



BARROW UPON SOAR NEIGHBOURHOOD PLAN 2016-2028

Submission Draft: October 2016

ABSTRACT

The Barrow upon Soar Neighbourhood Plan offers the chance for local residents and businesses to have their say on future development within the parish and influence how their neighbourhood evolves. By working together, we can ensure that the area develops in a way that meets the needs of everyone.

Barrow upon Soar Parish Council

Contents

Neighbourhood Plans.....	1
The Barrow upon Soar Neighbourhood Plan Area	1
What we have done so far	1
What happens next?.....	3
Sustainable Development	3
Key Issues.....	4
Vision.....	4
Aims and Objectives	5
Implementation.....	5
Landscape	7
Flooding.....	7
Geodiversity, Ecology and Biodiversity.....	8
Barrow Gravel Pits.....	8
River Soar	8
Wildlife Corridors	9
Canal	10
Proctors Park.....	12
Conservation Area	14
Listed Buildings	15
Local Heritage	15
Archaeology	15
Design	16
Village Centre.....	18
Future Challenges	19
Parking	20
High Street Car Park.....	21
Cooperative Food store	21
Barrow Health Centre	21
On-street Spaces	21
Barrow Health Centre.....	22
Hall Orchard C of E Primary School.....	23
Humphrey Perkins School	25
Community Partnership Library	25
Community Centre	26
Allotments.....	27
Sport and Recreation	27

Barrow on Soar Churches	28
Infrastructure	29
Road	30
Rail	32
Bus.....	33
Walking and Cycling	34
Housing Supply	35
Older Households	36
Affordable Housing	37
Economic Activity	38
Business.....	39
Rural Economy	41
Appendix 1: Village Design Statement 2016	42
Context	42
Landscape	42
Guidelines.....	42
Pattern.....	43
Guidelines.....	44
Buildings	45
Guidelines.....	45
Scale	45
Materials	46
Design	46
Alterations	47
Roofs.....	47
Walls.....	47
Windows.....	47
Doors	48
Conservatories, Extensions and Porches.....	48
Roads & Street Furniture	49
Guidelines.....	49
Shopfronts	50
Guidelines.....	50
Appendix 2: Village Centre Car Parking Standards	52
Policy Maps.....	53

Barrow upon Soar Neighbourhood Plan: Submission Draft

Neighbourhood Plans

- 1 The 2011 Localism Act has given communities the right to draw up a Neighbourhood Plan. This right is aimed at giving local communities genuine opportunities to influence the future of the places where they live. Decisions on planning applications must take account of neighbourhood plans.
- 2 However, we do not have an entirely free hand over how the plan is prepared. Our plan must have regard to the national planning policy framework and the local plan for the area.
- 3 In particular, our neighbourhood plan should support the strategic development needs set out in the adopted Local Plan for Charnwood which is made up of the Charnwood Local Plan 2011 to 2028 Core Strategy (2015) and the saved policies from the Borough of Charnwood Local Plan (2004). The Charnwood Local Plan 2011 to 2028 Core Strategy was adopted on 9 November 2015.

The Barrow upon Soar Neighbourhood Plan Area

- 4 The Barrow upon Soar Neighbourhood Plan area comprises the parish of Barrow upon Soar which is situated in Charnwood Borough, Leicestershire. The parish amounts to 1,010 hectares.
- 5 Barrow upon Soar is a large village in northern Leicestershire, in the Soar Valley between Leicester and Loughborough. In 2011 it had a population of around 6,000.
- 6 Barrow upon Soar was designated as a Neighbourhood Area in February 2014. The Plan is being prepared by Barrow upon Soar Parish Council and the plan covers the period 2016 to 2028.

What we have done so far

- 7 Various informal consultation events have been held, including on 31 January 2014 and 30 September 2014. In September 2014, we undertook a questionnaire survey of local households and businesses to identify the key

issues that the neighbourhood plan needs to look at. We received over 400 responses.

- 8 346 young people between the ages of 10 and 16 years, who attend the Humphrey Perkins School in Barrow upon Soar also completed a questionnaire. They were asked their opinions of the village currently and their ideas for improvement. They were also asked if they thought they would live or work in Barrow upon Soar when they are old enough to do so.

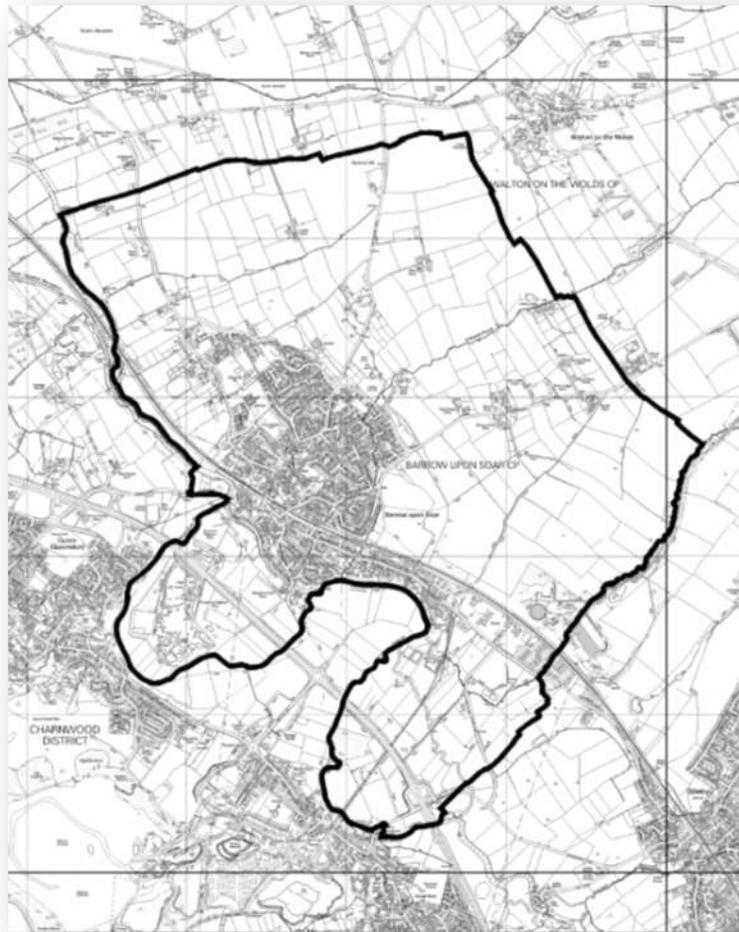


Figure 1: Neighbourhood Area

- 9 Following these surveys, a workshop for parish councillors and key stakeholders was held on 24 March 2015 to look at the principle issues that the Neighbourhood Plan will need to address.
- 10 As a result of those consultations an 'Issues and Options Report' was prepared together with a summary Newsletter. The Newsletter was delivered to all households and businesses in December 2015 and people were encouraged to complete a questionnaire seeking views on the main issues facing Barrow upon Soar. 138 responses were received.
- 11 More details of these surveys and the stakeholder event are on our website at:
www.barrowpc.org.uk
- 12 The questionnaire results helped us prepare a (Pre-Submission) Draft version of the Barrow upon Soar Neighbourhood Development Plan. A summary of the Draft Plan was delivered to all premises within the Parish and 'drop in' session concerning the Draft Neighbourhood Development Plan took place in June 2016. A six-week pre-submission consultation period on the proposed Neighbourhood Plan ended on Monday 25 July 2016.

- 13 All the comments received were considered by Barrow upon Soar Parish Council and used to amend the draft Neighbourhood Plan. A Consultation Statement, including a summary of all comments received and how these were considered, is available at on the Parish Council website.

What happens next?

- 14 The Plan has been submitted to Charnwood Borough Council for publication and a further six-week public consultation will take place before it is sent to an Independent Examiner.



Figure 2: Village Sign

- 15 The Examiner will recommend that the Plan is submitted to a local referendum, or that it is modified to meet the 'Basic Conditions' and then submitted to a referendum, or that the Plan is refused. Charnwood Borough Council will arrange a referendum and, if the Plan is passed by a simple majority of those voting, the Borough Council will adopt it.
- 16 When the Plan is adopted, it will form part of the statutory Development Plan for the area, alongside the Charnwood Core Strategy. Charnwood Borough Council will continue to be responsible for determining most planning applications, but the policies in the Neighbourhood Plan will be the basis for those decisions.

Sustainable Development

- 17 Our Neighbourhood Plan must contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform several roles:
- an **economic** role - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

- a **social** role - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an **environmental** role - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

18 This Plan constitutes our view of what sustainable development in Barrow upon Soar means in practice.

Key Issues

19 Local people are proud of the village. Overall they see it as friendly with a good community spirit. In our December 2015 survey, 72% of respondents agreed that the following issues were the most important considerations for the neighbourhood plan (in order of importance):

- Improving local services and facilities, particularly healthcare
- Protecting green areas in the village
- Local traffic congestion
- Protecting the countryside
- Village centre car parking
- Conserving local heritage
- A new community centre
- Meeting local housing needs
- Better public transport
- More local employment opportunities

Vision

20 In setting out our aims for the Neighbourhood Plan it is vital to consider how the area should be at the end of the plan period. Our plan needs to be aspirational, but realistic. In our December 2015 survey, 89% of respondents agreed with this vision:

Figure 3: Barrow upon Soar Neighbourhood Plan Vision



Aims and Objectives

21 Below are the objectives that have provided the framework for the preparation of the Neighbourhood Plan. They are derived from our vision:

- To protect the intrinsic character and beauty of Barrow upon Soar's countryside
- To conserve heritage assets
- To protect important green spaces
- To improve community facilities and services
- To improve the vitality and viability of the village centre
- To make the fullest possible use of public transport, walking and cycling, and reduce the impact of vehicular traffic on resident's quality of life
- To meet local housing needs
- To encourage the creation of more local jobs

Implementation

22 There is no point in preparing a Neighbourhood Plan which cannot be delivered. To help implement the Barrow upon Soar Neighbourhood Plan we

have engaged key stakeholders at an early stage and identified what infrastructure is needed to support the plan.

- 23 Almost all development has some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts are detrimental and so it is only fair that new development pays a share of the cost of providing additional infrastructure.
- 24 The Barrow upon Soar Parish Council will receive 25% of any planning levy charged by Charnwood Borough Council on new developments in the area should a charging regime be agreed and this will be used to help implement our proposals.

Countryside

Landscape

- 25 The local landscape is dominated by the slow-moving River Soar, which flows northwards through the floodplain from Leicester City to the River Trent. The Soar Valley has a flat floodplain with rising valley sides. The landscape is essentially rural in the floodplain where grassland was naturally enriched from silt carried by flood waters. Once active sand and gravel workings are now largely restored as agricultural grazing and wildlife wetlands or recreational water bodies. The valley has been a major transport corridor for a long time, with the Grand Union Canal, Midland Main railway line and the A6 road; and it is also a corridor for electricity pylons.
- 26 Barrow upon Soar lies on the east bank of the River Soar at its confluence with the Fishpool Brook. The gap between the village and Quorn, which lies on the opposite bank of the Soar, is particularly narrow. 98% of residents who responded to our 2014/15 survey, considered the countryside separating Barrow upon Soar from surrounding villages to be an important or essential characteristic.
- 27 Much of the area is still farmed, predominantly as grassland, either as hay meadows or as permanent pastures that are cattle - or to a lesser extent horse - grazed. The large and distinctively coloured British Gypsum works on the eastern edge of the parish is prominent in the long distant views along and across the valley.
- 28 Local people value the landscape setting to Barrow upon Soar and the views of the surrounding countryside. Therefore, to prevent the sprawl of development into the countryside and to protect the landscape setting of Barrow upon Soar we have identified Limits to Development. Over 80% of respondents to our December 2015 questionnaire survey supported the proposed Limits to Development.

Policy BuS1: Countryside

The character of our landscape and countryside (land outside the Barrow upon Soar Limits to Development as defined on the Policies Map) will be supported and protected in accordance with Charnwood Local Plan 2011 - 2028 Core Strategy Policy CS1.

Flooding

- 29 Barrow upon Soar has a long history of flood events. Flooding may not be from one watercourse alone; there are several interactions, particularly between the River Soar and Grand Union Canal.

30 The primary flood risk is from the River Soar flowing along the western boundary of the built-up area. There is also flood risk from the Fishpool Brook which causes problems for existing householders on Breachfield Road with rear gardens bounded by the brook. Surface water flooding is also a risk and with further development and the creation of impermeable ground surfaces, surface water flooding may become a greater problem.

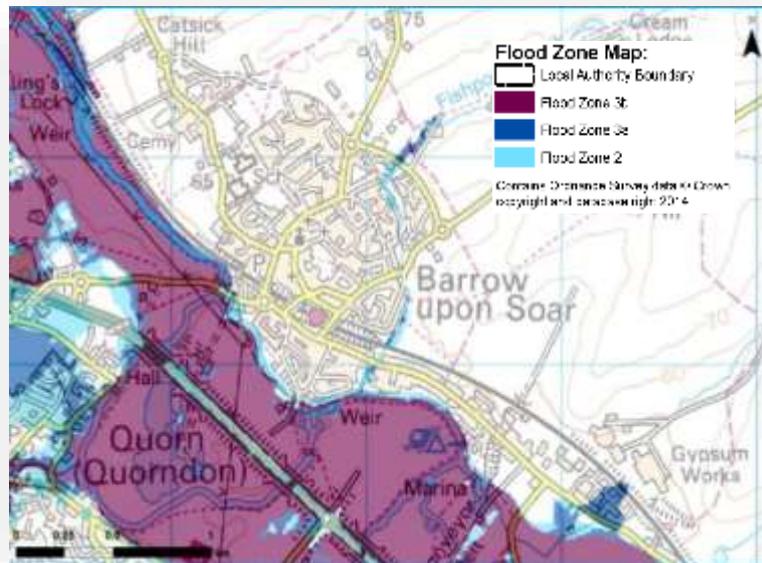


Figure 4: Flood Zone Map (source: Charnwood Strategic Flood Risk Assessment Update)

31 The last significant flood was in November 2012 and followed heavy overnight rain. The Soar burst its banks, flooding Proctor's Caravan Park and forcing narrow-boat owners to leave home. Flooding regularly affects Slash Lane and Sibley Road restricting access to the A6 and causing congestion on the remaining available routes.

32 Charnwood Local Plan (Core Strategy) Policy CS 16 and the National Planning Policy Framework ensure that inappropriate development in areas at risk from flooding is avoided.

Geodiversity, Ecology and Biodiversity

Barrow Gravel Pits

33 Barrow Gravel Pits is a Site of Special Scientific Interest (SSSI) and comprises one of the best remaining complexes of open water, grassland, scrub and woodland in Leicestershire possessing a rich flora and fauna representative of flood plain habitats in the English Midlands.

River Soar

34 The whole stretch of the River Soar within Charnwood has been notified as a Local Wildlife Site and functions as a major wildlife corridor across the landscape; it supports key species, such as the otter, and rare aquatic plants such as the grass-wracked pondweed.

35 The river floodplain contains wetland habitats which are of great conservation value although they may appear unsightly. Ditches, old oxbows, small pockets of wet woodland, marshland and ponds sustain a

wide range of declining plant and invertebrate species, many of which are highly localised in their distribution and vulnerable to changes in hydrology and management regime.

- 36 The non-native invasive floating pennywort has spread along the River Soar within the Borough and beyond, and has been subject to control programmes by statutory agencies.
- 37 The River Soar is navigable: sections are canalised and have been straightened in places but most of the river, including its bypassed backwaters, gently meanders across the landscape.
- 38 A distinctive feature of the river valley is the twin waterway where the River Soar divides to take boating traffic via the Grand Union Canal into the built-up areas of Loughborough, Barrow upon Soar, Mountsorrel, Thurmaston, and Birstall, leaving the River Soar to meander through the fields nearby in a parallel course, joining up into navigable sections.

Wildlife Corridors

- 39 A wildlife corridor is an area of habitat connecting wildlife populations separated by human activities or structures (such as roads and development). This allows an exchange of individuals between populations, which may help prevent the negative effects of inbreeding and reduced genetic diversity that often occur within isolated populations. Corridors may also help facilitate the re-establishment of populations that have been reduced or eliminated.



Figure 5: Wildlife corridor

- 40 A Phase 1 Habitat Survey was undertaken between May 2010 and March 2012 during which potentially important wildlife corridors were identified. Corridors are classified as providing potential 'County' (CWC), 'Borough' (BWC) and 'Parish' value (BWC).
- 41 Young people were particularly keen to see the creation of more wildlife habitat areas and the recognition, protection and enhancement of wildlife corridors could help achieve that.
- 42 Network Rail has embarked on a major programme of works to upgrade the Midland Main Line. Electrification requires significant vegetation clearance along the railway corridor part of which is identified as a local ecological

feature. This will see any trees within 6m of the running rail removed if they are considered to interfere with new overhead line equipment. However, in recognition of the biodiversity potential of the railway corridor a certain level of ground cover will be retained. A vegetation strategy in relation to electrification is to be published outlining the methodology to be adopted for vegetation clearance along the route.

Policy BuS2: Ecology and Biodiversity

Development should not harm the network of local ecological features and habitats which include (as shown on the Policies Map):

- 1 Barrow Gravel Pits
- 2 The River Soar
- 3 Section of the Midland Main Line from the east of Loughborough heading south east until Barrow-upon-Soar. The corridor also includes a short section of the railway spur which leads north (BWC 005).
- 4 Stretch of the River Soar which links the main river corridor to the north (at Meadow Farm Marina) with the south (at Sileby Road) (BWC 014).
- 5 Fishpool Brook (PWC 024) flows through Barrow upon Soar and into the River Soar.
- 6 Hedgerows and grassland verges (PWC 026) running either side of Melton Road as it leads from Paudy Cross Road towards Barrow upon Soar.
- 7 Hedgerows and grassland verges running alongside Nottingham Road as it leads into Barrow-upon-Soar (PWC 030).
- 8 Hedgerows running along either side of Nottingham Road as it leads north from Barrow-upon-Soar (PWC 031).
- 9 Stretch of the Midland Main Line from Barrow-upon-Soar to Sileby (PWC 067).
- 10 A corridor of plantation woodland to the east of Barrow-upon-Soar, linking Melton Road to the Midland Main Line (PWC 068).
- 11 Habitats alongside a conveyor belt running from Mountsorrel quarry to Barrow upon Soar (PWC 116).
- 12 Plantation woodlands and embankments along the A6 road between the roundabout to the north west of Quorn, and the east of Mountsorrel (PWC 084).

New development will be expected to maintain and enhance existing ecological corridors and landscape features (such as watercourses, hedgerows and tree-lines) for biodiversity thus demonstrating overall net-gain.

Canal

- 43 Sections of the River Soar were canalised in the late 18th century as the Leicester Navigation, later becoming part of the Grand Union Canal, linking London to the Trent and Mersey Canal. Although now a recreational waterway, characteristic canal-side features can be seen in the locks, stone

bridges and waterside pubs. The Grand Union Canal with its bridges, canal-side cottages, pubs, marinas, boatyards and locks and towing paths are a popular and accessible leisure attraction for boating, fishing and walking.



Figure 6: Grand Union Canal

- 44 The demand for water-based recreational activity and tourism has led to marinas, caravan parks and sailing. Some of these can be visually intrusive, viewed from a long distance, and clutter the landscape. Caravan parks, with their white caravans dotted on the rising valley sides, are particularly visible across the floodplain. Proctors was built in the 1940s and '50s as a thriving pleasure park which attracted visitors who arrived on special trains.
- 45 In November 2009, led by the then Waterways Trust, a strategy was prepared for the northern section of the waterway corridor. The Strategy provided an assessment of the current position, issues and future opportunities for the River Soar and the Grand Union Canal, and proposed a series of actions based around the themes of a Green Waterway, a Visible Waterway and an Accessible Waterway.
- 46 In 2012 British Waterways and the Waterways Trust merged to form a new charity called the Canal and River Trust. At that point, Leicester City and Leicestershire County Councils took over co-ordination of the River Soar and Grand Union Canal Partnership. The Partnership has updated the Strategy and the 2014/15 Action Plan sets out the next steps in realising the strategic vision of the original strategy. The Barrow upon Soar duck race helps promote the use of the waterway corridor and our Neighbourhood Plan can also help support the Strategy objectives by identifying sites within the river/canal corridor, with the potential for significant enhancement.

Policy BuS3: The Canal

The Grand Union Canal is to be enhanced and conserved as a heritage asset, a key strategic Green Infrastructure and wildlife corridor, recreation and tourism resource, so that it can be enjoyed for its contribution to the quality of life for this and future generations. It is a key feature that contributes to the character of Barrow upon Soar and new development in the vicinity should not detract from it. Development should also aim to conserve, enhance and restore the diversity of wildlife and geology.

Proctors Park

- 47 Proctors Park is situated on land between Barrow upon Soar and Quorn and is accessed by a road into the site from Bridge Street. The site is bounded by the River Soar to the south and west and includes several lakes formed from disused gravel workings. Back in the 1940s and 50s the land was known as Proctor's Pleasure Park and the land has been held by the same family for generations. Part of the land owned by the family comprises Barrow Gravel Pits, a Site of Special Scientific Interest (SSSI).
- 48 During the preparation of the neighbourhood plan, many residents have expressed concern about the appearance of the site. In the long-term we would like to see the site become a country park. However, in the meantime we would like to see improvements to its external appearance.

Policy BuS4: Proctors Park

Working with the owners of Proctors Park, the River Soar and Grand Union Canal Partnership, Environment Agency and Natural England, Barrow upon Soar Parish Council will seek to:

- 1 In the long-term, secure Proctors Park as a Country Park; and
- 2 In the meantime, support improvements to the external appearance of Proctors Park and, in particular, the road entrance to Proctors Park from Bridge Street.

The determination of applications for development will have regard to these objectives.

Heritage and Design

- 49 Barrow upon Soar Heritage Group has published various guides, articles and undertaken many heritage projects over the years.
- 50 The origins of Barrow upon Soar are not clear. The first settlers may have been people using the ancient Celtic trackway known as the Great Salt Road of which Paudy Lane to Six Hills was a part. There have also been discoveries of Roman remains and a Roman cemetery adjacent to Sileby Road, indicating a Roman presence in the area.
- 51 The present village may have first developed as a Saxon settlement. At the time of the Battle of Hastings, the manor of Barrow was part of the Saxon King Harold's estates and after the Conquest it was passed by William the Conqueror to his nephew Hugh Lupus, Earl of Chester, who is recorded as the lord of the manor in the Domesday Survey.
- 52 The early development and prosperity of the village relied on an agricultural economy based on a system of open fields, meadows and common land. The enclosure of the open fields by a 1760 Act of Parliament had a profound effect on the local landscape with small, hedged fields replacing the open fields. Many villagers were forced to look for new employment. Framework knitting, centred mainly on Beveridge Street, had been established in the village during the first half of the 18th century. With growing mechanisation this home working declined and a hosiery factory opened on Sileby Road.
- 53 Barrow stands on a hard-blue limestone that has been used for building and agriculture, and there has been a long-standing tradition of limestone quarrying. The limestone beds contain a large number and variety of fossils, consisting mainly of marine shells and fossil fish, which were a great curiosity and of interest to natural historians. There is a fossil trail and sculpture in the village and the Barrow Kipper (plesiosaur skeleton) is the emblem of the village.
- 54 The development of the local lime industry was boosted by the arrival of the Soar Navigation in 1794 which allowed larger quantities of lime to be transported. A major producer of lime was John Ellis who operated a drift mine off Sileby Road. The company diversified into the manufacture of cement in the early 1900s and the manufacture of concrete building blocks and other precast concrete goods. The lime and gypsum works on Sileby Road still survive.
- 55 The physical, social and historical development of Barrow upon Soar was marked by the foundation of a Free Grammar School in 1717 following an endowment from Humphrey Perkins, and the foundation of an Old Men's Hospital and an Old Women's Hospital. The two hospital buildings are still in use today as homes for the vulnerable.

- 56 The rapid growth in the village throughout the 19th century resulted in the improvement and growth of community facilities. A National School, now part of the Hall Orchard Primary School site on Church Street, was set up in 1859. 19th century population growth was a source of dissent and this was reflected in the building of new places of worship- a Wesleyan Chapel on the High Street, a Baptist Chapel on Beveridge Street and a Methodist Chapel on North Street along with a Roman Catholic Church at the head of Church Street.
- 57 The legacy of the village’s historic development, its historic street pattern and much of the physical built development that took place in the village from the late 16th century and into the early 20th century, is reflected in the special historic and architectural interest of the present Conservation Area.

Conservation Area

- 58 Barrow upon Soar Conservation Area was designated in January 1976. The boundaries of the Conservation Area generally define the extent of the settlement, as it existed at the end of the 19th century. The Area includes much of the medieval heart of the settlement, focusing on Holy Trinity Church which is Grade II* listed and its neighbouring alms-houses and the principal roads through the village: High Street, North Street, Beveridge Street and South Street. The Conservation Area includes a large sweep of land to take in the stretch of the Grand Union Canal from Mill Lane to Barrow Deep Lock. A network of footpaths, known locally as jitties, connects different parts of the centre and provide a safe, traffic-free route for pedestrians.



Figure 7: Holy Trinity Church

- 59 91.4% of residents who completed our 2014/15 survey regarded the Conservation Area as an important or essential characteristic of the village.

Listed Buildings

- 60 There are 25 buildings in Barrow upon Soar listed by Historic England for their special architectural or historic interest. They include the II* listed Church of the Holy Trinity.
- 61 The neighbourhood plan has given local people their chance to give their views on local heritage. In addition to the nationally designated heritage assets the Barrow upon Soar Heritage Group has identified other buildings and structures of local importance.

Local Heritage

- 62 In our December 2015 questionnaire survey, 93% of respondents supported the conservation of these locally listed buildings. 99% supported the conservation of the canal and canal architecture. The protection of traditional stone walls, windows and doors, and jitties were also well supported.
- 63 Certain works that would normally require planning permission are permitted by the General Permitted Development Order. This is primarily because the works are of a scale or type that is generally not likely to have an unacceptable impact. The rules are the same across England and so inevitably cannot take account of local sensitivities. It means that some of these important local heritage features cannot be protected. However, Charnwood Borough Council can restrict or removed Permitted Development rights for an area using an Article 4 Direction. Given the high level of local support for the protection of these features, we encourage the Borough Council to make an Article 4 Directions to control works that could threaten the character of Barrow upon Soar's Conservation Area.

Policy BuS5: Local Heritage Assets

The determination of planning applications will have regard to the preservation or enhancement of the following local heritage assets:

- 1 Locally listed buildings (identified on Policies Map);
- 2 The canal and canal architecture;
- 3 Traditional stone walls;
- 4 Traditional windows and doors; and
- 5 Jitties

Archaeology

- 64 Barrow upon Soar is renowned for its marine fossils, plesiosaurs and ichthyosaurs. This dates to the Jurassic period, 150-200 million years ago, long before man existed. The Barrow Fossil Trail is a guided village walk featuring specially commissioned sculptures from local art students.

- 65 An Archaeological Alert area has been defined for the village centre and broadly follows the boundaries of the Conservation Area.

Design

- 66 Local people are concerned that too many of the recent developments in Barrow upon Soar have consisted of standard, ‘identikit’ homes that typify new developments built by some volume house builders. In our survey 96% said that the design and layout of new developments should respect and reflect the characteristics and appearance of the village by incorporating locally distinctive features. However, some of our housing looks the same as developments elsewhere and could be anywhere in the country. Too often new developments are dominated by the same, identikit designs that bear no resemblance to local character.
- 67 Just because poor design has been allowed in the past doesn’t mean that we will allow it to continue. The original Barrow upon Soar Village Design Statement (VDS) has now been updated and is set out at Appendix 1. The revised VDS describes the distinctive character of Barrow upon Soar and highlights the qualities valued by its residents. From these qualities, design principles, based on the distinctive local character of the village, have been drawn up to guide development. 93% of respondents to our December 2015 questionnaire wanted to see the VDS integrated into our Neighbourhood Plan and used to guide the design of new development.
- 68 In accordance with Charnwood Core Strategy Policy CS2, we expect all development to contribute positively to the creation of well-designed buildings and spaces

Policy BuS6: Design

Only developments which meet the requirements of Charnwood Local Plan 2011 - 2028 Core Strategy Policy CS2 and the Barrow upon Soar Village Design Statement (Appendix 1) will be supported.

Green Spaces

70 98.3% of residents who completed our 2014/15 survey considered the village's open, green spaces to be an important or essential characteristic. Local people also took the opportunity to identify green areas of significance to them. This local significance could be because of the green area's beauty, historic importance, recreational value, tranquillity or richness of its wildlife. By designating land as Local Green Space in the Neighbourhood Plan, we will be able to rule out new development other than in very special circumstances.

71 Millennium Park and King George V Park are particularly important to local people. Other valued green spaces include the canal and river corridor, the Glebe Allotments, cricket field, Mill Lane Park, Willow Road Parks, the Melton Road/Branston Avenue amenity area, Pigs Close to Mill Lane Park and the Culverts. Young people also highlighted all these spaces as being important to them.

72 By designating these, and other spaces, as Local Green Spaces we will normally rule out new development.



Figure 8: Millennium Park

Policy BuS7: Local Green Spaces

Within the areas of Local Green Space identified on the Policies Map development will not be supported other than in very special circumstances.

Services and Facilities

- 73 Barrow upon Soar has a good range of services and facilities with a primary school, secondary school, shops, churches, pubs, GP surgery and sports & recreation facilities. In our 2014/15 questionnaire survey, 96% of residents felt that the overall balance between population and facilities was an important or essential characteristic of the village.
- 74 There is a feeling that some services and facilities need improvement to meet growing demands. There are issues about the capacity of the primary school, doctors' surgery and village centre car parking. There are also concerns about the lack of a community centre.

Policy BuS8: Community Services and Facilities

Development that would result in the loss of the following facilities will not be supported, unless it can be demonstrated that:

- 1 it is no longer viable; and
- 2 it is no longer needed by the Barrow upon Soar community; and
- 3 it is not needed for any other community use or that the facility is being replaced by equivalent or better provision in terms of quantity, quality and location:

Hall Orchard C of E Primary School
Humphrey Perkins School
Barrow Upon Soar Library
Glebe Allotments

Village Centre

- 75 Nearly all of us depend on the village centre for meeting friends and colleagues, for shopping, entertainment, leisure, culture, public services, worship and transport. The village centre provides jobs and the businesses there depend on its vitality for survival, profits and growth.
- 76 Barrow upon Soar's centre, focused on High Street and North Street, helps to address the day-to-day needs of village residents and the immediate area. The village centre contains a supermarket, and other convenience stores, non-retail services such as take-aways, estate agents, a library, opticians, dental surgery and health centre. There is also a newsagent, Post Office and a pharmacy. There are very few vacancies, but the opportunities for expanding the centre are limited. Local people generally feel that the

village centre is thriving and meets their day-to-day needs, but there are concerns about a lack of car parking.

Future Challenges

77

Our Neighbourhood Plan needs to consider the consumer trends that are likely to impact on our village centre:



Figure 9: Village Centre

- An ageing population: will lead to specific demands for services and facilities, as well as an attractive and safe environment in which to shop and socialise.
- Ever increasing demand for choice: will place village centre operators under pressure to break from traditional business models to satisfy the demand for convenience.
- The continuing rise of e-commerce: may take trade from traditional retailers, yet mobile technology will be so embedded in people's lives that village centre businesses could embrace and exploit it for their own benefit.
- The demand for value is here to stay: there will be an increasing demand for good value but high quality goods and services.
- Leisure time will continue to be important: people's expectations are ever higher, in a world where innumerable options compete for their attention. If our centre is to compete it will need to offer people a viable alternative, where they can shop, eat, work, and play in a unique cultural, social, and exciting environment.

78

Our December 2015 questionnaire invited local people to think about ideas that could help to ensure that our village centre remains vibrant into the future. 77% of respondents agreed that most new shopping development should be directed to the village centre, although there was some support for small general stores elsewhere in the village. 54% of respondents wanted to see important private and public services, such as healthcare, retained within the centre. Here are the five ideas that received most support:

- Retaining important public and private services (such as health) within the centre

- Ensuring the provision of important facilities such as toilets and accessibility
- Maximising access, whether parking or public transport
- Avoid the clustering of value retailers, bookmakers, bars, and fast-food outlets
- Encourage residents to support local shops and business

Policy BuS9: Village Centre

Barrow upon Soar Village Centre, as defined on the Policies Map, is a District Centre that serves a local catchment area. Planning applications that ensure that the Village Centre continues to provide a diverse range of Village Centre Uses* which appeal to a wide range of age and social groups will be supported. The modernisation and improvement of Village Centre shops, facilities and services that ensure that they are retained for the benefit of the community will be supported.

A sequential test will be applied to planning applications for main Village Centre Uses* that are not within the Village Centre. Proposals for main Village Centre Uses* should be located in the Village Centre, then in edge of Village Centre locations and only if suitable sites are not available should out of Village Centre sites be considered.

When assessing applications for retail development outside of the Village Centre, an impact assessment will be required if the development is to provide more than 50 sq. m retail floorspace. This should include an assessment of the impact of the proposal on Village Centre vitality and viability.

Where an application fails to satisfy the sequential test, or is likely to have significant adverse impact on Village Centre vitality and viability, it will not be supported.

Class A1 Shops should remain the dominant use in the Village Centre and development leading to an over-concentration of any other one use will not be permitted. Planning applications for uses other than Village Centre Uses* will not be supported.

*The main Village Centre Uses are classes A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Drinking Establishments, A5 Hot Food Takeaways, C1 Hotels, and D1 Non-residential Institutions of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Parking

- 79 Following the loss of parking caused by the redevelopment of the site near the Three Crowns PH, the main areas of Village Centre car parking are:

High Street Car Park

- 80 Charnwood Borough Council's High Street Car Park has 32 standard and one disabled parking space. There are no length of stay restrictions and the car park is poorly lit.

Cooperative Food store

- 81 The Cooperative Store's customer car park has 31 spaces, of which three are for disabled users, and is free for up to two hours. The parking surface and lighting are poor. The High Street access is also poor.

Barrow Health Centre

- 82 The central location of the health centre is appreciated by patients for its good public transport links but at busy times the 29-space car park is often full. The health centre car park adjoins the Cooperative Food Store car park. Jelson are to make a £30,000 contribution to the improvement of the health centre car park as part of the Melton Road development.

On-street Spaces

- 83 Taking into consideration parking spaces provided in marked bays and parking spaces on roads where spaces are not marked out, the number of Village Centre on-street parking spaces is 11.
- 84 In our 2014/15 questionnaire survey, 36% of residents said that they had a problem finding somewhere to park.
- 85 In 2015 Charnwood Borough Council undertook a Car Parking Impact Assessment of the Borough's main centres, including Barrow upon Soar Village Centre. Parking surveys were undertaken on Thursday 25 June 2015 and Saturday 27 June 2015 between 09:00 and 17:00 at two-hour intervals to record occupancy levels.
- 86 The results of the surveys showed that both the High Street and the Co-op/Health Centre car parks were over 100% occupied (i.e. some vehicles were observed parking in areas where restrictions are in place and/or outside marked spaces) in the 09:00-11:00 beat of the Thursday survey. The High Street Car Park was also over 100% occupied in the 11:00-13:00 beat of the Thursday survey. At other times during the Thursday survey and always during the Saturday survey, car parks in Barrow-upon-Soar were less than 85% occupied. Occupancy of on-street spaces was low.
- 87 In 2014/15, 47 Penalty Notices were issued at on-street locations in the village.
- 88 The Borough Council's Car Parking Impact Assessment also considered parking demand taking account of future housing growth. The calculations of future parking demand in Barrow upon Soar indicate that overall occupancy levels at off-street locations will exceed 85% during the week but not on Saturdays. On-street occupancy levels are not estimated to exceed 85% during the week in 2028 or 2035. However, Saturday occupancy levels are estimated to exceed 85% during morning periods.

- 89 The assessment concludes that to address the shortfall in parking in Barrow upon Soar in the period up to 2036, some 20 to 30 additional off-street car parking spaces should be provided in the next 5 years. This recommendation makes the redevelopment of the car park near the Three Crowns PH seem short-sighted. It is also recommended that the spaces at the High Street Car Park be dedicated for short-stay parking.
- 90 Our December 2015 questionnaire survey invited comments on what should be done to improve village centre car parking. 28% wanted to see better enforcement of parking restrictions. 29% supported the restriction of long-stay parking at the High Street Car Park. 30% wanted to see a new car park. There were no practical suggestions for the location of a new car park, instead most of the suggestions to improve car parking involved extending or better management of existing car parks.
- 91 Current car parking standards for new developments are set out in the 6C's Design Guide published by Derby City, Derbyshire County, Leicester City, Leicestershire County, Nottingham City and Nottinghamshire County councils. The car parking standards are often expressed as a maximum requirement which, in the case of Barrow upon Soar Village Centre, could exacerbate existing and future parking problems. Therefore, for our Village Centre, we have used these parking standards to set minimum requirements.
- 92 Of course, our village centre is also accessible to those without access to a car. A lot of young people can get to village centre services and facilities by bicycle or by walking.

Policy BuS10: Village Centre Car Parking

Additional off-street car parking is essential to maintain the vitality and viability of the Village Centre. The extension and improvement of existing off-street car parks to provide additional spaces and cycle parking to serve the Village Centre will be supported. The loss of Village Centre car parking will not be supported unless it is replaced by equivalent or better car parking provision in terms of quantity, quality and location.

New developments within or on the edge of the Village Centre should incorporate additional car parking spaces in accordance with the parking requirements set out in Appendix 2.

Barrow Health Centre

- 93 The health centre was purpose built in 1980 around which time the practice list of 5,500 was broadly comparable to the population. The current population of Barrow upon Soar is circa 6,000 but the practice list is around 8,800.

- 94 The premises are the same size now as they were then but there have been adaptations in response to a rising population, with developer contributions being used for refurbishment in 2011, bringing into use rooms vacated by district nurses, health visitors and school nurses pursuant to NHS re-organisation.
- 95 The practice boundary has been redrawn to curtail pressure and patients are no longer accepted from outside the boundary. The health centre is currently operating at 70% over-capacity and is expected to be at 90% over-capacity when existing planning permissions for new housing are occupied. There is no prospect of NHS funded capital investment at present. At our stakeholder meeting it was suggested that the Health Centre could re-locate.
- 96 Many people responding to our surveys raised complaints about the service, including difficulties in making appointments. The practice advise that strenuous efforts are being made to recruit more doctors and medical student teaching has now ceased which has led to improved appointment availability. Adding patients to the current practice list will cause deterioration in the services offered.
- 97 Notwithstanding these problems, in our December 2015 survey most respondents felt that retaining the health centre within the village centre was important for the future.

Policy BuS11: Barrow Health Centre

Development that would result in the relocation of Barrow Health Centre from the Village Centre will not be supported. Additional healthcare provision in the form of new surgeries will be supported.

Hall Orchard C of E Primary School

- 98 Hall Orchard C of E Primary School is situated on Church Street in the village centre. There are three main buildings and two double classrooms in mobile accommodation. The Victorian building has two classrooms, computer base room and pre-school. The 1995 extension connects all the school buildings and has three classrooms, cloakrooms, and toilets. The administration block leads to the 1970 Orchard building. This houses eight class bases, the main hall, large stepped studio, cookery area and library. Outside there are two large play areas, and school field. In addition, the foundation classes have their own secure play area.

99 Hall Orchard is the largest primary school in Charnwood Borough with 462 pupils on the school roll. Admissions from September 2016 will increase for each year group from 60 to 75 to accommodate an increase in the



Figure 10: Hall Orchard C of E Primary School

birth rate which will in turn increase pupil numbers to 525. Changes to space allocated to education are in progress and will continue through the summer of 2016. It is estimated that the school roll will rise to over 600 when approved housing development is fully completed.

100 Locally, there are mixed views about the benefits of large-sized primary schools, but should there be a need for a new primary school to serve the local community our Neighbourhood Plan should accommodate it.

101 In our 2014/15 survey, 105 residents expressed concern about traffic congestion near schools and nurseries at drop off/pick up times. This was confirmed at our Stakeholder event which raised concerns about inadequate staff parking too. The school has plans for additional, on-site car parking spaces for additional staff members.

102 Some permitted development rights allow works to be undertaken at schools without any notification to or approval of the local planning authority. Where a planning application is required, we think that there should be improvements to parking arrangements and traffic management at Hall Orchard C of E Primary School.

Policy BuS12: Primary School

As an exception to Policy BuS1, the provision of an additional primary school to serve Barrow upon Soar will be supported where it would be outside Limits to Development (as defined on the Policies Map) provided the site is well connected to the village and accessible to those without access to a car.

Where a planning application is required, proposals for the alteration, extension or construction of a new building at Hall Orchard C of E Primary School that provide for additional pupil numbers should include measures to improve parking and traffic management arrangements at the school.

Humphrey Perkins School

- 103 The Humphrey Perkins School is a mixed, 11 to 16 comprehensive high school with academy status which was founded as a Free Grammar School in 1717. There is a school roll of 883 (Oct 15 Census). Over many months' pupils, parents and teachers have expressed a strong desire for Humphrey Perkins School to have a sixth form so that pupils can go on to study A-Levels. The Governors are also very supportive of Humphreys returning to being an 11-18 school as it was for many years, although current Government policy may not support this.
- 104 The School has 9 different buildings on its site to the East of Cotes Road, together with hard and soft playing areas. In addition, it has the Beacon Field to the West of Cotes Road providing approximately 8 acres of further soft playing areas.
- 105 Two of the buildings are of modular design with limited life. The Sports Hall only has a canvas roof which leads to difficulties in maintaining temperature and usage in mid-winter, and issues of noise and light disruption to immediate residents. Other buildings are costly to heat and maintain.
- 106 None of the buildings were designed with a view to the use of modern technology which now forms an essential part of the modern secondary curriculum. The dispersed nature of the site increases the staffing necessary for adequate pupil supervision.
- 107 The soft playing areas surrounding the School buildings are poorly drained and cannot effectively be used for parts of the year. The playing areas of the Beacon field are not fully used.
- 108 There is an increasingly urgent need to procure a school building and artificial playing area fit for use in the 21st Century, sized adequately to meet the growing school age population.'

Community Partnership Library

- 109 Barrow upon Soar has a small library in the centre of the village which provides a limited range of services for the local community. Last year, Leicestershire County Council decided that the village library must be run by volunteers or face closure. Barrow upon Soar Community Association (BuSCA) therefore took over the management of the local library from 27 July 2015.



Figure 11: Barrow upon Soar library now run by the community

- 110 In response to our December 2015 questionnaire survey, local people supported a range of addition services to be run from the library. They included courses, workshops and seminars, tourist information, ‘click and collect’ services, a cafe and the relocation of the parish office. Other suggestions included office rental, printing facilities and longer opening hours.

Community Centre

- 111 There is a good range of clubs, societies and social organisations in the village. Some of these use the facilities at Humphrey Perkins School. The school has extensive facilities which are available for private hire on week day evenings and weekends. However, the facilities are used by the school during term-time and are also too large and expensive for many community groups.
- 112 Although the village also has several small rooms that are available to hire on an hourly basis, they are under considerable pressure. As a result some groups are unable to find a permanent home and have left the village due to the lack of suitable space (table tennis, archery, ballroom dance) and there is no suitable space for other activities such as a day-care centre, soft-play area or youth centre. Other clubs and societies have long waiting lists.
- 113 In our 2014/15 questionnaire survey, 28% of residents said that a dedicated community building was essential and a further 53% said it was desirable. Since then, BuSCA has had further discussions about the possible location of a new Community Centre. In our December 2015 survey, 38% of respondents said a new community centre was not needed, 35% said a new centre should be provided on the outskirts of the village and 27% preferred a site at Humphrey Perkins School.
- 114 While a new Community Centre has local support, there are concerns that it could reduce the use of existing facilities, like church halls, and affect their viability.
- 115 Of the young people who completed our 2014/15 questionnaire, 19% said it was essential for Barrow upon Soar to have a dedicated youth centre. About 40% thought that a youth centre was desirable but not essential and a similar number thought that there was no need.

Policy BuS13: Community Centre

A sequential test will be applied to proposals for a new Community Centre that is not within the Village Centre. Proposals should be located in the Village Centre, then in an edge of Village Centre location, then a location elsewhere within the Limits to Development, including Humphrey Perkins School. Only if a suitable site is not available should a location outside the Limits to Development (as defined on the Policies Map) be considered and

only then if the site is well connected to the village and accessible to those without access to a car.

Provided the above sequential test is satisfied, an application for a new Community Centre will be supported where it:

- 1 Is unlikely to have a demonstrable, significant adverse impact on other community facilities;
- 2 Incorporates services and facilities for all;
- 3 Is in keeping with the scale, form and character of its surroundings; and
- 4 Does not significantly adversely affect the amenities of residents in the area, including daylight/sunlight, privacy, air quality, noise and light pollution; and
- 5 Will not generate additional on-street car parking.

Allotments

- 116 Glebe Allotments, Nottingham Road are the only allotments in the village and are owned by the Leicester Diocesan Board of Finance. Part of this large allotment area has been put forward as a potential housing site and that has raised fears for their future. However, the Glebe



Figure 12: Glebe Allotments

Allotments have been nominated by the Parish Council as an Asset of Community Value and they lie outside the Limits to Development defined by this Neighbourhood Plan.

- 117 There would seem to be sufficient allotment provision but residents in the south of the village live a long way from the above site. A community orchard is to be provided in the main area of open space in the south and west of the proposed Melton Road housing site.

Sport and Recreation

- 118 There are several playgrounds in the village, all containing different equipment. The playgrounds are to be found on Mill Lane, Willow Road, and King George V sports field off Beaumont Road. Children's play provision is

generally of a good standard and enhanced facilities for children and young people will be provided from new development.

- 119 Barrow Town Football Club was formed in 1904 as Barrow Old Boys and play at Riverside Park, in Quorn parish. The ground has undergone several improvements in recent years, most notably the addition of floodlighting for both the main pitch and training area, a new clubhouse and changing rooms, a 50-seat grandstand, covered standing paddock and new dugouts. The recent amalgamation of all junior, youth and senior teams makes Barrow Town one of the largest football clubs in Leicestershire and now caters for soccer from under eight to senior level. Barrow now has a girl's football team for 5-12 year olds.
- 120 Barrow and Burton Cricket Club has a membership that spans from Under 10's Kwik Cricketers to the senior side who play at the Nottingham Road Cricket Ground.
- 121 Barrow Runners are a running club that takes members from all over the area and meets regularly in the village. Other sports clubs and facilities include a Canoeing and Paddlesports Club, keep-fit classes, martial arts and tennis.

Barrow on Soar Churches

- 122 Holy Trinity is a Grade II* listed 12th century church in the centre of the village with a seating capacity of approximately 300 people.



Figure 13: Barrow upon Soar Baptist Church

- 123 Barrow upon Soar Methodist Church is also located near the centre of the village, beyond the cross roads at the end of High Street.
- 124 Barrow on Soar Baptist Church on Beveridge Street has a large congregation and many people are from outside the village.
- 125 St Gregory's Catholic Church in Sileby holds services at the Bishop Beveridge Club, South Street.

Infrastructure

- 126 New development will have some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts can be detrimental and so developers must expect to contribute towards the cost of providing additional infrastructure.
- 127 Although our Neighbourhood Plan has not allocated any new sites for large-scale housing development, it does allow for development within the Limits to Development and provision for older people. To enable this housing development to take place, there will need to be improvements at Hall Orchard C of E Primary School, where appropriate, a new Community Hall and sports & recreation provision. However, the Plan must be deliverable. Therefore, the developments identified in the Plan should not be subject to such a scale of obligations and burdens that their viable implementation is threatened. Contributions are governed by the provisions of the Community Infrastructure Regulations 2010.

Policy BuS14: Infrastructure

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

- 1 The provision of additional school places at Hall Orchard C of E Primary School and Humphrey Perkins School arising from the development;
- 2 The provision of a new Community Centre;
- 3 The improvement or remodelling of Barrow upon Soar Health Centre;
- 4 The improvement or remodelling of Barrow upon Soar Community Library; and
- 5 The improvement or remodelling of sports and recreation provision in Barrow upon Soar.

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

Transport

- 128 In response to ongoing concerns about traffic conditions in Barrow upon Soar and Sileby, Leicestershire County Council published the 2016 Sileby & Barrow upon Soar Transport Study. The report summarises transport conditions and known development proposals in Sileby and Barrow upon Soar to inform future highway advice on development proposals in these villages.

Road

- 129 The Soar valley has been a major transport corridor since Roman times and probably before. Through the years, improvements in communications have altered its character and the need to build on raised embankments to cope with the regular flooding of the valley has compounded the visual impact in the landscape.
- 130 Roads have long been the principal means of communication in the Borough and the north-south route between Loughborough and Leicester along the west bank of the Soar became increasingly important from the medieval period onwards. The road was turnpiked in 1726, became the A6 and continued to be the major north-south route, passing through the villages of Quorn, Mountsorrel and Rothley, until the 1990s.
- 131 The current A6 major road corridor, which bypasses the villages, was constructed in the early 1990s. It is built on embankments and stilts, and dominates the flat landscape in terms of visibility, traffic movement and noise. Although the A6 bypass has offered great relief to the villages in reducing the through traffic, it splits the valley down the middle and has created a major barrier across the landscape.
- 132 HGV movements are currently prohibited in the villages (except for loading). The only lorry route in the area is from the A6 to the industrial estates located on Sileby Road and which use Slash Lane as an access.
- 133 Traffic entering and leaving Barrow upon Soar via the A6 concentrates onto the historic Barrow Road Bridge, a listed structure. This is single lane and signal



Figure 14: village centre traffic

controlled. It has already exceeded its effective operational capacity and queuing and delays are a frequent issue. There is no easy way to improve the bridge.

134 The alternative route to and from the A6 via Slash Lane to the east of the village is regularly inundated by River Soar and has been identified by the Environment Agency (EA) as being susceptible to a 1 in 1 year event. Barrow Road between Barrow and the A6 is also susceptible to flooding, with defences protecting the road to limit the risk to a 1 in 10-year event. When flooding occurs, road closures cause widespread congestion on the remaining available routes and can affect bus services as traffic travelling from Sileby is diverted through Barrow when Slash Lane and Mountsorrel are not passable.

135 Within the village, many people have raised concerns about congestion - in Bridge Street, Beveridge Street, Church Street, Warner Street, Grove Lane, High Street and North Street. This is often caused by bus stops and on-street parking on the narrow village centre streets which were not designed for modern traffic. Excessive on-street parking in Sileby Road also impedes vehicle flow and access in both peak and off peak periods.

136 The expansion of Barrow upon Soar is constrained without public investment in the necessary works. 47% of residents said that they were affected by traffic flow issues in and out of the village at peak times.

137 Within Barrow upon Soar a projected increase in traffic flows is expected to result in increased delays in the village especially at locations such as Bridge Street and Grove Lane. The 2016 Sileby & Barrow upon Soar Transport Study concludes

that it is likely that any additional development, over and above that already committed, will have severe impacts.



Policy BuS15: Road Network

New housing development of more than ten dwellings will not be supported unless it can be demonstrated that existing traffic conditions will not be made worse.

Rail

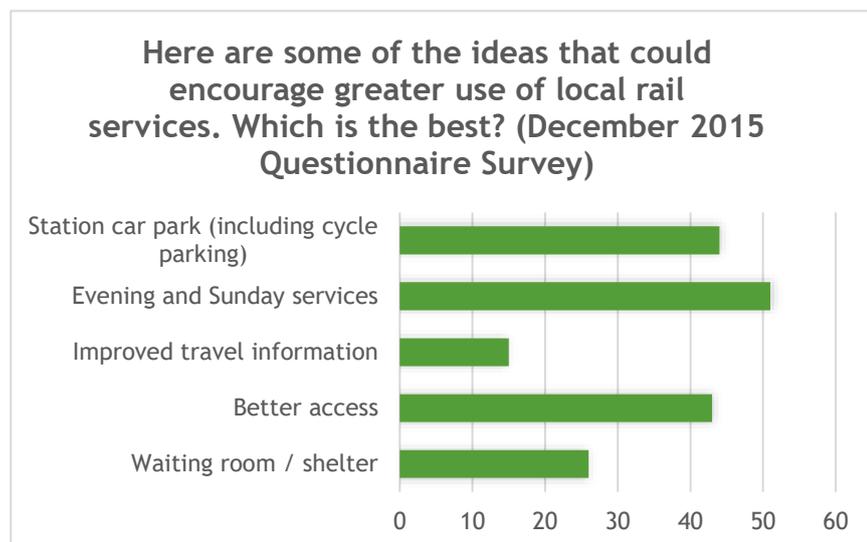
- 138 Barrow upon Soar railway station is located on the Midland Main Line between Leicester and Loughborough. The station was demolished following its closure in 1968 but a new station was opened a little to the southeast of the original site in 1994 as part of phase one of the Ivanhoe Line. The station is served Monday to Saturday by East Midlands Trains, who operate local services from Leicester to Nottingham and Lincoln via Loughborough and Newark. There is no Sunday service or late evening service.



Figure 15: Barrow upon Soar Railway Station

- 139 Annual rail passenger usage has increased significantly over recent years - more than doubling from 45,241 in 2004/05 to 93,101 in 2014/15.

- 140 The train station has no ticket collection or purchasing facilities. There is no car parking or drop-off space and it is only accessible by many steps, so it is



unsuitable for people with mobility problems. The station is unstaffed with isolated platforms with little in the way of shelter.

- 141 Our December 2015 questionnaire survey invited residents to identify the measures that would encourage greater use of local rail services.

- 142 Network Rail has embarked on a major programme of works to upgrade the Midland Main Line - the biggest programme of improvements to the line since it was completed in 1870. The line will be completely electrified, bridges and tunnels altered or rebuilt as well as work to remodel stations and carry out line speed improvements. Electrification of the Midland Main Line north of Kettering to Leicester, Derby/Nottingham and Sheffield by December 2023. Electrification will provide opportunities for revised and possibly new services to be provided as a result of the introduction of electric trains, with their better acceleration, reliability and fuel consumption.

Policy BuS16: Barrow upon Soar Railway Station

The Parish Council supports the upgrade of the Midland Main Line and proposals that allow for improved off-street car parking, access and facilities at Barrow upon Soar Railway Station.

Bus

- 143 The village is served by the Kinchbus 2 route linking the village to Cossington, Quorn, Leicester, Birstall, Sileby and Loughborough. This is a 30min Monday to Saturday daytime service and buses run hourly during the evenings, Sundays and Bank Holidays. Roberts Coaches also operates its hourly no27 service linking the village to Loughborough, Walton, Seagrave and Thurmaston Shopping Centre Monday to Saturday daytime. The Roberts Coaches 27 service is fully subsidised by Leicestershire County Council and its long-term future is uncertain.



Figure 16: Kinchbus 2 service

- 144 Our survey shows that people would like to see more frequent and cheaper bus services. Some would like to see the bus stops being better located and improved bus shelters and service information. There are suggestions for a bus service to Loughborough University and more direct services to Leicester.

Walking and Cycling

- 145 Barrow upon Soar is relatively compact, so many homes are within a 15-minute walk of the village centre. The village centre is criss-crossed with jitties, the old term for little pedestrian footpaths running between roads, and the Heritage Group has published a guided walk as part of a collection of local guided walks.



Figure 17: Shooting Close Lane

- 146 The public footpath crossing the Melton Road site west to east is to be retained as part of Jelson's Melton road development. The route from Breachfield Road across to the south-east extremity of the site, where the bridlepath crossing is closed will also be protected. There will be some footpath/ cycleway improvements that will include a bridge across the Fishpool Brook that will link the Melton Road development to Breachfield Road.
- 147 Part of Bridleway I20, from Sileby Road to Nottingham Road, was closed in 2008 after safety concerns surrounding its crossing of the Midland Mainline. This bridleway has not been rerouted, nor has any mitigation (such as a bridge) been provided. Network Rail has applied to formally close the route and this is currently subject to preliminary consultation.
- 148 Local people are particularly keen to see improvements for cyclists- off-road cycleways, a cycle link to the Sustrans route 6 into Leicester, cycle parking etc. There are concerns about cycle safety on the links to Mountsorrel and Quorn.
- 149 There are good opportunities in Barrow upon Soar to make walking, cycling and public transport use more attractive as alternatives to the car. This is something that our young people also support.

Policy BuS17: Walking and Cycling

New development should retain and where appropriate incorporate linkages to the Public Rights of Way network.

Working with SuSTRANS, Leicestershire County Council and Charnwood Borough Council, Barrow upon Soar Parish Council will seek to improve the provision for off-carriageway cycling and cycle parking in appropriate locations.

Housing

Housing Supply

150 The Barrow upon Soar Neighbourhood Plan must support the strategic development needs set out in the Charnwood Local Plan (Core Strategy) including policies for housing development. The Charnwood Core Strategy was adopted on 9 November 2015.

151 The Core Strategy requires at least 3,000 new homes to be provided in seven Service Centres- Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston between 2011 and 2028. Over the period 2011-2015, 1,102 homes had already been built in the Service Centres and a further 2,372 homes had planning permission or were otherwise committed (at 31 March 2015). This means that for these places, the Core Strategy housing provision has been met.



Figure 18: Jelson site at Melton Road

152 Of these 2,372 committed dwellings, almost 470 are in Barrow upon Soar. Most of these are on the following sites:

- Barwood Homes are building 87, 2,3,4 and 5 bedroom homes at Strancliffe Gardens;
- David Wilson Homes and Miller Homes are to build 71 homes on Nottingham Road;
- 10 new park homes at Charnwood Mill, Sileby Road; and
- Jelson Homes has detailed planning permission for 291 dwellings.

- 153 In addition to these sites, the old Charnwood Local Plan (adopted 2004) allocated land at Nottingham Road for housing development. About half of this site, at Nursery Grove, has been developed but the remainder, off Iliffes Close, has yet to be built.
- 154 Having considered market conditions, there is no evidence to suggest that a higher level of housing development should take place in Barrow upon Soar than that required by the Core Strategy. Growth is not required to help support the viability of local services and facilities- indeed, we know that the Primary School and Health Centre are having difficulty coping with more development. Furthermore, the canal bridge is already at capacity at peak times and additional traffic will make this problem worse. Early consultation with residents and businesses shows little support for housing growth and this was confirmed by our 2015 survey which showed that 96% of respondents agreed that we should not plan for more large-scale, greenfield housing development.

Policy BuS18: Housing Provision

The minimum housing provision, as it affects Barrow upon Soar, for the period 2011 to 2028 has been met. Permission for housing development within the Barrow upon Soar Limits to Development, as defined on the Policies Map, will be only be supported if the development:

- 1 Is in keeping with the scale, form and character of its surroundings;
- 2 Does not significantly adversely affect the amenities of residents in the area, including daylight/sunlight, privacy, air quality, noise and light pollution; and
- 3 Has safe and suitable access to the site for all people.

Older Households

- 155 Provision of market housing units which cater for older households is a key supply gap which urgently needs to be addressed. While ‘land hungry’ bungalows are not attractive for developers, it is important that efforts are made to provide for older households.
- 156 The majority of older residents are owner-occupiers and so are most likely to require market solutions to housing problems. Based on household projections, demand from this age group is expected to increase substantially over coming years. Homes built to meet the needs of older people will not place additional pressure on school capacity.
- 157 Meeting the needs of an ageing population can include bungalows - but it can also mean retirement housing, ‘extra care’ housing which offers on-site support, and homes designed with older people in mind offering for example, step-free access, downstairs bathrooms, or wider halls and doorways. In our December 2015 survey, a clear majority of respondents were prepared to accept more housing if it met the needs of elderly people.

Policy Bus19: Meeting the Housing Needs of Older People

New housing development shall provide for a mix of housing types that will be informed by the most up to date evidence of housing need. In particular, applicants will need to demonstrate how the housing needs of older households will be met.

As an exception to Policy BuS1, outside Limits to Development accommodation designed to meet the needs of the elderly will be supported where:

- 1 The scale of development is no greater than is required to meet the accommodation needs of elderly people living in Barrow upon Soar Parish and the type of housing provided is appropriate to those needs;
- 2 There are no suitable, achievable and available sites within the Limits to Development to meet that need;
- 3 The dwellings shall only be occupied by persons aged 60 and over;
- 4 When homes are sold or allocated, priority is given to people with a local connection to Barrow upon Soar Parish (i.e. including living, working or with close family ties in the Parish);
- 5 The site has good access to local facilities. Schemes should provide safe links to the immediate local road and footpath system, have access to local transport facilities and be well integrated into the local community, close to local facilities that residents can use;
- 6 The development is in keeping with the scale, form and character of its surroundings; and
- 7 The development does not significantly adversely affect the amenities of residents in the area, including daylight/sunlight, privacy, air quality, noise and light pollution.

Affordable Housing

- 158 Affordable housing is social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable homes also must remain affordable for future eligible households and should help meet the housing needs of the village.
- 159 The Strancliffe Gardens will provide about 24 affordable homes, the David Wilson Homes and Miller Homes development about 21 and the Jelson Homes development around 90 more. Thus, there is a good supply of new affordable housing in the pipeline so our Plan makes no additional provision. In addition, any new sites of 10 or more dwellings, 30% will be required to be affordable in accordance with the Charnwood Local Plan (Core Strategy).

Employment

Economic Activity

160 The 2011 Census shows that of the 4,374 parish residents aged 16 to 74, 3,186 were economically active. Of these 59% were in full-time employment and 20% were in part-time jobs. In March 2015, the claimant count in Barrow and Sibley west ward was 0.6%.

161 A particularly high proportion of working residents were employed in education - 474 people or 16% compared with 14% in Charnwood and 10% in the East Midlands. 22% of workers were employed in professional occupations- there were 222 teaching and education professionals. Relatively few people (7%) were employed in elementary occupations such as cleaning, sales and security. In Charnwood and the East Midlands, the figures were 11% and 13% respectively.

162 Of the 3,033 working residents, 6% worked mainly from home but 75% travelled by car or van. Only 3% commuted by train even though the village has a railway station.

163 The Office for National Statistics (ONS) have released Travel to Work Flows based on the 2011 Census that show where people commute to work. 210 people lived and worked in Barrow upon Soar but many workers commute, particularly to Leicester and Loughborough. 280 residents worked in north-east Loughborough. 131 residents of Sibley travelled to jobs in Barrow upon Soar.

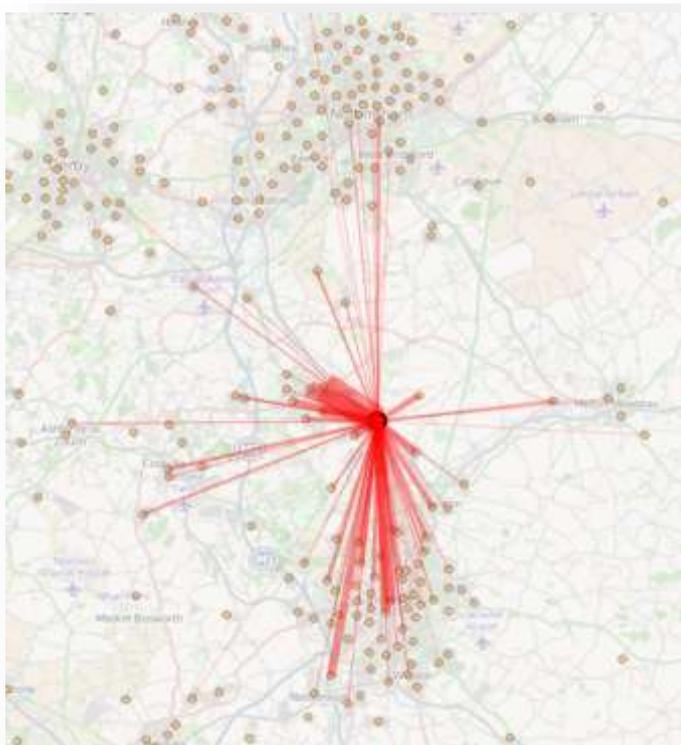


Figure 19: 2011 Census Travel to Work form Barrow upon Soar

164 Our young people's survey showed that only 14% were likely to look for a job in Barrow upon Soar when they were older. A significant proportion- 44%

said that it was unlikely that they would seek work in the village. The remainder did not know.

Business

- 165 Industry has been a major driver for Barrow upon Soar's growth. However, there has been a steady decline of traditional industries located within the village, from which most of the shoe-making, textiles, and engineering manufacturing has disappeared. Some of the factory sites have been redeveloped in the late 20th century for small housing estates. Over the period 1991 to 2010, some 0.85 hectares of employment land has been lost in this way. The main employment areas in Barrow upon Soar are now located on Sileby Road.



Figure 20: Business on Sileby Road

- 166 Mountsorrel Quarry is a granite quarry operated by Lafarge Tarmac and located between the villages of Mountsorrel and Quorn. The quarry supplies granite to construction projects across Leicestershire, as well as the wider midlands and east of England. The quarry is an important to the local economy and currently employs 149 people, 90% of whom live within a 10mile radius of the site. Approximately 60% to 70% of the aggregate produced at Mountsorrel - about three million tonnes - is transferred by covered conveyor to be supplied by rail through the sidings at Barrow upon Soar.
- 167 The British Gypsum works, which came into operation in 1992, is a large plaster production plant occupying a 23-hectare site and including a new gypsum mine.
- 168 Two modern industrial estates (Sileby Road and Hayhill) offer a range of premises, including good quality/modern industrial units. They sit north and south of Barrow Railhead, a rail freight depot for Lafarge. Neither the Hayhill Industrial Estate nor the British Gypsum works are entirely within the parish.

- 169 12 suites of 13-33 sq.m. are available at the recently refurbished 'Room to Work' at 35-37 High Street although individual suites could be combined to accommodate larger occupiers.
- 170 The Charnwood Core Strategy requires the Service Centres (Anstey, Barrow upon Soar, Mountsorrel, Quorn, Rothley, Sileby and Syston) to provide for approximately 7 hectares of employment land between 2011 and 2028. None of this is already provided for, although Charnwood Borough Council has suggested that more new employment land is appropriate at Mountsorrel and Anstey than Barrow upon Soar, but some employment development in the village could help replace jobs that have been lost and improve sustainability. All provision should be for a mix of offices and small industrial units, including starter and grow-on units which seem to be better suited to the needs of Barrow upon Soar.
- 171 In our December 2015 survey, 79% of respondents supported the allocation of an employment site at Sileby Road. The allocation is also supported by the site's owners. However, it is necessary to safeguard the conveyor route alongside the site as the conveyor is part of the quarry infrastructure which makes Mountsorrel Quarry of national importance. Employment uses may be appropriate in proximity. However, any uses would have to ensure they are not going to cause any potential conflict with continued operation of the conveyor. For example, industrial uses may be more appropriate than office accommodation.

Policy BuS20: Sileby Road

Some two hectares of land to the south of Sileby Lane, as shown on the Policies Map, is allocated for employment development. Business and General Industrial use (Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) is supported where:

- 1 The development provides for a mix of business uses including starter and grow-on units;
- 2 A landscaping scheme should be implemented to provide for an improvement in biodiversity and include the retention or replacement of the hedge along the boundaries of the site;
- 3 A Flood Risk Assessment will be required to address flood risk and surface water disposal from the site;
- 4 A surface water drainage solution will need to be identified and implemented prior to the construction of hard standing areas this should incorporate an appropriately designed, constructed and maintained sustainable drainage system;
- 5 The conveyor route and its operation are safeguarded; and
- 6 Noise and other pollution does not give rise to significant adverse impacts on health and quality of life as a result of new development.

Rural Economy

- 172 Within Barrow upon Soar parish, most development will take within or adjoining the village but to support jobs and prosperity we will also take a positive approach to sustainable new development in the countryside.

Policy BuS21: Rural Economy

The sustainable growth and expansion of all types of business and enterprise in The Countryside (land outside the Barrow upon Soar Limits to Development as defined on the Policies Map) through the conversion of existing buildings and well-designed new buildings will be supported where the development:

- 1 Is in keeping with the scale, form and character of its surroundings;
- 2 Does not generate significant additional traffic through Barrow upon Soar Village; and
- 3 Has safe and suitable access to the site for all people.

Appendix 1: Village Design Statement 2016

Context

The key to the character of Barrow upon Soar is its diversity. The village displays a huge range of building and architectural styles and periods. This key element has been lost in recent large-scale new developments.

To enhance this diversity, we are receptive to innovative good quality new design.

To promote a feeling of ownership, we encourage community initiatives to enhance the quality of life in Barrow, e.g. public arts projects and environmental initiatives such as tree planting.



Figure 21: A sense of history

Landscape

Barrow upon Soar occupies a prominent position in the Soar Valley, a lowland corridor between Loughborough and Leicester.

The Grand Union Canal and the River Soar flow through the south west edge of the village.

The landscape to the north and east of the village is characterised by rolling, undulating countryside

with a series of ridges running south-west to north-east. The principal agricultural feature is arable farming, with mostly small fields with hedgerow boundaries. The flat washlands of the River Soar which lie to the south and west are used for pastoral farming with poorly drained fields which flood regularly.



Figure 22: Barrow upon soar sitting above the river

Guidelines

Landscape can be as significant in setting the character of the village as buildings themselves. Barrow upon Soar's prominent position in the Soar Valley calls for sensitive landscape design to protect its visual character.

New developments on the village boundary should be sited sympathetically, protecting and enhancing village approaches. Existing views, which are considered

important e.g. the view from the Three Crowns Corner towards Holy Trinity Church, should be protected. New vistas should be created, e.g. views from developments on the outskirts back into the centre of the village as an important unifying factor and link from new to old, and views into open countryside. Attention should be paid to the siting of garages, parking areas, boundary fences and walls which offer a first view of the village. Native shrubs and hedging to be used to soften boundary edges where appropriate.

New hard landscaping should be of good quality and appropriate to the setting. Materials used for fences, stiles, gates, bridges etc., should be suitable for a development adjacent to the countryside. Small-scale detailing on walls etc., using local materials (e.g. Mountsorrel granite) shall preserve local character and shall be a unifying factor linking new developments with the rest of the village.

Approach roads to the village should be made more welcoming, e.g. tree planting in conjunction with properly laid out parking spaces to enhance the Sibley Road approach. Landscaping to soften stark fencing on the Melton Road approach. Planting on new roundabouts on Melton and Nottingham Road.

A scheme to be drawn up to enhance the approach at Barrow Bridge where concrete bollards, signs and traffic lights detract from the rural scene.

Existing landmarks (e.g. granite walls) shall be protected and maintained. Where their loss is unavoidable, they will be replaced using the same local materials.

The benefit to the village environment of mature trees cannot be overstated. Existing trees should be protected and maintained wherever possible. Examples of important trees in Barrow's landscape are the cedar tree in Holbourne Close, the trees in Holy Trinity Churchyard, river and canalside planting. Trees lost through development should be replaced. A new tree planting policy shall be put in place to identify sites for tree and shrub planting schemes and for their future maintenance. New areas for larger scale woodland planting shall be identified, e.g. land off Fishpool Way.

Riverside and canal areas shall be preserved and enhanced for the enjoyment of residents and visitors. The provision of appropriate and attractive seating and information boards, with, where possible, input from local artists and craftspeople, shall be encouraged. Existing wildlife habitats should be protected and new habitats created. e.g. work at the Culverts off Mill Lane. Efforts should be made to lessen discordant features which conflict with the rural character of the landscape, e.g. planting to screen Proctor's Caravan Park.

Pattern

The centre of Barrow is characterised by buildings which are near one another and often front directly onto pavements,

Streets are generally straight, materials traditional but within the space of a few yards there is often a wide diversity of building styles and ages. Examples of this can be found in High Street and Beveridge Street. Other areas are more uniform in character such as the red brick late-Victorian housing in Warner Street or the 'Lakes' roads, a well-established housing estate with mature landscaping.

The 1990s housing estates, though often of good quality and attractively laid out, illustrate the current fashion for producing buildings which are indistinguishable from developments in many other towns and villages. Their pattern is quite different from the cheek-by-jowl layout in the centre; here roads are winding with many closes and cul-de-sacs.



Figure 23: Bridge Street

The central area of the village is linked by a network of jitties (footpaths). On the outskirts, there are well-defined rights-of-way into the countryside. Particularly distinctive in Barrow are the riverside walks along the Soar and canal towpaths which offer recreation to visitors and residents alike. Riverbank flora and surrounding meadowland are key landscape features.

Guidelines

Settlement patterns are a key factor to the distinctiveness of the village. The same guidelines are relevant to all areas despite their diversity.

The density, layout and pattern of a development should be appropriate to its location within the village. The siting of buildings should respect the pattern which has already been set out in the area. The present relationship between buildings and open space should be maintained.

Jitties are a distinctive and worthwhile feature within the village, creating a safe network of pedestrian routes.



Figure 24: View down Melton Road terminated by little cottage

The traditional network of jitties should be maintained and improved. The network should be extended into new developments and serve as a unifying factor.

The existing footpath network should be maintained and improved to allow ready access to the surrounding countryside. Of importance are the riverside footpaths and canal towpath which are key factors in Barrow's identity.

Gaps between buildings add to the character of an area and give attractive views through to the village and countryside which should be preserved.

Open spaces, both natural and recreational, should be retained and new areas or greens such as the Industry Square green, created. All these elements provide a crucial sense of community within the village.

Developers shall set aside sufficient land on new developments for playground and landscaped areas.

Buildings

Barrow's past is reflected in the huge diversity of buildings.

There is a mix of size, type, architectural styles and periods. Within this diversity, the use of local materials in the construction of buildings and boundary walls provides a unifying and distinctive element to the built environment.

Barrow in common with other villages has examples of good and bad housing development and although preservation of the best of the old is important, it is not enough.

New building, large or small, influences how we feel about a place or street and therefore is an opportunity to enhance our village further.

The following advice and guidance is intended to help achieve consistently better quality building throughout the village.

It should be noted that examples of existing buildings which detract from their surroundings, shall not be regarded as a precedent for further developments of a low design standard.

Guidelines

Scale

Large or small-scale new developments must reflect the historical diversity within the village. They should meet the housing requirements of the whole community through a mix of size, type and density of housing. Large areas of housing of similar characteristics should be avoided.

The size and proportion of the building shall be in scale and harmony with the adjoining older buildings and the area as a whole. Generally, eaves heights shall compare with those of adjoining buildings. Pitched roof forms will be preferred.

Building lines should generally be respected and disruptive setbacks or projections avoided.

Materials

The materials used in new developments and in alterations to existing buildings must be sympathetic and complement traditional local building materials. While this is a requirement in all areas, buildings of a historical character demand a more sensitive approach. This approach applies equally to replacing existing features on old buildings and to new building near historical properties. The area at the heart of the

village is an example of this. Materials include limestone, Mountsorrel granite walls and plinths, Swithland or Welsh slate on roofs. It is recognised that these materials can be costly. However, with imagination even when used on a relatively small scale they provide



Figure 25: Mountsorrel granite

a strong unifying element with the older historical buildings within the village. Granite stone plinths are a feature of the area and can be seen on buildings of all ages.

Good attention to detail at approaches and entrances to new development is particularly significant and will provide a positive link the historical character of the village.

Design

The relationship between walls and openings should have regard to the proportions of the buildings that give the area its character, e.g. in a Victorian development the emphasis in door and window openings is normally vertical and the treatment is a simple classical one.

Architectural detail and materials should be used in such a way as to reinforce the character required.

To meet the above criteria, it should not be necessary to design in a historical style. Historical styles of architecture may be considered inappropriate as they tend to devalue the merits of the existing genuine buildings. Generally, designs which express the present day shall be preferred. However, in cases where a terrace has been designed as a single architectural composition, there may be a requirement to retain the existing façade or to construct a replica.

Alterations

Alterations and extensions can have a profound effect on the visual qualities of an area and it is important to try and achieve harmonious results. The main areas of concern in relation to such alterations are roofs, windows, walls and doors.

Roofs

Slates are the most widespread traditional material although there are also examples of clay pantile roofs. These shall be retained where possible.

If the cost of replacing a roof with traditional materials is not feasible a substitute material which complements the natural material may be acceptable, if chosen with care. Some are more successful than others and their use will be judged on merit.



Figure 26: Painted brick, sash windows, Swithland slate

Chimneys are particularly important and where possible these and existing features such as intricate ridge tiles and gutters should be retained or replaced with matching materials or forms. Chimneys should be included as a design feature in new development where appropriate.

New roof lights should be carefully considered in terms of position, size and detail so they do not detract from the original structure.

Walls

Where walls are reconstructed or extended, brick or stone of the same type and colour as the original should be used. In addition, the same brick bond should be followed.

Mortar should be of a similar colour to the original and the pointing similar in style.

Rendering or painting a brick or stone wall should be avoided especially where building forms part of a terrace of similar houses.

Windows

A key element of the streetscape. Changes to the shape of windows can have a profound and sometimes disastrous effect on character of a building. In older property particularly, replacement windows should be considered very carefully. UpVC frames may look out of place.

The scale of solid and void in the walls is important and should not be destroyed.

Double glazing need not be inconsistent with historical character. Secondary glazing which keeps the original window can avoid all external change.



Figure 27: Traditional doors and windows

If replacements are required, the golden rule is to reproduce as far as possible the original proportions and sub-divisions.

Window surrounds, sill details and the original window reveals are important and should be retained.

Doors

Traditional doors have a major effect on the look of a building.

Modern replacement doors can have a detrimental effect if made of inappropriate materials or in a style not reflecting that of the building.

Door furniture can add a touch of individuality and is worthy of retention (e.g. boot scrapers).



Figure 28: Red brick, Welsh slate, Yorkshire sash windows

Conservatories, Extensions and Porches

Additions to existing properties should respect the architectural character of the original building.

Extensions should be subordinate to the existing building.

Materials should generally match those of the existing building. However, in some instances a satisfactory match may not be possible. A good contrast better than a poor match.

The design and proportion of existing doors and windows should be followed.

Roofs on extensions and porches should be of the same form and materials as existing roofs.

Extensions often benefit from being set back from the face of the existing building providing articulation between the two and masking the join between old and new.

Roads & Street Furniture

Considerable work to enhance the centre of the village took place in 1999. This included the installation of seats, bollards, block paving, flower tubs and baskets.

At the same time a traffic-calming scheme of speed tables and mini roundabouts was put in place on the High Street and North Street.

These initiatives although small in scale have a significant impact on the environment, not only in the short-term but also the long-term. They are a real opportunity to enhance the environment and provide a unifying element across the village.

Guidelines

It is important that initiatives, such as the High Street enhancement, are extended to other areas of the village as and when appropriate and that a high standard of design and implementation is demanded.

New building developments should reflect and add to these initiatives.

Future enhancement must consider work already carried out and complement this to ensure an integrated scheme.

Granite kerbs and cobbles must be retained and repairs to such surfaces carried out carefully, particularly to existing cobbles, where traditional laying techniques should be encouraged.

Traditional materials should be used in new areas of hard landscaping. Where cost is an issue, they can be used in conjunction with new substitute materials that complement the traditional. Their use at the approach and entrance into a new development can help to create a sense of unity with the historical core of the village.

Unnecessary signs and clutter should be resisted and utility companies made aware of their duty to respect the heritage of the village. 'A' boards on the pavement outside shops should not be used as these can be hazardous for pedestrians, especially disabled persons. Flyposting shall be discouraged.



Figure 29: Cast-iron street nameplate

Where street furniture is required, it shall be of a good quality and a design specific to Barrow.

Care be taken with the siting and size of road signs.

The network of jitties is a traditional element in the village. The provision of new footpaths, bridleways and cycleways should be encouraged to reduce the number of car journeys and therefore alleviate congestion and pollution in the centre of the village.

The provision of suitably designed and appropriately located stands for secure parking of cycles should be encouraged.

Shopfronts

A village without a heart has no hope of life, it is a vibrant village centre that attracts people to shop and to use services or just to meet and pass the time of day.

Shopfronts and advertisements are an essential part of the commercial health and vitality of an area. Properly designed and in the right place they can add to amenity and enhance the character of the village centre encouraging investment and spending.



Figure 30: Traditional shopfront

If on the other hand they are too large, in the wrong place and badly designed, the appearance and character of the centre will be destroyed.

Guidelines

The village is committed to encouraging higher standards of shopfront design.

The village character of the centre must be maintained. The design of the shopfronts and advertisements shall recognise this and seek to be appropriate to their location.

Barrow is fortunate in having many original traditional shopfronts throughout the village. The removal of these will be resisted and their preservation and maintenance encouraged. Improvements to properties within these guidelines will be welcomed to create a thriving commercial area

Where a new shopfront is required it shall be in sympathy with the period and architectural style of the building concerned, achieving a satisfactory relationship between ground floor and the rest of the building. In a relatively new building, a shopfront designed in a historical 'style' of architecture may be considered inappropriate as it will devalue the merits of genuine traditional shopfronts.

Security shutters, suspended ceilings and other such requirements should not be allowed to detract from the external design but are features which should be resolved internally.

Shop blinds should be appropriate to the period and character of the building and sensitively integrated into the overall design. Rigid bolt-on shop blinds of acrylic or similar shiny materials are generally unsympathetic with the character of many older buildings.

To protect and enhance the character of the village centre, advertising material should be generally restrained in quantity and form.

Fascia panels should be in proportion with the shopfront and building and designed as an integral part of the shop. They should be constructed in sympathetic materials and colours.

The size of lettering or logotype should relate to the area of the fascia and in a style appropriate to the design of the shopfront.

Individually applied lettering or hand-painted signs shall be encouraged as they give the shop a unique character, respecting the individual approach necessary for each shopfront.

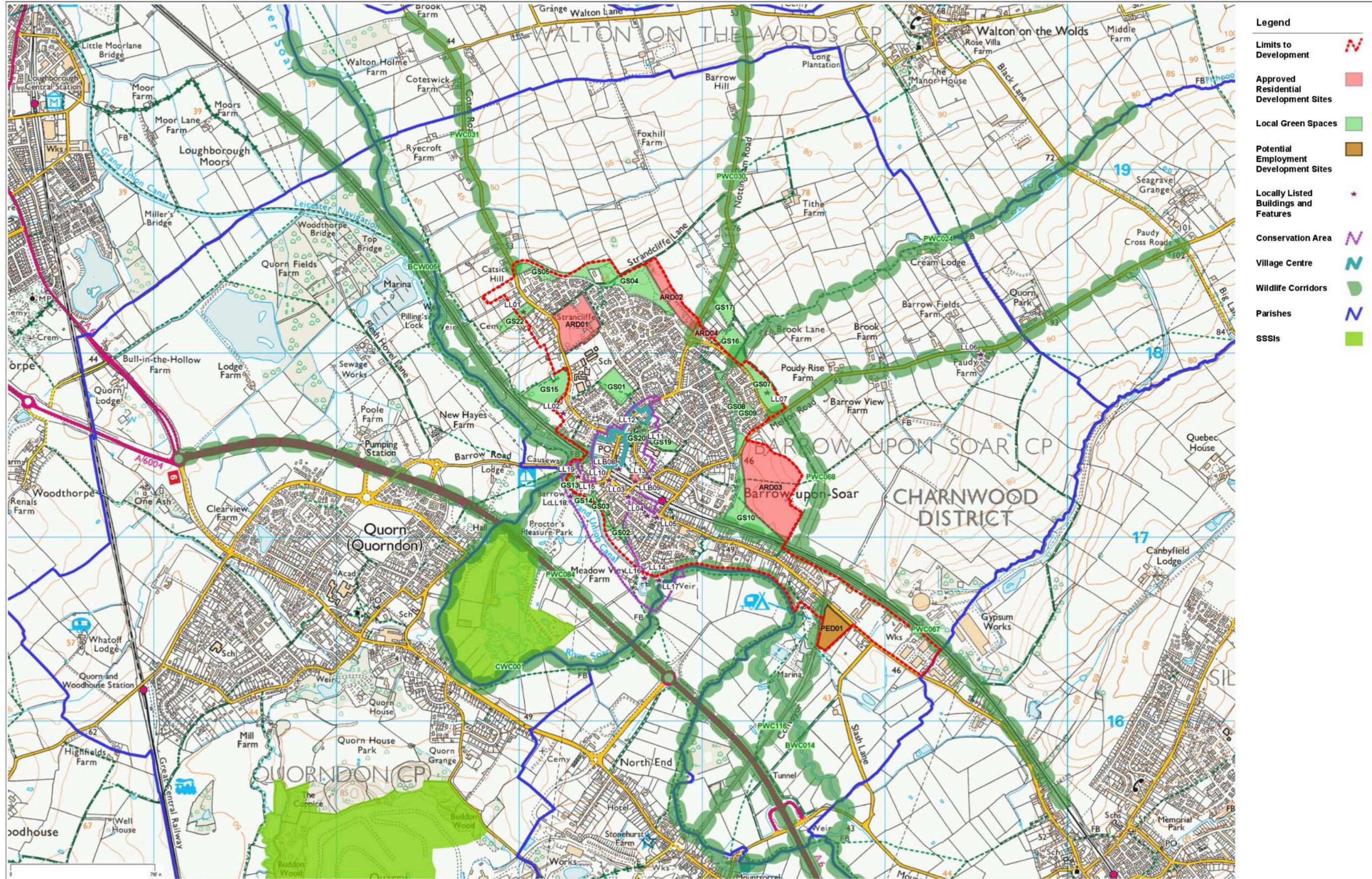
Signs whether internally or externally illuminated are discouraged as they detract from the village character.

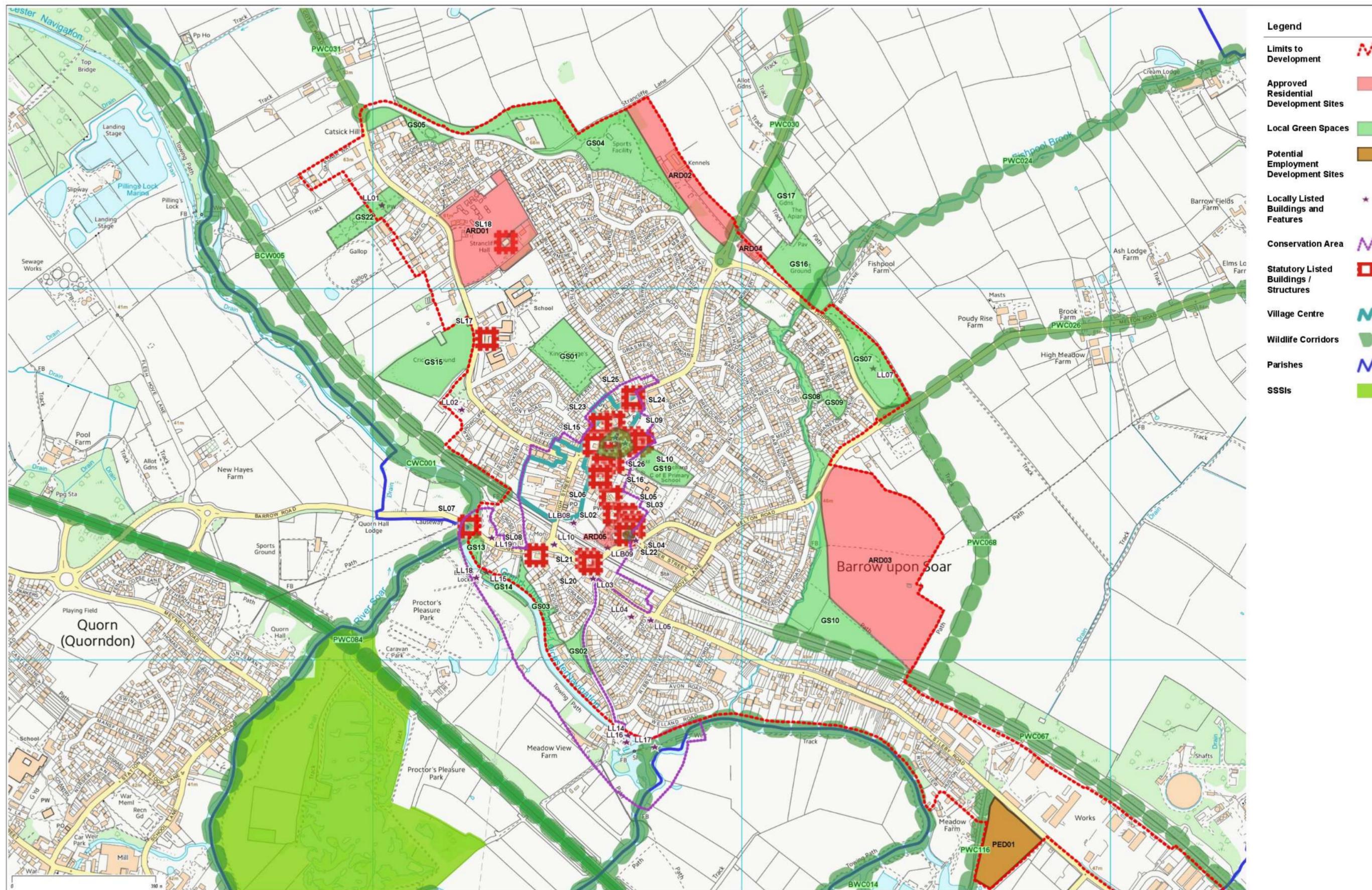
If illumination of a sign is thought to be appropriate, then lighting from an external source provides a more discreet and acceptable form of illumination if in size and number.

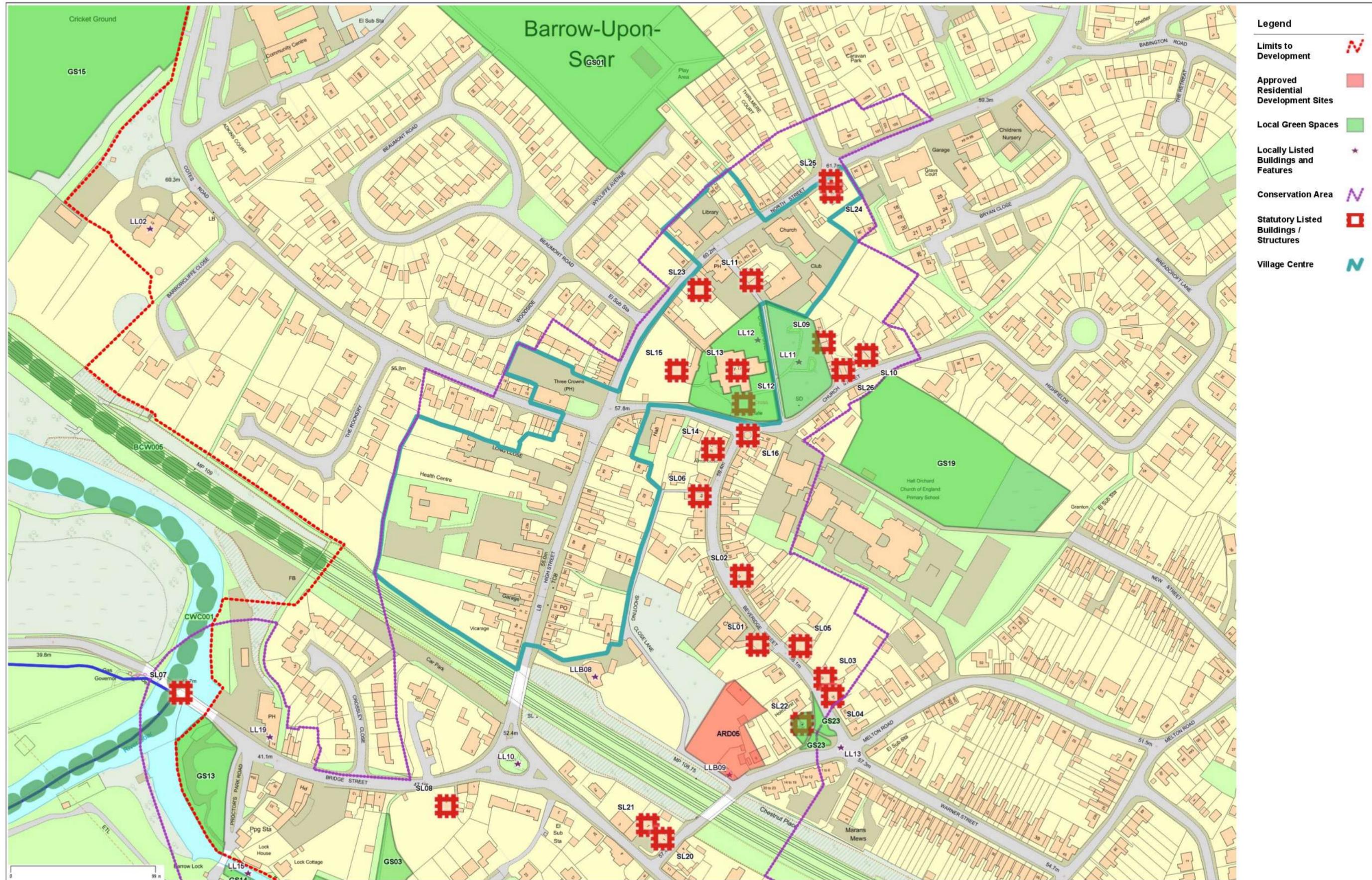
Lighting troughs which provide a wash of light over a sign and where the light source is hidden are preferred, as even lamps on stems can detract from the appearance of a building and when used on several buildings, can be detrimental to the street scene.

Appendix 2: Village Centre Car Parking Standards

Use	Normal minimum parking standard based on one space for every square Metre (m ²) of gross floorspace unless otherwise stated
Food retail	One space for every 14m ²
Non-food retail	One space for every 20m ²
B1 offices	One space for every 40m ²
B1 Non-office and B2 General industry	One space for every 90m ²
B8 Warehousing	One space for every 200m ²
Cinemas and conference facilities	One space for every five seats
D2 (other than cinemas, conference facilities and stadia)	One space for every 22m ²
Higher and further education	One space for every two staff plus one space for every 15 students
One to three bedroom dwellings	Two spaces for each dwelling
Four or more bedroom dwellings	Three spaces for each dwelling







Legend

Limits to Development	
Approved Residential Development Sites	
Local Green Spaces	
Locally Listed Buildings and Features	
Conservation Area	
Statutory Listed Buildings / Structures	
Village Centre	