

Market Harborough Settlement Profile

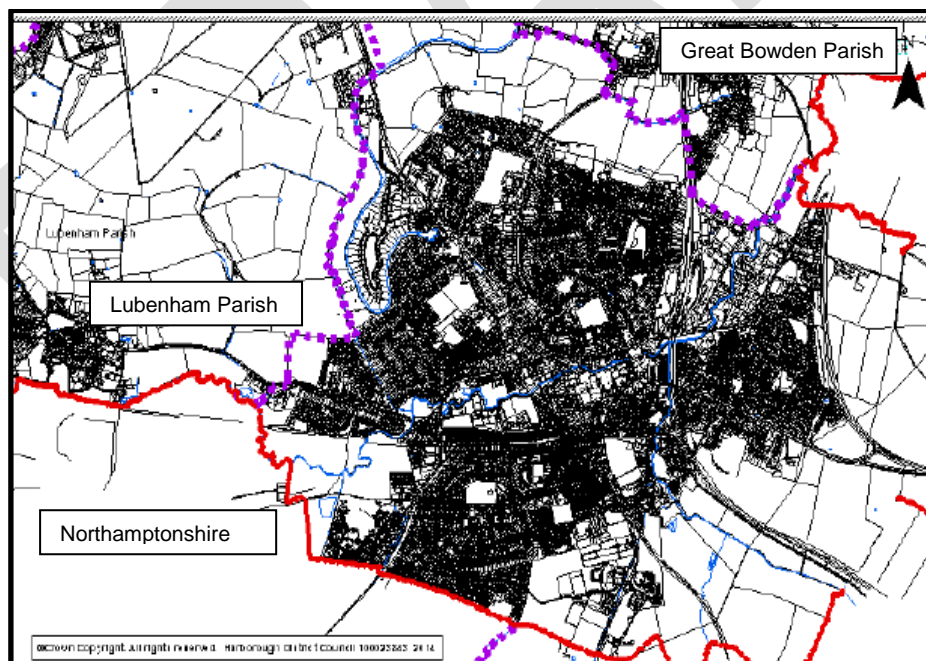
Introduction

General Location: Market Harborough is the main settlement in Harborough District and sits in the valley of the River Welland. It is located close to the border with Northamptonshire, at the southernmost end of the District. It is some 15 miles from Leicester and 17 miles from Northampton. Lutterworth is 12 miles to the west and Corby and Kettering are both within easy travelling distance. The settlements of Great Bowden, Lubenham and East Farndon lie in close proximity to the town.

Although there are Iron Age remains in the town, the settlement itself dates back to 12th century with a market held since 1204. It was an important crossroads, with the A6 passing through the town, until the building of a by-pass in 1990s. Market Harborough is still well connected by road and rail; the M1/M6 and A14 pass close by and there is a good rail link to London, with ½ hourly trains, meaning that commuting to the capital is viable. The village of Little Bowden, which once formed part of Northamptonshire, has merged with Market Harborough over the years.

The town is identified as a sub-regional centre in the Core Strategy and has historically seen the greatest amount of development. It is also a key employment area, with many small and medium sized businesses. It is also a centre for secondary school education, with many young people travelling to Market Harborough for school. The town is made up of four wards, which include Little Bowden and Great Bowden, but for the purposes of this profile the parish of Great Bowden is considered separately.

Market Harborough showing surrounding parishes.

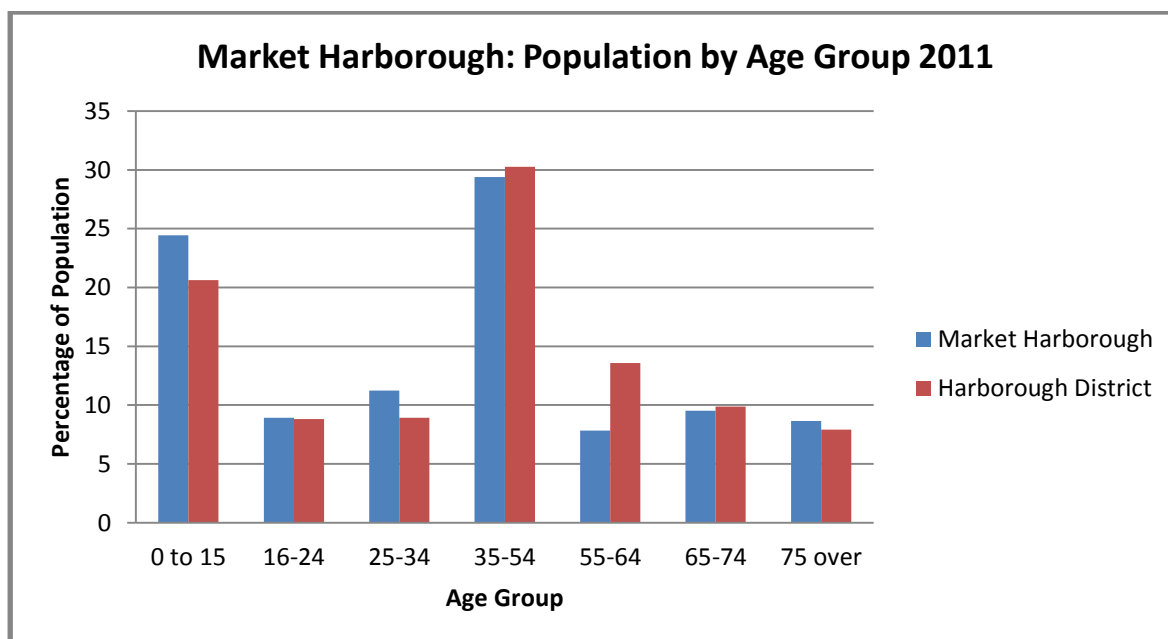


Key Statistics for Market Harborough (Census 2011):

- Population of 21894 (increase of 14.1% since 2001 compared to an increase of 11.5% across the District over same period);
- 24.4% of population is in 0–15 age group whilst 18.2% of population is 65 or over;
- Number of dwellings is 9844 an increase of 17.3% since 2001;

- Number of households 9374 (increase of 16.6% since 2001);
- 37% of households have 2 or more cars/vans whilst 19% of households have no car/van;
- 34% of dwellings are detached (compared to 48.4% detached across the District);
- 73% of dwellings are owner occupied, 12% are social rented/shared ownership and 14% are private rented;
- 3.7% of population are BME compared to 2.1% in 2001;
- 72.5% of population are Christian and 2.0% are other religion (including Buddhist, Hindu, Jewish, Muslim and Sikh).

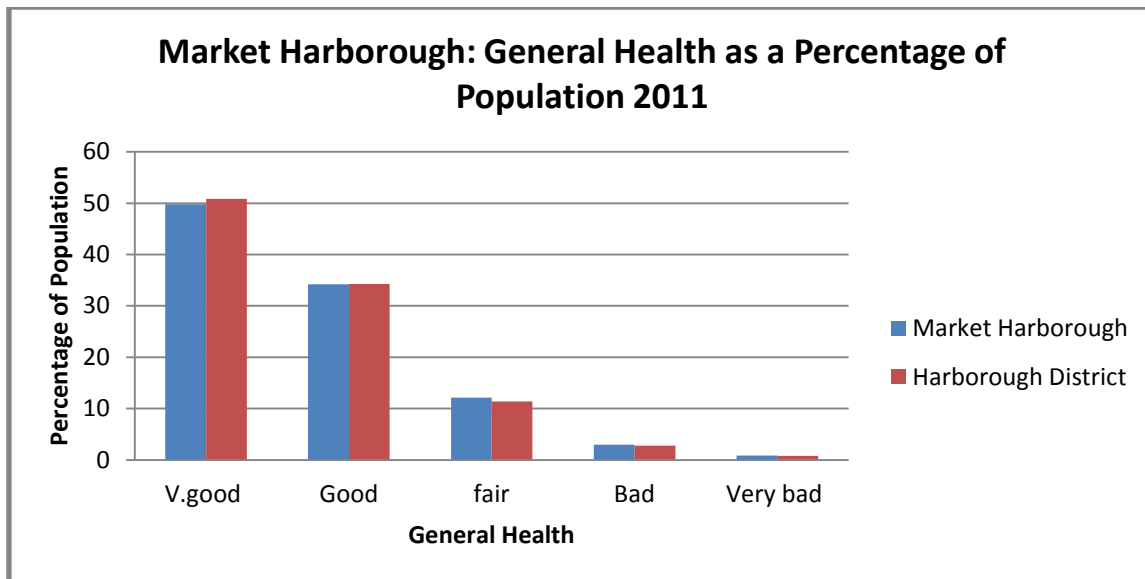
Age Structure: The age structure of the population is set out below:



Source: ONS Census 2011

There is a higher number of children under 15 and people in the 25-34 age group, than for the District as a whole. Market Harbour is an attractive place for young families, with many facilities for children. There is also a higher number of those aged 75 and over, which probably reflects the availability of care homes and sheltered accommodation. There are far fewer people aged 55 to 64, than the district as a whole, this may reflect people moving into villages once their family is grown.

General Health: The Census 2011 found that 3.8% of the resident population was in bad or very bad health, a similar percentage as to the District at (3.5%), but lower than regional (5.5%) or national (5.4%) percentages. 6.6% of residents considered that their day-to-day activities were limited a lot through health or disability with a further 9.2% of the opinion that their activities were limited a little. Some 2147 (9.8%) residents provided unpaid care according to the 2011 Census, with 672 of these providing more than 20 hours of unpaid care per week.



Source: Census 2011

Local Representation:

Market Harborough is not represented by a parish or town council. The town is split into 4 wards, with 2 or 3 councillors per ward. Although there is no town council, there are other representative bodies that influence the development in Market Harborough, including:

- The Market Harborough Civic Society, regularly comments on local plans and planning applications
- Sustainable Harborough is a five year lottery funded project, which is intended to increase the sustainability of Market Harborough, part of this project is investigating the possibility of a neighbourhood plan for Market Harborough

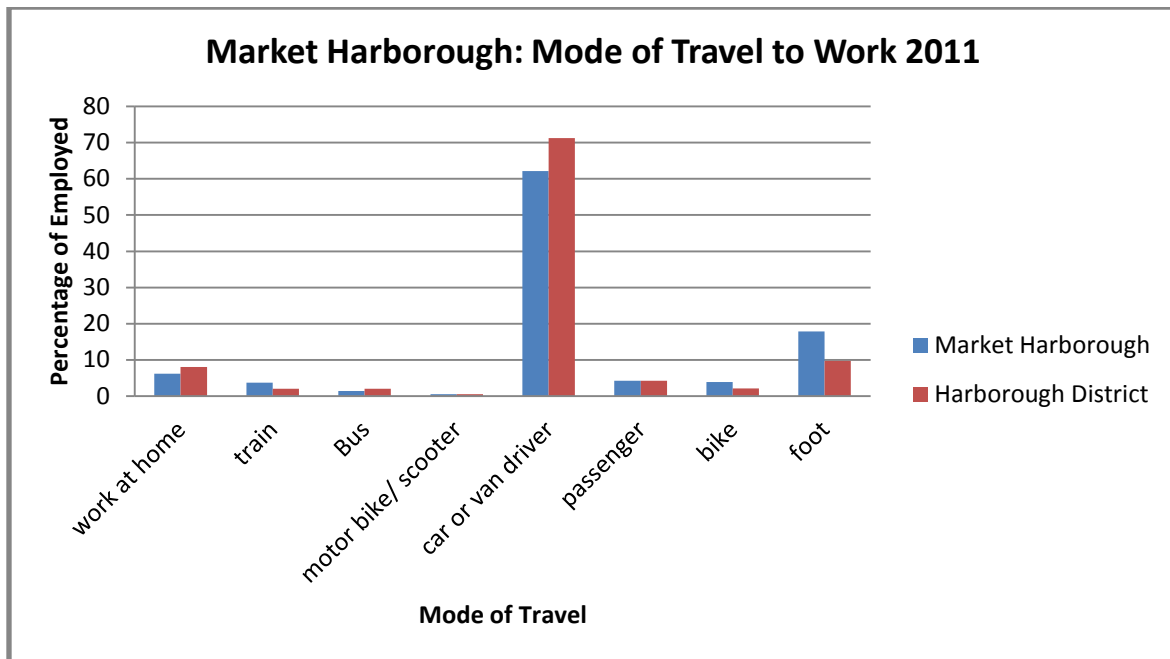
S106 monies and new homes bonus are distributed in Market Harborough on the basis of a bid for funds by local groups.

The next sections consider Market Harborough's:

A) Transport and Communications

- **Transport**
 - Rail: Nearest railway station is (0.7 miles) from the town centre, with connections to London, Leicester and the North. It is the only settlement in the District to have a railway station.
 - Bus Services/Frequency: There are regular local bus services (44) that serve the local villages to bring people into Market Harborough, there are also various bus services to Leicester(X3/X7/X17), Northampton(X7), Kettering (X17/18), Lutterworth (58B). Most services operate hourly or better:
 - Market Harborough is covered by the Community Transport Initiative which can provide transport for shopping, visiting friends & relatives, social activities and health appointments for the elderly, the mobility impaired/disabled, the rurally isolated and those who find it difficult to use public transport.

- Travel to work: 62% of people use a car or van to get to work, far fewer than for the District at 71%. 6% work from home at present, 18% walk to work, a much higher level than the District, probably because of the proximity of workplaces.



Source: ONS Census 2011

- Road connections: Market Harborough has direct access onto the A6. Access to the M1 is at Lutterworth Junction 20 (12 miles). Access to the A14 is 6 miles away and the M6 is via Lutterworth or the A14 (17 miles). A508 runs to Northampton (17 miles) to south.
- **Broadband connectivity/coverage:** Broadband coverage is good with fibre broadband available widely.
- **Movement around town/parking issues:** Modelling evidence commissioned as part of the preparation of the Core Strategy predicted a significant increase in traffic flow in the Market Harborough road network irrespective of development proposals due to increase economic activity and population growth elsewhere in the District and more widely across Leicestershire and beyond, a trend which is mirrored in other parts of the County. The proposed SDA offers the potential of a link road from Leicester Road to Lubenham Hill. However, further sections of the existing bypass are unlikely to be possible given financial constraints. The Council is commissioning new transport evidence to inform the preparation of the new Local Plan and housing distribution. Given that congestion in the town centre at peak times is an issue, further work on more local mitigation for the town will be needed as housing and employment allocations are refined and the scale of development becomes clearer.
- **Car Ownership:** Whilst the majority of households have access to at least one car or van, 19% of households do not have a car or van available for use, or choose not to have a vehicle. This is a 1% decrease on 2001 percentage at 20%. It is considerably higher than the comparable District percentage of 11.8%. This reflects the greater transport choices in Market Harborough. During this same period the percentage of households with 3 or more cars has risen from 5.7% to 7%. The total number of vehicles in Market Harborough has increased by 21% between 2001 and 2011, showing that the reliance on the private car continues.

B) Local Services and Facilities

Market Harborough currently has the status of sub-regional centre in the Harborough District Core Strategy (2011). This reflects the position of Market Harborough as a sustainable location for housing and additional employment, retail and community uses to serve the town and the wider district. Market Harborough has the widest set of services available across the district, these include:

Key services present:

- GP surgeries (Market Harborough Medical Centre, 67 Coventry Road; Two Shires Surgery, Torch Way);
 - Cottage Hospital – minor injuries (Coventry Road);
 - St Luke’s Hospital (2 wards offering specialist stroke rehabilitation and general rehabilitation and palliative and end of life care);
 - Dentists;
 - Other medical services, including physiotherapists, osteopaths etc.;
 - Library and Museum;
 - Theatre (amateur);
 - Post Offices, including a main post office and sorting office;
 - Food stores, including supermarkets and local specialised stores;
 - Non food stores, including national chains;
 - Primary schools, Welland Park Middle School (currently 12-14 but due to go 11-16) and Robert Smyth Academy (currently 15 to 18 but due to go 11-18), a private college (Brooke house); and
 - Pubs.
- **Other services/community facilities present:**
 - Leisure centre including a swimming pool, playgrounds, tennis courts, sports grounds ;
 - Churches;
 - Parks and open public green space;
 - Allotments;
 - Restaurants/Cafes;
 - Pre-school/day nurseries;
 - Cemetery;
 - Nursing homes;
 - Church Halls;
 - Market Hall;
 - Cricket Ground;
 - Rugby Club;
 - Football Club;
 - Bowling Club

Infrastructure Capacity Issues:

Early consultation with infrastructure providers identifies specific issues regarding:

- Impact on Market Harborough GP practices. There is insufficient capacity to manage increased growth in Market Harborough. S106 contributions would be sought towards the potential establishment of an Integrated Primary Care Hospital Hub in Market Harborough to provide additional GP accommodation;
- Capacity of local primary schools, 11-16 and post 16 educational establishments. There is no capacity to meet growth. In addition to a potential new 420 place new

- primary school (SDA), S106 contributions would be sought for extensions to existing primary schools and other local 11-16/16+ schools;
- Shortfall in types of open space. Appropriate S106 contributions would be sought where a shortfall in certain types of open space is identified.

Previous development has led to Market Harborough having a wide range of very good services that make the town attractive for residents and visitors. The services available in Market Harborough support the continued status as the principal town within the District. GP capacity issues will need further investigation. Section 106 contributions will be sought for extensions to existing schools and towards new 420 place primary school.

C) Natural Environment

Landscape: Market Harborough is located within the Welland River Landscape Character Area which overall is assessed as having medium capacity to accommodate new development (Harborough District Landscape Character Assessment (2007)). This means that it is an area able to accommodate development or change with some degradation of the existing landscape character (mitigation measures would be required to address adverse landscape impacts).

The Market Harborough Landscape Character Assessment and Capacity Study (2009), refined the findings of the previous LCA in relation to Market Harborough and Great Bowden which is part of the same landscape. It found that the areas least suitable for development include the scarp slopes along the northern edge of Market Harborough, the tops of the hills located between Market Harborough and Lubenham to the west of the town and prominent slopes to the south of the town, in Northamptonshire. The landscape capacity map is included at Appendix 1.

Given its valley location flood risk is a major constraint in part of the town and the surrounding countryside. Flood Risk Zones 2 and 3 are identified around the River Welland and the River Jordan.

Biodiversity: The 2008 Phase 1 Habitat Survey concluded that the landscape surrounding Market Harborough is relatively featureless comprising mainly arable fields and well managed hedgerows with a few notable exceptions: The Rivers Welland and Jordan, railways and canals form corridors of woodland, running water, hedgerows and ruderal habitat into and through the town. Badgers, bats, reptiles and great crested newts have been recorded within Market Harborough.

Natural Environment Constraints in and around Market Harborough

Constraint	Present
Area of Separation/Green Wedge	<p>An Area of Separation is currently defined to protect the separation between Great Bowden and Market Harborough (Local Plan retained policy EV/3). The principle of maintaining the separation between the two settlements is supported in the Core Strategy and the detailed boundary will be set out in the new Local Plan.</p> <p>The Core Strategy also supports the principle of maintaining the separation between Lubenham and Market Harborough. The detailed boundary of this</p>

	separation area will be defined in the Lubenham Neighbourhood Plan.
Tree Preservation Orders	<p>Area TPOs:</p> <ul style="list-style-type: none"> • Shrewsbury Avenue • The Heights • Off Braybrooke Road/river • The Woodlands • Fairlawn/Woodlawn • Off Birtley Coppice • Rear of properties at Edward Road • Scott Close/Burnmill Road <p>There are in addition individual tree which have TPO protection around the town.</p>
SSSI	None in vicinity
Protected and Notable Species recorded in the Area Wildlife Corridors	<p>Badgers, bats, reptiles, great crested newts and otters.</p> <p>Include: River Jordan; Hedgerows/woodland (various locations); Brampton Valley Way; River Welland (south west of town) Disused railway (west of town); Grand Union Canal; Brook to west of canal; Track to NW of The Woodlands; Railway (north and south); River Welland and brook (east). (see map at Appendix 1)</p>
Local Wildlife Sites	None at present. The 2008 Phase 1 Habitat Survey suggested that the River Welland and the section of the Canal within the town should be considered for possible LWS designation
Areas at risk of flooding	Flood risk zones 2 and 3 around the River Welland through the town and beyond and around the River Jordan through Little Bowden and to the south of the town.
Footpaths and Bridleways	The town is well served by a network of RoW leading into surrounding countryside.
Other settlement/local features	<p>Brampton Valley Way (14 mile long walking and cycling route, following the old railway track to Northampton).</p> <p>Millennium Mile – walking and cycling route along the River Welland through the town leading from railway station to Welland Park, also links up with Brampton Valley Way.</p> <p>'Welland for People and Wildlife' river restoration project is being supported by a number of agencies. The Welland Rivers Trust – a new charity set up with</p>

	<p>the help of the University of Leicester – aims to bring vitality back to the river and restore its lost natural value. Phase 1 of the work involved partial removal of the weirs at Kettering Road and the Commons Car Park to create fish passes. Phase 2 work is well underway and aims to improve habitat along a length of the river and return its natural flow.</p>
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Green House Gas Emissions: In each of the wards of Market Harborough there are around 10% of homes that rely on electricity for heating. This means that there is a higher carbon contribution and that these homes have a higher risk of falling into fuel poverty. The carbon contributions across the four wards are 1.8, 1.8, 2.0 and 2.1 tonnes per head of population (based on 2011 figures). Market Harborough has a higher level of sustainable transport, so contributions to carbon emissions from transport per head will be lower.

D) Built Environment

The Market Harborough Conservation Area, focused on High Street and The Square, incorporates much of the town centre and the main shopping area. It is dominated by the steeple of St. Dionysius Parish Church which rises directly from the street, as there is no church yard. Next to the church stands the Old Grammar School, a small timber building dating from 1614. The ground floor is open, creating a covered market area and there is a single room on the first floor. It has become a symbol of the town. The nearby square is largely pedestrianised and surrounded by buildings of varying styles. The upper end of the High Street is wide and contains mostly unspoiled Georgian buildings.

The population of Market Harborough almost doubled between 1861 and 1901 during which time new terraced residential areas were developed off Coventry Road (known as New Harborough) and to the west of Northampton Road to the south of the town centre. The inter war period saw a large Council house building programme, including the development of Welland Park, Welland Park Road and Welland Park School. The shortage of housing after WWII saw further housing development including the commencement of the new Southern Estate.

Plans for an A6 by-pass were approved by the Department for Transport during the 1980s and the 5 miles road costing £9.5m was opened in June 1992. In addition, proposals were made for a new east-west link road (A14) between the A1 and M1 and a route was identified 10 miles south. It was opened in summer 1991. The opening of these roads reduced considerably the volume of heavy goods vehicles passing through the town centre. Associated improvements to the town centre took place as part of a "By-pass Demonstration Project" completed in 1994. This involved comprehensive re-paving and new street furniture to make the centre more pedestrian friendly whilst through-traffic with a 20 mph speed limit.

The growth of the town now means that housing abuts the by-pass to the east of the town, with further development having taken place between Burnmill Road and Leicester Road and to the south of the town up to the Northamptonshire border.

As regards the town centre, in 1993 the former cattle market, bus station, indoor market and several properties next to the old post office and the Peacock Hotel were re-developed to form a new pedestrianised shopping centre called St Mary's Place. This included a

Sainsbury supermarket. Since then Aldi, Lidl and Waitrose moved into the town, and more recently, Tesco now have planning permission for a supermarket on the previous Focus site (an out of town site).

Number of dwellings: In 2011 the number of dwellings in Market Harborough was 9844, representing an increase of 17% since 2001 when there were 8389 dwellings recorded. This is well above the level of growth for the District as a whole which saw an increase of just over 12% over the same period.

The number of properties in the parish liable for council tax is 10203 (2014).

Completions, Commencements and Planning Permissions: Between April 2011 and March 2014 the Council recorded 325 dwelling completions in the town and as of March 2014 there were 14 units under construction and 897 with planning permission. (It should be noted that some of the completions may have been included in the Census figure).

Housing Land Availability: The recently completed 2014 Strategic Housing Land Availability Assessment forms part of the evidence base for the new Local Plan and supports the delivery of sufficient land for housing across the District. The study identifies sites with potential for housing, assesses their housing potential and assesses when they are likely to be developed (next 5 years, 6-10 years, 11 -15 years and 16+ years). It should be noted that the sites identified are not allocations and sites still need to be taken through the normal planning application process for full consideration.

The following table summarises the SHLAA findings in relation to developable sites in Market Harborough (maps at Appendix 1). The full document is available at: http://www.harborough.gov.uk/directory_record/571/strategic_housing_land_availability_assessment_20132014.

No. developable sites identified in SHLAA 2014	Total area of developable sites	Estimated yield of developable sites (dwellings)	Estimated timeframe for development of deliverable sites (no. of dwellings)			
			0 - 5 years	6 - 10 years	11 – 15 years	16+ years
26	224.97ha	3572	477	1113	686	1297

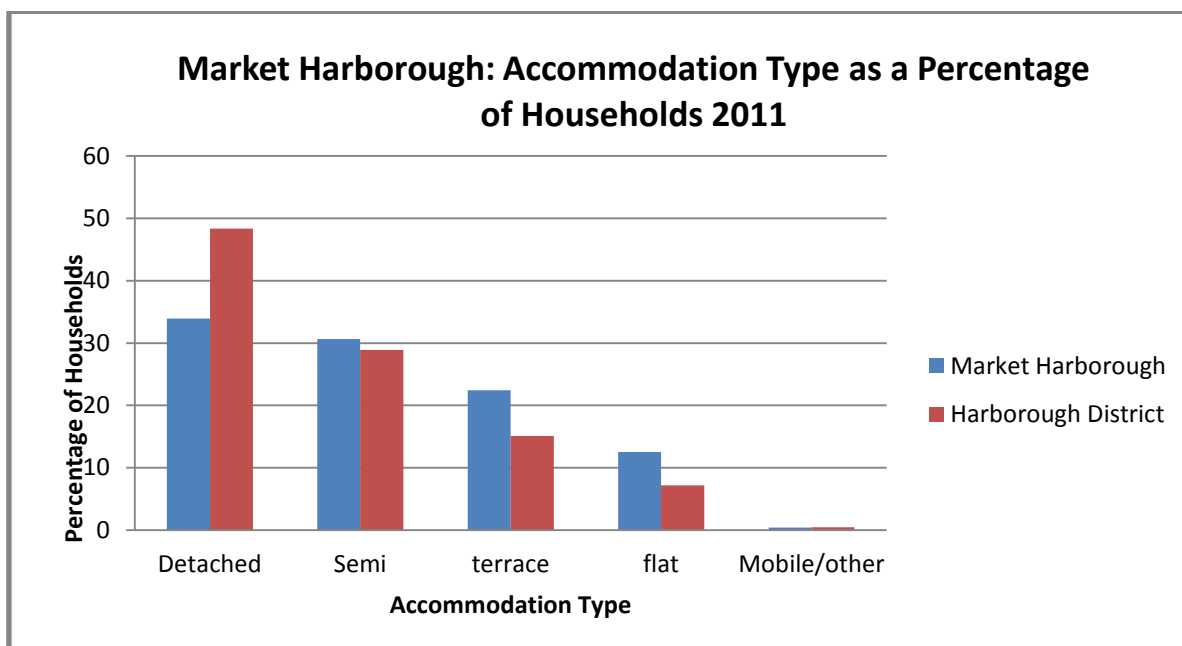
Source: 2014 Strategic Housing Land Availability Assessment

House Prices: Zoopla.co.uk estimates the average value of a property in Market Harborough to be £272,746 (Nov 2014). The average price paid for a property over the past 5 years is £235,506 representing an increase of 16.43% over the same period.

Tenure: In terms of the housing stock in 2011, 73% was owner occupied, 12% social rented/shared ownership and 14% private rented. The owner occupier rate is below the District percentage (78%) but has risen since 2001 when it stood at 70%. Whilst the amount of social housing has risen only slowly, the amount of privately rented accommodation has increased from just under 5% in 2001 to over 14% in 2011.

Type: Market Harborough has a more balanced mix of housing across the various types compared to the District as a whole. In 2011 the number of households living in detached dwellings was 3179 or 34% compared to 48% across the District. The proportion of households living in semi-detached or terraced houses/bungalows was 53% in 2011. The

proportions of households living in terraced and flatted accommodation are well above the District levels. Accommodation type for Market Harborough is set out below.



Source: ONS Census 2011

Quality: The 2011 Census found that only 1.2% of households are without central heating which is slightly lower than the District figure of 1.4%. The proportion found to be living in overcrowded conditions (fewer bedrooms than required) is 1.7%, a little above the District level (1.5%). Under occupancy (2 or more bedrooms than needed) stood at 40.7%, significantly lower than the District figure of 49%.

Households: Of the 9374 households in Market Harborough:

- 2803 (30%) are one person households (compared to 26% across the District);
- 2273 (24%) are pensioner only households (compared to 23% across the District);
- 1328 (14%) are single pensioner households (compared to 13% across the District);
- 729 (8%) are lone parent with dependent children households;
- 2693 (29%) have dependent children (compared to 30% across the District);
- Average household size is 2.34 persons.

Built Environment Features/Heritage Assets/Designations

Settlement feature:	Occurrence
Conservation Area	<p>Grand Union Canal Conservation Area (includes the Canal, towpath and Union Wharf).</p> <p>Market Harborough Conservation Area (incorporates much of the town centre including parts of St Marys Road, Northampton Road and Coventry Road).</p> <p>Also within close proximity are:</p> <ul style="list-style-type: none"> • Great Bowden Conservation Area to the north; and • Lubenham Conservation Area to the west.

Scheduled Monuments	None
Listed Buildings:	
Grade I	2 - Church of St Dionysius, Church Square Old Grammar School, Church Square
Grade II*	8 - Brooke House School, 12 Leicester Road The Three Swans Hotel, 21 High Street Manor House Buildings, 29 High Street The Old House, Braybrooke Road, Little Bowden The Rectory, 11 Rectory Road, Little Bowden United Reformed Church, High Street 43 High Street The Paddocks, 41 High Street
Grade II	91
Archaeological sites	There are several areas around the town which are of potential archaeological interest. The County Archaeology department is consulted on proposals impacting on these areas.
Recreation/Play Grounds	Burford Green Recreation Ground Farndon Fields Play Areas Goodwood Close Play Area Little Bowden Recreation Ground Logan Street Recreation Ground Roman Way Recreation Ground Sherrard Road Play Area Bellfields Skate Park Symingtons Recreation Ground/Pavilion The Canal, Logan Street, Recreation Ground The Headlands Recreation Ground Welland Park/Play Area Ashley Way Play Area Goodwood Close Recreation Ground/Play Area The Longlands Play Area
Open Space, Sport and Recreation	See Map

E) Local Employment and Economic Activity

Retail Activity: Core Strategy policy CS6 seeks to support Market Harborough as a town centre and development appropriate to the nature, scale, historic and architectural heritage of the town. The 2013 Retail Study found that Market Harborough had 271 class A shop units with a vacancy rate well below the national average. It also found that in qualitative terms the choice of food store in Market Harborough is good. This will improve further should Tesco develop in accordance with the planning permission granted earlier this year.

The study found that Market Harborough has representation in most comparison (non-food) goods categories and there is a choice of outlets within each category (139 comparison shops in total). The clothing and footwear sector is well represented with 49 shops. Market Harborough has a good mix of lower and higher order comparison goods. Lower order comparison goods are items bought on a regular basis, where customers are less likely to

shop around or travel long distances to shop. Higher order goods tend to be higher value items brought occasionally, where customers window shop and compare prices and goods.

Overall Market Harborough is a thriving town centre which appears to have weathered the economic recession relatively well. Whilst the Tesco development is likely to take up most of the identified convenience retail floorspace requirements, opportunities/sites to expand the comparison (non-food) floorspace requirements to 2031 (6,300sq.m gross) will need to be explored as part of the new Local Plan.

Employment sites: Core Strategy policy CS7 seeks to support employment development which strengthens Market Harborough’s role as the principal town within the District. The policy sets out that this will be done by protecting key employment areas and the possible allocation of sites in the new Local Plan.

There is a wide range of employers in the area, with employment areas found across the town. However, the main area of employment is along the Rockingham Road. It includes purpose built offices and warehousing. Local employers include nationally known groups, such as Joules and large manufacturers like Harborough Rubber. The Census reported that almost 18% of people walk to work, but only 6% work from home (or mainly from home). Many people also commute to Leicester and London, which are very accessible by train. Others commute to other centres, such as Coventry and Northampton. Public transport links are less reliable to these locations.

As evidence for the new Local Plan, an Existing Employment Areas Review (2012) has been prepared. This study carried out an assessment of whether the main existing employment areas in the District are ‘fit for purpose’. 21 employment areas/sites were assessed and categorised as follows:

- A – Key Employment Area which should be allocated for specified employment uses due to its significance to business development in the District;
- B – General Employment Area which is generally fit for purpose for business uses but could benefit from policies to support upgrade or renewal;
- C – Lower Quality Employment Area which does not merit allocation for employment use and can be considered for other uses.

Only 4 of the employment areas assessed were considered not to merit allocation for employment uses. The findings are outlined below.

Site Address	Assessment Outcome
The Point Business Park, Rockingham Road	A
Welland Industrial Estate, Rockingham Road	B
Euro Business Park, Rockingham Road	B
The Shires, Euro Business Park, Rockingham Road	B
Riverside Industrial Estate, Rockingham Road	B
Rockingham Road Industrial Estate	B
Sovereign Park, Lathkill Street	B
Courtyard Workshops, Bath Street	B
Fernie Road Industrial Estate	B
St Mary's Business Park, Albany Road	C
Foresters Foods, Great Bowden Road	B
Farndon Road Business Centre	B
Bowden Business Village, off Leicester Road	A
Compass Point Business Park, Northampton Road	A
Airfield Business Park	A

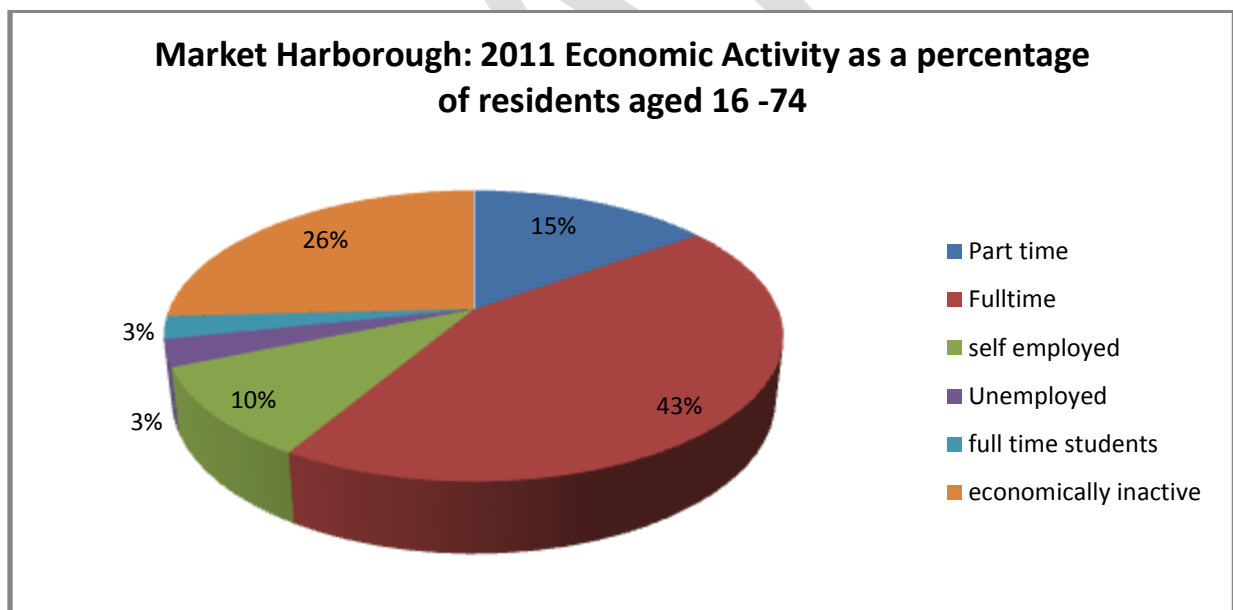
Riverside End Industrial Estate, Riverside	A
Saw Mill, Gores Lane	B
Council Offices, Adam & Eve Street	B
Overstone House	C
Towrite Depot, Clarence Road	C
Buildcentre Site, Braybrooke Road	C

Alongside the assessment of existing employment areas, the Council invited the submission of potential new employment sites. As part of this Employment Land Availability Assessment the following sites Market Harborough sites were considered to have potential for employment development:

- Land adjacent to Bowden Business Village;
- Airfield Farm; and
- East of Rockingham Road (Peaker Park).

Potential employment allocations will be considered as part of the new Local Plan.

Economic Activity: In 2011, 74% of the population aged 16 – 74 in Market Harborough was economically active, compared to 73% in the District, 69.3% in the east Midlands and 69.6% nationally. The Census found that 3% were unemployed in Market Harborough compared to 2.5% across the District. The chart below gives a breakdown of economic activity. Of the economically inactive, 59.3% were retired, similar to the District level of 59.4%. The level of self employment (10%) is below the District rate of 13%.

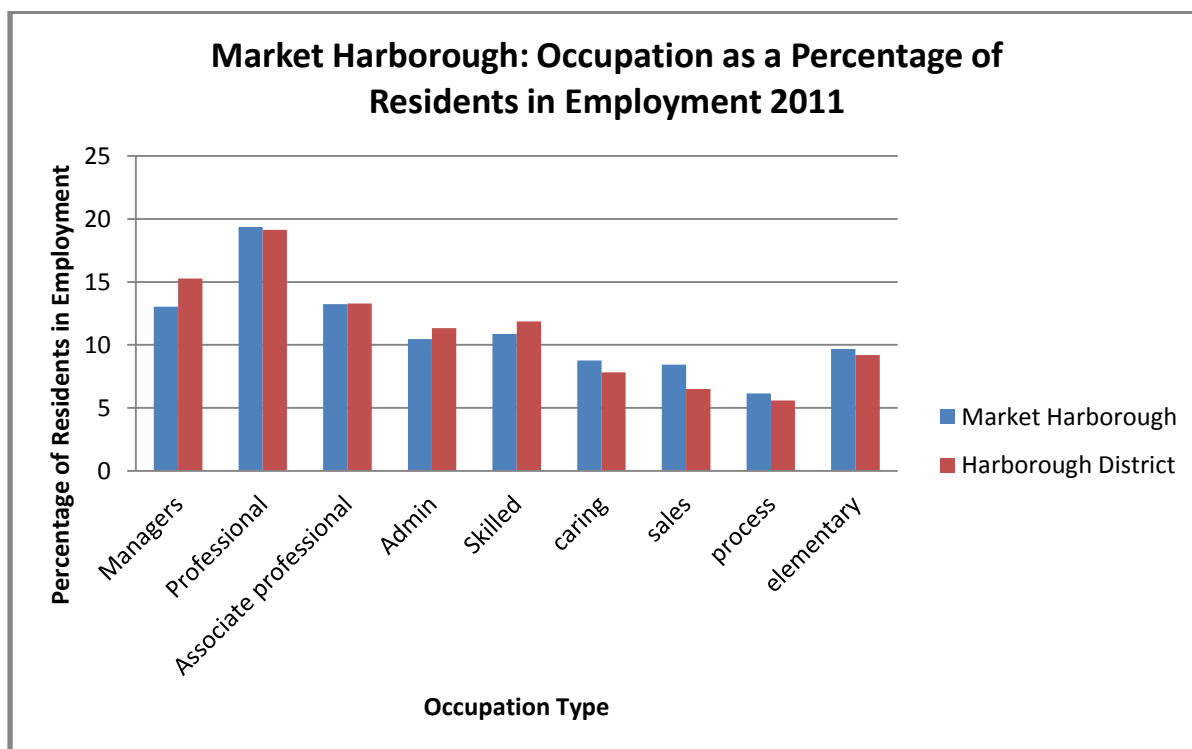


Source: ONS Census 2011

Qualifications: The proportion of residents without any qualifications in the 16+ age group was 16% (3527 persons), compared to District level of 18%, 24.7% in the East Midlands and 22.5% nationally. The percentage of residents (16 and over) with a degree or higher degree was 15.4%, a little lower than for the District at 19.3%.

Occupation: The distribution of occupations is very similar to the district as a whole. There are however a greater number of people in sales (8.4% compared to 6.5%), as benefits the

main retail centre. The number of managers is slightly lower (13% compared to 15.3%) than for the district as a whole. The figure below sets out the full range of occupation groupings.



Source: ONS Census 2011

Emerging Findings:

Opportunities

Market Harborough has excellent rail and bus services. Broadband speeds are good with fibre optic broadband widely available. There is an extensive range of services, facilities, shops and employment opportunities within the town, with good road links to Leicester, Northampton, Kettering and Corby. There is no town or parish council but consultation with ward councillors and the Civic Society is the norm. Sustainable Harborough, a 5 year lottery funded project, aims to increase the sustainability of the town.

Market Harborough's population age structure is generally younger than the District as a whole with a particularly healthy numbers in the 0-15 and 25-34 age groups. The 75+ age group is above District levels. The town has seen a high level of housing development since 2001 and has a high number of outstanding residential planning permissions. The town has a more balanced mix of homes that the rural settlements with detached homes being much less dominant. Under occupancy is relatively low. House prices are relatively high reflecting its accessibility and attractive living environment.

The economic activity rate among residents reflects the District rate, with self employment and working from home levels slightly lower than across the District. Market Harborough is identified as the focus for employment opportunities within the District with evidence supporting a number of potential Key Employment Areas in the town for designation in the

new Local Plan. Some potential employment sites have also been identified. A wide range of employment is available in the town with good links to key cities for commuting.

Congestion in the town centre is of local concern but the speed of traffic through the centre is generally limited allowing for reasonably safe pedestrian movement and cycling. There are no air quality issues

A significant amount of developable housing land has been identified in and adjacent to the town through the SHLAA process. This is across 26 sites.

Constraints

The town's valley location means that it is essentially in a landscape bowl. As a result, the area's least suitable for development include the scarp slopes along the northern edge of Market Harborough, the tops of the hills located between Market Harborough and Lubenham to the west of the town and prominent slopes to the south of the town, in Northamptonshire. Maintaining separation between the neighbouring villages of Great Bowden and Lubenham is a local concern. A Separation Area currently exists between Market Harborough and Great Bowden. Lubenham Parish Council is aiming to include a Separation Area policy in their neighbourhood plan.

The Northamptonshire border adjoins the southern edge of the town and is a potential complication on growth to the south of the town.

Surface water runoff is a recurring issue for the town centre. There are significant areas in Flood Zone 2 and 3 affecting Market Harborough along the Welland (west and east of town) and Jordan (south of town). The rivers along with the Canal, disused railway, Broughton Valley Way and railway are important wildlife corridors for the town. There are notable species but no Local Wildlife Sites around the town.

Development will need to respect the town's numerous heritage assets including a high number of listed buildings, the Market Harborough Conservation Area and Grand Union Canal Conservation Areas which includes Union Wharf.

The impact of new development on the local road network and possible capacity issues on the A6 need further investigation and development may need to contribute to any resulting improvement work.

Local primary schools, 11-16 schools and post educational establishments have no capacity to meet growth. In addition to a potential new 420 place new primary school (SDA), S106 contributions would be sought for extensions to schools. There is also insufficient GP surgery capacity and contribution would be sought towards the potential establishment of an Integrated Primary Care Hub Hospital.

Overall Summary

Market Harborough has the extensive range of services, facilities, shops, employment and public transport services to support its role as the District's Principal Town. A significantly high amount of housing land capacity has been identified through the SHLAA, including the SDA but there are significant constraints such as landscape, flooding and separation issues which combine to constrain the capacity of the town in the long term. Therefore land availability towards the end of the new Local Plan period may be more constrained and development to the south of the town may need to be investigated under the duty to cooperate with neighbouring authorities. Development in and around the town will need to

be sympathetic to the most valued local landscape features, maintaining some separation with neighbouring villages, the town's heritage assets, promoting sustainable transport movement around the town and any specific needs of the local population.

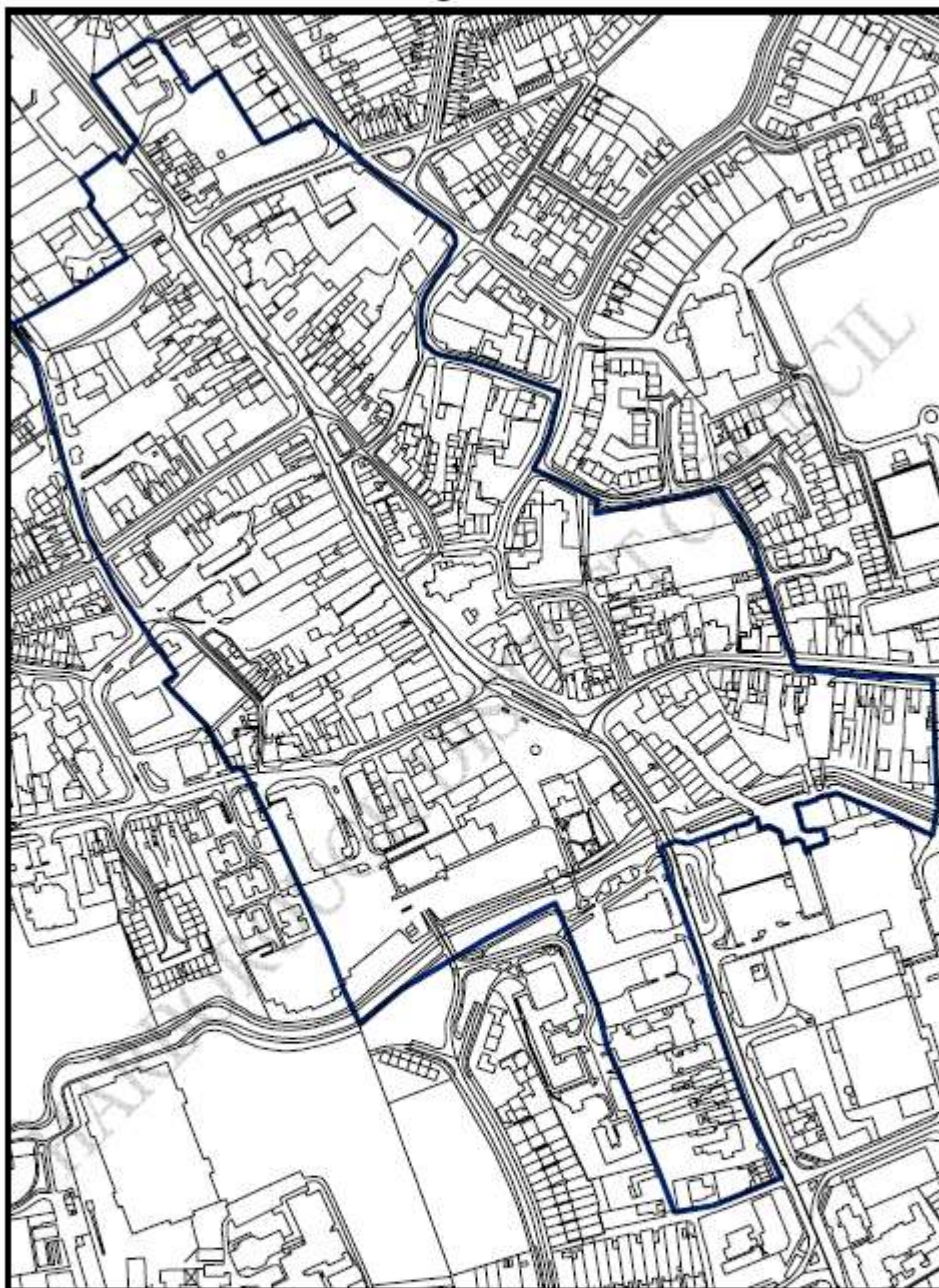
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Appendix 1: Maps showing

- **Market Harborough Conservation Area**
- **Market Harborough - Listed buildings/scheduled monuments/open space, sport and recreation sites/flood zones (4 maps)**
- **Market Harborough Landscape Capacity**
- **SHLAA 2014 Market Harborough Sites (4 maps) (please note that the map does not show all commitments – only those on sites submitted for consideration as part of the SHLAA)**
- **Wildlife Corridors identified in the Phase 1 Habitat Study 2008**

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Market Harborough Conservation Area

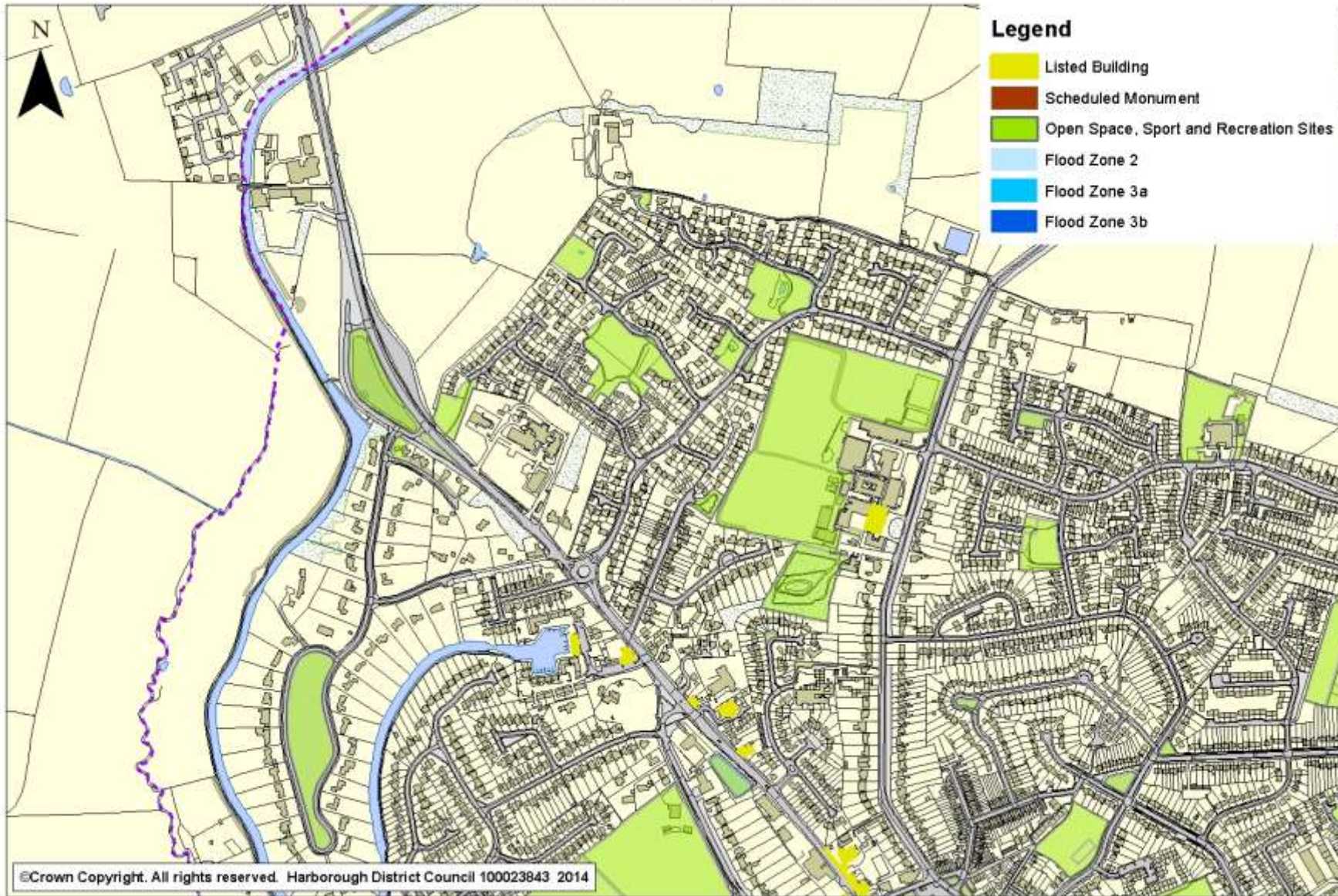


Designated 1969
Boundary Revised 9th March 2005

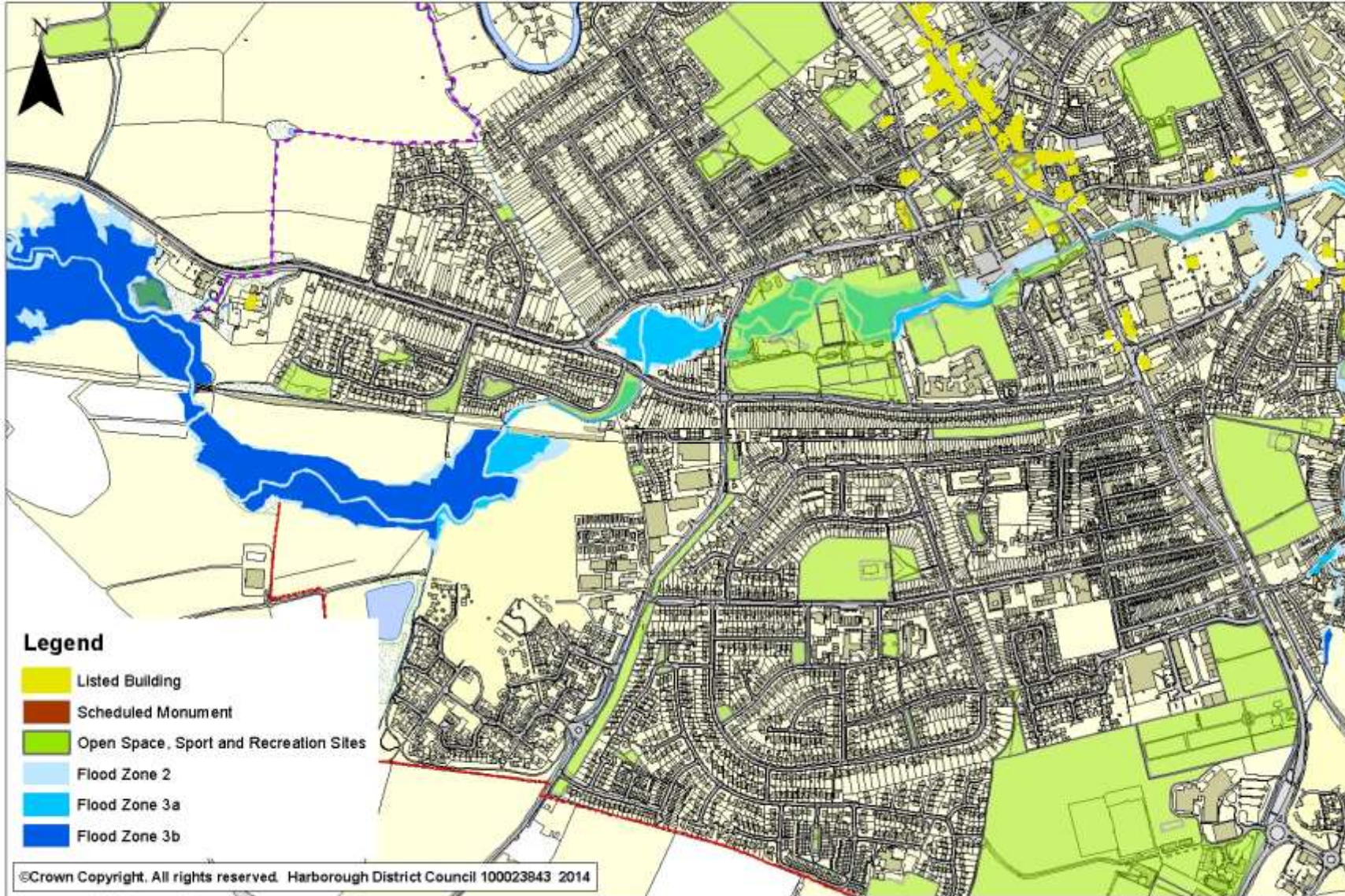
1:3,410 

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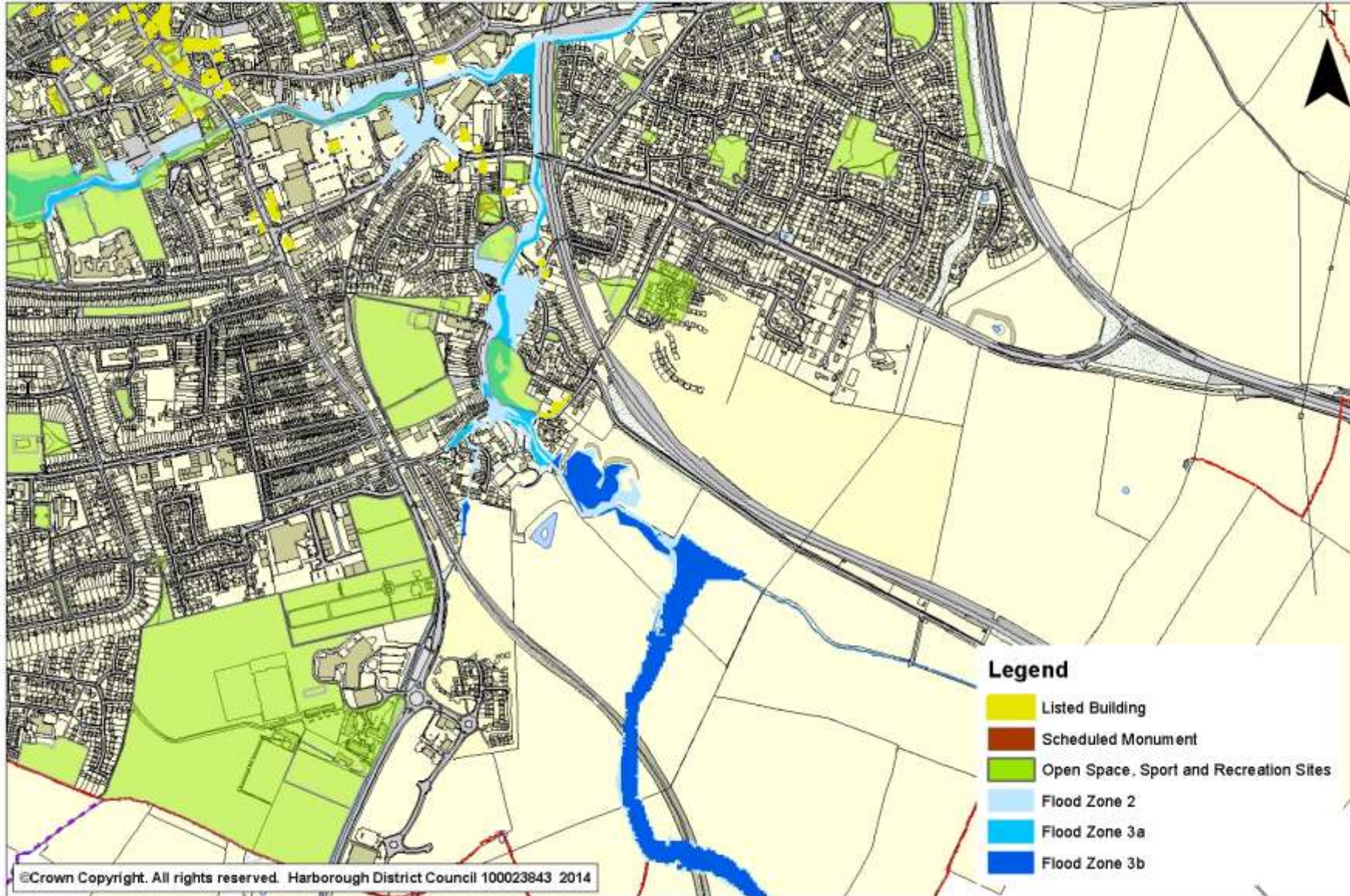
Market Harborough - North West



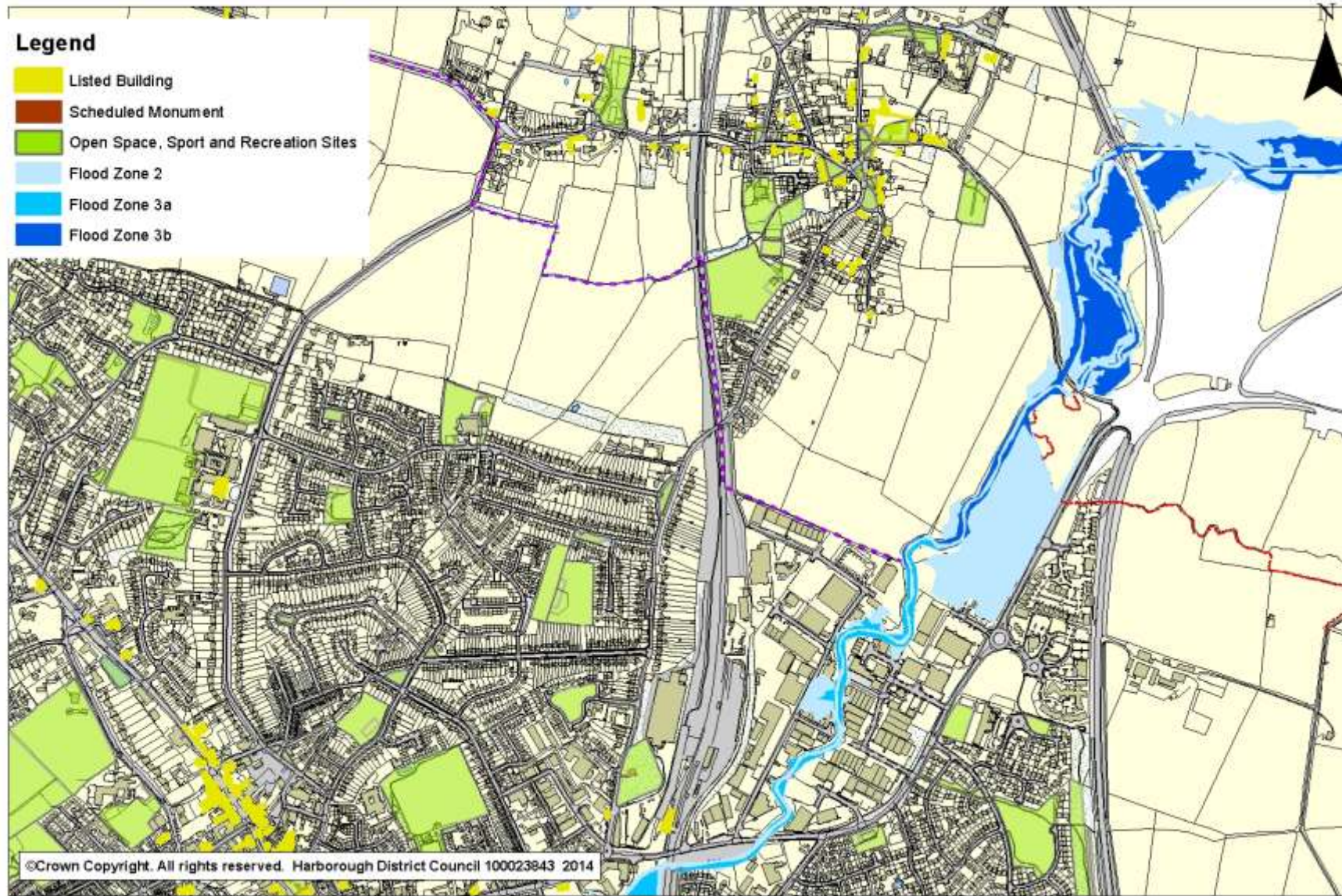
Market Harborough - South West



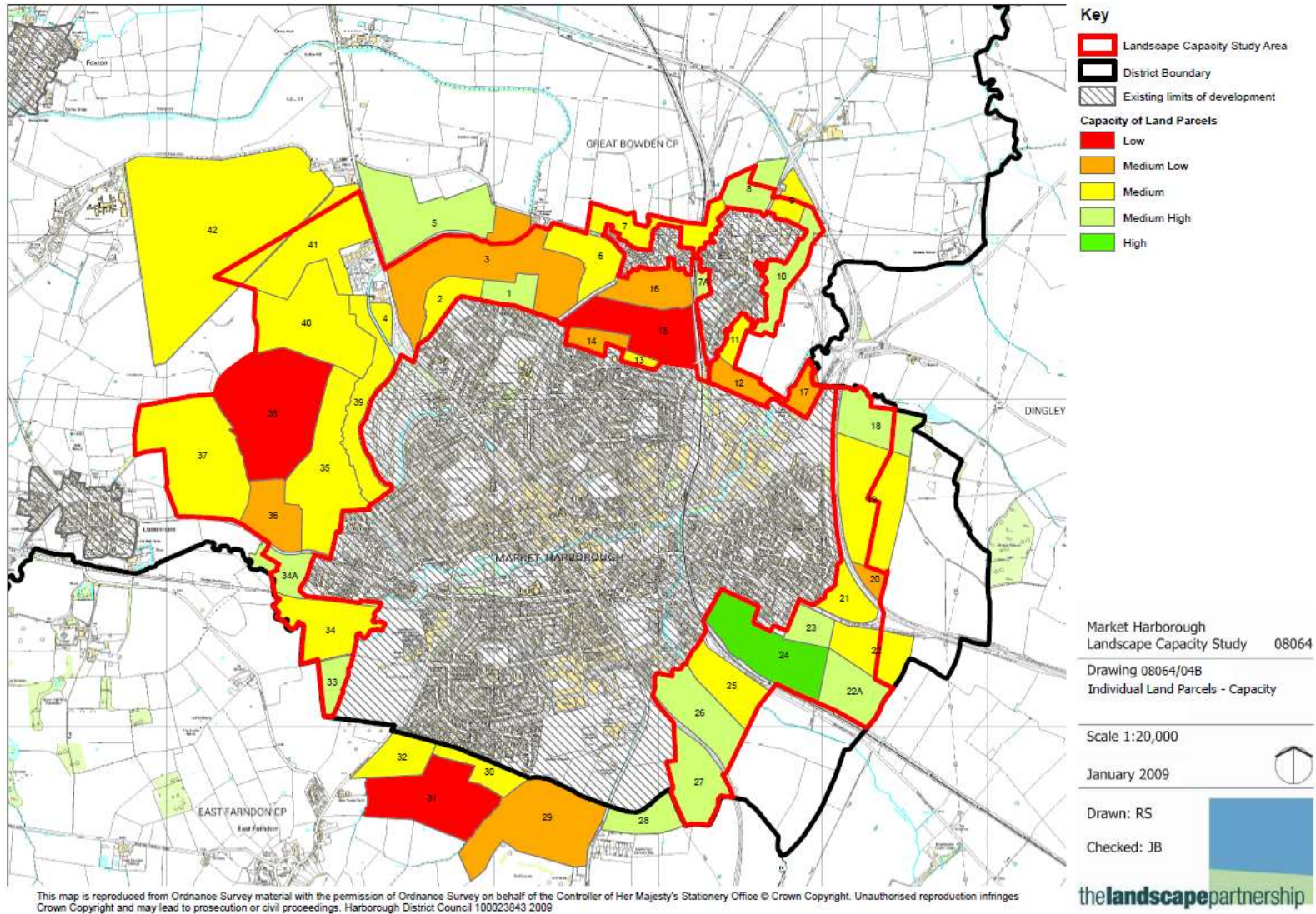
Market Harborough - South East



Market Harborough - North East

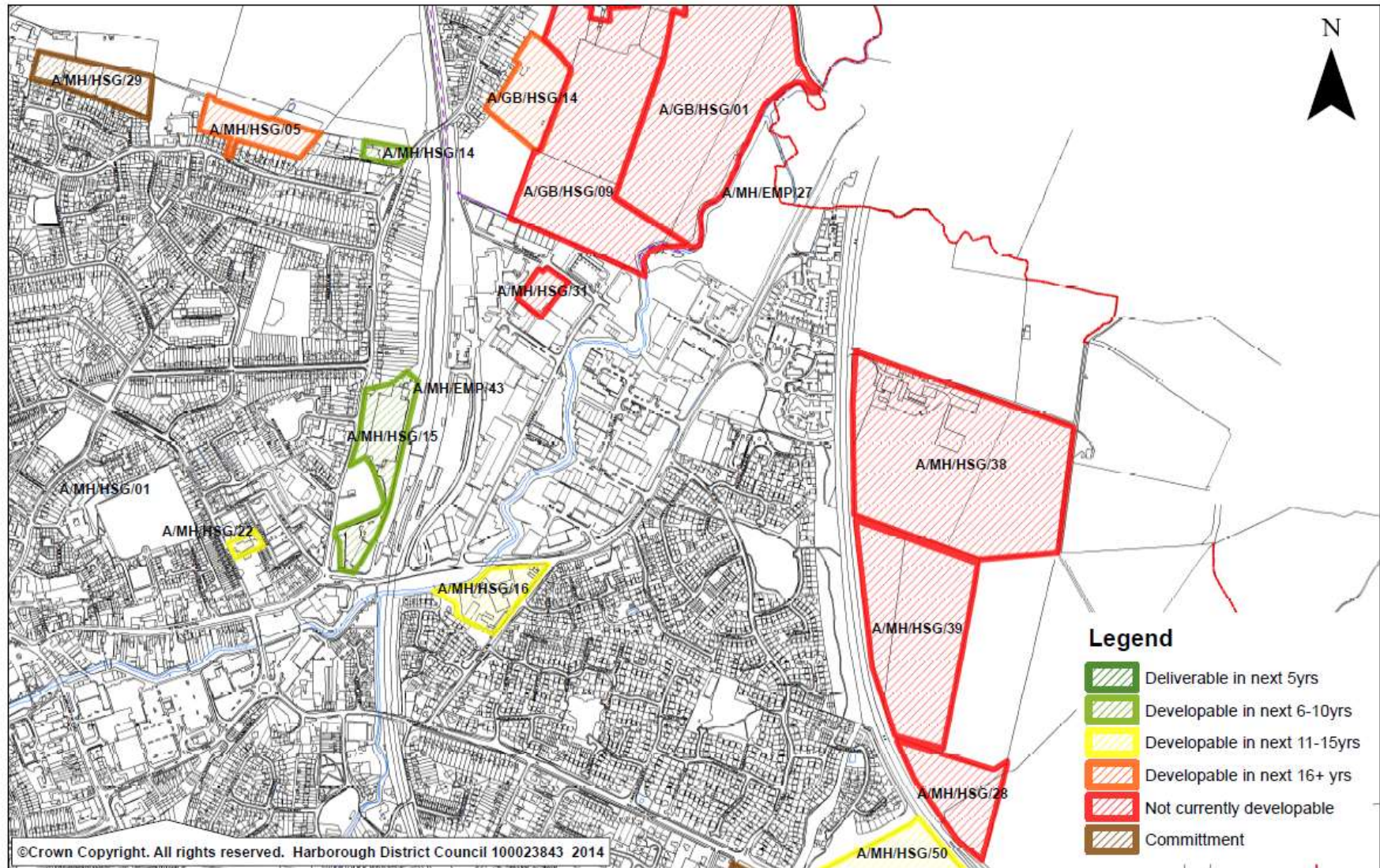


Market Harbourh Landscape Capacity Map



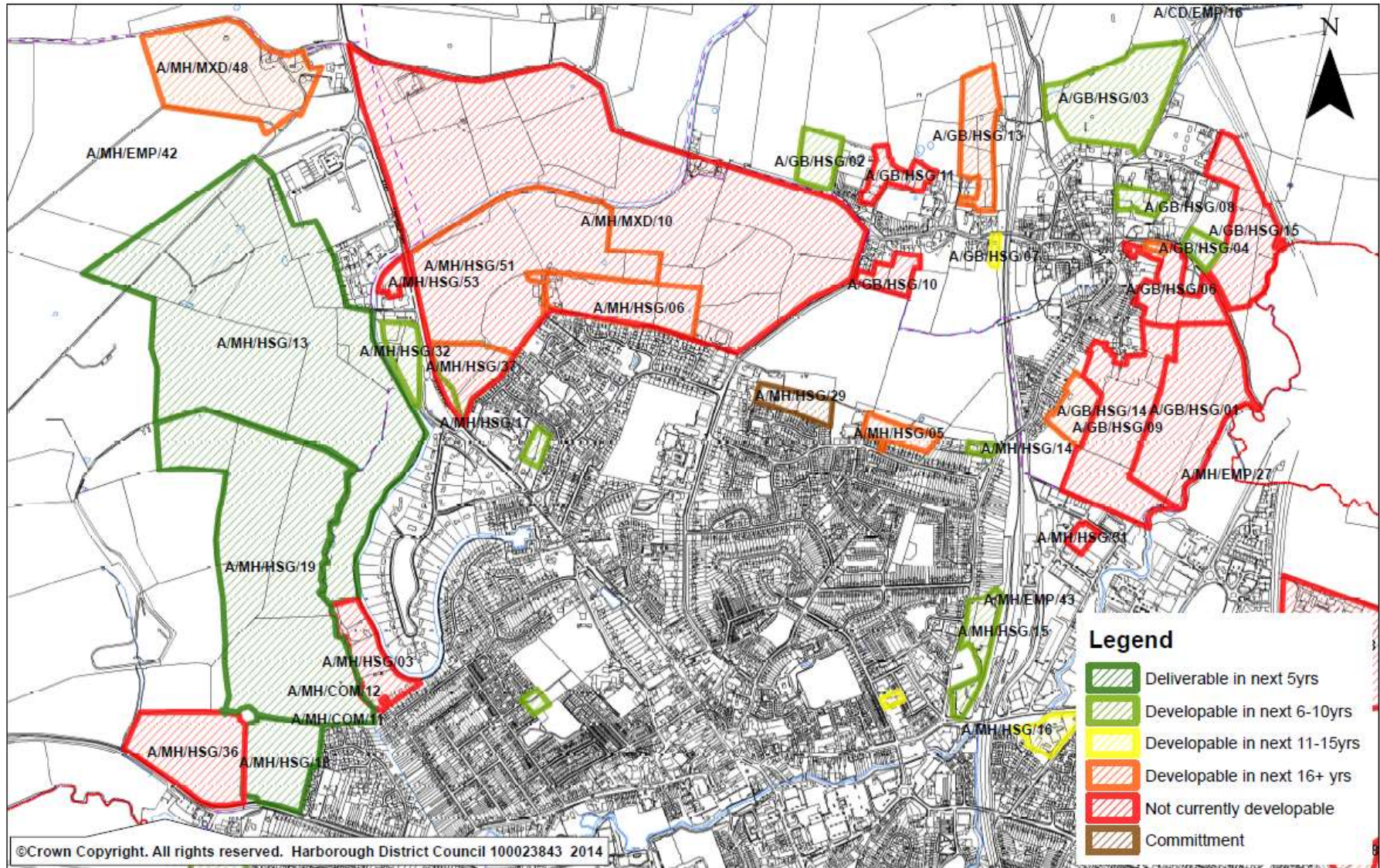
SHLAA 2014 Market Harborough North & Central Sites

The SHLAA does not allocate sites or pre-empt future plan making or related decisions by Harborough District Council.
The SHLAA will inform the new Local Plan together with other evidence documents.



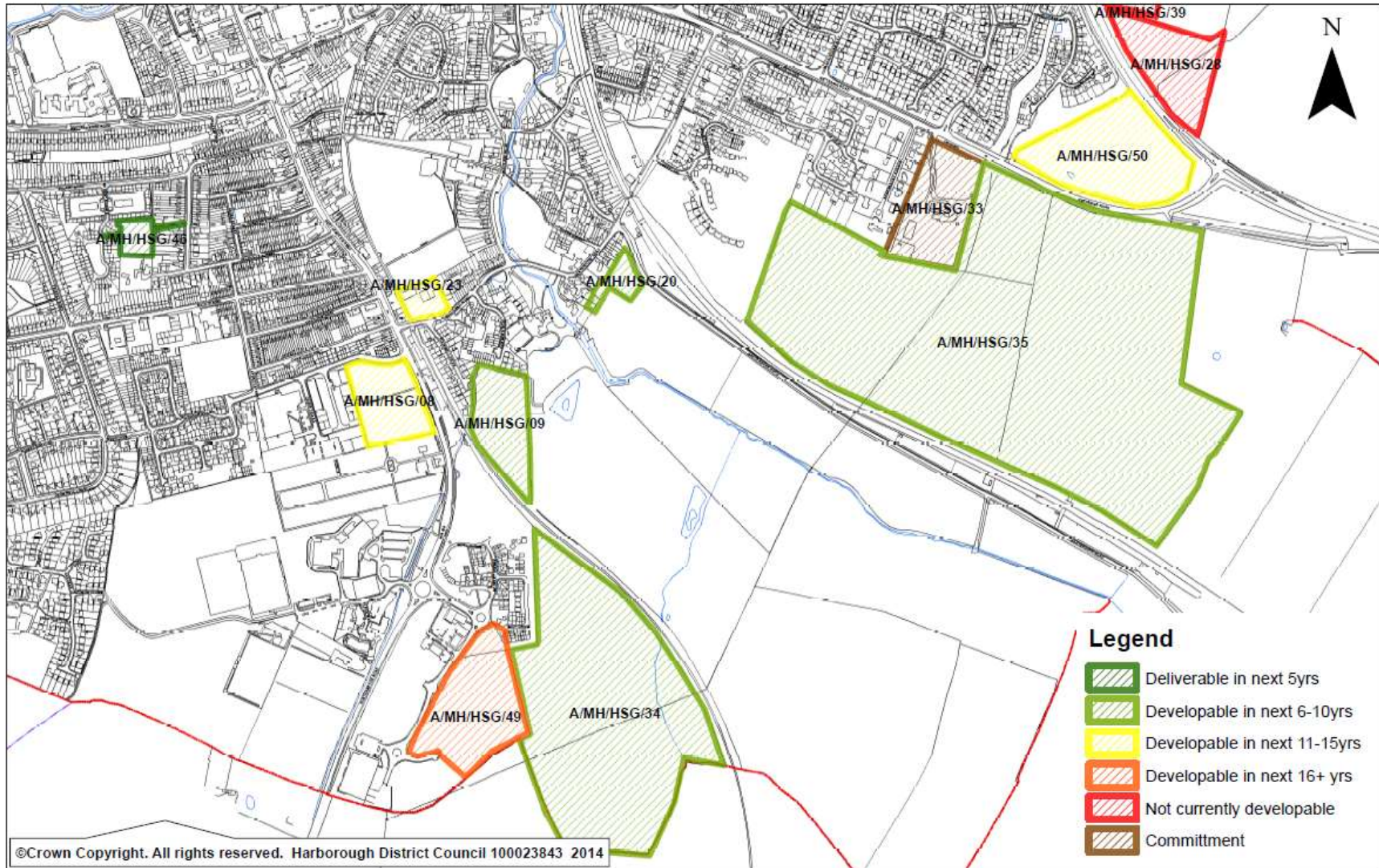
SHLAA 2014 Market Harborough North & West Sites

The SHLAA does not allocate sites or pre-empt future plan making or related decisions by Harborough District Council.
The SHLAA will inform the new Local Plan together with other evidence documents.



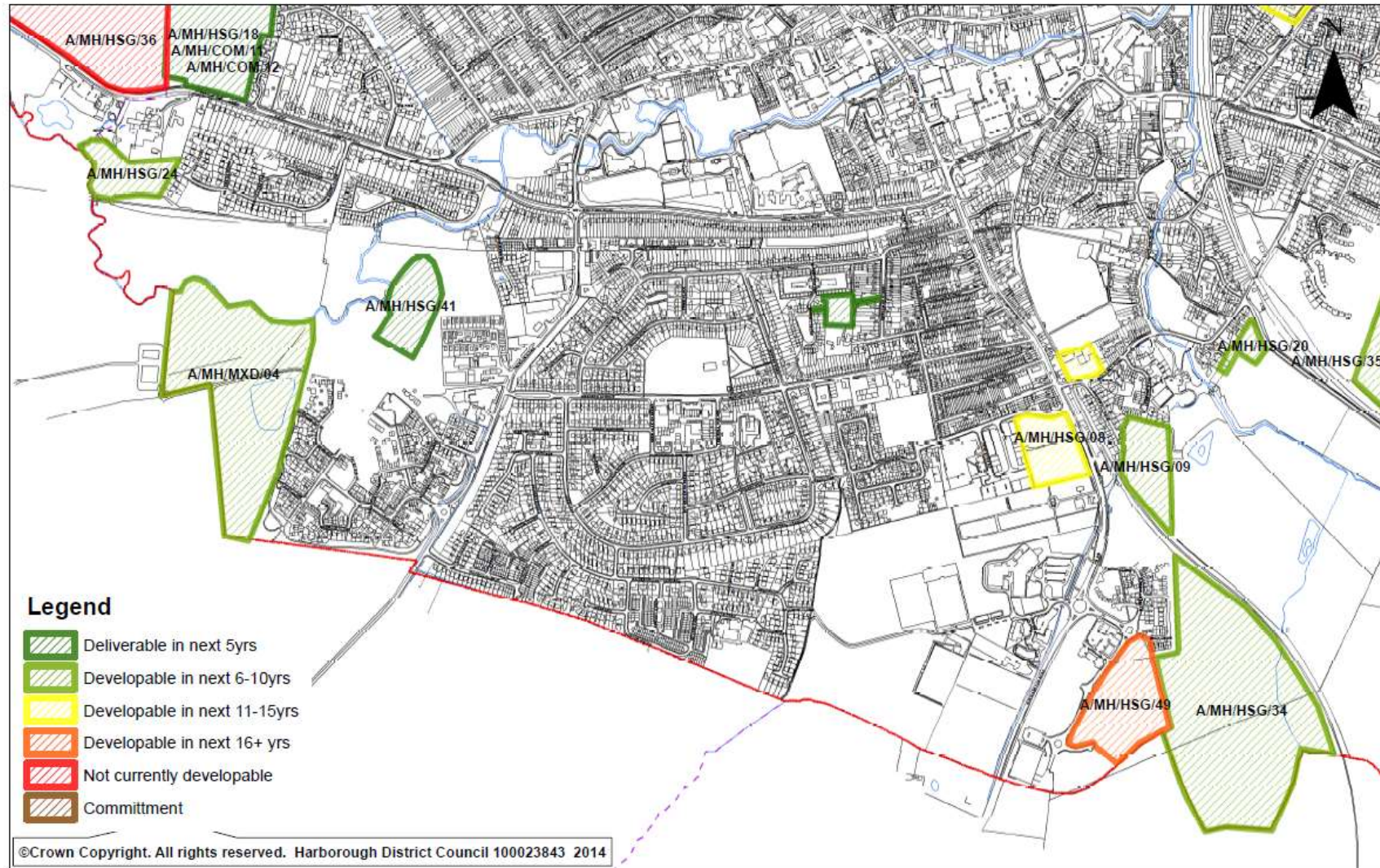
SHLAA 2014 Market Harborough South & East Sites

The SHLAA does not allocate sites or pre-empt future plan making or related decisions by Harborough District Council.
The SHLAA will inform the new Local Plan together with other evidence documents.



SHLAA 2014 Market Harborough South & West Sites

The SHLAA does not allocate sites or pre-empt future plan making or related decisions by Harborough District Council.
The SHLAA will inform the new Local Plan together with other evidence documents.



Wildlife Corridors identified in the Phase 1 Habitat Study 2008

