

**CHARNWOOD 2026 CORE STRATEGY
FURTHER CONSULTATION 2008
EVIDENCE BASE**

SETTLEMENT HIERARCHY REVIEW

(September 2008)

I. INTRODUCTION AND PURPOSE

1.1. This Report develops the approach to the Settlement Hierarchy Topic Paper (August 2007) as part of the evidence base for the Core Strategy and subsequent Development Plan Documents. Information is provided about the character of settlements in Charnwood, planning constraints, accessibility and the services and facilities they provide. Having regard to this information the Report identifies the level of development over the plan period that would be appropriate in the Service Centres and the remaining Other Settlements. It also defines what might constitute a local need for development and quantifies generalised scales of development.

1.2. The key aims of this study are:

- To review the designations of Service Centres in the August 2007 Settlement Hierarchy Topic Paper and identify those settlements which are sustainable communities and should be designated as 'Service Centres' and to establish the appropriate scale of development at this level of the hierarchy; and
- To investigate whether there is a case for further development in settlements classed as 'Other Settlements' for example to support the provision of affordable housing or rural diversification or if policy should seek to protect these areas from 'unsustainable' development in favour of settlements higher up the settlement hierarchy.;

1.3. The Report:

- Summarises the national and regional policy context and any relevant priorities emerging from the Borough Council's Sustainable Community Strategy and Corporate Plan
- reviews the findings of the Settlement Hierarchy Topic Paper (August 2007)
- Takes account of recent Appeal Hearings for market housing proposals in a number of Other Settlements in the Borough
- identifies population change and economic activity and comments on past and future trends
- summarises the key constraints to development in each settlement such as those arising from flooding, biodiversity, historic and archaeological interest, townscape and landscape, and agricultural land quality.

1.4. In light of the findings of this Report further work will be needed to:

- create a vision for how a settlement might evolve in the next 20 years or so
- assess the capacity of Service Centres to accommodate growth in terms of infrastructure and utilities and identify those Service Centres where large scale development might help resolve current local issues that would not otherwise be addressed over the plan period.
- assess the continuing need for limits to development in Other Settlements if a restrictive approach to growth is adopted.

2. CURRENT POLICY CONTEXT

National Guidance

- 2.1. PPS1 'Delivering Sustainable Development' states that 'sustainable development is the core principle underpinning planning'. It also indicates that planning should facilitate sustainable and inclusive patterns of development by ensuring development supports existing communities and ensures the creation of safe, liveable and mixed communities with good access to jobs and services for all sectors of the community. In delivering sustainable development planning authorities should reduce the need to travel and encourage accessible public transport provision.
- 2.2. PPS3 'Housing (2007)' reflects the government's commitment to improving the affordability and supply of housing in all communities, including in rural areas. The delivery of rural housing should respect PPS3 principles to provide high quality housing contributing to the creation and maintenance of sustainable, inclusive and mixed urban and rural communities.
- 2.3. LDFs should set out a strategy for the planned location of new housing contributing to achieving sustainable development. This should take account of the RSS, current needs and demands, potential to reduce carbon emissions, accessibility to existing local community facilities, infrastructure and services including public transport. The location of housing should facilitate the creation of communities of sufficient size and mix to justify the development of, and sustain, community facilities, infrastructure and services (para 38).
- 2.4. In rural areas housing should be provided in market towns and local service centres and also in villages to enhance or maintain their sustainability. This should include, especially in small rural settlements, considering relationships between settlements so as to ensure growth supports informal social support networks, assists people to live near their work and benefit from key services, minimise environmental impact and encourage environmental benefits (para 38).
- 2.5. PPS7 'Sustainable Development in Rural Areas' provides complementary guidance to PPS3. Away from larger urban areas development should be focused in or near local service centres where employment, housing (including affordable housing), services and other facilities can be provided close together. This increases the likelihood of better public transport access and access by walking and cycling. These centres (or groups of settlements) should be identified in the development plan as the preferred location for such developments (para 3).
- 2.6. Limited development should be allowed in or next to rural settlements that are not designated as local service centres to help meet local needs and maintain the vitality of these communities. In particular authorities should be supportive of such small scale development where it provides the most sustainable option in villages remote from and having poor public transport links with service centres (para 4).
- 2.7. A positive framework should be provided to facilitate sustainable development that supports traditional land based activities and makes most of appropriate leisure and recreation activities requiring a rural location. In preparing LDD policies need to consider developments that deliver diversification and contribute to rural economies. Re-use of

appropriately located and constructed existing buildings in the countryside is supported where this meets sustainable development objectives.

- 2.8. PPS6 'Planning for Town Centres' sets out a sequential approach to site selection. All options in town centres should be thoroughly assessed before less central sites are considered for main town centre uses.
- 2.9. Draft PPS4 'Sustainable Economic Development' (Dec 2007) indicates that planning strategies should address the particular needs of rural areas for new economic opportunities. This might include farm diversification in scale with rural locations, rural tourism and leisure and small scale economic development where it provides the most sustainable option in villages remote from and with poor public transport links to local service centres.

Regional Guidance: Proposed Modifications to the Regional Spatial Strategy for the East Midlands (July 2008)

- 2.10. The spatial strategy directs the major proportion of new growth to locations in and around the Three Cities of Derby, Leicester and Nottingham and other main urban areas. Elsewhere it is not intended to curtail growth. It is recognised there are particular priorities in rural areas where considerable deprivation and disadvantage exist. The approach advocated towards growth in these areas is to find the appropriate balance between:
 - creating sustainable rural communities by allowing appropriate levels of growth that will enable them to flourish and survive, help local people live and work in the area they were brought up in and facilitate complementary development of the rural economy in line with PPS7; and
 - avoiding unsustainable patterns of new development that could lead to more and longer journeys especially in areas close to major urban centres where growth in unsuitable locations could encourage increased levels of commuting.

Charnwood Borough Council's Sustainable Community Strategy (September 2008)

- 2.11. The new "Sustainable Community Strategy' (SCS) seeks to further the economic, social and environmental well-being of the Borough focussing the "Place Shaping" agenda on the needs of particular places in the Borough. This SCS has been developed from the same evidence based used to inform the Leicestershire Together's 'Sustainable Community Strategy for Leicestershire (Places in Charnwood Report, October 2007)'. It aligns with the second Leicestershire Local Area Agreement. The Report outlines local peoples' priorities and issues identified through the evidence base.
- 2.12. Strategic objectives of the SCS People theme are to reduce social exclusion and deprivation particularly in those parts of the Borough identified as areas of relatively higher need (SO1) and to reduce the need to travel and distances travelled by car (SO2); to secure the provision of accessible facilities and services to meet the needs of all local people, having regard to the particular needs of the young, old and "hard to reach" groups (SO3); and to promote health and well being , by for example ensuring access to healthcare , and local parks (SO6)
- 2.13. For the Places and Environment theme the aim is to create safe and liveable areas – greener, cleaner and safer living environments, with a focus on deprived areas. At the same time it is recognised there is a desire to protect local identities, landscapes and environment whilst accommodating the need for more housing and employment land.

Amongst the strategic objectives is to promote stronger, cohesive and balanced communities having regard to changes in demographics (SO5); and to create distinct and quality places for local people (SO13).

2.14. In terms of the Prosperity theme strategic objectives include ensuring a network of vibrant 'local' centres with good access by residents to shops, services and facilities (SO16), meeting needs for homes, including affordable housing in line with regional requirements (SO17); to provide all communities with access to quality jobs and improved standards of living by safeguarding key employment sites and creating opportunities for new high quality employment sites (SO18), to encourage the local economy towards a higher share of higher-value, higher quality industries and services ensuring good labour market balance (SO19) and to encourage thriving and diverse sustainable rural enterprise and farming (SO20).

2.15. Local issues identified in development of the Sustainable Community Strategy are included in the individual settlement profiles at Appendix I of this Report.

2.16. The SCS includes the following the hierarchy of settlements:

Main Towns – Key large service centres providing health services, employment, education, leisure and shopping facilities for the surrounding population:

Loughborough, Shepshed, Birstall, Syston, Thurmaston

Priority Neighbourhoods – identified by the Local Area Agreement 2006-2009, Charnwood has 4 of the 19 neighbourhoods, small areas with bigger than average problems, usually in relation to a number of aspects of deprivation:

Loughborough East, Loughborough West, Mountsorrel, South Charnwood

Service Centres – Smaller service centres, identified by the Leicestershire Rural Partnership, providing a range of facilities for surrounding rural villages and hamlets. They vary in size, but they are all a focal point for a cluster of smaller settlements:

Anstey, Barrow upon Soar, East Goscote, Hathern, Mountsorrel, Quorn, Rothley, Sileby

Rural Settlements – Small rural villages & hamlets:

All other settlements not mentioned above

Charnwood Borough Council's Corporate Plan to 2013/14 (CP)

2.17. The Corporate Plan outlines the Council's programme for the next seven years inter-linking to the Sustainable Community Strategy. The Mission is the same as the Vision for the Sustainable Community Strategy: 'to improve the quality of life for everyone living and working in Charnwood. '

2.18. Amongst the Top Twenty things to be done are:

- (8) Deliver the vision for Charnwood in 2015 and provide quality homes, affordable social housing, and places of work within sustainable communities served by accessible transport facilities; and

- (10) Sustain Charnwood's economy by ensuring the Borough remains attractive to investors and residents alike through the conservation and enhancement of the natural and built environment and promoting excellence in design and public art.

3. FINDINGS OF THE CHARNWOOD 2021 TOPIC PAPER 'DEVELOPING A SETTLEMENT HIERARCHY FOR CHARNWOOD'

3.1. The original 2005 Report set the context for the settlement hierarchy of the 2006 Preferred Options. It analysed availability and accessibility by public transport of services and facilities, the size and function of settlements, local geography and the interactions between settlements. The Study concluded the key influences in Charnwood were:

- at the strategic level the strong influence of, two main urban centres: Leicester to the south and Loughborough in the north of the Borough. Almost all of the Borough is located within a 15km catchment of Leicester City Centre and a 10km catchment of Loughborough town centre; and
- at the local level the small town of Syston, other expanded villages alongside the Soar and Wreake valley corridors, Anstey plus East Leake, Markfield and Groby in adjoining districts function as Service Centres for local catchments. As many settlements are located in clusters catchments often overlap giving people a choice of centres without the need to travel more than a few kilometres. Where trips are shorter than 5km there is a better prospect of travel by non car modes. Wymeswold and South Croxton are the only villages just outside a 5km catchment of a local service centre but both villages have hourly weekday bus links to at least one centre.

3.2. The catchment area plan at Appendix 7 of the Report illustrated how the various urban influences significantly influence development of a settlement hierarchy. The close proximity of almost all parts of the Borough to urban influences indicates there are no remote rural areas in the Borough. There was therefore no need to define Rural Centres. The suggested Settlement Hierarchy for south and north Charnwood was:

South Charnwood (Central Leicestershire Policy Area)	North Charnwood
MAIN URBAN CENTRE LEICESTER PRINCIPAL URBAN AREA Including: Birstall and Thurmaston	MAIN URBAN CENTRE No equivalent settlement
SUB REGIONAL CENTRE No equivalent settlement	SUB REGIONAL CENTRE Loughborough / Shepshed
SERVICE CENTRES Anstey, East Goscote, Rothley, Syston	SERVICE CENTRES Barrow upon Soar, Hathern, Mountsorrel, Quorn, Sileby
OTHER COMMUNITIES Barkby, Barkby Thorpe, Beeby Cossington, Cropston, Queniborough, Rearsby, Thurcaston, Wanlip.	OTHER COMMUNITIES Burton on the Wolds, Cotes, Hoton, Newtown Linford, Prestwold, Ratcliffe on the Wreake, South Croxton, Seagrave, Swithland, Thrussington, Ulverscroft, Walton on the Wolds, Woodhouse, Woodhouse Eaves, Woodthorpe, Wymeswold

- 3.3. The Report was updated in August 2007 and an assessment of the self-containment of settlements in terms of local work opportunities added. This assessment found the car to be the main mode of travel especially in villages with trip distances tending to be significantly higher from villages. Some villages exhibited high levels of home working. Reference was made to the EMDA & Experian Report 'Commuting Flows in the East Midlands (April 2007)' focussing on the Three Cities. This Report found Charnwood had the fourth highest levels of out-commuting of all districts in the East Midlands with trips mainly by car and Leicester a major destination for much of the Borough.

4. IMPLICATIONS ARISING FROM RECENT APPEAL DECISIONS IN OTHER SETTLEMENTS

- 4.1. Since publication of the 2006 Core Strategy the 'Developing a Settlement Hierarchy for Charnwood' document has been used in the determination of planning applications. In Other Settlements a restrictive approach is applied with only small scale development to meet an identified local need being permissible. Market housing and cross subsidy schemes are resisted.
- 4.2. Since 2006 the approach has been tested on appeal for housing schemes within Cropston (2), Newtown Linford, Queniborough, Ratcliffe on the Wreake, Rearsby, Wymeswold (2) and on the edge of Woodhouse Eaves. These settlements vary in size, character and function. The nine appeals cover a range of market proposals for conversion of existing buildings, infill plots and groups of dwellings on garden land or by redevelopment of existing buildings. All the appeals have been dismissed for reasons including some or all of:
- the more permissive approach in the previous Boroughwide Local Plan allowing market housing within defined settlement limits is out of step with current guidance on sustainable development;
 - Appeal proposals are in conflict with the core principle of sustainable development underpinning planning as set out in PPS1. Significant weight is given to reducing the need to travel by private car;
 - The emerging Core Strategy hierarchy conforms with national guidance in PPS1, PPS3 and PPS7 and the sequential approach in regional and strategic guidance;
 - the smaller settlements under consideration have insufficient services and facilities and do not serve much, if any, of a rural hinterland. They do not function as local service centres;
 - Inadequate public transport services and high levels of car use. Villages with only an hourly weekday daytime bus service have poor or at best fair public transport provision. Some inspectors have referred to high levels of travel to work by car from villages evident from 2001 Census travel to work data;
 - No evidence of local need that might outweigh the adverse impact in terms of sustainability.
- 4.3. Some inspectors have given weight to the settlement hierarchy. It is reasonable to conclude from these appeal decisions that:
- the settlement hierarchy is an effective tool in directing new developments to sustainable locations;
 - a sustainable location for development should have a full range of jobs, services and facilities capable of serving a host community and a wider area with good accessibility by public transport.

5. THE IMPLICATIONS OF CHANGES IN DEVELOPMENT STRATEGIES FOR CHARNWOOD

- 5.1. Between the 1960s and early 1990s Leicester's population declined and many settlements close to the City experienced significant growth as people moved out from the City. Because of the close ties with Leicester much of south Charnwood became a significant part of the travel to work area for the City with high levels of daily out commuting. In north Charnwood Loughborough plays a similar role and most development has been directed to the town and surrounding settlements.
- 5.2. In the mid 1980s Structure Plan policy directed most new development in Charnwood in the period to 1996 to the principal locations of Loughborough (3200 dgs and 195a of employment land), Rothley/ Mountsorrel (1150 dgs) and Syston/ Thurmaston (1250 dgs and 50a employment land) with lesser but still significant growth at Shepshed (650dgs and 45a employment land), Sileby (650 dgs), Barrow upon Soar (300dgs) and Quorn (350dgs), The Plan provided for more limited growth elsewhere through small scale housing and employment opportunities. There was little or no integration between land use and transport proposals in the Plan.
- 5.3. By the early 1990s problems related to increased traffic growth and emerging climate change issues had led to changes in national transport policy towards reducing car dependency. The 1994 Structure Plan for the period to 2006 directed the majority of new development to main urban areas including Loughborough and Shepshed and to locations on transport choice corridors including in Charnwood the Midland Mainline rail corridor and the A6 bus corridor between Leicester and Loughborough. Other major development of 100dgs/5ha employment land was directed to settlements capable of providing a realistic choice of bus or rail transport. Elsewhere only small scale development in keeping with the size, form and character of a settlement was permissible.
- 5.4. Within this context the Boroughwide Local Plan (2004) allocated major growth on the edge of main urban areas close to the A6 bus corridor at Loughborough (1000 dgs south of the town and 20ha employment land to the north) and north of Birstall (900 dgs and 9ha employment land) with other significant development at Barrow upon Soar (360dgs) and Syston (420dgs). Housing allocations at Anstey (100 dgs), Burton on the Wolds (50 dgs) and Wymeswold (70 dgs) were mainly justified by affordable housing needs.
- 5.5. Key issues arising from the cumulative impact of these policies are:
 - Loughborough, Shepshed, a number of settlements close to Leicester and alongside the Soar and Wreake valley corridors have had substantial growth over the past 40 years. As one development followed another in some communities there has been insufficient time to properly assimilate the impacts. Opportunities to benefit from comprehensive infrastructure planning have generally been missed.
 - Although service bases have improved in expanded settlements housing growth has not usually been matched by better local employment and other provisions. Local perceptions are of existing community and transport services and facilities under pressure and gaps in provision
 - Local concerns that adding even more development to the same communities might be environmentally unsustainable

6. POLICY OPTIONS FOR THE SETTLEMENT HIERARCHY

6.1. The 2006 Core Strategy Preferred Options applied the following hierarchy to the scale and distribution of development:

- firstly direct the majority of new development to the main urban areas of Loughborough/ Shepshed, Birstall and Thurmaston and other locations adjoining the Leicester Principal Urban Area
- then locations within or adjoining Service Centres
- then only small scale development to meet identified local needs within or adjoining Other Settlements but only if that settlement has 3 or more key facilities
- in all cases give priority to use of previously developed land and buildings and where appropriate mixed use developments.

6.2. Experience since then suggests this approach is defensible. However it would helpful to clarify the appropriate scale and type of development that might be appropriate at different levels of the hierarchy in line with the overall spatial strategy having regard to changes in local circumstances, opportunities and needs.

6.3. Issues for consideration are:

- The definition of 'local need'. It would be helpful to indicate the circumstances where development might be allowed for specific local reasons. This issue is dealt with in section 7.
- Indications of the scale of development that might be appropriate in different settlements. This issue is dealt with in section 8.
- The justification for settlements defined as Service Centres and the scale and type of development that might be directed to some or all of the Service Centres as part of an urban concentration strategy. These issues are dealt with in section 9.
- The approach to development in Other Settlements. The current restrictive approach has been clearly supported in appeal decisions. This issue is dealt with in section 10.

7. Definition of Local Needs

a) Local Needs Housing

7.1. Clarification is needed of the local circumstances in which development might be allowed to address a proven local need. In terms of housing PPS3 Housing recognises that rural affordable housing provision may be supported by an 'exception' policy. This enables local planning authorities to grant planning permission for land in, or adjoining, existing villages that would not normally be released for housing, in order to provide affordable housing to meet future local needs.

7.2. In Charnwood the Borough Council's Housing Needs Survey 2005 update assessed the local housing market and recent population and household changes. The update found that increases in average house prices had excluded a large proportion of first time buyers from the owner occupier market. The assessment identified an annual affordable housing requirement for the Borough of just over 1000 dwellings of which there would be a need for about 280 new dwellings a year from new sites, conversions and market purchases. The overall affordable housing target proposed was 35% with 25% for rent and 10%

intermediate or low cost market housing although it was acknowledged that the target and tenure would vary according to location.

- 7.3. The assessment provides evidence that affordable housing needs can be expected to arise in some Charnwood communities for the foreseeable future. Any affordable housing provision proposed to address these needs will need to be verified by an up to date housing survey and the parish body.
- 7.4. Suitable cross subsidy schemes using general market housing to subsidise affordable housing will only be acceptable in the more sustainable locations, that is the main urban areas and service centres defined in the settlement hierarchy. In the remaining smaller settlements only schemes providing local affordable housing to meet a proven local need would be considered favourably. All affordable accommodation would need to be available for this purpose in perpetuity.
- 7.5. The definition of local need must be tightly defined to minimise any scope for misinterpretation in the application of the policy. In the Charnwood context 'local need' would not cover wider housing needs, for example, to provide housing for people with a strong connection to a settlement or a wish to remain living there, for relatives of village residents or for key workers. Properties allowed to meet such needs could not be controlled in perpetuity and might end up on the open market as general market housing.
- 7.6. Details of how the local affordable housing needs would be applied would be covered in subsequent Development Plan Documents or Supplementary Planning Documents.

(b) Other Local Needs in smaller settlements

- 7.7. In the context of the settlement hierarchy settlements below service centre level are less sustainable locations for development. For uses other than housing this does not mean they are not appropriate locations for any development, rather that development will need to meet an identified need for community facilities, local employment provision or rural diversification. To be acceptable proposals would need to be small scale, in keeping with the form and character of a settlement and in accordance with national and regional guidance and the overall Core Strategy.

8. SCALE OF DEVELOPMENT

- 8.1. The scale of housing development that might be appropriate in a particular settlement will need to have regard to a range of planning considerations in particular:
 - The scale and character of a settlement
 - The availability of services and facilities
 - Highway safety
 - Impact on the built and natural environment
- 8.2. In Charnwood the Service Centres have the most scope to accommodate further development after the Principal Urban area and Sub Regional Centre. For these larger settlements within the defined limits to development it is not anticipated that there should be any limit on the size of individual developments. The principal test would be that adequate services and infrastructure were available or could be provided by the development.
- 8.3. The Other Settlements category covers settlements varying in size and character between less than 100 and about 3,000 population.'
- 8.4. In the smallest Other Settlements the likelihood is that only small infill developments of 1 or 2 dwellings would ever be appropriate. These might be locations where infilling of a

small undeveloped site in an otherwise built up frontage would be appropriate or by conversion of an existing building.

- 8.5. In the remaining Other Settlements the expectation would be that only small sites of up to 9 dwellings¹ would usually be acceptable within the defined limits to development. There may exceptionally be circumstances where development would be appropriate at a larger scale of perhaps up to 20 dwellings where this could be shown to be the best long term use of a redundant brownfield site and adequate existing services and facilities were available or could be improved to the required level using developer contributions. It is expected that such larger scale opportunities could only be appropriate in larger Other Settlements.
- 8.6. In all settlements housing developments would need to be of a type and scale that would relate well to the existing form, size and character of a settlement.

9. DEVELOPMENT OPTIONS FOR SERVICE CENTRES

- 9.1. Since the August 2007 settlement hierarchy assessment work undertaken in the determination of planning applications has provided evidence suggesting that some settlements may not function as Service Centres as previously thought. The particular factors leading to this conclusion are settlement size, the level of services and facilities available and the inter- relationships with other settlements. Having looked again at each Service Centre it is apparent that the case for defining Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston as Service Centres remains strong but that the inclusion of East Goscote and Hathern is questionable.
- 9.2. Although East Goscote has a reasonable ratio of local jobs to employable residents the village does not have a strong shopping and service base. Nearby Queniborough has a similar level of services and similar access by bus but is defined as an Other Settlement. Neither East Goscote nor Queniborough appears to serve a wider area and the ability of either settlement to function as a Service Centre is limited because of the proximity to Syston's vibrant town centre and wider service base, including for secondary education. Syston is very well placed to act as a Service Centre for a large catchment across the south east of the Borough including for East Goscote residents.
- 9.3. Hathern is by some way the smallest settlement considered as a Service Centre. The village is located close to Loughborough and has developed a significant dormitory role for the town. It is located close to the main employment areas on the north side of the town. Hathern does not have a strong central area and does not appear to act as a service centre for a wider area. Loughborough serves most needs for jobs, shopping, services, facilities and secondary school provision.
- 9.4. On the basis of available evidence East Goscote and Hathern do not currently function as Service Centres and should be re-categorised as Other Settlements.
- 9.5. The seven remaining Service Centres are located between the main urban centres of Loughborough and Leicester. These settlements have populations in the range 3,500 to 11,450. Each has a good range of services and facilities with at least one primary school, food shops (including a small supermarket), post office, surgery, library and good public transport services to two or more main urban centres from Leicester, Loughborough and

¹ In line with the definition used in Leicestershire, Leicester & Rutland housing land availability monitoring.

Melton Mowbray. All have a range of recreation and community facilities. There is good access to secondary school provision either within each settlement or in another settlement within 5km and readily accessible by public transport.

- 9.6. Service bases of Service Centres are long established and each settlement is well located to support some needs of nearby communities within a 5km catchment area. In Charnwood only Wymeswold and South Croxton are more than 5km from a Service Centre but both are within 7km of at least one.
- 9.7. The evolution of settlement policy set out in section 5 above shows most Service Centres have accommodated significant growth, in particular housing over the past 30 years. Continuing growth pressures have strained services, facilities and community infrastructure and some communities have had little time to assimilate new developments.
- 9.8. It is also important to consider the availability of jobs locally. A good supply of jobs gives residents the opportunity to work close to home. Over the past 30 years Charnwood settlements have experienced increasing levels of out commuting mainly to nearby urban centres whilst local employment has failed to keep pace with population growth. The 2001 Census ward based ratios of jobs to residents in employment included in the 'Developing a Settlement Hierarchy for Charnwood' at Appendix 3 are broad indicators that seem to confirm these trends. Low ratios for settlements in the range 0.45 to 0.75 estimated from the Table below suggest the self-containment of Service Centres (as defined in August 2007) for job opportunities is relatively low. A ratio of 1.0 would be a good level of self containment. Ratios have probably fallen further in most Service Centres in recent years as local employment sites have been lost usually to housing.

Ward	Ratio of jobs to residents in employment
Syston West	1.06
Quorn and Mountsorrel Castle	0.69
CHARNWOOD	0.84
East Goscote	0.63
Barrow and Sileby West	0.56
Rothley and Thurcaston	0.50
Anstey	0.49
Sileby	0.46
Syston East	0.49
Loughborough Dishley & Hathern	0.30
Mountsorrel	0.26

- 9.9. Having regard to this context there appear to be three realistic options to guide the future growth of Service Centres:
- **OPTION 1:** Allow suitable housing developments within the limits to developments without any limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development
 - **OPTION 2:** As Option 1 but also provision for new employment land of up to 2ha to boost local job opportunities and improve self containment of a community

- **OPTION 3:** As Option 2 but also make large scale Greenfield allocation(s) in a Service Centre where this could help address specific local issues provided adequate services, facilities and infrastructure are available or can be made available as a result of the development. The maximum scale of additional housing envisaged in any Service Centre would be 500 dwellings with the actual scale only being determined after a full assessment of planning and technical considerations.

- 9.10. Available information on broad education and transport provision is summarised in Section 13 and the Settlement Profiles in Appendix 1. This evidence suggests these issues should not be overriding constraints to additional housing and/ or new employment land in any of the Service Centres during the plan period. However further details will be needed on the capacity of Service Centres in terms of overall infrastructure and utilities before coming to a view.
- 9.11. Service Centres because of their size, accessibility and location are potentially sustainable locations for development. Given the evidence of a lack of local employment and community concerns about pressures on services and facilities significant growth should only be proposed where this would enhance the sustainability of a settlement and strengthen a local community.
- 9.12. Appropriate development or redevelopment of sites within the defined limits for Service Centres could help communities respond to changes in circumstances, opportunities and needs that arise over the plan period. Development would need to contribute towards adequate services, facilities and infrastructure provision. Market housing schemes would need to provide an element of affordable housing to help meet proven local needs arising in the Service Centre or nearby communities.
- 9.13. Large scale development should only be proposed where it is demonstrated that it could reasonably help resolve local issues of regeneration, supporting local centres, or providing significant community infrastructure or meeting other needs in the host community or nearby communities that might not otherwise be provided for.
- 9.14. Provision for new local employment land is justified in Service Centres given the current imbalance of most of these communities evidenced by high levels of out commuting and relatively low self containment for job opportunities.
- 9.15. Taking all factors into account Option 3 is the preferred option for the scale and nature of development that should be planned for in Service Centres over the plan period.
- 9.16. The Sustainability Appraisal of the options suggests that Option 3 could help in the development of a sustainable local economy and improve people's access to various services and facilities. However this option could have negative impacts by taking Greenfield land for development and on biodiversity and other interests although the actual impacts would depend on the location of any development.
- 9.17. Further work will be needed to develop a vision for how each settlement might evolve in the future. This visioning and assessments of the capacity of Service Centres to accommodate growth in terms of infrastructure and utilities will identify those settlements where further development might be appropriate.

10. DEVELOPMENT OPTIONS FOR 'OTHER SETTLEMENTS'

- 10.1. This group of twenty seven settlements covers a range from small hamlets to villages of nearly 3,000 population.
- 10.2. The 2006 Core Strategy Preferred Options did not differentiate between 'Other Settlements' in terms of their size and function, level of service provision and the potential for interaction between settlements often located close together.
- 10.3. The availability of certain key services and facilities and reasonable public transport links suggest that some 'Other Settlements' are able to serve some day to day needs of residents. In this context the most important services and facilities are considered to be:
- **PS** A primary school reduces the need for young children to travel out of the village to go to school;
 - **GS** A general store for day to day needs. This might include a sub post office;
 - **VH** A village hall for community gatherings, events and some sports activities. This might include a licensed bar;
 - **BS** an hourly weekday bus service to at least one main centre
 - **EO** ready access to significant employment opportunities by public transport, walking and cycling can reduce out-commuting by car
- 10.4. Assuming East Goscote and Hathern are included as Other Settlements:
- 4 settlements have all five of the key services and facilities
(*Burton on the Wolds, East Goscote, Hathern, Queniborough*)
 - 8 settlements have four of the key services and facilities
(*Barkby, Cossington, Newtown Linford, Rearsby, Thrussington, Thurcaston, Woodhouse Eaves, Wymeswold*)
 - 2 settlements have three of the key services and facilities
(*Seagrave, Swithland*)
 - 13 settlements have two or less of the key services and facilities
(*Barkby Thorpe, Beeby, Cotes, Cropston, Hoton, Prestwold, Ratcliffe on the Wreake, South Croxton, Ulverscroft, Walton on the Wolds, Wanlip, Woodhouse, Woodthorpe*)
- 10.5. Those 'Other Settlements' with 4 or more key services and facilities are better placed to serve some day to day needs of residents. Existing provision and access to higher order settlements for these villages is set out in the Table below.

Settlement	Service provision and access to higher order settlements
Barkby	PS, VH, BS, EO Hourly bus links to Thurmaston and Syston, Leicester and Melton Mowbray
Burton on the Wolds	PS, GS, VH, BS, EO Within Loughborough's catchment. Hourly bus links to Loughborough and Melton Mowbray
Cossington	PS, VH, BS, EO Within Sileby catchment. Half hourly bus link to Sileby, Loughborough and Leicester
East Goscote	PS, GS, VH, BS, EO

	Within Syston catchment 20 min bus links to Syston, Leicester and Melton Mowbray
Hathern	PS, GS, VH, BS, EO Within Loughborough catchment. Half hourly bus links to Loughborough and Derby. Hourly bus link to Nottingham.
Newtown Linford	PS, GS, VH, EO Within Anstey's catchment and infrequent bus link to Anstey, Leicester and Coalville
Queniborough	PS, GS, VH, BS, EO Located within Syston catchment and 20 minute bus link to Syston, Leicester and Melton Mowbray
Rearsby	PS, VH, BS, EO Within Syston catchment and 20 minute bus link to Syston, Leicester and Melton Mowbray
Thrussington	PS, VH, BS, EO Within Syston catchment and hourly bus link to Syston, Leicester and Melton Mowbray
Thurcaston	PS, VH, BS, EO Within catchments of Anstey, Birstall, Mountsorrel and Rothley Hourly bus link to Anstey, Leicester and Loughborough. Infrequent bus link to Mountsorrel/ Rothley
Woodhouse Eaves	PS, GS, VH, BS Within Loughborough and Quorn catchments Hourly bus links to Quorn, Loughborough and Leicester
Wymeswold	PS, VH, BS, EO Within Loughborough's catchment Hourly bus links to Loughborough and Melton Mowbray

- 10.6. The fifteen remaining settlements are small villages and hamlets with three or less of the key service facilities. They are the least sustainable locations for development in Charnwood.
- 10.7. Importantly none of the Other Settlements currently has a sufficient range to sustain daily living without the need to access services and facilities elsewhere for secondary education, shopping, most healthcare and other needs. Given their generally attractive character and appearance, the central location of the Borough between the Three Cities and proximity to a number of county towns these settlements tend to be dormitory communities.
- 10.8. Having regard to this context there appear to be three options with regard to future development in Other Settlements:

- OPTION A: Apply a restrictive approach to market housing and limit development to small scale schemes of up to 9 dwellings addressing proven local affordable housing, or meeting community and employment needs
 - OPTION B: As Option A but also allow small scale market housing infill of up to 2 dwellings within an existing built-up area of a settlement to help support the local community
 - OPTION C: As Option B but also allow for market housing developments on small sites of up to 9 dwellings within the existing settlement limits where four or more key services and facilities are available. The actual size of a group and the number of groups appropriate in any settlement would be determined by the existing form and size of a settlement. Key services and facilities would be a primary school, a general store which might include a post office, a community hall, a public transport service of at least hourly frequency and good access to significant employment opportunities by non car modes.
- 10.9. The previous Boroughwide Local Plan allowed for cross subsidy schemes as large as 50 or 60 dwellings to secure modest amounts of affordable housing in some of the settlements now categorised as Other Settlements. Post-implementation it is evident schemes at this scale do not appear to make any difference to maintaining or improving services and facilities. There seems to be a risk that allowing market housing will merely exacerbate their dormitory role and increase travel usually by car.
- 10.10. The findings of recent appeal decisions (see section 4 above) suggest that in the current national policy context all Other Settlements have relatively low levels of sustainability and none function as local service centres. On this basis Other Settlements are not appropriate locations for market housing schemes.
- 10.11. A general presumption in favour of infill or small groups of market housing in Other Settlements could yield a significant amount of housing at the lowest level of the settlement hierarchy without any sustainability or environmental benefits. Such development would be most unlikely to be sufficient to make any difference in helping retain or improve service bases.
- 10.12. On the basis of available evidence the preferred approach is for Option A with limited development in Other Settlements. This approach would complement the preferred approach in Service Centres. Almost all the Other Settlements are close to one or more urban centre or service centre all of which are the more sustainable locations for development. It is reasonable to focus development, including schemes able to meet some needs of the Other Settlements, in the higher order settlements.
- 10.13. The Sustainability Appraisal of the options suggests that Option A performs better notably in terms of reducing travel and minimising the amount of greenfield development in less sustainable locations.
- 10.14. It would be helpful for the approach to recognise the different levels of service provision found in the Other Settlements. The current position is summarised in paragraphs 10.3 to 10.6 above. In settlements with four or more key services and facilities appropriate small scale schemes within defined village limits addressing proven affordable housing needs and making provision for local community facilities, or employment activity including rural diversification would be acceptable. Such an approach would help reduce the negative impacts of significant levels of out commuting and travel to higher order centres.

- 10.15. By contrast the smallest villages and hamlets with three or less key services and facilities are the least sustainable locations for development in Charnwood. In these villages development should only be allowed in exceptional circumstances to meet a proven local affordable housing need where it could be well related to settlement form and character. This group of settlements should be categorised as ‘Small Villages and Housing in the Countryside’ and no limits to development should be defined. Differentiation between built up areas and the wider countryside would be unnecessary as development to address defined local needs could be considered as an exception to countryside policies.
- 10.16. The issue of local needs is considered in section 7 above.

11. THE PREFERRED DEVELOPMENT STRATEGY FOR THE SETTLEMENT HIERARCHY IN CHARNWOOD

- 11.1. On the basis of available evidence the preferred option, to help secure sustainable communities in Charnwood over the plan period, is to direct most growth to the better served, higher order settlements and to improve accessibility in particular by public transport. The majority of development should be provided in and around the main urban centres of Leicester and settlements adjoining the City, and Loughborough with most of the remaining balance within and around Service Centres. As smaller Other Settlements are less sustainable locations further development should be restricted to small schemes addressing proven local needs in particular for affordable housing. The highest level of restraint should be applied in the least sustainable locations, the small villages and hamlets in the countryside
- 11.2. Having regard to the findings of this Report the Table below sets out the revised settlement hierarchy and preferred development strategies for Service Centres and Other Settlements.

Settlement Hierarchy for Charnwood	Development Strategy
<p>MAIN URBAN CENTRE LEICESTER PRINCIPAL URBAN AREA Includes Birstall and Thurmaston</p>	<p>To be set out in the Core Strategy</p>
<p>SUB REGIONAL CENTRE Loughborough/Shepshed</p>	<p>To be set out in the Core Strategy</p>
<p>SERVICE CENTRES Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston</p>	<p>Housing developments within limits to development without limit on individual scheme size provided adequate services, facilities and infrastructure are available or can be made available as a result of the development.</p> <p>Greenfield housing allocation(s) up to a total of 500 dwellings in a Service Centre where this could help address specific local issues and adequate services, facilities and infrastructure are available or can be made available as a result of the development. Further work is needed to identify where this might be appropriate</p> <p>All housing schemes to include affordable housing to help meet identified needs in a Service Centre and nearby communities.</p>

	New employment land up to 2ha to boost local job opportunities.
OTHER SETTLEMENTS with four or more key services and facilities Currently Barkby, ,Burton on the Wolds, Cossington, ,East Goscote, Hathern , Newtown Linford, Queniborough, , Rearsby, Thrussington, Thurcaston, , Woodhouse Eaves, and Wymeswold	Market or cross subsidy housing schemes would not be acceptable. Development would be limited to appropriate small scale schemes within the limits to development for a) proven local affordable housing needs of up to 9 dwellings, and b) other community and local employment needs.
SMALL VILLAGES AND HAMLETS IN THE COUNTRYSIDE' with three or less key services and facilities Currently Barkby Thorpe, Beeby, Cotes, Cropston, Hoton, Prestwold, Ratcliffe on the Wreake, Seagrave, South Croxton, Swithland, Ulverscroft, Walton on the Wolds, Wanlip, Woodhouse, Woodthorpe	A restrictive approach with development restricted to schemes related to countryside uses. Affordable housing schemes may exceptionally be considered to address a proven need where sympathetic to settlement form and character. No limits to development would be defined for these villages.

12. SETTLEMENT PROFILES

12.1. Appendix I includes a settlement profile for each settlement in the Borough using a standard format. The profiles cover:

- Existing services and facilities (from DASH (August 2007))
- A summary of key constraints to development in each settlement such as those arising from flooding, biodiversity, historic environment, landscape and townscape, agricultural land and transport infrastructure
- Accessibility by bus and rail (from DASH (August 2007))
- Local issues identified in the Borough Council's draft Sustainable Community Strategy (May/June 2008)
- Access to recreational facilities and areas of green infrastructure.
- Demographic changes
- Any available information on the current capacity of utilities such as water supply, sewerage, drainage, electricity and gas services, telecommunications
- Available information on schools and colleges and their capacity to accommodate further development
- Available information on retail issues
- Employment provision
- Urban capacity
- Evidence of deprivation

13. INFRASTRUCTURE CAPACITY IN SETTLEMENTS

(a) Education

13.1. From information provided by the County Council it is apparent that development of up to 500 dwellings in any Service Centre or up to 30 dwellings in any Other Settlement would not cause insurmountable problems. It is not until a scale of about 1000 -1500 dwellings that perhaps a new primary school would be needed.

- 13.2. The situation is more complex in terms of secondary education given the distribution of schools. Only Syston and Birstall cater for all children aged 11-18. In the other Service Centres there is either a middle (11-14) or upper school (14-18). This distribution generates significant movements between settlements. Careful consideration needs to be given to the cumulative impact of development in different settlements.
- 13.3. In primary schools the scope for any extra space will depend upon design, flexibility and size of a site and how accommodation is configured. In Secondary schools the same factors apply plus needs generated by specialist activities. Capacity issues may not need to be resolved by developer contributions if other local schools have spare capacity.
- 13.4. The settlement profiles in Appendix I include information on school catchments and capacity issues.

(b) Capacity of Utilities

- 13.5. It is difficult to come to a clear view on the capacity of utilities at the settlement level as provision may vary according to the actual location of development proposals. From current experience it is not anticipated that supply of utilities would be an issue in relation to the scale of development likely to take place in Service Centres and Other Settlements in line with the Core Strategy.

(c) Traffic Implications

- 13.6. MVA Consultancy have undertaken a series of 'Transport Assessments for the Local Development Framework (September 2008)'. They were asked to assess the broad implications of building 150 dwellings or 500 dwellings in each Service Centre defined in the 2006 Core Strategy Preferred Options. No locations were specified.
- 13.7. The assessments found that adding 150 dwellings in each Service Centre did not produce significant increases in traffic congestion on continuous sections of roads. Rather there could be isolated impacts such as the A46 south of Anstey, parts of the A6 and Epinal Way in Loughborough and Melton Rd through Syston. The relatively low impact reflected the modest levels of growth and the dispersed pattern of trip sources across the Borough.
- 13.8. The combined impact of 500 dwellings indicated largest flow increases on the A6 between Leicester and Loughborough and the side roads to individual settlements. Congestion impacts were greatest in Loughborough and along Melton Road through Syston and Queniborough and the A46 close to Anstey. The flow increases on the A6 did not seem to produce congestion until Loughborough.

Appendix I: SETTLEMENT PROFILES

A) SERVICE CENTRES

Services and Facilities available in: ANSTEY														
14 of 15 different categories present. 36 in total. Third best provision outside settlements adjoining Leicester, Loughborough and Shepshed														
Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
3	1	2	1	2	1	4	8	4	0	3	6	1 11-14 years	2	1

Physical Constraints	Further Comments
Flood Risk	Significant flood risk in valley of Rothley Brook south and east of village.
Biodiversity	No designated areas of interest within or adjoining the village. Bradgate Park SSSI (SK537108) within 500m to NW Sheet Hedges Wood SSSI (SK529087) c750m to SW
Historic Environment	Older parts of village and area around The Green are within Conservation Area and archaeological alert zone. King William Bridge (SK556089) is an ancient monument. 24 listed buildings and number of sites of archaeological interest across Parish.
Landscape & Townscape	The village located close to Leicester has accommodated significant growth since the 1960s. More recently the village has become increasingly residential in character as numerous employment sites have been redeveloped for housing. Important open spaces at The Green and south of Millfield Close To the south of the village lies the valley of Rothley Brook, the A46 corridor and to the south of this road the undulating Glenfrith area rising southward towards the Leicester urban area. To the north is attractive Charnwood Forest countryside and to the west a tract of open countryside towards Groby.
Agricultural land	Village is flanked by Grade 3 land.

Accessibility

ANSTEY PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon- Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon- Sat daytime	Mon- Sat evening	Sunday & Bank Hol	
ANSTEY	74 Leicester - Anstey via Beaumont Centre 54/ 121/123 Leicester- Charnwood Forest villages- Loughborough 120 Leicester- Coalville	12 mins Hourly 2 hours	Hourly 2 hours none	30 mins 2 hours none	none 	none 	none 	Beaumont Leys District Centre 3km Leicester City Centre 6km Good bus links to both
Conclusion								
Anstey has reasonable public transport accessibility In 'Developing A Settlement <i>Hierarchy</i> (DASH)', Appendix 5 Anstey scored 15.7 (July 2007)								
2001 Census Travel to Work data for resident population Anstey Ward: 68% car/ van, 9% public transport, 3% cycle, 10% on foot, 8% homeworking, 2% others								

Anstey has modest provision in terms of cycle routes but is well located for cycling trips towards Leicester. Gorse Hill provides a good route towards the City and there are some off road cycle lanes on approaches to the A46 interchange. The roads towards Newtown Linford and Thurcaston provide opportunities for cycling leisure trips.

Traffic Impact

The MVA Transport Assessments (September 2008) suggest that the main impacts of development of up to 500 dwellings in Anstey would be additional congestion on the A46 south west of the village and the A50 in and out of Leicester.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues in Anstey:

Stronger Communities

- The population is diverse and intergenerational problems have been identified.
- Anstey has a dominant 45-64 age group - 28% of the population
- There is a relatively high percentage of social rented dwellings.

Health & Wellbeing

- Access to recreational facilities for youth including more local sports groups is limited Competitiveness, Growth & Learning
- Anstey North is within the 16% most deprived in Charnwood with a low number of 16 year olds in education and with 10% not in NEET.
- There is dependence on manufacturing employment which counts for one in four jobs in the village,
- Limited local employment has resulted in many travelling to work out of town
- Limited parking for towns amenities

Climate Change

- Limited bus service to both Leicester and Loughborough and for evenings.
- Increased car use resulting in regular congestion in the village and noise pollution from the A6

Community Safety

- Some areas of the village are within 16% most deprived communities in Charnwood with regard to crime including vandalism and being victims of or witnessing anti-social behaviour
- Key issues identified include youth related antisocial behaviour, underage drinking and gang culture

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
	6215	6192	6211	5893	5960/ 2489

45-64 age group is above the Leicestershire average (28%)

High % of social rented housing

Manufacturing accounts for 1 job in 4 in village, and services c11%.

Infrastructure in ANSTEY

Land use

	Gross	Net											
Housing Capacity	Ha		<p>Brownfield Greenfield split, density of existing housing areas</p> <p>Housing Land Availability Assessment (2007) sites included as commitments to 2016 ANS3 Albion Rd/ Rosebery Rd/ Kitchener Rd 24 Dgs</p> <p>HLAA (2007) Rejected UC Large Sites</p> <table> <tr> <td>PS1 21 Latimer Rd</td> <td>12 Dgs</td> </tr> <tr> <td>PA1 Cropston Rd</td> <td>?</td> </tr> <tr> <td>N9 9 Hollow Rd</td> <td>0.3ha</td> </tr> <tr> <td>N22 Staddon Rd</td> <td>0.31ha</td> </tr> <tr> <td>ELR2 Leicester Rd</td> <td>0.31ha</td> </tr> </table>	PS1 21 Latimer Rd	12 Dgs	PA1 Cropston Rd	?	N9 9 Hollow Rd	0.3ha	N22 Staddon Rd	0.31ha	ELR2 Leicester Rd	0.31ha
PS1 21 Latimer Rd	12 Dgs												
PA1 Cropston Rd	?												
N9 9 Hollow Rd	0.3ha												
N22 Staddon Rd	0.31ha												
ELR2 Leicester Rd	0.31ha												
Employment Capacity	Ha		<p>Employment type (B1, B2 and B8)</p> <p>C1000 jobs in Anstey ward. Main employment sites are in south and east of village.</p> <p>2966 employed residents of which:</p> <ul style="list-style-type: none"> 25% work in ward 36% work in Borough 64% work outside Borough, primarily in Leicester. <p>Net outflow of 1483..</p>										
	Existing	proposed											
Retail capacity (convenience)	M2		<p>Draft Retail Study (August 2006)</p> <p>Diversity</p>										
Retail capacity (comparison)	M2		<p>National retailera are largely limited to convenience goods with a Midlands Co-Op supermarket and Coombs-Hampshires bakery. No national comparison multiples only services with two banks and Co-Op Travel.</p> <p>Presence of vacant property</p> <p>Anstey has just one vacant unit in the village centre.</p> <p>Pedestrian flows</p> <p>Flows only moderate. Strongest between The Nook and the Co-Op east of the centre. Flows to the west of The Nook were generally lower.</p> <p>Accessibility</p> <p>Car parking in Anstey is mainly at The Nook and a large free surface car park off Station Road. This provision and bus links suggest the centre is reasonably accessible.</p>										

			<p>Environmental Quality</p> <p>A clean, well-maintained centre but traffic-domination and narrow pavements have a negative impact on environmental quality. Public seating and open space is limited. Generally architecturally attractive with several noteworthy buildings and shop-fronts but an unappealing 1960s building west of The Nook.</p> <p>Overall a reasonable quality environment but with potential for improvement.</p>
POS provision	Ha		<p>Based on the CBC Greenspace Strategy (2006) Anstey has 1.94ha of public open space of recreational value (POSRV) per 1,000 population. <i>(Note: The average figure for the Borough is 1.91 ha per 1,000 population)</i></p> <p>The village is deemed to have adequate recreational provision apart from a deficit in equipped play provision in the north of the village.</p> <p>The nearest main facility is Bradgate Park Country Park c2.5km from the village and accessible by an infrequent bus service.</p> <p>Generally good rights of way access to surrounding countryside and open land.</p>
Education			
Secondary 11-14			Anstey Martin has deficit of 20 spaces. School serves Anstey, Cropston and Thurcaston
Secondary 14-18			Within catchment of Birstall Longslade
Primary			Latimer Primary has Spare Capacity of 45 spaces

Regeneration issues	<p>Known levels of deprivation from Indices of Multiple Deprivation 2004 indicate that for most measures the village is in the 50% least deprived areas in the country.</p> <p>Anstey North is within the top 135 most deprived areas for education, skills and training in the County and in the top 16% most deprived wards in Charnwood.</p> <p>Parts of the village are moderately deprived in terms of crime, the living environment, education and older people living in households affected by income deprivation.</p>
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Services and Facilities available in: BARROW UPON SOAR

13 of 15 different categories present. 26 in total. **Sixth** best provision outside settlements adjoining Leicester, Loughborough and Shepshed

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
2	1	1	1	2	1	0	2	4	0	3	7	1 11-14years	1	1

Physical Constraints	Further Comments
Flood Risk	Soar valley floodplain to west and south of village.
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	Older parts of village and the area alongside the canal are defined as a Conservation area. The core is an archaeological alert zone. 29 listed buildings in the parish and a number of sites of archaeological interest.
Landscape & Townscape	One of the cluster of expanded villages alongside Soar valley between Loughborough and Leicester. The village is becoming predominantly residential having lost a number of employment sites to housing in recent years. Important areas of open space adjacent to new housing areas off Cotes Road and on southern edge of village Open countryside setting on eastern edge of river valley. Other main landscape feature is rising Wolds countryside to the east. Narrow gap of c550m from Sibleby to the south east feels narrower because of development in this area. Although Quorn is 500m to west across the river valley intervisibility is restricted by mature landscape features.
Agricultural land	Grade 4 land to west. Land to the east is mainly Grade 3. North and south eastern edges are close to Grade 2 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres

		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
BARROW UPON SOAR	2 Loughborough-Leicester	30 mins	2 hours	2 hours	hourly	hourly	-	Loughborough town centre is within 5km
DASH: 16.7	27 Loughborough--Thurmaston	Hourly	none	none				
Conclusion								
Barrow upon Soar has reasonable public transport accessibility								
In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Barrow upon Soar scored 16.7 (July 2007)								
2001 Census Travel to Work data for resident population								
Most of the village is located in the Barrow and Sileby West ward								
72 % car/ van, 8% public transport, 2% cycle , 7% on foot, 11% homeworking, 1% others								

Barrow upon Soar has no dedicated cycle routes but the village has good potential for cycling given the close proximity to Loughborough, Quorn, Sileby and Mountsorrel.

Traffic Impact

The MVA Transport Assessments (September 2008) suggest that the main impact of development of up to 500 dwellings in Barrow upon Soar would be along Barrow Rd to and from Quorn with lesser increases along Sileby Rd and Nottingham Rd

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Community Cohesion

- Increases in the population due to recent developments place pressure on the local infrastructure.
- Fear of over development and loss of village identity including the need to protect historic buildings.
- Limited community venue resources
- Need for continued delivery of youth and family services

Health & wellbeing

- Pressure on local services to accommodate increasing population

Climate Change

- Congestion through village High Street and the effects of flooding on local road network

Community Safety

- Perceived high crime rate and general fear of crime

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
BARROW UPON SOAR	4691	4773	5256	5097	5180/ 2143

Infrastructure in BARROW UPON SOAR

Land use

	Gross	Net	
Housing Capacity	Ha		<p>Brownfield Greenfield split, density of existing housing areas Housing Land Availability Assessment (2007) sites included as commitments to 2016 BAR1 Sileby Rd 30 Dgs BAR2 Nursery Grove/ Nottingham Rd 30 Dgs 136 Cotes Rd 20 Dgs</p> <p>No rejected large urban capacity sites in the village.</p>
Employment Capacity	Ha		<p>Employment type (B1, B2 and B8) C1350 jobs in the Barrow and Sileby west ward. There is a significant employment site at Hayhill IE off Sileby Road. The village has 2915 employed residents of which: 26% work in ward 63% work in Borough 37% work outside the Borough. Net outflow from Barrow/Sileby west ward of 1213.</p>
	Existing	proposed	
Retail capacity (convenience)	M2		<p>Draft Retail study (August 2008) Diversity</p>
Retail capacity (comparison)	M2		<p>Majority of outlets are independents. Comparison retail is anchored by a small Somerfield store on High Street with a smaller Spar store on North Street and Coombs-Hampshire bakery on High Street. Comparison goods are restricted to an Alliance Pharmacy on High</p>

		<p>Street. There is a Post Office and Alliance and Leicester bank. Given the centre's size representation of national multiples is reasonable.</p> <p>Proportion of vacant property The centre has a low vacancy rate but a prominent unit on High Street was vacant.</p> <p>Pedestrian flows The High Street area is reasonably busy with the highest footfall around Somerfield on High Street, and Post Office opposite. Flows reduce past the junction of High Street and Cotes Road, and are low at second concentration of retail units and library on North Street.</p> <p>Accessibility Well served by public transport given the size of the centre. The rail station is approximately ten minutes walk from the centre. There are a number of free surface car parks including rear of Somerfield on High Street; the Three Crowns public house on North Street and south of the railway on High Street. Accessibility to the centre is therefore, generally strong.</p> <p>Environmental quality Attractive and well maintained centre, with plenty of architecturally strong buildings. Moderate volumes of through-traffic are not overly detrimental to the centre. The linear nature and narrow footpaths on parts of High Street restrict opportunities for public seating. Overall no problems of litter, vandalism or graffiti. Generally positive environmental quality.</p>
POS provision	Ha	<p>Based on the CBC Greenspace Strategy (2006) Barrow has 1.47 ha of POSRV per 1,000 population significantly below the Borough average of 1.91ha per 1,000 population.</p> <p>People living in the east and south of the village are not within 400m of a local park/ district open space of 2.5ha+. King George's playing field the main open space is a little constrained.</p> <p>The village is remote from large parks and open spaces with public access. The nearest The Outwoods is over 7m away and not accessible directly by bus.</p>

			Residents have ready access by rights of way to surrounding countryside especially in the Soar valley.
Education			
Secondary 11-14			Barrow Humphrey Perkins has spare capacity of 37 spaces. The school serves Barrow, Mountsorrel, Quorn, Sileby, Burton on the Wolds, Cossington, Cotes, Hoton, Seagrave, Swithland, Walton on the Wolds, Woodhouse, Woodhouse Eaves and Wymeswold
Secondary 14-18			Barrow is in the catchment of Quorn Rawlins
Primary			Barrow Hall Orchard has a deficit of 50 spaces

Regeneration Issues	No significant or moderate deprivation has been identified in Barrow
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Services and Facilities available in: MOUNTSORREL

13 different categories present. 35 in total. **Fourth** best provision outside settlements adjoining Leicester, Loughborough and Shepshed

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
5	2	1	1	1	1	0	3	4	2	4	9	0	1	1 +mobile

Physical Constraints	Further Comments
Flood Risk	Soar valley floodplain flanks eastern side of village
Biodiversity	Main Quarry SSSI (SK577148) adjoins west of village 4 SINCs adjoining village
Historic Environment	Older parts of the village and the area along Bond lane fall within a Conservation Area with the core an archaeological alert zone. 37 listed buildings. The motte and bailey castle and market cross are SAMs (SK581489).
Landscape & Townscape	One of the cluster of expanded villages alongside the Soar valley between Loughborough and Leicester. Long, linear form with recent residential extensions south of Halstead Rd and between the village and A6 bypass. Located on the western edge of river valley just 270m south of Quorn of c270m but with limited intervisibility because of topography and a well treed mature landscape. Rothley is very close to the south c200m west of Mountsorrel Lane but the villages feel co-joined by low density housing along the road. The other defining characteristic is attractive Charnwood Forest countryside to the west.
Agricultural land	Land to east is Grade 4. land. Grade 3 land to west. North and south of village are areas of Grade 2 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres

		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
MOUNTSORREL	127 Leicester-Loughborough-Shephed	10 mins	Hourly (extends to Coalville)	Hourly (extends to Coalville)	none	none	none	Loughborough town centre c7km
	99 Mountsorrel-Leicester	2 hours	none	none				
Conclusion Mountsorrel has good public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Mountsorrel scored 30.0 (July 2007)								
2001 Census Travel to Work data for resident population of Mountsorrel ward 76% car/ van, 7% public transport, 2% cycle , 4% on foot, 8% homeworking, 2% others,								

The old A6 through Mountsorrel is a section of the Sustrans National Route 6 between Loughborough and Leicester. The village is well located for cycle trips to and from nearby Service Centres, notably to schools in Quorn.

Traffic Impact

MVA's broad Transport Assessments (September 2008) suggest that the main impact of development of up to 500 dwellings in Mountsorrel would be greater traffic along the old A6, links to the A6 bypass, the bypass itself.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Stronger Communities

- The population make up is diverse and intergenerational problems have been identified.
- Lack of consistent youth provision

Competitiveness, Growth & Learning

- The rate of school exclusions is twice the level for the Borough and County as a whole.
- Mountsorrel Centre is moderately deprived in terms of education, training and skills. Educational attainment in the monitoring areas at KS2 is similar to levels for the Borough and the County but at KS3 and KS4 they fall significantly below the average and well below the floor targets.
- Lack of sustained family learning opportunities and initiatives
- Lack of a retail centre

Climate Change

- The area is the least self contained in the Borough and has the highest number of residents using private cars/vans to travel to work
- Public transport currently not meeting local needs

Community Safety

- Criminal damage and recorded domestic violence are higher than for the Borough as whole.
- Violence against the person, criminal damage and damage to motor vehicles account for over half of all recorded crime in the monitoring area.
- Anti-social behaviour in village centre/green
- Continuing issues around underage drinking
- Speeding and illegal and irresponsible parking

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
Mountsorrel	4811	6033	6967	7582	7860/ 3364

Infrastructure in MOUNTSORREL

Land use			
	Gross	Net	
			Brownfield Greenfield split, density of existing housing areas Housing Land Availability Assessment (2007) sites included as commitments to 2016 MON2 Linkfield Rd 50 Dgs MON3 Marsh Rd 17 Dgs MON4 r/o 249-263 Leicester Rd 10 Dgs MON7 r/o 166&174 Loughborough Rd 10 Dgs MON8 263 Loughborough Rd/ 2 Granite Way 15 Dgs MON9 72-128 Loughborough Rd 12 Dgs
Housing Capacity	Ha		HLAA (2007) Rejected UC Large Sites

			C4 Rothley Rd ? PA35 205 Swithland Lane ? C7 east of Loughborough Rd ?
Employment Capacity	Ha		C600 jobs in ward with focus on Hawcliffe Road IE and Mountsorrel Quarry. c3559 employed residents of which: 16% work in ward 51% work in Borough 49% work outside Borough. Net outflow from Mountsorrel of 2661.
	Existing	proposed	C2500 jobs in Quorn/ Mountsorrel Castle ward. Net outflow from ward of 861. Scatter of employment sites mainly north of Farley Way. 3038 employed residents of which: 25% work in ward 60% work in Borough 40% work outside Borough.
Retail capacity (convenience)	M2		
Retail capacity (comparison)	M2		No information available
POS provision	Ha		Mountsorrel has 2.61 ha of POSRV per 1,000 population significantly above the Borough average of 1.91ha. However southern parts of the village are not within 400m of a local park/ district open space of 2.5ha+ and lack equipped play provision. The Halstead Rd recreation ground west of the village is considered to be just sufficiently large. The village is relatively remote from large parks and open spaces with public access.being c4km from Swithalnd Woods, c5km from Bradgate Park and Wanlip Country Park with none directly accessible by bus. Ready access by rights of way to the surrounding Soar valley countryside but more limited to the west.
Education			

Secondary 11-14			Go to Barrow Humphrey Perkins
Secondary 14-18			Go to Quorn Rawlins
Primary			Mountsorrel Primary has deficit of 30 spaces

<p>Regeneration issues</p>	<p>The draft SCS (July 2008) identifies the following issues:</p> <p>Stronger Communities</p> <ul style="list-style-type: none"> • The population is characterised by a high proportion children under 15 creating pressure on local youth <p>Poor living conditions for some residents leading to resentment and lack of pride.</p> <p>Competitiveness, Growth & Learning</p> <ul style="list-style-type: none"> • Moderate deprivation in terms of education, training and skills. KS3 and KS4 fall significantly below the average and well below the floor targets. • The rate of school exclusions is twice the level for the Borough and County as a whole. • Mountsorrel Centre is significantly deprived in terms of income, employment, deprivation affecting children and older people and education and moderately deprived in terms of health and crime. • Mountsorrel Centre has significant levels of children living in income affected households <p>Climate Change</p> <ul style="list-style-type: none"> • The area is the least self-contained in the Borough and has the highest number of residents using private cars and vans to travel to work in the Borough. <p>Community Safety</p> <ul style="list-style-type: none"> • Criminal damage, recorded domestic violence is above Borough average. • Violence against the person, criminal damage and damage to motor vehicles account for over half of all recorded crime in the monitoring area.
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Services and Facilities available in: QUORN

11 different categories present. 29 in total. **Fifth** best provision outside settlements adjoining Leicester, Loughborough and Shepshed

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1	1	1	0	0	1	0	2	8	0	5	7	1	1	1

Physical Constraints	Further Comments
Flood Risk	Soar valley floodplain includes areas in the east and north of the village and adjoining land, with the floodplain of Buddon Brook merging from the south
Biodiversity	SSSIs to south and east: Barrow Gravel Pits SSSI (SK568166) adjoins to SE; Buddon Wood/ Swithland Reservoir SSSI (SK560145) c 500m to south 2 SINCs within, and 3 adjoining village
Historic Environment	The older part of the village is a Conservation Area with an archaeological alert zone at the core. 36 listed buildings and Quorndon Mill south of the village is a SAM (SK55621567).
Landscape & Townscape	One of the cluster of expanded villages alongside Soar valley between Loughborough and Leicester. Predominantly residential having lost most employment sites to housing. The few remaining are focussed north of Farley Way. Located on the western edge of the river valley. Loughborough is c1.5km to the north at nearest point west of the A6. The new Grange Park housing area is visible from Woodhouse Road. Mountsorrel lies some 270m to the south but intervisibility is limited. Similarly there is little intervisibility to Barrow c500m to the east across the mature river valley landscape. The other defining characteristic is the attractive Charnwood Forest countryside rising away to the west.
Agricultural land	Flanked by Grade 4 land to east. Land to west is mainly Grade 2. To south and north mainly Grade 3 but some areas of Grade 2.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-	Mon-Sat	Sunday	Mon-	Mon-	Sunday	

		Sat daytime	evening	& Bank Hol	Sat daytime	Sat evening	& Bank Hol	
QUORN	2 Loughborough- Leicester	30 mins	2 hours	2 hours	none	none	none	Loughborough town centre 3.5km
	54/ 121/123 Leicester- Charnwood Forest villages- Loughborough	hourly	2 hours	2 hours				
	127 Leicester- Loughborough- Shepshed	10 mins	Hourly (extends to Coalville)	Hourly (extends to Coalville)				
<p>Conclusion Quorn has good public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Quorn scored 41.6 (July 2007)</p> <p>2001 Census Travel to Work data for resident population of Quorn & Mountsorrel Castle ward 73% car/ van, 6% public transport, 3% cycle , 6% on foot, 11% homeworking, 2% others,</p>								

The old A6 through Quorn is a section of the Sustrans National Route 6 between Loughborough and Leicester. The village is well located for cycle trips to and from Loughborough and nearby Service Centres

Traffic Impact

MVA's broad Transport Assessments (September 2008) suggest that the main impact of development of up to 500 dwellings in Quorn would be additional traffic along the old A6, links to the A6 and roads in and out of Loughborough.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Climate change

- Flooding and its effects on local road network particularly through the village

Community Safety

- ASB issues related to night time economy and young people
- Perceived high crime rate and general fear of crime

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
QUORN	3684	4614	5159	4966	5100/ 2143

Infrastructure in QUORN

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas No sites in 5yr HLAA. Rejected urban capacity sites are: PS19 r/o 2a/14 Loughborough Rd 0.86ha QN01 r/o 79-91 Chaveney Rd 0.94ha QN07 r/o 47-73 Barrow Rd 0.37ha QN08 r/o Reynards Retreat to 50 Loughborough Rd 1.19ha
Employment Capacity	Ha		Employment type (B1, B2 and B8) C2500 jobs in Quorn/ Mountsorrel Castle ward. (This seems very high) Scatter of employment sites mainly north of Farley Way. 3038 employed residents of which: 25% work in ward 60% work in Borough 40% work outside Borough. Net outflow from ward of 861.
	Existing	proposed	
Retail capacity (convenience)	M2		
Retail capacity (comparison)	M2		No information available
POS provision	Ha		Quorn has 1.49 ha of POSRV per 1,000 population which is well below the Borough average of 1.91ha. Most parts of the village are not within 400m of a local park/ district open space of 2.5ha+.

			Western parts lack equipped play provision. The village is relatively remote from large parks and open spaces with public access with the nearest The Outwoods c4km away not directly accessible by bus. Ready access by rights of way to surrounding countryside especially in Soar valley but more restricted to south of village.
Education			
Secondary 11-14			Go to Barrow Humphrey Perkins
Secondary 14-18			Quorn Rawlins has a deficit of 125 spaces. The school serves: Quorn, Barrow upon Soar, Mountsorrel, Sileby, Burton on the Wolds, Cossington, Cotes, Hoton, Seagrave, Swithland, Walton on the Wolds, Woodhouse, Woodhouse Eaves and Wymeswold
Primary			Quorn primary school has spare capacity of 8 spaces

Regeneration issues	No significant or moderate deprivation in Quorn
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Services and Facilities available in: ROTHLEY

11 different categories present. 24 in total. **Seventh** best provision outside settlements adjoining Leicester, Loughborough and Shepshed

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1	1	1	1	0	1	0	1	5	0	5	6	0	1	1

Physical Constraints	Further Comments
Flood Risk	East of village lies the river Soar floodplain. Floodplain of Rothley Brook runs south east to north west through the village.
Biodiversity	SINCS 200m north of Homefield Lane and west of Loughborough Rd
Historic Environment	Older parts of main village are a Conservation Area with an archaeological alert zone at the core. 34 listed buildings in the parish. Ancient monuments: Saxon Cross in Rothley Churchyard (SK586126); Roman viila at western end of The Ridgeway (SK569118 & 568123).
Landscape & Townscape	Predominantly residential village, one of the cluster of Soar valley villages. There is a compact built area plus the early 20 th century low density Ridgeway Area garden suburb to the west. Located on western edge of Soar valley with bulk of village west of Loughborough Rd. Pockets of development mainly housing and farmsteads between the A6 bypass and Loughborough Rd. Rothley brook corridor runs SW to NE through the parish. Mountsorrel is close by immediately to the north. The landform rises away south of the village to a prominent east to west ridgeline beyond which are the A46 and Birstall. West of the Ridgeway Area is attractive Charnwod Forest countryside,
Agricultural land	Flanked by Grade 2 land to south and north. To east land is Grade 4. Rothley Plain west of the village is mainly Grade 3 with Grade 2 south of Westfield Lane.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres
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		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
ROTHLEY	127 Leicester-Loughborough-Shepshed	10 mins	Hourly (extends to Coalville)	Hourly (extends to Coalville)	none	none	none	Loughborough town centre 9km
	99 Mountsorrel-Leicester	2 hours	none	none				
Conclusion Rothley has good public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Rothley scored 28.7 (July 2007)								
2001 Census Travel to Work data for resident population of Rothley and Thurcaston ward 76% car/ van, 5% public transport, 1% cycle , 4% on foot, 13% homeworking, 1% others,								

The old A6 west of Rothley is a section of the Sustrans National Route 6 between Loughborough and Leicester. The village is well located for cycle trips to and from other nearby Service Centres and school trips towards Birstall.

Traffic Impact

The MVA Transport Assessments (September 2008) suggest that the main impact of development of up to 500 dwellings in Rothley would be additional traffic flows on Mountsorrel Lane, Hallfields Lane, the old A6, links to the A6 bypass and the bypass.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Stronger Communities

- Concerns over the retention of the 'village' identity
- Limited opening times for the local youth group

Community Safety

- Issues of vandalism and anti-social behaviour

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households

					2004
ROTHLEY	3049	3141	3281	3535	3840/ 1591

Infrastructure in ROTHLEY

Land use

	Gross	Net	
Housing Capacity	Ha		<p>Brownfield Greenfield split, density of existing housing areas HLAA commitments to 2016 includes ROT1 The Grange, Fowke St 41 Dgs Rejected urban capacity sites: C15 Rowena Nurseries ? C31 East of A6 ?</p>
Employment Capacity	Ha		<p>Employment type (B1, B2 and B8) c1350 jobs in Rothley & Thurcaston ward. Net outflow from ward of 1528. Main employment area at Rothley Lodge east of A6. 3019 employed residents of which: 22% work in ward 42% work in Borough 58% work outside Borough</p>
	Existing	proposed	
Retail capacity (convenience)	M2		
Retail capacity (comparison)	M2		No information available
POS provision	Ha		<p>Rothley has 1.37 ha of POSRV per 1,000 population well below the Borough average of 1.91ha. The village appears to have adequate recreational provision at present. The Rothley Plain area lacks a local recreation ground but properties generally have large gardens. The village is relatively remote from large parks and open spaces with public access with the nearest Swithland Woods and Bradgate Park being c4km away but neither are directly accessible by bus. The village has good off road access to surrounding countryside.</p>

Education			
Secondary 11-14			Go to Birstall Stonehill
Secondary 14-18			Go to Birstall Longslade
Primary			Rothley Primary school has a deficit of 7 spaces

Regeneration Issues	No significant or moderate deprivation in Rothley
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Services and Facilities available in: SILEBY

13 different categories present. 48 in total. **Second** best provision outside settlements adjoining Leicester, Loughborough and Shepshed

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
9	2	1	1	1	1	1	6	6	0	4	13	0	2	1

Physical Constraints	Further Comments
Flood Risk	Soar valley floodplain flanks west of village. Sileby brook corridor through village is prone to flooding.
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	The older eastern edge of the village is a Conservation Area with an archaeological alert zone at the core. 11 listed buildings and pockets of archaeological interest including Sileby Mill east of the village and farmsteads.
Landscape & Townscape	One of the cluster of expanded villages alongside the Soar valley between Loughborough and Leicester. Becoming mainly residential as former employment sites are redeveloped for housing. Located on eastern edge of river valley with elevated, undulating Wolds countryside to the east and north. Gap of c500m from Barrow feels narrower given low density development in this area. Cossington is just 150m to the south with few features restricting intervisibility. 800m west across a mature river valley landscape is Mountsorrel. Seagrave is 1.3km to the east with no intervisibility. Large agricultural buildings are prominent features in the area south of Seagrave Road.
Agricultural land	Flanked by Grade 4 land to west. Grade 3 land to south/ south east with pockets of Grade 2 either side of Ratcliffe Road. Sileby brook corridor through village is prone to flooding.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres
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		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
SILEBY	2 Loughborough-Leicester	30 mins	2 hours	2 hours	hourly	hourly	-	Loughborough town centre 8.5km
DASH: 18.2	27 Loughborough-Thurmaston	Hourly	none	none				Syston town centre 6km
Conclusion Sileby has reasonable public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Sileby scored 18.2 (July 2007)								
2001 Census Travel to Work data for resident population of Sileby ward 70% car/ van, 8% public transport, 3% cycle , 8% on foot, 8% homeworking, 2% others,								

There are no dedicated cycle routes in Sileby but the village is well located for cycle trips to and from nearby Service Centres, including to schools in Barrow upon Soar and Quorn.

Traffic Impact

The MVA Transport Assessments (September 2008) suggest that the main impact of development of up to 500 dwellings in Sileby would be additional traffic along Ratcliffe Rd, link roads to the A6 bypass and the bypass itself.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Stronger Communities

- Lack of sufficient public transport directly linked to nearest services including Soar Valley Leisure Centre
- Poor community facilities with limited facilities for local youths.

Competitiveness, Growth & Learning

- Low level educational attainment both in young and adults
- Concerns on local economy with business closures
- Development of old local mills into housing reducing business opportunities.

Climate Change

- Effects of flooding including access roads

Community safety

- Issues of ASB, youth issues and vandalism creating a fear of crime amongst residents.

		<p>goods are restricted to independents with specialist retailers including an antiques shop a bridal wear shop. Good services with one bank (Natwest), estate agents, betting office and several hair and beauty salons.</p> <p>Presence of main retailers: Very limited range of national retailers to be expected given relatively small size. The only national multiples are convenience (Tesco Express and Coombs-Hampshires) and services (Natwest). No national comparison multiples but, given the size of the settlement, this gives no undue cause for concern.</p> <p>Level of vacant units High Street has two vacant units, although promisingly one of these is under offer.</p> <p>Level of pedestrian flows Rather modest pedestrian flows. The Tesco store is the anchor to the centre, and flows were strongest here. Away from High Street flows were generally low.</p> <p>Accessibility Surprisingly well catered for in terms of bus and rail provision. The rail station is under five minutes' walk from High Street. A large public car park behind the Tesco store, accessed from King Street, provides ample parking. Sileby is considered to be readily accessible by a choice of transport.</p> <p>Environmental Quality Generally an attractive centre. Most buildings (bar a couple of exceptions on King Street) of good architectural quality set close to St Mary's Church at the junction of King Street and High Street. Conversion of the imposing Maltings to residential will enhance townscape and improve viability and vitality of the centre. Traffic congestion is not an issue but the junction of King Street and High Street creates some problems. On street parking on High Street disrupts traffic flow. Narrow pavements on High Street mean pedestrians may walk in the road. Limited number of pedestrian crossings. Certain locations (particularly King Street and Brook Street, near their respective junctions with High Street) would benefit from facilities. Many shopfronts need refreshing to improve the centre.</p>
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POS provision	Ha		Sileby has 1.02 ha of POSRV per 1,000 population significantly below the Borough average of 1.91 ha. The need for more provision has been flagged up in previous local plans. Northern and southern parts of the village are not within 400m of a local park/ district open space of 2.5ha+. The village is relatively remote from large parks and open spaces with public access with the nearest Wanlip Country Park being c4.5km away but not directly accessible by bus. Reasonable access by rights of way to surrounding countryside in the Soar valley but elsewhere access is more limited.
Education			
Secondary 11-14			Go to Barrow Humphrey Perkins
Secondary 14-18			Go to Quorn Rawlins
Primary			Highgate primary school has spare capacity of 16 spaces

Regeneration Issues	Parts of Sileby are moderately deprived in terms of education, training and skills. Sileby South East (E01025751) is moderately deprived in terms of education, training and skills.
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Services and Facilities available in: **SYSTON**

All 15 different categories present. 58 in total. Best provision outside settlements adjoining Leicester, Loughborough and Shepshed

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
4	1	3	3	3	1	5	8	9	1	5	11	1	2	1

Physical Constraints	Further Comments
Flood Risk	To west/ north west of the town is floodplain comprising Grade 4 land. The Barkby Brook corridor runs from south east through centre of Syston converging with the river Wreake west of the town.
Biodiversity	SINC adj to mainline rail corridor off Bath St
Historic Environment	Area around High Street is a Conservation Area and archaeological alert zone. 32 listed buildings Number of sites of archaeological interest in the parish notably area south of Cedar Drive/ Pine Drive.
Landscape & Townscape	Small market town and the largest Wreake valley settlement located just north of the Leicester PUA at the confluence of rivers Soar and Wreake. Primarily residential character to the west with main employment areas west of the busy town centre. West of town the countryside setting becomes more attractive east of Queniborough Road at the edge of High Leicestershire. To the south a small wedge of farmland west of the mainline rail corridor provides separation from Thurmaston, although the two settlements are virtually joined along Melton Rd. Queniborough to the north and Barkby to the south east are separated by tracts of flat open countryside. Birstall and Wanlip are west across the Soar valley.
Agricultural land	Extensive tracts of Grade 2 land from north east to south of town. To west/ north west of the town is Grade 4 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-	Mon-Sat	Sunday	Mon-	Mon-	Sunday	

		Sat daytime	evening	& Bank Hol	Sat daytime	Sat evening	& Bank Hol	
SYSTON	5 Leicester-East Goscote	20 mins	30 mins	Hourly	hourly	hourly	none	Leicester City Centre 8.5km
	5A Leicester-Melton Mowbray	20 mins	none	none				
	6 Leicester-Syston via Thurmaston Asda	30 mins	none	none				
	100 Leicester- Melton Mowbray (east of Wreake valley)	Hourly	none	none				
	128 Leicester-Melton Mowbray (west of Wreake valley)	Hourly	none	none				
<p>Conclusion Syston has good public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Syston scored 48.8 (July 2007)</p> <p>2001 Census Travel to Work data for resident population for east Syston ward 65% car/ van, 9% public transport, 5% cycle , 12% on foot, 8% homeworking, 1% others, 2001 Census Travel to Work data for resident population for west Syston ward 70% car/ van, 10% public transport, 2% cycle , 8% on foot, 9% homeworking, 2% others,</p>								

There are on road cycle links on the A607 towards Thurmaston and East Goscote and alongside the A46 towards Birstall. The town is well placed for trips in Watermead Country Park.

Traffic Impact

The MVA Transport Assessments (September 2008) suggest that the main impact of development of up to 500 dwellings in Syston would be additional congestion on Melton Rd through Syston and increased traffic on routes to the A46.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Stronger Communities

- The population make up is diverse including increased migration of BME and a high proportion of elderly residents

Competitiveness, Growth & Learning

- Parts of Syston East are ranked in top 10 most deprived in terms of education with a limited number of 16 year olds remaining in education.
- Local employment includes a high dependency on manufacturing employment.
- High commuter rate to city for employment

Community Safety

- Night time economy related issues
- Lack of provisions for local youth engagement.

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
SYSTON	9573	10908	11832	11544	11850/ 4901

Infrastructure in SYSTON

Land use

	Gross	Net	
			Brownfield Greenfield split, density of existing housing areas
			Housing commitments to 2016 include:
			SYS3 Victoria/ St/ Cross St/ Leicester Rd 74 Dgs
			SYS4 St Peters St/ Broad St 34 Dgs
			SYS6 Brook St 27 Dgs
			Rejected urban capacity sites:
			PA13 Turn St/ Brook St ?
			PA21 101-123 High St ?
			PA23 Northfields (Tennis Club) ?
			PA55 Town Sq ?
			ELR 27 Melton Rd 0.19ha
Housing Capacity	Ha		C30 l/b A46/ A607 ?

Employment Capacity	Ha		<p>Employment type (B1, B2 and B8) c3850 jobs in Syston East & West wards. Net outflow of 1317. Main employment sites in town centre and west of town. 6097 employed residents of which: 22% work in ward 47% work in Borough 53% work outside Borough, primarily in Leicester</p>
	Existing	proposed	
Retail capacity (convenience)	M2		<p>Retail Study (August 2008) Diversity</p>
Retail capacity (comparison)	M2		<p>Syston has a reasonable diversity of convenience uses including three supermarkets, bakers, newsagents and a butcher. More limited comparison shops include hardware (Wilkinson), pharmacies (Gordon Davis, Boots) and specialist independents. Good services with banks and building societies (Barclays, Bradford and Bingley, HSBC and Natwest), Co-Op Travel and a number of hairdressers/beauty parlours and estate agents. Diversity is reasonably strong.</p> <p>Presence of main retailers Solid but limited number of national convenience and comparison multiples. Convenience is reasonably strong for foodstores (Co-Op, Somerfield and Aldi) supported by a Coombs-Hampshire's bakery on Melton Road. Comparison relatively restricted with busy Wilkinson (Melton Road with car parking to rear), Stead and Simpson (High Street), and Gordon Davis and Boots Pharmacies. The range of goods in the new Boots is limited to pharmacy goods. A broader range is available at the Thurmaston store. Reasonable convenience offer but comparison more limited but adequate given Syston is a District Centre.</p> <p>Presence of vacant units Generally low vacancy rate, but two noticeable 'clusters' of vacant units on Melton Road,</p> <p>Level of pedestrian flows Steady footfall but not overly busy. Footfall highest at junction of High Street and Melton Road, and around key anchors of Co-Op store on Melton Road, and Somerfield and Aldi supermarkets further south on Melton Road. Elsewhere moderate footfall.</p>

			<p>Accessibility Good car parking including The Square precinct, rear of Wilkinsons, a Council car park on Melton Road, and adjacent to Somerfield and Aldi on Melton Road. Many car parks are free. Syston rail station is approximately ten minutes' walk to the south on Melton Road. Rail and good bus access make Syston readily accessible by a choice of transport.</p> <p>Environmental Quality Reasonably positive environment, particularly the pedestrianised Square. Well kept and clean centre with Central Park a short distance way adding to quality. There is potential to improve public seating and signage (for example directional signposts between the rail station and centre). The focus of the centre is the junction of Melton Road and High Street. Melton Road is a busy thoroughfare with some congestion..</p>
POS provision	Ha		<p>Syston has 1.04 ha of POSRV per 1,000 population significantly below the Borough average of 1.91ha. The town does not have access to a district park of 10 to 20 ha. Deville Park is not large enough to provide a park for eastern parts of the town of 2.5ha+.. There are no allotments in west parts of town. The town has excellent access to a large park with public access as Wanlip Country Park is c200m to the west. Good access to parts of surrounding countryside by footways and some bridleways especially Wanlip Country Park.</p>
Education			
Secondary 11-14			<p>Syston Wreake Valley College has spare capacity of 1 space. The school serves East Goscote, Ratcliffe on Wreake, Rearsby, South Croxton and Thrussington. Most Syston 11-14 year olds go to Thurmaston Roundhill.</p>
Secondary 14-18			<p>Syston Wreake Valley has a deficit of 13 spaces. The school serves Syston, East Goscote, Ratcliffe on Wreake, Rearsby, South Croxton and Thrussington</p>
Primary			<p>Syston St Peter & St Paul school (Upper Church St) & Syston Merton</p>

Regeneration issues	<p>The draft SCS (July 2008) identifies the following issues: Stronger Communities</p> <ul style="list-style-type: none"> • A smaller proportion of the population are aged 16-29 (14%) compared with the Borough (17%) and the County (16%)
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- There is a higher concentration of older people living in the monitoring area with the largest in the 65 to 74 age range.
 - 37% of the electoral in Syston East and Syston West wards voted in the May 2007 Borough Elections; this is below the average turnout for District Council Elections
- Health & Wellbeing
- Approximately a quarter of the population in Syston East and West Wards are estimated to be obese or current smokers
 - Levels of obesity in Syston East are estimated to be amongst the highest in the district
- Competitiveness, Growth & Learning
- Average annual income is below the District, County and National average
 - The largest proportion of income support claimants are in the 25-49 age group
 - Syston East has a large net out flow of people travelling out of the ward to work
 - A relatively large number of people in Syston East and Syston West commute to other boroughs or districts to work
- Attainment at KS2 is below District and County levels and below the floor targets set for the County for 2006
- Fewer children achieve grades A* to C at GCSE compared to the District and County
- Community Safety
- Violence against the person and criminal damage account for 43% of recorded crime in the Priority Neighbourhood
 - Rates of Domestic Violence are generally slightly higher than in the District or County

B) OTHER SETTLEMENTS with four or more key services and facilities

Services and Facilities available in: BARKBY

4 categories present + mobile library.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	2	0	1	2	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Significant flood risk along valley of Syston Brook running south of the village then turning north west towards Syston.
Biodiversity	No designated areas of interest within or adjoining the village.
Historic Environment	The village, parkland to the south and Barkby Thorpe are within a Conservation Area with the built area being an archaeological alert zone. 30 listed buildings, 3 locally listed buildings and number of sites of archaeological interest across Parish.
Landscape & Townscape	This small, linear village is predominantly residential in character and has evolved around Estate buildings and farmsteads. The village has a loose knit structure and well treed character. A north-south corridor of attractive countryside runs north to south splitting the built area into two parts. The Syston brook corridor runs east to west mainly along the southern edge. The village is situated at the western edge of attractive High Leicestershire countryside.
Agricultural land	Village is flanked by mainly Grade 3 land but with an area of Grade 2 land adjoining the north west of the village towards Syston.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	

Barkby	100 Leicester-Melton Mowbray	hourly	none	none	-	-	-	C2km to Syston town centre and Thurmaston district centre. Bus access available but would go to Thurmaston via Syston.
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Conclusion
 Barkby has **fair** public transport accessibility
 In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Barkby scored 4.2 (July 2007)
 2001 Census Travel to Work data for resident population of Queniborough ward
 73% car/ van, 5% public transport, 2% cycle , 5% on foot, 13% homeworking, 2% others.
 As Barkby has an hourly bus service the public transport % is probably lower than the ward figure and the car/ van figure higher.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake valley villages (incl Barkby):

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ 1981
Barkby	358	337	325	325

Infrastructure in BARKBY

Land use			
	Gross	Net	

Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas none
Employment Capacity	Ha		Employment type (B1, B2 and B8) None
	Existing	proposed	
Retail capacity (convenience)	M2		1 village shop
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure centre at Cossington St in Leicester c5.3km The village has good footpath access to surrounding countryside and open land.
Education			
Secondary 11-14			Go to Thurmaston Roundhill
Secondary 14-18			Go to Syston Wreake Valley College
Primary			Barkby Pochin has spare capacity of 18 spaces

Regeneration issues	The village is located within LSOA E01025730 (Queniborough east, Barkby, Barkby Thorpe, Beeby and South Croxton) with no significant or moderate problems in terms of multiple deprivation indices.
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Services and Facilities available in: BURTON ON THE WOLDS

7 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1	0	0	0	0	0	0	0	1	1	2	1	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	No floodplain issues.
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	There is no Conservation Area and no areas of archaeological interest 8 listed buildings and 2 locally listed buildings.
Landscape & Townscape	The village lies in a shallow valley in elevated Wolds countryside south of Wymeswold airfield. There are large scale employment buildings on the eastern edge of the airfield. The village structure is loose knit. On the south west edge are a large scale poultry farm and an outlier of former MoD housing. Primarily residential in character the village being well treed generally harmonises with its rural setting. It has accommodated a number of estate developments since the 1960s.
Agricultural land	The village is flanked by Grade 3 land apart from an area of Grade 2 land on the north west edge.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Burton on the Wolds	8 Loughborough-Melton Mowbray-Grantham	hourly	none	none	-	-	-	Nearest facilities at Barrow c 4.5km
Conclusion								

Burton the Wolds has **fair** public transport accessibility
 In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Burton the Wolds scored 4.2 (July 2007)
 2001 Census Travel to Work data for resident population of The Wolds ward
 69% car/ van, 1% public transport, 1% cycle , 4% on foot, 24% homeworking, 2% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for

Stronger Communities

- Lack of sufficient public transport to nearest service centre and limited timetable reduces access to local activities and facilities.
- The local communities have concerns about the threat of major housing development and the need for the retention of 'village' identity
- A need for more affordable housing.

Health & Wellbeing

- The local service centres offer limited healthcare facilities and public transport reduces accessibility Community Safety
- Perceived high crime rate and general fear of crime

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population 2004
Burton the Wolds	825	940	997	996

Infrastructure in BURTON ON THE WOLDS

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		1 shop
Retail capacity (comparison)	M2		none

POS provision	Ha		Nearest leisure facilities at Barrow c 4.5km The village has good footpath access to surrounding countryside and open land.
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			The village primary school has a deficit of 19 spaces

Regeneration issues	Significant deprivation in terms of barriers to housing and services identified in LSOA E01025760 (Wolds west)
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Services and Facilities available in: COSSINGTON

4 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	0	1	2	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Land to the west/ north west is river Soar floodplain
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	Older parts of the village fall within a Conservation Area with the core an archaeological alert zone. There are areas of archaeological interest in river valley to south and west. 18 listed buildings and three locally listed buildings in the village
Landscape & Townscape	This small village has retained much of its original form and character. Recent housing developments have mainly blended in with historic form and character. The village is set in open countryside. To the north a narrow gap separates the village from Sileby. To the west is attractive countryside along the river Soar corridor. To the east and south is flat, open countryside marking the transition between the river valley and Wolds countryside further east. To the north a narrow gap separates the village from Sileby.
Agricultural land	Land to the west/ north west Grade 4 agricultural land. Land to the west and south is Grade 2.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	

Cossington	2 Loughborough-Leicester	30 mins	none	none	-	-	-	Nearest facilities in Sileby c2km and Syston c3.5km
<p>Conclusion Cossington has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Cossington scored 9.1 (July 2007)</p>								
<p>2001 Census Travel to Work data for resident population of Wreake villages ward 70% car/ van, 4% public transport, 1% cycle , 4% on foot, 19% homeworking, 1% others. As Cossington has a half hourly bus service the % for public transport may be higher than the ward figure and the car/ van figure slightly lower.</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake villages including Cossington

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston (*probably less true of Cossington*)

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre (*probably less true of Cossington*)
- Effects of flooding on local residents, homes and businesses

The Cossington Parish Plan completed in 2006/ 07 identified as key issues:

- make village school available for community use
- Organise a holiday play scheme
- Greater police visibility
- Create community space in church refurbishment
- Improve GP services
- Provide evening bus service to Syston
- Improve footpath maintenance

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004

Cossington (excl Ratcliffe College)	491	459	466	485
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Infrastructure in COSSINGTON			
Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) No employment land in parish
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		
POS provision	Ha		The village has good footpath access to surrounding Soar valley countryside and towards Wanlip Country Park but access to the east is limited. Nearest leisure centre at Mountsorrel c5km
Education			Nearest secondary/ upper schools are Syston c5km; and Birstall c6km
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Cossington primary school has no spare capacity

Regeneration issues	The Access to Services report identified this parish as having minimal services. This finding is confirmed by the village being within LSOA E01025769 with Rearsby and Cossington an area known to be moderately deprived for access to services.
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Services and Facilities available in: EAST GOSCOTE

10 different categories present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1 Parade of small shops	1	1	0	0	1	0	2	1	0	2	4	0	1	1

Physical Constraints	Further Comments
Flood Risk	Significant risks in Wreake Valley to west and along Queniborough Brook corridor
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	Few features of historic interest other than few sites of archaeological interest.
Landscape & Townscape	A 1960s new settlement with balance of uses and a compact built form, mainly residential in character. Located in generally low lying countryside on southern edge of Wreake valley with Leicester to Melton Mowbray rail corridor running along the western edge. Other clear boundaries are Queniborough Brook, Syston Northern bypass and Broome Lane. Scatter of development is located east of A607.
Agricultural land	To south, north and east are tracts of Grade 2 land. Elsewhere to west in Wreake valley is Grade 4 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
EAST GOSCOTE	5 Leicester- -East Goscote	20 mins	30 mins	Hourly	none	none	none	Syston Town Centre 3km
DASH: 18.8	5A Leicester- Melton	20 mins	none	none				

	Mowbray							Melton Mowbray town centre & Leicester City Centre c12km
Conclusion East Goscote has reasonable public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 East Goscote scored 18.8 (July 2007)								
2001 Census Travel to Work data for resident population 66% car/ van, 8% public transport, 2% cycle , 9% on foot, 13% homeworking, 2% others,								

The main potential for cycle trips from East Goscote is along the A607 corridor towards Syston and sections of cycle routes provided along this route offer a safer route for trips to and from the town.

Local Issues

Based on the Access to Services Report (July 2007) East Goscote is considered to have “very good” access to services. This means that people in the Parish have access to at least 6 services including a post office, library, primary school and place of worship.

2001 Census Area Profile indicates over 93% of dwellings are owner occupied. Low proportion of rented and flatted accommodation. At 13% the proportion of pensioner households is below the Charnwood average.

The draft Sustainable Community Strategy (May/June 2008): identifies no specific local issues for East Goscote.

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
	3215	3038	3010	3006	2890/ 1059

Infrastructure in EAST GOSCOTE

Land use

	Gross	Net

Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas None identified
Employment Capacity	Ha		Employment type (B1, B2 and B8) 800 jobs in ward with significant employment area at Gelders Hall off Syston Northern bypass. 1614 employed residents of which: 20% work in ward 47% work in Borough 53% work outside Borough. Net outflow of 605.
	Existing	proposed	
Retail capacity (convenience)	M2		3 small shops
Retail capacity (comparison)	M2		none
POS provision	Ha		Based on the CBC Greenspace Strategy (2006) East Goscote has 2.81 ha of POSRV per 1,000 population significantly above the Borough average of 1.91ha per 1,000 population. The east of the village would be within 400m of a local park of 2.5ha if there were less pitch provision on the Jubilee playing field. The village is remote from large parks and open spaces with public access. The nearest Wanlip Country Park is over 4.5km away and not directly accessible by bus. Outside village footpath links are limited other than to Rearsby.
Education			
Secondary 11-14			Within catchment of Wreake Valley College at Syston
Secondary 14-18			Within catchment of Wreake Valley College at Syston
Primary			East Goscote's primary school has a deficit of 4 spaces

Regeneration issues	East Goscote Centre LSOA experiences significant deprivation re older people living in income affected households.
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Services and Facilities available in: HATHERN

10 different categories present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1	2	0	0	0	1	0	3	4	1	2	4	0	1	1

Physical Constraints	Further Comments
Flood Risk	Soar valley floodplain flanks east/ north east of village
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	Older parts of village are within a Conservation Area and archaeological alert zone. 16 listed buildings. Hathern village cross (SK503223) is a scheduled ancient monument.
Landscape & Townscape	Located on western edge of Soar valley immediately north of Loughborough. Large scale employment buildings on north edge make the town appear closer. Compact urban form with most of village east of A6. There are consolidated ribbons of predominantly housing development west of the A6 and mainly south of Shepshed Road To the north of Shepshed Road and west of the A6 is generally open countryside. The landform rises north of Long Whatton Rd/ Zouch Rd to the ridge separating the valleys of the Soar, Black brook and Long Whatton brook.
Agricultural land	Much of village flanked by Grade 3 and 4 land. Small area of Grade 2 land south of village.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	

HATHERN DASH: 18.8	Air Line Shuttle Loughborough-EMA- Derby	30 mins	Hourly	30 mins	none	none	none	Loughborough town centre 5km
	Rainbow 5 Loughborough-Castle Donington-Nott'ham	hourly	hourly	none				Shepshed town centre 4km
Conclusion Hathern has reasonable public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Hathern scored 18.8 (July 2007)								
2001 Census Travel to Work data for resident population of Loughborough Dishley and Hathern ward within which the village is situated 70% car/ van, 7% public transport, 6% cycle , 8% on foot, 8% homeworking, 2% others,								

Hathern has well developed cycle route provision north and south from the village along the A6 corridor. The village is well located for cycle trips to and from Loughborough and the town's main employment area is only a short distance away.

Local Issues

The draft Sustainable Community Strategy (May/June 2008): identifies the following local issues:

Community Cohesion

- Fear of over development and loss of village identity

Climate Change

- Concerns about increase in traffic through the village.

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
HATHERN	1686	1791	1919	1866	1940/ 841

Infrastructure in HATHERN

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas None identified
Employment Capacity	Ha		Employment type (B1, B2 and B8) c600 jobs in Loughborough Dishley/ Hathern ward. Village within 2.5km of main employment areas north of Loughborough. 3176 employed residents of which: 17% work in ward 70% work in Borough 30% work outside Borough. Net outflow from Loughboro Dishley/ Hathern ward of 2252
	Existing	proposed	
Retail capacity (convenience)	M2		1 village shop
Retail capacity (comparison)	M2		none
POS provision	Ha		Hathern is included within Loughborough which has 2.78 ha of POSRV per 1,000 population. The village has less than this overall figure. The recreation ground east of the village is reasonably central and within 400m of most residents. The village is remote from large parks and open spaces with public access. The nearest The Outwoods is over 9km away and not directly accessible by bus. Ready access by rights of way to surrounding countryside in the Soar valley but more limited access to the west of the village.
Education			
Secondary 11-14			go to Loughborough Limehurst
Secondary 14-18			go to Loughborough Burleigh
Primary			Hathern primary school has spare capacity of 44 spaces

Regeneration issues	No significant or moderate deprivation in Hathern
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Services and Facilities available in: **NEWTOWN LINFORD**

5 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1	0	0	0	0	0	0	0	1	0	0	2	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	River Linn floodplain runs from south west to north east through the centre of the village.
Biodiversity	Bradgate Park SSSI adjoins northern edge of village. 4 SINCs south of village
Historic Environment	Much of village is a Conservation Area and archaeological alert zone. 41 listed buildings in village & Bradgate Park plus 5 locally listed buildings. Bradgate Park is designated as an Historic park and garden and a very popular Country Park.
Landscape & Townscape	Picturesque linear village. Character strongly influenced by Charnwood Forest setting. Predominantly residential character with modest estates added in 1960s and 70s.
Agricultural land	Extensive tracts of Grade 3 land to south and east of village. Grade 4 land to west.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Newtown Linford	120 Leicester-Coalville 121 Leicester-Loughborough	2 hours none	None none	None 2 hours daytime	-	-	-	Nearest facilities in Anstey c3km
Conclusion Newtown Linford has poor public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Newtown Linford scored 2.5 (July 2007)								

2001 Census Travel to Work data for resident population of Forest Bradgate ward
 61% car/ van, 5% public transport, 1% cycle , 9% on foot, 22% homeworking, 2% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Bradgate & Beacon villages
 Stronger Communities

- Lack of sufficient public transport and access to services.
- 1 million visitors annually to Bradgate Park places pressure on the local community and its infrastructure.

Community Safety

- Car related crimes in visitor locations

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Newtown Linford	1077	971	950	956

Infrastructure in NEWTOWN LINFORD

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		1 village shop
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility at Beaumont Leys c6.5km The village has good footpath access to surrounding countryside and open land.

Education			
Secondary 11-14			Children go to Groby Brookvale
Secondary 14-18			Children go to Groby Community College
Primary			Newtown Linford primary school has spare capacity of 3 places

Regeneration issues	Within the extensive LSOA E01025687 (Bradgate & Beacon) which experiences significant deprivation re crime, access to services and housing; plus moderate levels of deprivation in terms of living environment.
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Services and Facilities available in: QUENIBOROUGH

8 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
2	0	0	0	0	1	0	1	2	1	1	3	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Grade 2 land to west, south and south east of village. Grade 3 land to the north east. To the north of the village is grade 4 land in floodplain
Biodiversity	Significant SINC to west of village south of Croxton Road and small SINC south of village.
Historic Environment	Conservation area at eastern edge of village is part of an area of archaeological interest extending north of the village. Other AAIs are located south and north west of the village. 23 listed buildings and 3 locally listed buildings in the village.
Landscape & Townscape	Oldest part of village at eastern end has linear form and high quality townscape. Between here and Melton Road is a consolidated area of estate housing built since the 1950s and suburban in character. West of Melton Road is an outlier of lower density, ribbon housing. There are narrow gaps between the village and Syston to the south west and East Goscote to the north west. To the east is attractive High Leicestershire countryside.
Agricultural land	To the north of the village is the floodplain of Queniborough Brook

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Queniborough	5/ 5A Leicester-Melton Mowbray	10 mins	30 mins	30 mins daytime 60 mins evenings	-	-	-	Nearest facilities in Syston c2km

<p>Conclusion Queniborough has reasonable public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Queniborough scored 24.9 (July 2007)</p>
<p>2001 Census Travel to Work data for resident population of Queniborough ward 73% car/ van, 5% public transport, 2% cycle , 5% on foot, 13% homeworking, 2% others.</p>

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake valley villages

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Queniborough	2154	2387	2257	2332

Infrastructure in QUENIBOROUGH

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not known
	Existing	proposed	
Retail capacity (convenience)	M2		2 shops

Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facilities in Syston c 1.5km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Syston Wreake Valley
Secondary 14-18			Children go to Syston Wreake Valley
Primary			Queniborough primary school has spare capacity of 74 spaces

Regeneration issues	The village is located within LSOAs E01025730 (Queniborough east, Barkby, Barkby Thorpe, Beeby and South Croxton) and E01025731 (Queniborough west) with no significant or moderate problems in terms of multiple deprivation indices
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Services and Facilities available in: REARSBY

4 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	1	0	0	2	0	0	3	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Land to the west in river Wreake floodplain
Biodiversity	No designated areas of interest within parish
Historic Environment	Historic core in southern part of village is a Conservation Area. An archaeological alert zone covers much of the village and there are other areas of archaeological interest to east and south west of the village. 20 listed buildings and 3 locally listed buildings in the parish.
Landscape & Townscape	The older southern part of the village retains an essentially rural village character enhanced by the presence of farms. The remainder of the village developed since the 1930s is mainly suburban residential in character. The village is located on the western edge of attractive Wreake valley countryside with a narrow gap to Thrussington across the river valley. There is another narrow gap to Rearsby to the south west. To the east of the village is well farmed open countryside severed by the route of the Rearsby bypass beyond which is the significant employment area in the vicinity of the former Rearsby airfield.
Agricultural land	Grade 2 land to north and south of the village Grade 3 land to the east. Grade 4 land to the west.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres
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		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Rearsby	5/ 5A Leicester-Melton Mowbray	20 mins	30 mins	hourly	-	-	-	Nearest facilities in Syston c5km
Conclusion Rearsby has reasonable public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Rearsby scored 14.1 (July 2007)								
2001 Census Travel to Work data for resident population of Wreake villages ward 70% car/ van, 4% public transport, 1% cycle , 4% on foot, 19% homeworking, 1% others								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake valley villages

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

The Rearsby Parish Plan completed in 2005/06 identified as key issues

- Need a local shop
- Increase services at village hall (youth club, GPs, older persons group)
- Lack of visible policing
- Problems with anti-social behaviour, motoring and dog fouling
- More bus shelters and improved Leicester and Loughborough services
- Traffic calming measures
- Focus business development on the Business park
- More small scale affordable housing

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households

				2004
Rearsby	801	874	1047	1051

Infrastructure in REARSBY

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not known
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility in Syston c 4.5km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Syston Wreake Valley College
Secondary 14-18			Children go to Syston Wreake Valley College
Primary			Rearsby primary school has a deficit of 4 spaces

Regeneration issues

The village is within LSOA E01025769 with Ratcliffe and Cossington an area known to be moderately deprived for access to services.

Services and Facilities available in: **THRUSSINGTON**

4 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	2	1	0	2	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Wreake valley floodplain to the south of village
Biodiversity	No designated areas of interest within parish
Historic Environment	The historic core of the village is designated as a Conservation Area and archaeological alert zone. 19 listed buildings and 2 locally listed buildings within the village.
Landscape & Townscape	Attractive village located on the western edge of well farmed Wreake valley countryside. Compact form, mainly residential character and working farms at the village edge. Narrow gap from Rearsby to the south across the river valley.
Agricultural land	Grade 3 land surrounds much of the village. Grade 2 to the south east and Grade 4 floodplain to the south.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Thrussington	128 Leicester-Melton Mowbray	hourly	none	none	-	-	-	Nearest facilities in Syston c6km
Conclusion Thrussington has no public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix Thrussington scored 4.6 (July 2007)								

2001 Census Travel to Work data for resident population of Wreake villages ward
70% car/ van, 4% public transport, 1% cycle , 4% on foot, 19% homeworking, 1% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for the Wreake valley villages:

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Thrussington	495	512	546	550

Infrastructure in THRUSSINGTON

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility in Syston c6.5km

			The village has limited footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Syston Wreake Valley
Secondary 14-18			Children go to Syston Wreake Valley
Primary			Thrussington primary school has spare capacity of 12 spaces

Regeneration issues	The village is within LSOA E01025768 with Seagrave and Six Hills an area known to be moderately deprived for access to services
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Services and Facilities available in: THURCASTON

4 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	1	0	4	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Rothley Brook floodplain runs south west to north east to north west of village.
Biodiversity	No designated areas of interest within parish
Historic Environment	Conservation Area and archaeological alert zone focuses on historic core along Anstey Lane. 16 listed buildings in the village
Landscape & Townscape	Generally compact form, mainly residential in character. Ribbob housing along Leicester Rd. The village occupies an elevated location on the southern edge of the Rothley Brook corridor with a narrow gap from Cropston across the valley. A46 passes close to the south of the village coming to within 100m of properties on Leicester Rd.
Agricultural land	Mainly Grade 2 land to north and east of village. Grade 3 to south and west.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Thurcaston	54/123 Loughborough-Leicester 55 Leicester-Thurcaston 99 Mountsorrel-Leicester	Hourly hourly 2 hours	2 hours none none	None none none	- - -	- - -	- - -	Nearest facilities in Anstey 3km
Conclusion								

Thurcaston has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Thurcaston scored 6.6 (July 2007)
2001 Census Travel to Work data for resident population of Rothley & Thurcaston ward 58% car/ van, 4% public transport, 2% cycle , 9% on foot, 25% homeworking, 1% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Bradgate & Beacon villages
Stronger Communities

- Lack of sufficient public transport and access to services.
- 1 million visitors annually to Bradgate Park places pressure on the local community and its infrastructure.

Community Safety

- Car related crimes in visitor locations

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Thurcaston	2041 (pt)	2012 (pt)	2076 (pt)	2108 (pt)

Infrastructure in THURCASTON

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none

POS provision	Ha		Nearest leisure facilities at Beaumont Leys 4km or Mountsorrel 6km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Anstey Martin
Secondary 14-18			Children go to Birstall Longslade
Primary			Thurcaston primary school has spare capacity of 51 spaces

Regeneration issues	No significant or moderate deprivation in Thurcaston
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Services and Facilities available in: **WOODHOUSE EAVES**

9 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
1	1	1	0	0	1	0	2	4	0	4	4	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	No floodplain issues
Biodiversity	To the north west of the village are the Outwoods and Beacon Hill SSSIs, and to the south east Swithland Woods SSSI. 2 SINCs to the north east of the village.
Historic Environment	Within the Conservation Area are the older mainly eastern parts of the village and the attractive parkland setting to the south towards Swithland. 24 listed buildings and 9 locally listed buildings in and around the village.
Landscape & Townscape	Attractive Charnwood Forest village situated below Beacon Hill with well treed character and good quality streetscapes along Main Street /Maplewell Road. Mainly residential. More recent estate developments bring suburban character to western parts of the village. The southern part of the village is loose knit with imposing buildings in extensive grounds.
Agricultural land	Woodhouse is situated about 250m to the north east. Village is surrounded by Grade 3 land

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Woodhouse Eaves	54/121/123 Loughborough-	Hourly	2 hours	2 hours	-	-	-	Nearest main centre is Quorn

	Leicester							c5.5km
<p>Conclusion has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Woodhouse Eaves scored 4.6 (July 2007) 2001 Census Travel to Work data for resident population of Forest Bradgate ward 61% car/ van, 5% public transport, 1% cycle , 9% on foot, 22% homeworking, 2% others.</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Woodhouse Eaves:

- o Stronger Communities
- o Local concerns over loss of village identity
- o Lack of affordable housing
- o Limited access to other services due to public transport
- o Climate Change
- o Limited frequency of public transport creating dependence on cars

The Woodhouse Eaves Parish Plan prepared in 2005/06 identified as issues:

- o Need to improve the Village hall & Scout Hut
- o Increase the visibility of the Police
- o Need to enforce parking restrictions
- o Make roads safer
- o Improve routes for horse riders
- o Dental practice needed
- o Better more frequent public transport is needed
- o Restrict new development to within existing boundaries
- o Investigate scope for renewable energy initiatives

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Woodhouse Eaves	2238 (pt)	2215 (pt)	2013 (pt)	2086 (pt)

Infrastructure in WOODHOUSE EAVES

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not known
	Existing	proposed	
Retail capacity (convenience)	M2		1 village shop
Retail capacity (comparison)	M2		none
POS provision	Ha		The village has reasonable footpath access to surrounding countryside and open land Nearest leisure facility is Quorn c5.5km
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Woodhouse Eaves primary school has spare capacity of 11 spaces

Regeneration issues	The village and Woodhouse fall within LSOA 0125688 with moderate deprivation for access to services and housing
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Services and Facilities available in: WYMESWOLD

6 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	1	0	1	3	0	2	3	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	No floodplain issues
Biodiversity	SINC along the valley of the river Mantle south east of the village.
Historic Environment	The older parts of the village along Far Street and Brook Street are within a Conservation Area and archaeological alert zone. 42 listed buildings and 1 locally listed building within the village
Landscape & Townscape	This compact village is located in a shallow east to west valley within rolling Wolds countryside. There are fine streetscapes in the older parts along Far Street and Brook Street. The attractiveness of the south part of the village is influenced by proximity to the river Mantle. Newer developments to the west and north of the village are suburban in character.
Agricultural land	Grade 2 land edges the north east, east, south east and west of the village. Grade 3 land to the south and north west.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Wymeswold	8 Loughborough-Melton Mowbray-Grantham	hourly	none	none	-	-	-	Nearest main centres are East Leake c7km and Barrow upon Soar c6.5km

<p>Conclusion Wymeswold has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Wymeswold scored 4.2 (July 2007)</p>
<p>2001 Census Travel to Work data for resident population of The Wolds ward 69% car/ van, 1% public transport, 1% cycle , 4% on foot, 24% homeworking, 2% others..</p>

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Rural eastern villages including the Wolds:

Stronger Communities

- Lack of sufficient public transport to nearest service centre and limited timetable reduces access to local activities and facilities.
- The local communities have concerns about the threat of major housing development and the need for the retention of 'village' identity
- A need for more affordable housing.

Health & Wellbeing

- The local service centres offer limited healthcare facilities and public transport reduces accessibility

Community Safety

- Perceived high crime rate and general fear of crime

The Parish Plan prepared in 2005/06 identified as issues:

- Noise problems especially from traffic
- Litter, fly tipping and lack of path maintenance
- Demand for a local doctors surgery
- Better info needed for learning courses
- Need for additional and more frequent bus services
- Road safety issues especially for people trying to cross A6006 with HGV traffic
- Desire for CCTV and greater police presence
- More activities for young people

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Wymeswold	948	1063	1085	1103

Infrastructure in WYMESWOLD			
Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not known
	Existing	proposed	
Retail capacity (convenience)	M2		2 small shops
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility at East Leake and Barrow upon Soar c7km The village has very good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Wymeswold primary school has a deficit of 17 spaces

Regeneration issues	Significant deprivation in terms of barriers to housing and services identified in LSOA E01025760 (Wolds west)
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C) SMALL VILLAGES AND HAMLETS IN THE COUNTRYSIDE

Services and Facilities available in: BARKBY THORPE														
No categories present.														
Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Physical Constraints	Further Comments
Flood Risk	No flooding issues.
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	Southern part of conservation also including parkland and Barkby village to the north. 0 listed buildings but an area of archaeological interest.
Landscape & Townscape	Cluster of large working farmsteads situated on ridge south of Barkby at edge of attractive High Leicestershire countryside.
Agricultural land	Located in area of Grade 3 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Barkby Thorpe	None	-	-	-	-	-	-	Nearest facilities in Thurmaston c3km
<p>Conclusion Barkby Thorpe has no public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Barkby Thorpe scored 0 (July 2007) 2001 Census Travel to Work data for resident population of Queniborough ward 73% car/ van, 5% public transport, 2% cycle , 5% on foot, 13% homeworking, 2% others.</p>								

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres
As Barkby Thorpe has no public transport links the % for public transport will be lower than the ward figure and the car/ van figure higher.				

Local Issues

‘Places in Charnwood’ work for the Draft SCS identifies the following issues for Wreake valley villages (incl Barkby):

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 1996	Population 2001	Population/ Households 2004
	Not known	Not known	Not known	Not known	61

Infrastructure in BARKBY THORPE

Services	Yes	No	Further Comments
Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas none
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	

Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		The hamlet has good footpath access to surrounding countryside and open land Nearest leisure centre at Cossington St in Leicester c5km
Education			
Secondary 11-14			Go to Thurmaston Roundhill
Secondary 14-18			Go to Syston Wreake Valley College
Primary			Barkby Pochin has spare capacity of 18 spaces

Regeneration issues	The Access to Services report identified this parish as having no services or skeletal services The hamlet is located within LSOA E01025730 (Queniborough east, Barkby, Barkby Thorpe, Beeby and South Croxton) with no significant or moderate problems in terms of multiple deprivation indices
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Services and Facilities available in: BEEBY

1 category present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Physical Constraints	Further Comments
Flood Risk	The village is bounded to the south by the east to west running corridor of Queniborough Brook an area of floodplain.
Biodiversity	No designated areas of interest within or adjoining the village.
Historic Environment	The village is a Conservation Area. There are 7 listed and 3 locally listed buildings. The village is an archaeological alert zone and there are sites of archaeological interest to south east and north west.
Landscape & Townscape	A small village primarily residential in character washed over by attractive High Leicestershire countryside. The village has a loose knit structure and permeated by large areas of open land. It has grown incrementally over many years with no estate developments
Agricultural land	Located in area of Grade 3 land with area of Grade 2 beyond to the north and east are tracts of Grade 2 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Beeby	100 Leicester-Melton Mowbray	hourly	none	none	-	-	-	Nearest facilities in Syston c 6km away
Conclusion Beeby has fair public transport accessibility								

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency	Rail frequency (Nottingham–Leicester)	Accessibility to nearest main urban centres
In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Beeby scored 4.2 (July 2007)				
2001 Census Travel to Work data for resident population of Queniborough ward 73% car/ van, 5% public transport, 2% cycle , 5% on foot, 13% homeworking, 2% others. As Beeby has an hourly bus service the % for public transport will be lower than the ward figure and the car/ van figure higher.				

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake valley villages (incl Beeby):

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population 2004
Beeby	149	127	74	74

Infrastructure in BEEBY

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas none
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	

Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		The village has good footpath access to surrounding countryside Nearest leisure facilities in Syston c 6km away
Education			
Secondary 11-14			Go to Thurmaston Roundhill
Secondary 14-18			Go to Syston Wreake Valley College
Primary			Go to Barkby Pochin

Regeneration issues	The Access to Services report identified this parish as having minimal services The village is located within LSOA E01025730 (Queniborough east, Barkby, Barkby Thorpe, Beeby and South Croxton) with no significant or moderate problems in terms of multiple deprivation indices
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Services and Facilities available in: COTES

1 category present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Physical Constraints	Further Comments
Flood Risk	Flanked by Soar valley floodplain to west.
Biodiversity	Part of the area between the village and the river Soar is a SINC.
Historic Environment	The eastern parts of the village contain sites of archaeological interest 6 listed buildings in and around the village.
Landscape & Townscape	Cotes is a small hamlet located on the western edge of the Soar valley at the edge of Wolds countryside which rises away eastwards towards Hoton. Loughborough is c1.5km to the west via the A60.
Agricultural land	Flanked by Grade 4 floodplain to west. Land to east is Grade 2.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Cotes	8 Loughborough-Melton Mowbray-Grantham 99 Coalville-Loughborough-Nottingham 27 Loughborough-	hourly	None	None	-	-	-	Nearest facilities in Loughborough town centre c3km
		hourly	2 hours	None				
		hourly	none	none				

Thurmaston							
<p>Conclusion Cotes has reasonable public transport accessibility The 'Developing A Settlement Hierarchy (DASH July 2007)', Appendix 5 assessment plus the Service 27 since Feb 2008 gives Cotes a score of 12.7</p>							
<p>2001 Census Travel to Work data for resident population of The Wolds ward 69% car/ van, 1% public transport, 1% cycle , 4% on foot, 24% homeworking, 2% others. As Cotes has reasonable bus links the % for public transport may be higher than the ward figure and the car/ van figure lower.</p>							

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for

Stronger Communities

- Lack of sufficient public transport to nearest service centre (Barrow upon Soar) and limited timetable reduces access to local activities and facilities.
- The local communities have concerns about the threat of major housing development and the need for the retention of 'village' identity
- A need for more affordable housing.

Health & Wellbeing

- The local service centres offer limited healthcare facilities and public transport reduces accessibility

Community Safety

- Perceived high crime rate and general fear of crime

The Social Capital Survey for Wolds west found strong perceptions of neighbourliness and neighbourhood connections and strong interactions with friends and family. Strongly proactive in local groups and local issues.

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Cotes	n/a	n/a	n/a	29

Infrastructure in COTES

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not known
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		The village has reasonable footpath access to surrounding countryside to the west Nearest leisure facility in Loughborough c 3km
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Children go to Burton on the Wolds primary school

Regeneration Issues	Significant deprivation in terms of barriers to housing and services identified in LSOA E01025760 (Wolds west) The Access to Services report identified this parish as having minimal services
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Services and Facilities available in: CROPSTON

5 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	1	0	1	1	0	1	2	0	0	mobile

Physical Constraints	Further Comments
Flood Risk	The floodplain of Rothley Brook runs south east to north west south of the village.
Biodiversity	The Bradgate Park SSSI adjoins the village beyond Causeway Lane.
Historic Environment	Historic core of village at western end of Station Rd is a Conservation Area with an archaeological alert zone at the core and area of archaeological interest towards Rothley. 21 listed buildings in the parish.
Landscape & Townscape	A linear, residential village suburban in character and based on ribbon development along Station Road consolidated to the south and east by estate developments in the 1960s and 70s. To the south is the Rothley brook floodplain. The village is permeated by Charnwood Forest influences and cats as a gateway to this attractive countryside to the north and west. To the south east and north east are narrow gaps of countryside with Thurcaston and the Ridgeway Area of Rothley.
Agricultural land	The village is edged mainly by Grade 3 land with a tract of Grade 2 in the area towards Rothley.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Cropston	54/123 Loughborough-Leicester	Hourly	2 hours	None	-	-	-	Nearest facilities in Anstey & Rothley c3km away

	99 Mountsorrel-Leicester	2 hours	none	none				
<p>Conclusion Cropston has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Cropston scored 4.8 (July 2007) 2001 Census Travel to Work data for resident population of Rothley & Thurcaston ward 58% car/ van, 4% public transport, 2% cycle , 9% on foot, 25% homeworking, 1% others.</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Bradgate & Beacon villages

Stronger Communities

- Lack of sufficient public transport and access to services.
- 1 million visitors annually to Bradgate Park places pressure on the local community and its infrastructure.

Community Safety

- Car related crimes in visitor locations

Main population characteristics

Cropston	2041 (pt)	2012 (pt)		2076 (pt)	2108 (pt)
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Infrastructure Capacity in CROPSTON

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not knownb
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		The village has good footpath access to surrounding countryside and open land

			Nearest leisure facilities at Beaumont Leys 4km or Mountsorrel 6km
Education			
Secondary 11-14			Children go to Anstey Martin
Secondary 14-18			Children go to Birstall Longslade
Primary			Children go to Thurcaston primary school

Regeneration issues	Within LSOA E01025738 (Swithland & Cropston West) which experiences significant deprivation for access to services
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Services and Facilities available in: HOTON

2 categories present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

Physical Constraints	Further Comments
Flood Risk	No floodplain issues
Biodiversity	No designated areas of interest within or adjoining village
Historic Environment	Much of village is a Conservation Area with an archaeological alert zone at the core. 17 listed buildings
Landscape & Townscape	The village occupies an elevated location in the Wolds countryside about 4km east of Loughborough. Linear in form and residential in character with some consolidation since the 1960s off Loughborough Rd and Wymeswold Lane. The main streets have high townscape quality.
Agricultural land	Surrounded by Grade 2 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Hoton	8 Loughborough-Melton Mowbray-Grantham 99 Coalville-Loughborough-Nottingham	Hourly hourly	None 2 hours	None none	-	-	-	Nearest facilities in Loughborough town centre & East Leake C6km

Conclusion

Hoton has **fair** public transport accessibility

In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Hoton scored 8.5 (July 2007)

2001 Census Travel to Work data for resident population of The Wolds ward

69% car/ van, 1% public transport, 1% cycle , 4% on foot, 24% homeworking, 2% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for the Rural Areas eastern villages including the Wolds

Stronger Communities

- Lack of sufficient public transport to nearest service centre and limited timetable reduces access to local activities and facilities.
- The local communities have concerns about the threat of major housing development and the need for the retention of 'village' identity
- A need for more affordable housing.

Health & Wellbeing

- The local service centres offer limited healthcare facilities and public transport reduces accessibility

Community Safety

- Perceived high crime rate and general fear of crime

Key Issues identified in The Wolds in earlier work were:

- Lack of sufficient bus services to Loughborough but not to nearest service centre
- HGVs along the A6006/ B6706
- Uncertainty re future of Wymeswold Airfield
- Nearest local centre with GP and shops is Barrow (and bus links are very limited)
- Lack of activities for young people
- Lack of policing

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Hoton	293	348	353	353

Infrastructure in HOTON			
Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) Not known
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility at Barrow and Loughborough both c6km The village has limited footpath access to surrounding countryside
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Children go to Burton primary school

Regeneration issues	The Access to Services report identified this parish as having minimal services Significant deprivation in terms of barriers to housing and services identified in LSOA E01025760 (Wolds west)
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Services and Facilities available in: PRESTWOLD

No categories present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Physical Constraints	Further Comments
Flood Risk	Grade 2 agricultural land.
Biodiversity	No designated areas of interest within parish
Historic Environment	Prestwold Hall has 8 listed buildings, an Historic Park & garden and some areas of archaeological interest within the estate 3 locally listed buildings in the parish.
Landscape & Townscape	Scatter of development in Wolds countryside including Prestwold Hall estate.
Agricultural land	No floodplain issues.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Prestwold	8 Loughborough-Melton Mowbray-Grantham	hourly	none	none	-	-	-	
<p>Conclusion Prestwold has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Prestwold scored 4.2 (July 2007) 2001 Census Travel to Work data for resident population of The Wolds ward 69% car/ van, 1% public transport, 1% cycle , 4% on foot, 24% homeworking, 2% others</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for the Rural east villages including The Wolds are:

Stronger Communities

- Lack of sufficient public transport to nearest service centre and limited timetable reduces access to local activities and facilities.
- The local communities have concerns about the threat of major housing development and the need for the retention of 'village' identity
- A need for more affordable housing.

Health & Wellbeing

- The local service centres offer limited healthcare facilities and public transport reduces accessibility

Community Safety

- Perceived high crime rate and general fear of crime

The Access to Services report identified this parish as having minimal services. Social Capital Survey in Wolds west found strong perceptions of neighbourliness and neighbourhood connections and strong interactions with friends and family. Strongly proactive in local groups and local issues.

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Prestwold	61	82	70	70

Infrastructure in PRESTWOLD

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas none
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none

Retail capacity (comparison)	M2		none
POS provision	Ha		The village has good footpath access to surrounding countryside and open lan
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Children go to Burton primary school

Regeneration issues	Significant deprivation in terms of barriers to housing and services identified in LSOA E01025760 (Wolds west)
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Services and Facilities available in: RATCLIFFE ON THE WREAKE

1 category present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	1	0	0	mobile

Physical Constraints	Further Comments
Flood Risk	Grade 3 land to north west and south of village. To north is Grade 2 land and to east Grade 4 land in floodplain.
Biodiversity	No designated areas of interest within parish
Historic Environment	Much of village within a Conservation Area and archaeological alert zone. 12 listed buildings and 1 locally listed building in and around the village.
Landscape & Townscape	Small residential/ farming village which has retained a predominantly rural character despite recent infill housing schemes. Attractive Wreake valley countryside permeates the village enhancing good quality streetscapes.
Agricultural land	To the east is the Wreake valley floodplain

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Ratcliffe on the Wreake	128 Leicester-Melton Mowbray	hourly	none	none	-	-	-	Nearest facilities in East Goscote c2km and Syston c6km
<p>Conclusion Ratcliffe on the Wreake has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Ratcliffe on the Wreake scored 4.6 (July 2007)</p>								

2001 Census Travel to Work data for resident population of Wreake villages ward
70% car/ van, 4% public transport, 1% cycle , 4% on foot, 19% homeworking, 1% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake valley villages
Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Ratcliffe on the Wreake	165	133	171	173

Infrastructure in RATCLIFFE ON THE WREAKE

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none

POS provision	Ha		Nearest leisure facility in Syston c5.5km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Syston Wreake Valley
Secondary 14-18			Children go to Syston Wreake Valley
Primary			Children go to East Goscote primary school

Regeneration issues	The Access to Services report identified this parish as having minimal services This is confirmed by the village being within LSOA E01025769 with Rearsby and Cossington an area known to be moderately deprived for access to services
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Services and Facilities available in: SEAGRAVE

3 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	0	1	2	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	None
Biodiversity	4 SINC's located to the north, south and east of the village
Historic Environment	Most of the village falls within a Conservation area and archaeological alert zone with additional archaeological sites to the south east. 23 listed buildings in the village.
Landscape & Townscape	Rural residential village located in rolling Wolds countryside. Recent developments have removed a number of working farms and much of the traditional loose knit character bringing a suburban feel to parts of the village. Trees and vegetation are strong influences in the high quality streetscapes
Agricultural land	Grade 2 land to the north of the village and to the south off Pond Street. The rest of the village is flaked by Grade 3 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Seagrave	27 Loughborough-Thurmaston	hourly	none	none	-	-	-	Nearest facilities in Sileby c 3km
Conclusion Seagrave has fair public transport accessibility								

In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Seagrave scored 4.2 (July 2007)

2001 Census Travel to Work data for resident population of Wreake villages ward
 70% car/ van, 4% public transport, 1% cycle , 4% on foot, 19% homeworking, 1% others.
 Thorpe has no public transport links the % for public transport will be lower than the ward figure and the car/ van figure

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Seagrave	435	426	488	514

Infrastructure in SEAGRAVE			
Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility in Barrow c6.5km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins

Primary		Seagrave primary school has pare capacity of 31 spaces
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Regeneration issues	The village is within LSOA E01025768 with Thrussington and Six Hills an area known to be moderately deprived for access to housing and services
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Services and Facilities available in: SOUTH CROXTON

2 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	0	0	2	0	0	mobile

Physical Constraints	Further Comments
Flood Risk	Floodplain of Queniborough Brook runs east to west along the southern edge of the village.
Biodiversity	SINCs on the north west edge of village and along the Queniborough Brook corridor to the east.
Historic Environment	Much of the village is located within a Conservation Area and archaeological alert zone. 2 listed buildings and 3 locally listed buildings in the village.
Landscape & Townscape	Attractive residential village with streetscapes strongly influenced by the High Leicestershire setting. Linear form has been consolidated in parts by recent housing developments. Ribbon housing extends from the village on the south side of Kings Lane.
Agricultural land	Village is surrounded by Grade 3 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
South Croxton	100 Leicester-Melton Mowbray	hourly	none	none	-	-	-	Nearest facilities in Syston c10km
<p>Conclusion South Croxton has no public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 South Croxton scored 4.2 (July 2007) 2001 Census Travel to Work data for resident population of Queniborough ward 73% car/ van, 5% public transport, 2% cycle , 5% on foot, 13% homeworking, 2% others.</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Wreake villages:

Stronger Communities

- Limited local facilities and lack of regular public transport to local service centres.
- Impact of potential major development in the vicinity of Thurmaston

Climate Change

- Lack of sufficient public transport directly linked to nearest service centre
- Effects of flooding on local residents, homes and businesses

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
South Croxton	208	226	223	241

Infrastructure in SOUTH CROXTON

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility at Syston c9.5km The village has good footpath access to surrounding countryside and open land
Education			

Secondary 11-14			Children go to Syston Wreake Valley
Secondary 14-18			Children go to Syston Wreake Valley
Primary			Children go to Gaddesby

Regeneration issues	The village is located within LSOA E01025730 (Queniborough east, Barkby, Barkby Thorpe, Beeby and South Croxton) with no significant or moderate problems in terms of multiple deprivation indices.
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Services and Facilities available in: SWITHLAND

3 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	1	0	0	2	0	1	mobile

Physical Constraints	Further Comments
Flood Risk	Floodplain of River Linn/ Swithland reservoir to east of village.
Biodiversity	SSSIs at Swithland Wood west of the village and Swithland Reservoir to the east.
Historic Environment	Most of the village and the Butter Cross Ancient Monument in Swithland Park (SK556126) are located within a Conservation Area and archaeological alert zone. 32 listed buildings in and around the village.
Landscape & Townscape	Charming Charnwood Forest village with long linear form and generally low density residential in character. Recent developments have been restricted to infill and small estates.
Agricultural land	Surrounded by Grade 3 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Swithland	54/121/123 Loughborough-Leicester	Hourly	2 hours	2 hours	-	-		Nearest facilities in Rothley c5km
<p>Conclusion Swithland has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Swithland scored 4.6 (July 2007) 2001 Census Travel to Work data for resident population of Rothley & Thurstaston ward 58% car/ van, 4% public transport, 2% cycle , 9% on foot, 25% homeworking, 1% others.</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Bradgate & Beacon villages

Stronger Communities

- Lack of sufficient public transport and access to services.
- 1 million visitors annually to Bradgate Park places pressure on the local community and its infrastructure.

Community Safety

- Car related crimes in visitor locations

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Swithland	198	212	220	232

Infrastructure in SWITHLAND

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility in Mountsorrel c6km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins

Secondary 14-18			Children go to Quorn Rawlins
Primary			Swithland primary school has spare capacity of 3 spaces

Regeneration issues	Within LSOA E01025738 (Swithland & Cropston West) which experiences significant deprivation for access to services
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Services and Facilities available in: ULVERSCROFT

0 category present but has mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	0	0	0	mobile

Physical Constraints	Further Comments
Flood Risk	River Linn floodplain runs through parish
Biodiversity	Significant areas of interest including 4 SSSIs and 10 SINCs
Historic Environment	Parish contains a number of sites of archaeological interest. 8 listed buildings and 7 locally listed buildings. Ulverscroft Priory Ruins are a Scheduled Ancient Monument
Landscape & Townscape	Scatter of generally large properties located in the heart of attractive Charnwood Forest countryside.
Agricultural land	Mainly Grade 3 land.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Ulverscroft	-	-	-	-	-	-	-	Nearest facilities at Markfield c2.5km
<p>Conclusion Ulverscroft has no public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Ulverscroft scored 0 (July 2007) 2001 Census Travel to Work data for resident population of Forest & Bradgate ward 61% car/ van, 5% public transport, 1% cycle , 9% on foot, 22% homeworking, 2% others.</p>								

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Bradgate & Beacon villages:

Stronger Communities

- Lack of sufficient public transport and access to services.
- 1 million visitors annually to Bradgate Park places pressure on the local community and its infrastructure.

Community Safety

- Car related crimes in visitor locations

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Ulverscroft	89	91	83	85

Infrastructure in ULVERSCROFT

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas none
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility at Coalville or Loughborough The parish has good footpath access to countryside and open land
Education			
Secondary 11-14			Not known
Secondary 14-18			Not known

Primary			Not known
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Regeneration issues	No significant or moderate deprivation known in Ulverscroft		
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Services and Facilities available in: WALTON ON THE WOLDS

4 categories present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	1	0	0	1	0	1	2	0	0	mobile

Physical Constraints	Further Comments
Flood Risk	No flooding issues.
Biodiversity	No designated areas of interest within parish
Historic Environment	Village is located within a Conservation Area much of which is an archaeological alert zone. 11 listed buildings in the village.
Landscape & Townscape	Located in shallow valley in rolling Wolds countryside about 1 km south of Burton on the Wolds. Generally residential character and compact form. Ribbons of housing extend outwards along Six Hills Lane and more recently New Lane.
Agricultural land	Located within tract of Grade 3 land

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Walton on the Wolds	27 Loughborough-Thurmaston	hourly	none	none	-	-	-	Nearest facilities at Barrow upon Soar c4km

Conclusion

Walton on the Wolds has fair public transport accessibility

In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Walton on the Wolds scored 4.2 (July 2007)

2001 Census Travel to Work data for resident population of The Wolds ward

69% car/ van, 1% public transport, 1% cycle , 4% on foot, 24% homeworking, 2% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Rural Areas eastern villages including The Wolds:

Stronger Communities

- Lack of sufficient public transport to nearest service centre and limited timetable reduces access to local activities and facilities.
- The local communities have concerns about the threat of major housing development and the need for the retention of 'village' identity
- A need for more affordable housing.

Health & Wellbeing

- The local service centres offer limited healthcare facilities and public transport reduces accessibility

Community Safety

- Perceived high crime rate and general fear of crime

Social Capital Survey in Wolds west found strong perceptions of neighbourliness and neighbourhood connections and strong interactions with friends and family. Strongly proactive in local groups and local issues.

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Walton on the Wolds	250	253	267	272

Infrastructure in WALTON ON THE WOLDS

Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas none
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none

Retail capacity (comparison)	M2		none
POS provision	Ha		Nearest leisure facility at Barrow c4.5km The village has good footpath access to surrounding countryside and open land
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Children go to Burton primary school

Regeneration issues	Significant deprivation in terms of barriers to housing and services identified in LSOA E01025760 (Wolds west)
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Services and Facilities available in: WANLIP

1 category present + mobile library

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	1	0	0	mobile

Physical Constraints	Further Comments
Flood Risk	Floodplain of the River Soar to the east.
Biodiversity	No designated areas of interest within parish
Historic Environment	No Conservation Area. Area of archaeological interest in core of village. 2 listed buildings and 2 locally listed buildings.
Landscape & Townscape	Small residential village developed around the church and farms. Ribbon housing along Rectory Lane with a few more recent infill schemes. Narrow gaps from Birstall about 500 m to the south, the Hallam Fields development about 500m to the west and Syston about 750m to the east across the river valley. The A46 corridor runs east to west very close to the northern end of the village. To the east Wanlip Country Park is located within the river valley
Agricultural land	Grade 2 land surrounds much of the village with Grade 4 land in floodplain to east

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Wanlip	2 Loughborough-Leicester	infrequent	none	none	-	-	-	Nearest facilities in Birstall 2km
Conclusion Wanlip has poor public transport accessibility								

In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Wanlip scored 0.1 (July 2007)

2001 Census Travel to Work data for resident population of Birstall Watermead ward
56% car/ van, 3% public transport, 2% cycle , 17% on foot, 20% homeworking, 1% others.

As Wanlip is a separate community with poor public transport links the %s for public transport and walking will probably be lower than the ward figure and the car/ van figure higher.

Local Issues

The Parish Plan completed in 2005/06 identified as key issues:

- Concerns about increased traffic and safety
- Concerns about heavy vehicles in the village
- Need a 20mph speed limit
- Improve the public realm

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Wanlip	152	181	158	180

Infrastructure in WANLIP

Land use

	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none

POS provision	Ha		Nearest leisure facilities at Mountsorrel and Syston c5.5km The village has good footpath access to surrounding countryside and open land with Wanlip Country Park adjacent to the east.
Education			
Secondary 11-14			Children go to Birstall Stonehill
Secondary 14-18			Children go to Birstall Longslade
Primary			Children go to Birstall Highcliffe primary

Regeneration issues	None identified
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Services and Facilities available in: **WOODHOUSE**

1 category present.

Main Convenience shops	Doctors Surgery	Pharmacy	Dentist	Optician	Post Office	Bank	Cashpoint	Public Houses	Petrol Station	Leisure & Recreation	Community Facilities	Secondary School	Primary School	Library
0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

Physical Constraints	Further Comments
Flood Risk	No floodplain issues
Biodiversity	4 SINC's outside the village: Mucklin Wood, and 3 sites off School Lane.
Historic Environment	The village and outlier of housing off School Lane make up the two parts of a Conservation Area and archaeological alert zone. Beaumanor Park is an area of archaeological interest. 35 listed buildings in and around the village
Landscape & Townscape	Small Charnwood Forest residential village about 500m east of Woodhouse Eaves. Mainly linear form with some recent consolidation by small estates. Attractive well treed streetscape. At the eastern end of the village is the imposing Beaumanor Hall an education facility. At the western end is a cluster of houses set apart from the village off School Lane. About 250m north east of the village is the new MoD College.
Agricultural land	Grade 2 land to the east, north, and north east of the village. Elsewhere Grade 3 land around the village.

Accessibility

PUBLIC TRANSPORT ACCESSIBILITY	Bus services	Bus services frequency			Rail frequency (Nottingham–Leicester)			Accessibility to nearest main urban centres
		Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	Mon-Sat daytime	Mon-Sat evening	Sunday & Bank Hol	
Woodhouse	54/121/123 Loughborough-Leicester	Hourly	2 hours	2 hours	-	-	-	Nearest facilities in Quorn c3km
Conclusion								

Woodhouse has fair public transport accessibility In 'Developing A Settlement Hierarchy (DASH)', Appendix 5 Woodhouse scored 4.6 (July 2007)
2001 Census Travel to Work data for resident population of Forest Bradgate ward 61% car/ van, 5% public transport, 1% cycle , 9% on foot, 22% homeworking, 2% others.

Local Issues

'Places in Charnwood' work for the Draft SCS identifies the following issues for Woodhouse Eaves:

- Stronger Communities
- Local concerns over loss of village identity
- Lack of affordable housing
- Limited access to other services due to public transport
- Climate Change
- Limited frequency of public transport creating dependence on cars

The Woodhouse Eaves Parish Plan prepared in 2005/06 identified as issues:

- Need to improve the Village hall & Scout Hut
- Increase the visibility of the Police
- Need to enforce parking restrictions
- Make roads safer
- Improve routes for horse riders
- Dental practice needed
- Better more frequent public transport is needed
- Restrict new development to within existing boundaries
- Investigate scope for renewable energy initiatives

Main population characteristics

	Population 1981	Population 1991	Population 2001	Population/ Households 2004
Woodhouse	2238 (pt)	2215 (pt)	2013 (pt)	2086 (pt)

Infrastructure in WOODHOUSE			
Land use			
	Gross	Net	
Housing Capacity	Ha		Brownfield Greenfield split, density of existing housing areas Not known
Employment Capacity	Ha		Employment type (B1, B2 and B8) none
	Existing	proposed	
Retail capacity (convenience)	M2		none
Retail capacity (comparison)	M2		none
POS provision	Ha		The village has limited footpath access to surrounding countryside and open land Nearest leisure facility in Quorn c3km
Education			
Secondary 11-14			Children go to Barrow Humphrey Perkins
Secondary 14-18			Children go to Quorn Rawlins
Primary			Children go to Woodhouse Eaves primary

Regeneration issues	The village and Woodhouse Eaves fall within LSOA 0125688 with moderate deprivation for access to services and housing
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