. Both practices are situated in buildings in locations where they have restricted planning. Generally, Residents of Sileby are very satisfied with the level of service provided, however there are already legitimate concerns over appointments and availability of GPs.

The first purpose-built health centre was The Banks Surgery built in 1979 and extended in 1984. Highgate surgery was built in 1998 to cope with a further increase in the population to 6,805 in 1991 when life expectancy was 73.7.

The population of Sileby is now 10,000 people with a life expectancy of 80+ and yet there has been no increase in the number of GPs or provision of additional premises to cope with the growing population number or the demands of complex medical conditions being cared for in the community (ref 3). The demands of technological advances i.e. Skype consultations, increased telephone consultations, advances in screening requirements or the predicted increased life expectancy of the patient population will also impact on future healthcare provision and will need to be accommodated in any future planning (ref 4).

POLICY CF5: HEALTH AND WELLBEING

Proposals for additional GP premises that increase the accessibility of health and wellbeing services for residents living in Sileby will be supported providing that the development:

- a) Would not lead to an unacceptable impact on highway safety or the free flow of traffic, taking account of any mitigation measures and would not cause unacceptable disturbance to residential amenity in terms of noise, fumes or other disturbance; and
- b) Will include adequate parking provision.

Community Action CF 3: Discussions with CBC & CCG around brand-new medical centre to provide more preventative services locally, due to restrictions on current medical centres ability to increase capacity. (See supporting information).

The Parish Council/another delivery organisation will continue the dialogue with the existing Medical Centres to ensure Sileby residents have access to 'Care Closer to Home' (reference: <https://www.gov.uk/guidance/moving-healthcare-closer-to-home>) and provide more high-quality services within their current infrastructure.

The Parish Council/another delivery organisation will arrange meetings with Key Stakeholders to propose and agree potential solutions for the lack of flexibility the current infrastructure has and its impact on providing high quality of healthcare services for the next 70 years.

The Parish Council/another delivery organisation will meet with the Pharmacy providers within the village to discuss service provision matters identified by residents with a view to improving existing services including technological advances to meet future demands.

Parks and Play Areas

Sileby has three smaller children's parks and one larger Memorial park. The Memorial park currently has a recently extended skatepark, mini enclosed basketball court and is currently used as a pitch for five a side football by the Sileby Juniors. This space is widely under used particularly the open space as it is prone to flooding. Through consultation with the village it was identified that Sileby would benefit from an all-weather pitch supported by 76% and a sports hall supported by 65%. The current Pavilion is used by the local college and the junior football team. A current space which is under used. After conversations with the schools they were interested in wanting to enable their students to access community sports facilities including fields and areas for forest school.

The results of the questionnaire demonstrated that 76% felt that age related facilities for under 12's at parks was important. In the comments of the survey villagers also felt that there was not provision for older children. After surveying the local parks, the age range of facilities Sileby doesn't cater for are the 8-11 and 12-16 age brackets. Consultation identified that enhancement of the play parks was strongly supported, and additional play equipment would be welcomed.

Community Action CF 4: The Parish Council/another delivery organisation will task the Parks working group to seek support towards utilising the full potential of the Sileby's Parks for the benefit of all demographics.

Noisy Sports

The Parish is popular for sporting and recreational activities. The vast majority of these activities can be undertaken in the Parish without issue. There have been some concerns that the enjoyment and the quality of the countryside and in some instances residential amenity can be spoilt by noise and other disturbance from some sporting and recreational activities where for example they involve (though not exclusively) loud team sports activities and gun sports – often known as 'noisy sports'. It is important that such noise generating sports are situated in appropriate locations and designed, so that they do not affect noise sensitive development, unless the noise impact can be minimised to an acceptable level.

POLICY CF7: NOISY SPORTS

Proposals for the permanent use of land for noisy sport will be supported provided that:

- a) Their noise impact on noise sensitive development or areas valued for their tranquillity can be adequately mitigated through a scheme of noise mitigation measures; and
- b) They would not result in excessive noise levels at the boundaries of noise sensitive development.

E Transport and Road Safety

Parking

Village Centre Parking Problems

Sileby continues to suffer from a shortage of vehicle parking spaces in the village centre. The NP consultation surveys and questionnaires highlight that the lack of car parking is of major concern to residents. Two thirds of questionnaire respondents expressed concerns about off-street or on-street car parking.



The King Street carpark is well established and provides suitable access and good connections to the village centre. It is predominantly owned and managed by Charnwood Borough Council and provides free parking for 93 spaces; 5 of which are designated as disabled parking spaces. A survey conducted by the NP Transport Theme Group showed that during most weekdays the King Street carpark will be full; with peak occupancy tending to coincide with play group start and finish times.

Also, the Transport Theme Group survey shows that business owners believe they are losing significant business because centre parking is difficult and unpredictable. Further the survey indicates that typically 15 of the 55 all day parking spaces are occupied by train users, who take advantage of the free car parking. This causes frustration to residents and businesses in the village centre. That said, many village centre business owners and their employees use this car park for long stay parking; from our theme group survey we observed that typically 41 cars belonging to centre businesses.

Additionally, the King Street carpark has a variety of other long and short duration users; including clients of the shops, hair and beauty salons, takeaways, nurseries, The Horse and Trumpet, Sileby Liberal and Working Men's Club, The Green Place, Sileby Community Centre, St Mary's Church, offices and The Banks Doctors' surgery, as well as residents of the flats above the businesses. As Sileby has a range of shops, people from the nearby villages (particularly Cossington, Seagrave, Walton on the Wolds, Wymeswold and Burton on the Wolds) use these facilities where they are not available in their own village.

In theory the Pavilion carpark has some potential to solve Sileby car parking problems. This park has 43 spaces and is owned and administered by the Sileby Parish Council. However, it is consistently identified as being underutilised because (1) it is located approximately 650m from the centre of the village and (2) it only opens during day light as it is unlit. Consequently, many potential users tend not to consider this a public car park suitable for short stay, village centre access.

A report commissioned by CBC in 2015 recommended that an additional 10-20 spaces of village centre car parking will need to be provided by 2025. This forecast was made by anticipating strategic

growth in the Borough in line with the current CBC Core Strategy (2011- 2028) and the Pre-Submission Local Plan. However, by first quarter 2018 the then planned housing development for Sileby had already exceeded the 2025 CBC strategic target of at least 3,000 new dwellings across the Borough. Indeed, since April 2014 planning consents for Sileby alone have been granted for an additional 496 dwellings. What is more, ongoing updating of the CBC strategy may well necessitate further new houses within the Borough by 2035; and this almost certainly will lead to more vehicles and greater parking needs near to the village centre.

Increased demand for Sileby car parking will also be influenced by other new developments situated at the edge of the village, consequent upon residents from outlying villages (Quorn, Mountsorrel, Cossington, Seagrave, Walton and Rothley) accessing the Sileby shops and business and using the train station for access to Leicester, Loughborough and other destinations. In addition, possible impacts on Sileby of the major Leicester City Football Club development proposal at Park Hill Seagrave, are not yet known, although it is acknowledged that the club are taking these issues into account through their transport assessment.

In summary therefore: the status quo on parking in Sileby is highly troublesome and this has raised significant concerns to the Parish Council. This inadequate parking situation is set to become far worse in the wake of new housing and business development planned, both for Sileby and other nearby sections of the Soar valley. In this challenging climate of housing growth, the NP Transport Theme Group have considered multiple stages of car park improvement, namely with potential to address (A) the current lack of suitable parking spaces and (B) stages of additional vehicle use that will naturally follow planned stages of CBC housing and business development

The Neighbourhood Plan supports the recommendations of the Charnwood Borough Council Car Park Deliverability Report for the provision of an additional 10 parking for the King Street carpark following removal of the current public toilets and the recycling area; thereby introducing a new element of short stay spaces along with a ticketing machine to assist with enforcement. In tandem we support the recommendation for improved lighting, security and signage for the Pavilion carpark on Seagrave Road as a secondary long stay car park; also, thereby increasing its availability via 24-hour opening. Subsequently, as the demand for additional spaces grows over time, we recommend that the Pavilion carpark should provide additional car parking targeted at long stay spaces, well suited to commuters. This recommendation is based upon the fact that there is sufficient land to the north-east of the Pavilion site to extend Sileby vehicle parking to accommodate on going population growth as new housing developments come on stream and conditional on the availability of s106 monies (£88,000) allocated from the Peashill Development.

Local businesses have indicated their support for this proposal, and also promise to support the imposition of a maximum stay of 4 hours to allow for appointments. Business owners also support our proposal of a 'scheme of permit parking for businesses' along with our proposed 'ticketing of short stay parking'.

POLICY T1: PUBLIC CAR PARKING The extension and improvement of existing off-street car parks to provide additional spaces and cycle parking to serve the Village Centre will be supported. The

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

New developments within the limits to development are to incorporate additional car parking spaces in accordance with the LCC Highways standards for residential and commercial development

The following Community Actions will be pursued in support of improved off-road car parking provision in Sileby:

Community Action CF5: The Parish Council/another delivery organisation will work with LCC/CBC Car Parking to carry out the following improvements to the King Street Car Park: the marking of at least 50 short stay parking spaces; enforcement of short stay parking; support for allocated permit parking for central village businesses and to improve signage for additional car parking spaces at The Pavilion Car Park.

Community Action CF6: The Parish Council/another delivery organisation will work with LCC/CBC to deliver 24-hour parking at The Pavilion Car Park; improve access; lighting, safety and surveillance of the Pavilion Car Park.

Community Action CF7: The Parish Council/another delivery organisation will work with CBC, LCCHA and East Midlands Railways to monitor on-going car parking demands and assess future needs.

Sileby Roads and Traffic issues

Sileby's principal road system is formed around and within 5 Radial roads and a central square of 4 streets. These carriageways are all about 7 metres wide except for the busiest, 30-metre-long section, which is only 5.6 metres wide (More of this later). All the radial roads and three of the central streets are beset with permitted on-street parking which reduces the carriageway to single vehicle width, and which causes annoyance to villagers and motorists alike. Seagrave and Cossington roads and Swan Street suffer the most from this with several parking sections extending for over 100 metres without any cleared passing spaces. Most of the on-street parking is unavoidable as housing there is generally terraced and/or with no garage or off-street space. There is often room on the other side of Seagrave and Cossington roads to put inset parking space which could partly alleviate the issues.

The most difficult part of the road system and in effect the "Choke" of the village however is the 30-metre section of road, only 5.6 to 5.9 metres in width, at the meeting of High Street and Barrow Road and between their junctions with King Street and Mountsorrel Lane. All traffic from South and East Sileby which is travelling North, together with traffic from villages to the East of Sileby (Ratcliffe on the Wreake, East Goscote, Rearsby, Thrussington, Cossington, etc) going towards Barrow upon Soar, Mountsorrel and Loughborough must also use this section.

The geometry of the junctions also causes extreme difficulties and danger. A driver on King Street or Mountsorrel lane cannot see any traffic on High Street or Barrow road until he/she is at the front of the queue. (thus forming enforced stop-start for each vehicle in the queue). A driver on King street,

wishing to turn right onto Barrow road, can only estimate safety by seeing if there is no reflection of a vehicle in a window further down High street.

There are often near accidents at these two junctions. However, traffic realises it has to move slowly ...2 cars can pass each other with care but HGVs and Busses can only go through singly and cars do not often risk trying to pass them. Rush hour traffic is in excess of 850 vehicles per hour and is divided between 12 routes through the junctions, 10 of which are conflicting movements.

Pedestrians also have difficulty crossing any roads in this section and during rush hours do so largely by courtesy of drivers. For children it is too dangerous. Wheelchair users cannot use the footpath on this section.

Queues in 2018 on King Street in the morning rush hour extended to 29 vehicles and the tail vehicle took five and a half minutes to clear the junction. On Mountsorrel Lane, queues in the evening rush hour were up to 30 vehicles long but it is more difficult to assign delay to the junction as there is also a Traffic Calming system about 150m before the junction with priority to vehicles leaving the village.

This situation is going to get worse with an additional c600 houses built, building or already planned since 2018. There is no simple solution as even if the road section could be widened (difficult as it involves clearing consecrated ground), the corners out of King street and Mountsorrel lane would remain just as difficult and dangerous.



The one ameliorating action would be to install traffic lights at the junctions. These need only function between 7.00 and 9.00am and 4.00 and 6.00pm They should be movement sensitive to be aware of no vehicles waiting and be paired so that the Southern pair follow each other, thus minimising the need for delay in follow-on traffic. Similarly, the Northern pair. These would speed the movement of all vehicles in the queue as they could follow each other out of the junction without looking to see if the road is safe to access.

LCC/HA is aware of the capacity issues at the Choke but is limited from installing traffic lights/control systems unless vehicle accidents occur too frequently.

There are several other locations with significant capacity issues,

- a. Heathcote Drive at the East end
- b. Finsbury avenue at junction with Ratcliffe road
(Both caused by cars parked continually up to the junctions)
- c. Cemetery Road, where significant additional houses are under construction.

Road flooding is also a major issue through this Choke. When Slash Lane is closed, there is a regular, though limited increase in traffic, but when the road at Rothley and Mountsorrel Lane is closed, traffic queues may build back into Sibleby from Barrow road bridge.

There are several other locations with significant capacity issues:

Heathcote Drive/Highgate Road (picture right): the Junction of Heathcote Drive and Highgate Road is complicated by the fact that Heathcote is only c6m wide at this point for about 100 metres and has on street parking right up to the junction on the North side. This is further aggravated by the fact that busses turning from Highgate Road into Heathcote Drive have to swing out in Highgate to negotiate the entry into Heathcote. If they have to wait for traffic coming towards them out of Heathcote and this traffic wishes to turn South onto Highgate road, that traffic will be unable to pass the rear of the bus as that is now obstructing their way past it, thus causing a perfect blockage. The bus stop at this point is about 30 yards into Heathcote and thus further traffic movement is prevented until the bus has moved on.



Finsbury Avenue at junction with Ratcliffe Road (picture left): Finsbury Avenue has become a short-cut for vehicles wanting to leave the village from the Heathcote Avenue area to access the Fosse (A46) for journeys into Leicester, to the M1 and M69 and to the northeast. The Avenue is only c5m wide along its whole length and on street parking is permitted and is routine. If more than two vehicles are exiting Finsbury onto Ratcliffe and a car wants to turn into Finsbury from Ratcliffe, the latter normally has to wait till the Finsbury vehicles have exited.... In the evening rush hour a queue can quickly build up coming down (westwards) Ratcliffe until the delay is cleared. This queue can be a bit dangerous as vehicles coming over the brow of the hill on Ratcliffe Road have short notice of the stationary vehicles. An amelioration could be that Finsbury Avenue is made One-Way, Southbound onto Ratcliffe Road and Wellbrook Avenue is made One-Way, Northbound from Ratcliffe Road through to Highgate Road

Cemetery Road - Here the number of houses is about to double and what is slightly restrictive at the moment is bound to become more so. The junction of Cemetery Road and Avenue Road is becoming blocked by cars parking on both sides of the corner onto Avenue Road. This makes pedestrian crossing difficult and even a White Van Man has difficulty in negotiating the junction. "No Parking" restrictions are needed on this junction.

Policy T2: Highway Safety - With particular regard to the highway network of the Parish and the need to minimise any increase in vehicular traffic, all housing and commercial development must be designed to minimise additional traffic generation and movement through the Village. Mitigation measures to avoid additional road safety concerns will be strongly supported e.g. traffic controls on Heathcote Drive at the East End; Finsbury avenue at junction with Ratcliffe road; Cemetery Road and the meeting of High Street and Barrow Road and between their junctions with King Street and Mountsorrel Lane.

The following Community Actions will be pursued in support of improving the road network in Sileby:

Community Action CF8: The Parish Council/another delivery organisation will work with LCC/HA and LCC/CBC to devise and implement improved on-street parking schemes which reduce the obstructions to traffic flows through the Sileby road network.

Community Action CF9: The Parish Council/another delivery organisation to work with LCC/HA to provide in-set parking spaces on Cossington Road and Seagrave Road

Community Action CF10: The Parish Council/another delivery organisation will work with CBC to ensure that restricted parking zones are enforced and the problem of 'on-pavement parking' is addressed.

Community Action CF11: The Parish Council/another delivery organisation LCC and CBC ensure increased enforcement of parking restrictions.

Community Action CF12: The Parish Council/another delivery organisation, Charnwood Borough Council, Leicestershire County Council and local business should work together to encourage residents and employees out of their cars by using the footpaths and cycle ways and be more proactive in promoting their use, including promoting more cycle parking facilities

Community Action CF13: The Parish Council/another delivery organisation will undertake further surveys, including specific junction modelling, and will use the information gained to assess the impact of future development and potential mitigations.

Community Action CF14: The Parish Council/another delivery organisation will liaise with the Leicestershire County Council Highways Department to consider the reduction of speed limits on King Street, Heathcote Drive and Swan Street and the provision of parking restrictions in the area of the Schools, alongside identifying alternative ways of bringing children into school.

Rail

Sileby railway station is located on the Midland Mainline between Leicester and Loughborough. The station was reopened in 1994 as part of phase one of the Ivanhoe Line. The station is served Monday to Saturday by East Midlands Railways who operate local services from Leicester to Nottingham and Lincoln via Loughborough. There is no Sunday service. The last train out of Leicester is at 22.51 Mondays to Fridays. Annual rail passenger usage has increased significantly over recent years –

increasing in Sileby from 74,769 in 2005/6 to 127,642 in 2018/19. This has shrunk to 28,462 in 2020/21 with Covid impact. (Network Rail figures). The service is used by school children to access secondary education at Barrow upon Soar and Tertiary students in Loughborough. The train service is used by residents from other villages in the Soar valley who take advantage of the free car parking available in the adjacent car park.

The station has a ticket purchasing machine. Rail travellers make extensive use of the other spaces in this car park. The station is only accessible by many steps, so it is unsuitable for people with mobility problems.

The questionnaire survey invited residents to identify measures that would encourage greater use of local rail services.

POLICY T3: SILEBY RAILWAY STATION

Improvements to off-street car parking, access and facilities at Sileby Railway Station are supported.

The following Community Actions will be pursued in support of improving the railway service in Sileby:

Community Action CF15: The Parish Council/another delivery organisation will work with East Midlands Railways Community Rail Team to ensure the available funding for secure cycle parking for Sileby Station.

Community Action CF16: The Parish Council/another delivery organisation and Leicestershire County Council will work with Community Rail Team to improve the station appearance, possible addition of lighting under the bridge on King Street and on the High Bridge Public Footpath.

Community Action CF17: The Parish Council/another delivery organisation, MP, Leicestershire County Council and community groups will lobby for a late extension on a Saturday and a Sunday service at the next consultation.

Bus Service

The village is served by the Kinch Bus Number 2 route linking the village to Cossington, Barrow on Soar, Quorn, Loughborough, Birstall and Leicester. This was a 30-minute interval, Monday to Saturday daytime service and buses run hourly during the evenings, Sundays and Bank Holidays. Currently, with the impact of Covid, the service is generally hourly. The last bus at night departs both Leicester and Loughborough at c11.05pm. Roberts coaches operates the no 27 service approximately every 75 minutes linking the village to Loughborough, Walton and Seagrave, Monday to Saturday daytime. (One morning and one evening service extends to Mountsorrel, Rothley, Syston and Thurmaston) The service is sparsely used at the Sileby end, is fully subsidised by Leicestershire County Council and its long-term future is uncertain.

Our survey shows a fairly high level of usage of the Kinch 2 service, including use by schoolchildren to access secondary education in Barrow on Soar, Quorn and Loughborough. It also showed that people would like to see more frequent and cheaper bus services with improved shelters and service information. Some would like to see the bus stops being better located with routes extended to serve the new outlying Sileby estates and Loughborough University and College. There are suggestions for a late-night service link to the Skylink Service.

POLICY T4: BUS TRANSPORT - Where appropriate, development proposals shall include layouts that provide safe and convenient routes for walking and cycling and access to public transport that connect to other developments and to key destinations such as the village centre, GP surgery and schools.

The following Community Action will be pursued in support of improving the bus service:

Community Action CF18: The Parish Council/another delivery organisation will liaise with Leicestershire County Council Highways Authority and transport operators to maintain the current level of bus services and to encourage better availability and promotion of public transport in the evenings and at weekends.

Walking and Cycling

Feedback from the questionnaire indicated that 70% of respondents considered the existing footpath provision in the village was adequate. A quarter of the survey respondents walk to work.

The village centre is criss-crossed with jitties running between roads. These are narrow in places and poorly lit. Pavements in the village centre also vary in width with narrow areas around the village centre at King Street junction and Brook Street junction with the High Street.

The bridleway from Barrow Road Sileby to Waltham on the Wolds provides a good link with the Wolds villages to the north and west but relies on use of existing congested roads to connect with a circular route.

The Grand Union Canal towpath is underutilised as a connective route to Mountsorrel or Cossington and the national cycle route.

There are good opportunities in Sileby to make walking and cycling more attractive alternatives to the car and link into the existing cycle routes linking Leicester and Loughborough.

There are concerns about cycle safety on the links to Mountsorrel and Quorn where the road is narrow and unlit and Barrow Road which is also narrow and subject to speeding motorists.

The Neighbourhood Plan will promote, encourage and support sustainable modes of transport through the maintenance, upgrading and, where appropriate, creation of new footpaths and cycleways that extend and enhance the existing networks.

POLICY T5: WALKING AND CYCLING

New development should retain, and where appropriate incorporate, linkages to the Public Rights of Way network and key destinations such as the village centre, GP Surgeries, leisure facilities and neighbouring villages.

The following Community Actions will be pursued in support of improving walking and cycling in Sileby:

Community Action CF19: Working with SuSTRANS, Leicestershire County Council and Charnwood Borough Council, the Parish Council/another delivery organisation will seek to improve the provision for off-carriageway cycling and cycle parking in appropriate locations.

Community Action CF20: The Parish Council/another delivery organisation will pursue the Leicestershire County Council and Charnwood Borough Council to ensure that public footpaths and pavements are well maintained, have adequate drainage and are well lit.

Community Action CF21: The Parish Council/another delivery organisation in conjunction with Leicestershire County Council and Charnwood Borough Council to improve directional signage for pedestrian routes within the village

Canal



The Soar River and Grand Union Canal have provided links between the industrial areas and the centres of commerce but now are used mainly for recreation. The close proximity of the river to Sileby regularly causes the major routes serving the village to flood. Boat hire from the Sileby Mill provides water transport and recreational opportunities. The old towpath links the neighbouring villages of Cossington and Mountsorrel.

POLICY T6: CANAL

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

The following Community Action will be pursued in support of improving Canal in Sileby:

Community Action CF22: Working with SuSTRANS, Leicestershire County Council and Charnwood Borough Council, the Parish Council/another delivery organisation will seek to improve the towpath connectivity to the Soar Valley, Loughborough and Leicester even in flood conditions.

The range of evidence relating to transport studies is available in Appendix 7.



F Business and Employment

Existing and New Employment

Sileby is a semi-rural parish with limited employment opportunities and close to the significant employment centre of Loughborough and the cities of Leicester, Nottingham and Derby.

Supporting the economy through growth of small businesses in the Parish is therefore an important theme of the Neighbourhood Plan. Respondents to the questionnaire felt that any new business should be in keeping with and not in detriment to the rural, traditionally industrial and residential nature of the Parish.

As small businesses and start-ups expand, they will need space that can only be found elsewhere. In the Questionnaire, 81% of respondents were in favour of affordable premises for start-ups and 65% of respondents were in favour of a small business park or new office units which would include shared office facilities and resources through which a small number of local employment opportunities would be created. Cost-effective centralised facilities located outside the residential area, would reduce any conflict between business activity and residential housing.

POLICY E1: EMPLOYMENT

Development proposals for new employment related development or the expansion of existing employment uses will be supported where it can be demonstrated that it will not generate unacceptable impacts (including noise, fumes, smell and vehicular movements); they respect and are compatible with the local character and surrounding uses and where appropriate protect residential amenity.

Development proposals that result in the loss of, or have a significant adverse effect on, an existing employment use will not be permitted unless:

- a) It can be demonstrated that the site or building is not viable for employment uses and has been marketed for this purpose at a price which reflects the market value for at least a year; or
- b) In the case of sites identified for housing in Policy H1, there is a demonstrable need for housing which outweighs the value of the sites for employment purposes, or the existing employment uses can be satisfactorily relocated.

Farm Diversification

There are several working farms in the Parish, managed directly or farmed on a contract basis. Given potential challenges facing the agricultural economy, the Neighbourhood Plan will seek to support farming businesses within the Parish as they are considered essential to maintaining a balanced and vibrant rural community.

The conversion of farm buildings can enable diversification through sustainable re-use to provide opportunities for new businesses which can generate income and offer employment opportunities for local people. Subject to the proper consideration of residential amenity, visual impact on the countryside, heritage, environmental and highway safety issues, Neighbourhood Plan policies will support farm businesses by:

- Promoting a sustainable farming and rural economy in Sileby Parish;
- Promoting the diversification of rural businesses;
- Encouraging businesses to provide a wider range of local produce, services and leisure facilities, to provide local employment and attract visitors to the Parish;
- Maintaining and enhancing the local environment of rural and agricultural lands.

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



POLICY E2: FARM DIVERSIFICATION

The re-use, conversion and adaptation of rural buildings and the construction of well-designed new buildings for commercial use will be supported where:

- a) The use proposed is appropriate to the rural location and respects the local character of the surrounding area;
- b) The development will not have an adverse impact on any archaeological, architectural, historic or environmental features;
- c) The local road system is capable of accommodating the traffic generated by the proposed new use and adequate parking can be accommodated within the site; and
- d) There is no significant adverse impact on neighbours – e.g. through noise, light or other pollution, increased traffic levels or flood risk

Homeworking

The benefit of supporting home working is that it helps to promote local employment activities whilst reducing the dependency of the car for long journeys to employment sites outside the Parish. However, people may not have a suitable space within their home from which to run a business, or they may wish to distinctly separate their work and living spaces. The construction of extensions, the conversion of outbuildings, and the development of new freestanding buildings in gardens from which businesses can operate will be supported to maximize the opportunities for entrepreneurial activity and employment in Sileby Parish.

POLICY E3: HOMEWORKING

Proposals for the use of part of a dwelling for office and/or light industrial uses, and for the erection of small-scale free-standing buildings within its curtilage, extensions to the dwelling or conversion of outbuildings for those uses, will be supported where:

- a) Such development will not result in unacceptable traffic movements and that appropriate parking provision is made;
- b) No significant and adverse impact arises to nearby residents or other sensitive land uses from noise, fumes, light pollution, or other nuisance associated with the work activity; and
- c) Any extension or free-standing building should not detract from the quality and character of the building to which they are subservient by reason of height, scale, massing, location or the facing materials used in their construction.

Broadband Infrastructure

The modern economy is changing and increasingly requires a good communications infrastructure as a basic requirement for commonly adopted and effective working practices. The internet is driving business innovation and growth, helping people access services, opening up new opportunities for learning and defining the way businesses interact with and between their employees, with their customers and with their suppliers.

This is particularly important in rural settings such as Sileby where better broadband will enable home working, reduce dependence on the car, enable small businesses to operate efficiently and compete effectively in their markets, improve access to an increasing number of on-line applications and services provided by the public and private sector to help to reduce social exclusion. It is also important for the successful functioning of the schools and health facilities.

The 2011 Census highlights how people are working differently to a generation ago.

In Sileby Parish only 2.4% of people work from home compared to 3.2% across the Borough. This demonstrates the shortcomings of the current level of service. Conversely, 8.5% are self-employed, higher than district levels (6.4%). This community needs to have access to the highest levels of

connectivity. The need for high-speed broadband to serve Sileby is therefore very important.

POLICY E4: BROADBAND INFRASTRUCTURE

Proposals to provide access to a super-fast broadband service for new development (of at least 30mbps) and to 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

Tourism and Visitor Economy

Services: Sileby has emerging tourist services throughout the village. Sileby Mill and Boat Yard based on the River Soar and Grand Union Canal offer narrow boat hire. A café operates at the mill yard during the summer months. Sileby has takeaway restaurants and serves the wider area. In recent years three additional cafes have opened in the village centre and the existing café has been refurbished, all are proving popular with residents. There are five local pubs, The Swan, The Freetrade, The Horse and Trumpet, Sileby Working Men's Club and Sileby Cons Club.

Attractions: Over the past few years a vibrant music scene has emerged in Sileby, which includes The Sileby Summer Jam Weekend, Sileby Winter Jam and Music at The Green Place. The Green Place also provides open-air film nights, craft weekends and children's themed weekend and holiday events. Historically Sileby was renowned for its Gala Day when local organisations and businesses prepared floats that toured the streets and congregated on the Memorial Park. In recent years the Gala has been revived but has struggled to take off due to Committee capacity. The bonfire night celebrations hosted by Sileby Cricket Club and Redlands School are very popular local events and draw large crowds.

There are many local tourist attractions within ten miles of the village, including the National Space Centre and Richard III Visitor Centre in Leicester, Bradgate Park, Beacon Hill and Swithland Woods in Charnwood Forest. The only National Trust property in Leicestershire is located at Stoneywell. The Great Central Railway is the premium tourist attraction in the locality (see Go Leics). The stations at Loughborough and Quorn, are accessible from Sileby using public transport. Additional heritage attractions include Mountsorrel Railway Project and the proposed National Railway Museum attraction on the Great Central Line at Birstall. Leicester festivals such as Diwali are easily accessible from Sileby using public transport. Nottingham and Newark are 30minutes away by car and can also be reached by rail. Loughborough is promoting tourism with recent events including the Edible Forest Festival and Loughborough Arts Event.

Limited Accommodation for Tourists: There is limited official accommodation in Sileby with only one self-catering cottage (Canbyfield Lodge) listed. However, properties are listed on AirBNB which suggests an emerging market for tourism. The closest B&B Accommodation is on the A46 at Thrussington or the Hunting Lodge at Barrow on Soar. There is just one Caravan and Motorhome Certified Location (Meadow Farm View) whilst Barrow on Soar provides sites at Barrow Marina,

Pillings Lock and Proctors Park.

Leicestershire's tourism strategy recognises the importance of tourism in providing 'sustained and sustainable growth and playing an increasingly significant role in the success of the economy, creating a strong sense of place and improved quality of life for Leicestershire people' (tourism strategy for Leicestershire, 2016). This is also in accordance with Paragraph 84 of the NPPF (2021) which encourages planning policies that support sustainable rural tourism.

POLICY E 5: TOURISM AND VISITOR ECONOMY

Development proposals will be supported where they do not have adverse unacceptable residential or visual amenity impacts. The loss of tourism and leisure facilities will not be supported unless they are no longer viable or alternative provision is made available

9. Infrastructure Requirements

All development has the potential to impact on the environment and place pressure on local infrastructure and services. It is recognised that the planning system should be used to ensure that new development contributes positively to the local environment and helps to mitigate against any adverse impacts on infrastructure.

The Local Plan says ‘We expect all of our communities to benefit from a wide range of infrastructure, at the right time and in the right place. We want developments to create places that residents can be proud of’.

This is not only to ensure that the new development is properly served in respect of essential day-to-day infrastructure required by the occupants of any new development but also to minimise the impact upon existing infrastructure.

However, the NPPF stresses that the need for infrastructure accompanying development must have regard for the viability of that development. Planning Practice Guidance (PPG 46) also recognises the ability of Neighbourhood Plans to identify the need for new or enhanced infrastructure but requires the Plan to prioritise the infrastructure requirements.

Provision of the necessary physical and community infrastructure arising from proposed development is therefore a critical component of the Plan, which has identified a wide range of potential infrastructure requirements through its production.

Funding for new infrastructure is currently provided through a legal agreement (often referred to as a Section 106 Agreement) between the Borough Council and the applicant, along with other parties involved in the delivery of the specific infrastructure improvement. CBC is considering the introduction of what is known as a Community Infrastructure Levy (CIL) where charges will be applied according to the scale and type of development, and these funds used to pay for the infrastructure requirements, subject to CIL tests.

The provision of these diverse elements of infrastructure needs to be timely if deficiencies are to be avoided.

POLICY INF 1: DEVELOPER CONTRIBUTIONS – Where policies in this Plan require contributions to community infrastructure, they will be made through contributions through Section 106 agreements or the Community Infrastructure Levy (CIL) where applicable.

The following projects are identified as priorities for investment in local community infrastructure:

- a) Diverted footpaths should recreate its previous character ((e.g. historic village footway (‘jitty’), green lane) by the use of appropriate materials and landscaping). (Policy Env 9).
- b) Sports hall and all-weather pitches and facilities that can support people with a physical and mental disability, including those with dementia (Policy CF2).

c) The extension and improvement of existing off-street car parks to provide additional spaces and cycle parking to serve the Village Centre (Policy T1).

d) Traffic management measures to improve vehicular and pedestrian safety and movement, especially along and around known hot spots, that will be exacerbated by further development as highlighted in Section E. Transport and Road Safety above.

Developments should meet the infrastructure requirements arising from them provided either on site or through contributions towards new or improved facilities in the locality, secured through legal agreements

10. Monitoring and Review

The Neighbourhood Plan covers the period up to 2037. During this time, it is likely that the circumstances which the Plan seeks to address will change.

The Neighbourhood Plan will be regularly monitored. This will be led by Sileby Parish Council on at least an annual basis. The policies and measures contained in the Neighbourhood 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 in 2025 or to coincide with the review of the Charnwood Local Plan if this cycle is different.