

The adoption of the Core Strategy on 14 November 2011 has replaced a large number of policies set out with the Harborough District Local Plan (April 2001), and these policies will no longer apply. A list of Local Plan policies which continue to apply are set out below, and the text of the policies is contained within this document.

Resource Management Policies

RM/8 Sites of local ecological or geological interest

Environment Policies

EV/2 Green wedges

EV/3 Separation of settlements

Housing and Settlement Character Policies

HS/8 Limits to development

HS/9 Important Open Land

Employment Policies

EM/2 Control of new development on existing and proposed employment sites

EM/9 Stoughton Airfield – general

EM/10 Stoughton Airfield – criteria for development

EM/11 Airfield Farm, Lubenham/Market Harborough

EM/16 Bruntingthorpe Proving Ground and Airfield – proving ground use

EM/17 Bruntingthorpe Proving Ground and Airfield – use of site and buildings

EM/18 Bruntingthorpe Proving Ground and Airfield – flying and related activities

EM/19 Bruntingthorpe Proving Ground and Airfield – airshow

EM/20 Bruntingthorpe Proving Ground and Airfield – aircraft museum

EM/21 Bruntingthorpe Proving Ground and Airfield – vintage aircraft

EM/22 Bruntingthorpe Industrial Area, west of Upper Bruntingthorpe

EM/23 Bruntingthorpe – Treetops site

Transport Policies

TR/1 Road Improvement Lines

Leisure, Recreation and Community Facilities Policies

LR/14 Tourism – self-catering accommodation

LR/18 Foxton Locks Area - moorings

Shopping Policies

SH/1 Principal Shopping and Business Areas – Market Harborough, Lutterworth, Broughton Astley, Fleckney, Great Glen, Kibworth

Market Harborough Policies

Housing

MH/1 Land between Burnmill Road and Leicester Road

MH/2 Land north of Kettering Road

MH/3 Land west of Farndon Road

Employment

MH/4 Land west of Northampton Road

MH/5 Land east of Northampton Road

MH/6 Land east of Rockingham Road

MH/7 Former railway goods yard

MH/8 Kettering Road/Rockingham Road – employment redevelopment area

The Town Centre and Related Development

MH/10 Development for Classes A1 and A3 shop uses in the Principal Shopping and Business Area.

MH/11 Office development in the Principal Shopping and Business Area

MH/12 Redevelopment of the yards rear of Church Street and High Street

MH/13 Redevelopment of land at Mill Hill Road/Roman Way

MH/14 Northampton Road Office Policy Area

MH/15 St Mary's Road Mixed Use Policy Area

Lutterworth Policies

Environment

LW/1 Retention of the former railway embankment

Housing

LW/3 Land between Bitteswell Road and Leicester Road

LW/4 Land between Brookfield Way and Coventry Road

Employment

LW/5 Land south of Coventry Road

LW/6 Land east of Rugby Road

Recreation

LW/7 Public recreation area land south of Orange Hill

LW/8 Cemetery

The Town Centre and Related Development

LW/9 Development for Classes A1 and A3 uses in the Principal Shopping and Business Area

LW/10 Office development in the Principal Shopping and Business Area

LW/11 Extension of the George Street car park

Kibworth Policies

Housing

KB/1 Land off Wistow Road and Warwick Road

Employment

KB/2 Land south of Harborough Road

Great Glen Policies

Housing

GG/1 Stretton Hall

GG/2 Land east of Stretton Road

Fleckney Policies

FL/1 Land south-west of Saddington Road

Broughton Astley Policies

BA/1 Land east of Cromford Way and Chandler Way

Billesdon, Gilmorton, Stoughton, Tilton on the Hill Ullesthorpe Policies

Billesdon

BI/1 Land south-west of Rolleston Road.

Stoughton

SN/1 Land at Charity Farm, Gaulby Lane

Ullesthorpe

UL/1 Land east of Mill Road

CHAPTER 1

INTRODUCTION

1.1 The Town and Country Planning Act 1990 amended by the Planning and Compensation Act 1991 places an obligation on all district planning authorities to produce a district wide local plan. Indeed Section 54A of the 1990 Act stresses the importance of development plans in the decision making process. It states:

“Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

1.2 The development plan for Harborough District comprises the Leicestershire Structure Plan and Leicestershire Minerals Local Plan prepared by Leicestershire County Council, and the Harborough District Local Plan prepared by Harborough District Council. The District Local Plan is required to generally conform with the proposals in the Structure Plan.

1.3 The functions of the Local Plan can be summarised as:

- i) to set out detailed policies and specific proposals for the development and use of land;
- ii) to provide a detailed framework for development control;
- iii) to provide local communities with the opportunity to participate in the planning process;
- iv) to allocate land for specific purposes in general conformity with the Structure Plan.

1.4 The purpose of this Local Plan is to outline policies and proposals for the future development of Harborough District for the period 1991 to 2006. The implementation of the Plan will be monitored and reviews carried out during the period of the Plan. The Plan must make adequate provision for development, whilst taking account of the need to protect the natural and built environment. The scale of development for Harborough District is set out in the Structure Plan. The Local Plan provides the opportunity to consider how and where development should be accommodated.

1.5 The Local Plan is formally entitled the ‘Harborough District Local Plan’. It comprises the **Written Statement** and the **Proposals Maps** accompanying this document. The policies and proposals relating principally to land use matters are set out in block capitals in the text and cross referenced to specific sites on the **Proposals Maps** where appropriate. Other relevant policies of the District Council are written in lower case and underlined in the text. It is important that all the policies and proposals in the Plan and considered together.

Background

1.6 The Harborough District Local Plan provides statutory local plan coverage for the whole of Harborough District. Local plan coverage of Harborough District previously comprised a number of statutory local plans covering the major settlements, and non-statutory village plans and appraisals covering some of the larger villages. All of these have been superseded by the adoption of the Harborough District Local Plan.

1.7 The background to the preparation of the Plan is as follows:-

- July 1993 Publication of Consultation Draft
- February 1995 Publication of Deposit Draft
- July-December 1996 Public Inquiry
- December 1997 Receipt of Inspector’s Report
- January 1999 Publication of First Round of Modifications
- May 2000 Publication of Second Round of Modifications
- April 2001 Adoption

Plan Area

1.8 The Harborough District Local Plan relates to the whole of Harborough District which covers an area of 230 square miles. The District is largely a rural area with the towns of Market Harborough and Lutterworth providing the main shopping and business services. The 1991 census records the population of the District as 67,607 with 35% of the population residing in Market Harborough and Lutterworth. The District also includes the four larger villages of Broughton Astley, Fleckney, Great Glen and Kibworth with populations of over 3,000, as well as eighty smaller villages. By mid 1998 the population of the District had increased to 75,200.

National Policy Guidance

1.9 National and regional guidance produced by the Government must be taken into consideration in preparing development plans since this provides the framework within which development plans are prepared. National guidance is provided through Planning Policy Guidance Notes, Minerals Policy Guidance Notes and Departmental Circulars produced by the Department of the Environment, Transport and the Regions (DETR). Planning Policy Guidance Note 12 Development Plans published in February 1992, provides details of the role and purpose of development plans.

Regional Planning Guidance

1.10 Regional Planning Guidance for the East Midlands was published by the Secretary of State for the Environment in March 1994, in response to the Regional Strategy submitted by the East Midlands Regional Planning Forum. The aim of the Guidance is to add a regional dimension to existing policies, to guide the pattern of development in the Region and to provide a framework for updating Structure Plans up to the year 2011. County Councils are required to have regard to this Guidance when formulating their Structure Plans.

Leicestershire Structure Plan

1.11 The Leicestershire Structure Plan is prepared by Leicestershire County Council. It was adopted in January 1994 and covers the period 1991-2006. The Structure Plan is based on four aims:

- a) the strengthening and diversification of the local economy;
- b) the protection and enhancement of the local environment;
- c) providing for the planned housing requirements of the County;
- d) providing a viable choice of transportation."

(para 2.2 Explanatory Memorandum Leicestershire Structure Plan 1991-2006, Leicestershire County Council).

1.12 The Structure Plan policies establish the scale and broad location of development for the District. Substantial requirements for new housing (6,500 dwellings) and new employment (195 hectares) are identified for Harborough District between 1991-2006. The Structure Plan policies guide major new development to locations within or adjoining urban areas and to locations which offer a realistic choice of transport along corridors between urban areas. The Structure Plan also includes a policy for the establishment of green wedges between Leicester/Scraptoft and Thurnby/Leicester/Oadby.

Other Plans and Policies

1.13 The District Council's key objectives and strategies have informed the preparation of this Local Plan. Consideration has also been given to other corporate plans of the District Council such as the tourism and housing strategy statements. Plans produced by other bodies such as Leicestershire County Council's Countryside 2000 and Transport Policies and Programmes, (now superseded by Local Transport Plans), as well as those of other agencies such as the Department of the Environment, Transport and the Regions (DETR) and utilities agencies have been taken into account. Regard has also been made to the Structure and Local Plans for the District, Borough and County Councils that adjoin Harborough District.

1.14 The District Council has produced supplementary planning guidance entitled 'A Guide to the Design of Development'. The document constitutes supplementary planning guidance to the policies and proposals contained within the Local Plan and will be taken into account as a material consideration in determining planning applications.

Planning and Sustainable Development

1.15 In September 1990 the Government published its Environment White Paper 'This Common Inheritance'. Local authorities are encouraged to take account of environmental matters, in the widest sense, in preparing development plans. In particular there is an emphasis on sustainable development. This is defined in the World Commission on Development and the Environment (1986) as "that which satisfies the needs of the present generation without jeopardising the needs of future generations." The Government sees the preparation of development plans as contributing to the objective of ensuring that development and growth are sustainable.

1.16 The policies in this Local Plan should assist in promoting sustainable development. The District Council supports the Structure Plan concept of transport choice; locating development where a choice of transport can be made available, thereby reducing the reliance on the private car. The allocation of land in a controlled manner assists other agencies in the planning of their infrastructure provision and support services.

1.17 The Local Plan also aims to protect non-renewable resources, the best and most versatile agricultural land, the quality of ground water resources and the character and appearance of the Area of Particularly Attractive Countryside. Policies of restraint are proposed in areas where the quality of the built and natural landscape should be protected.

Strategy

1.18 This Local Plan has been prepared within the wider context of national, regional and Structure Plan guidance. Harborough District is recognised as an attractive place in which to live and work. The Structure Plan requires the provision of substantial areas of land for new housing and employment in the District.

1.19 The following principles have guided the choice of sites proposed for new development and the formulation of the policies to guide and control development.

- i) To maintain and enhance the quality of the environment in the District;
- ii) To balance the scale and location of new development with the need to maintain and enhance the quality of the environment;
- iii) To encourage the economic prosperity of the District;
- iv) To make the best use of the scarce resources available to support development;
- v) To encourage the provision of a range of housing to meet the needs of people in the District;
- vi) To ensure that new development makes provision for the necessary infrastructure and supporting services;
- vii) To locate and control new development to minimise the negative impacts of growth and maximise the benefits.

1.20 The strategy for the location of new development in this Local Plan contains the following elements:

- i) Concentration of development in and around the main towns and settlements in the District. The aim of concentrating development in this way is to make the most efficient use of existing infrastructure and support services. Market Harborough and Lutterworth will continue as the main centres of population and employment. Land has already been identified for the expansion of both of these settlements in previous Local Plans. Further major new development is proposed at Market Harborough, Broughton Astley, Kibworth and Great Glen.
- ii) Allocation of most new housing development, over and above existing commitments, in and around settlements where there is potential for it to be served by public transport and where it is located close to Leicester and Oadby and Wigston. The Structure Plan requires provision of housing close to Leicester and Oadby and Wigston. In addition to the major new allocations at Kibworth and Great Glen, smaller scale new development is also proposed at Fleckney and Stoughton.
- iii) Restriction of development in the majority of villages to a scale compatible to the size and character of the village. Limits to development around the larger villages are proposed in this Plan. The countryside will be protected from sporadic development that could be better located in or adjoining existing settlements.

1.21 The overall strategy of the Plan is translated into objectives which are set out at the beginning of each topic chapter (**chapters 2-9**). Whilst the chapters are largely self-contained there is a considerable inter-relationship between the objectives and policies in those chapters and in the settlement chapters that follow.

CHAPTER 2 RESOURCE MANAGEMENT

Resource Management Policies

RM/8 Sites of local ecological or geological interest

Objectives

1. To promote the conservation of the natural and non-renewable resources in the District.
2. To provide for and encourage development that minimises pollution and the consumption of energy, land and other non-renewable resources.

Introduction

2.1 The conservation and management of resources is an area of increasing concern. Rising living standards and expectations lead to increased demands on water supplies, energy and other resources that are necessary to support our lifestyles. In allocating land and determining applications for development the District Council will take account of the resources available to support development.

Sites of Local Ecological or Geological Interest

2.21 Leicestershire County Council Museums Service has undertaken a survey to identify and evaluate sites of ecological and geological interest in the District. The sites are categorised into their importance at County, District and Parish levels. Only SSSIs are statutorily protected. The preservation of these sites, particularly those of County and District level significance, is a material consideration in the determination of planning applications for development. The County and District level sites are listed at **Appendix B**.

2.22 Much wildlife and historic interest can be found in the landscape although the effects of modern and intensive farming have now confined the better examples to the more inaccessible stream valleys and steep escarpments. Many meadows still retain the ridge and furrow earthworks, a relic of mediaeval ploughed fields, which provide the conditions for a varied range of meadow grasses and flowers.

2.23 Some of the most important wildlife habitats are ancient woodlands. Many fine examples are found within the District, although they are often only a remnant of their former size. Ancient woodlands are particularly valuable wildlife habitats because they provide a long-established, stable woodland environment.

2.24 POLICY RM/8

THE DISTRICT COUNCIL WILL HAVE REGARD TO THE ECOLOGICAL OR GEOLOGICAL INTEREST OF LAND IN DETERMINING PLANNING APPLICATIONS. DEVELOPMENT ADVERSELY AFFECTING THE ECOLOGICAL OR GEOLOGICAL INTEREST OF:-

- **A SITE OF COUNTY OR DISTRICT LEVEL ECOLOGICAL OR GEOLOGICAL SIGNIFICANCE;**
- **OR A REGIONALLY IMPORTANT GEOLOGICAL SITE;**

WILL NOT BE GRANTED PLANNING PERMISSION UNLESS AN OVERRIDING NATIONAL OR LOCAL NEED CAN BE SHOWN AND NO OTHER SUITABLE SITE IS AVAILABLE. WHERE DEVELOPMENT IS PERMITTED, ANY DECREASE IN THE INTEREST OF THE SITE MUST BE KEPT TO A MINIMUM AND COMPENSATED FOR BY:

- **ECOLOGICAL SITES – HABITAT CREATION OF AT LEAST EQUAL QUALITY WITHIN THE SITE OR LOCAL AREA.**

CHAPTER 3 ENVIRONMENT

Environment Policies

EV/2 Green wedges

EV/3 Separation of settlements

Objectives

1. To protect and enhance the quality of the environment in the District.
2. To achieve high standards of layout and design in all new developments.
3. To encourage the maintenance and improvement of the Area of Particularly Attractive Countryside.
4. To encourage the location of new development where it is least intrusive in the landscape.
5. To retain the separate identities of the settlements in the District.

Introduction

3.1 Harborough District comprises a network of villages and small towns set within a gently rolling agricultural landscape. Many of the villages are designated Conservation Areas in recognition of their special architectural or historic interest. The majority of the countryside is farmed and there is little derelict or despoiled land in the area. The District Council will seek to ensure that proposals for new development do not detract from the unspoilt agricultural character of the landscape.

Green Wedges

3.4 The fringes of Leicester present particular problems in terms of the use and environmental quality of land adjoining the built-up areas. In recognition of these factors the Structure Plan defines twelve green wedges around Leicester. Two of the green wedges, at Leicester/Scraptoft and at Thurnby/Leicester/Oadby include land within this District; their precise boundaries are defined in this Local Plan. Green wedges are strategic wedges of land extending into Leicester. The purpose of Green Wedges is not to seek to restrict the growth of an urban area but to aim to ensure that, as urban development extends, open land is incorporated within it. The green wedges should remain open and undeveloped to prevent the coalescence of settlements on the fringe of Leicester and to retain links with the countryside. They lie outside the area covered by countryside policies.

3.5 The Leicester/Scraptoft green wedge encompasses the paddocks separating Scraptoft and Leicester and Scraptoft golf course. The Thurnby/Leicester/Oadby green wedge is more extensive in area. The outer extent of the wedge south of Thurnby runs south of Bushby Lodge Farm to the edge of Stoughton Airfield. The village of Stoughton lies completely within the wedge. The wedge penetrates into Leicester to encompass Evington Golf Course and the Arboretum.

3.6 The green wedges incorporate areas of land of differing agricultural and environmental quality, which may be suitable for different types of land uses. The only types of land use that will normally be considered appropriate for these areas are those where the predominantly open and undeveloped nature of the land is retained. These include agriculture, recreation, forestry, transport routes and mineral uses. It is recognised that built development may be required in connection with some of the above uses. However, only small scale development limited to the operational requirements of the activity will normally be permitted, where such development does not detract from the open and undeveloped character of the green wedge.

3.7 POLICY EV/2

THE DISTRICT COUNCIL WILL SEEK TO PROTECT THE OPEN AND UNDEVELOPED CHARACTER OF THE GREEN WEDGES DEFINED ON THE PROPOSALS MAPS AND WILL REFUSE PLANNING PERMISSION FOR DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THAT CHARACTER.

Separation of Settlements

3.9 Most settlements in the District are physically separated from each other and there is little danger of new development resulting in the coalescence of villages. The exceptions are:-

- Market Harborough and Great Bowden
- Lutterworth, Bitteswell and Magna Park
- Scraptoft and Thurnby.

In the area separating these settlements, the District Council will fuse proposals for development that would compromise the existing degree of separation between the settlements.

3.10 POLICY EV/3

WITHIN THE AREAS DEFINED ON THE PROPOSALS MAP INSETS SEPARATING:

- **MARKET HARBOROUGH AND GREAT BOWDEN**
- **LUTTERWORTH, BITTESWELL AND MAGNA PARK**
- **SCRAPTOFT AND THURNBY.**

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR DEVELOPMENT THAT WOULD:-

- 1. ADVERSELY AFFECT THE PREDOMINANTLY OPEN CHARACTER OF THE LAND; OR**
- 2. RESULT IN A REDUCTION IN THE EXISTING OPEN LAND SEPARATING THE SETTLEMENTS CONCERNED.**

CHAPTER 4 HOUSING AND SETTLEMENT CHARACTER

Housing and Settlement Character Policies

HS/8 Limits to development

HS/9 Important Open Land

Objectives

1. To make land available for new housing development in accordance with national and strategic guidelines.
2. To encourage the provision of a range of new housing to meet the housing needs of people in the District.
3. To ensure the provision of an acceptable residential environment within new and existing areas of housing.

Limits to Development

4.56 To provide more detailed guidance for development, the settlements in the District have been divided into two categories. These comprise firstly the towns and larger villages where limits to development have been defined, and secondly the smaller settlements where development will be controlled by a written policy.

New Housing in Settlements With Defined Limits to Development

4.57 For the towns and larger villages in the District, limits to development have been defined around each settlement. Most of these settlements are already developed in some depth. Areas of Important Open Land within the limits to development are separately identified on the **Proposals Maps Insets**. The towns and larger villages where **Policy HS/8** applies are listed below:

Arnesby	Leire
Ashby Magna	Lubenham
Billesdon	Lutterworth
Bitteswell	Market Harborough
Burton Overy	Medbourne
Broughton Astley	Newton Harcourt
Church Langton	North Kilworth
Claybrooke Magna	Peatling Magna
Dunton Bassett	Saddington
East Langton	Scraftoft
Fleckney	Smeeton Westerby
Foxton	South Kilworth
Gilmorton	Stoughton
Great Bowden	Swinford
Great Easton	Thorpe Langton
Great Glen	Thurnby
Hallaton	Tilton on the Hill
Houghton on the Hill	Tugby
Hungarton	Tur Langton
Husbands Bosworth	Ullesthorpe
Kibworth Beauchamp	Walcote
Kibworth Harcourt	Walton

4.58 The settlements covered by these policies range in size from Market Harborough (pop. 18,453) to Thorpe Langton (pop. 170). What may be acceptable in one settlement is not necessarily going to be acceptable in other settlements in this category. Many of the historic cores of these settlements are Conservation Areas and new development should respect the historic and architectural character of these areas (see **Policies EV/11 - EV/13**). In many villages the Conservation Area boundary is drawn more widely than the limits to development to include parcels of land that are important to the setting and historic character of the village.

4.59 The purpose of defining limits to development is to delineate the outer boundaries of villages and towns, within which development may be acceptable. Beyond the limits to development, countryside or green wedge policies (**Policies EV/5 and EV/2**) will normally guide new development. In defining limits to development the District Council has had regard to matters such as the protection of the

setting of villages and towns and the form and character of existing development. Where possible limits to development have been drawn to correspond with natural or physical boundaries to avoid confusion or misinterpretation. However, this is not always desirable or realistic. For example, limits to development may not follow domestic property boundaries where there are houses with extensive grounds on the edge of a village and where development within the grounds would harm the setting of the village.

4.60 The majority of development proposals within the defined limits to development of the towns and villages will be for residential development. **Policies EM/3 and EM/6** will apply to proposals for the conversion of existing buildings to employment development and for new employment development respectively. **Policies SH/1 and SH/5** guide retail development in towns and villages. Other policies in the Local Plan may also be applicable, depending upon the nature of any proposed development. Areas of important open land have been defined within most towns and villages subject to **Policy HS/8**. Development proposals on areas of important open land will be considered under **Policy HS/9**, but will still be expected to comply with the criteria in **Policy HS/8**.

4.61 POLICY HS/8

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR DEVELOPMENT WITHIN THE DEFINED LIMITS TO DEVELOPMENT OF SETTLEMENTS INDICATED ON THE PROPOSALS MAP INSETS, WHERE THE FOLLOWING CRITERIA ARE MET :-

- 1. THE DESIGN AND LAYOUT OF THE DEVELOPMENT IS IN KEEPING WITH THE SCALE, FORM CHARACTER AND SURROUNDINGS OF THE SETTLEMENTS;**
- 2. THE DEVELOPMENT DOES NOT CONFLICT WITH POLICY HS/9;**
- 3. THE DEVELOPMENT DOES NOT ADVERSELY AFFECT THE AMENITIES OF RESIDENTS IN THE AREA.**

Important Open Land

4.62 Within the towns and villages with defined limits to development areas of important open land have been identified. These are defined on the Proposals Map Insets. These areas have been identified for their contribution to the form and character of the settlement or locality. They include gardens, paddocks, significant highway verges, village greens and other open areas of land.

4.63 The quality, extent and use of the areas of important open land varies from settlement to settlement and within an individual town or village. The prime purpose in identifying the areas is to retain their open character and resist inappropriate development that would detract from their contribution to the form and character of the settlement or locality. In some circumstances harmless, beneficial or essential development may be acceptable without compromising the open character of the land.

4.64 POLICY HS/9

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR DEVELOPMENT PROPOSALS ON THE AREAS OF IMPORTANT OPEN LAND INDICATED ON THE PROPOSALS MAP INSETS UNLESS THE PROPOSED DEVELOPMENT WOULD:

- 1. CAUSE NO HARM TO THOSE ASPECTS OF THE LAND WHICH CONTRIBUTE TO THE FORM AND CHARACTER OF THE SETTLEMENT OR LOCALITY; OR**
- 2. RESULT IN POSITIVE BENEFITS TO THE CHARACTER AND APPEARANCE OF THE SETTLEMENT OR LOCALITY WHICH OUTWEIGH THE IMPACT OF THE DEVELOPMENT;**
OR
- 3. BE ESSENTIAL FOR THE OPERATIONAL REQUIREMENTS OF THE LAND USE OCCUPYING THE SITE AND NO ALTERNATIVE SITE IS AVAILABLE.**

CHAPTER 5 EMPLOYMENT

Employment Policies

EM/2 Control of new development on existing and proposed employment sites

EM/9 Stoughton Airfield – general

EM/10 Stoughton Airfield – criteria for development

EM/11 Airfield Farm, Lubenham/Market Harborough

EM/16 Bruntingthorpe Proving Ground and Airfield – proving ground use

EM/17 Bruntingthorpe Proving Ground and Airfield – use of site and buildings

EM/18 Bruntingthorpe Proving Ground and Airfield – flying and related activities

EM/19 Bruntingthorpe Proving Ground and Airfield – airshow

EM/20 Bruntingthorpe Proving Ground and Airfield – aircraft museum

EM/21 Bruntingthorpe Proving Ground and Airfield – vintage aircraft

EM/22 Bruntingthorpe Industrial Area, west of Upper Bruntingthorpe

EM/23 Bruntingthorpe – Treetops site

Objectives

1. To promote and maintain the economic prosperity of the District, in a manner consistent with the sustainable use of its natural resources and the protection of its environment.
2. To maintain and encourage employment opportunities throughout the District.
3. To promote a diverse economy base through the provision of land to meet a range of employment needs.

The Local Economy

5.1 The 1991 census recorded 42,250 people of working age in the District. Of this group 90.4% of males and 72.2% of females were economically active, (ie) working or seeking work. In comparison with the rest of the county, Harborough has a higher proportion of self-employed people and a lower proportion of unemployed people. Unemployment rates in the District have been consistently lower than the county and national rates. In February 2000 the District unemployment rate was 1.5%. The 1989 Census of Employment data revealed the main categories of employment to be manufacturing (31%), service sector (27%) and distribution, hotels and catering (24%).

5.2 The trend towards diversification in the rural economy is resulting in a wide range of proposals for alternative types of employment development in the countryside and settlements throughout the District. The Government's advice to local planning authorities is to encourage economic activity in the rural areas to ensure a healthy rural economy. This must be balanced against the need to conserve and improve the countryside. With the advancements in modern technology, the range of employment activities that can be successfully undertaken in the countryside or residential areas is expanding rapidly.

5.3 In broader terms the District is located at the heart of England. The M1/M6 junction lies between Catthorpe and Swinford and the recently completed A14 (M1-A1 link road) will improve communications to the east coast ports. The locational advantages of this part of the District have already been recognised by the development of the Magna Park distribution centre west of Lutterworth. The main employment areas in the District are located in Market Harborough, Lutterworth, Fleckney, Broughton Astley and Magna Park.

5.4 The employment uses referred to in this chapter are mainly Classes B1, B2 and B8 (see **Appendix F**). It is recognised that other land uses, such as retail development, also provide employment.

Control of New Development on Existing and Proposed Employment Sites

5.16 To retain the stock of purpose-built industrial and commercial premises and other premises capable of continued commercial use without causing nuisance, the introduction of other uses will be strictly controlled. The aim of this control will be to retain opportunities for local employment in the District. It will also be applied to protect such sites from conversion to other uses that may reduce their commercial attractiveness and lead to traffic generation or parking problems. In exceptional

circumstances, where a need can be justified, consideration will also be given to proposals for ancillary uses designed to serve those who work on industrial estates. Such examples may include small shops or crèches.

5.17 POLICY EM/2

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR DEVELOPMENT OTHER THAN CLASSES B1, B2 AND B8, AS APPROPRIATE ON:-

- 1. SITES WITHIN EXISTING AND PROPOSED INDUSTRIAL AND COMMERCIAL ESTATES IN THE DISTRICT;**
- 2. INDUSTRIAL AND COMMERCIAL SITES ELSEWHERE IN THE DISTRICT THAT WOULD RESULT IN THE IMMEDIATE OR POTENTIAL LOSS OF LOCAL EMPLOYMENT OPPORTUNITIES.**

Stoughton Airfield

5.34 The majority of this airfield is in agricultural use. Private light aircraft use the airfield and there is some commercial development adjoining the site. On the assumption that similar users continue to occupy the land during the plan period, it is considered that any further expansion of flying activities would not be advisable on the site because of the safety restrictions necessary and the effect on nearby residents while the airfield is in use. Should the use of the site change, the District Council would review the recreation potential of the airfield.

5.35 Large-scale expansion of commercial uses at the airfield would be resisted by the District Council because it would conflict with the general aim of controlling commercial development in the countryside. The roads serving the site are of a poor standard and it would not be in the interests of highway safety to promote the large-scale expansion of industrial or storage uses on the site. Any significant introduction of new development on the site is also likely to conflict with the requirements of the existing users, for the safe operation of the airfield and test site.

5.36 POLICY EM/9

THE DISTRICT COUNCIL WILL NORMALLY REFUSE PLANNING PERMISSION FOR PROPOSALS TO LOCATE NEW DEVELOPMENT WITHIN THE AREA OF STOUGHTON AIRFIELD AS DEFINED ON THE PROPOSALS MAP UNLESS THE DEVELOPMENT IS ASSOCIATED WITH THE OPERATIONAL USE OF THE AIRFIELD.

5.37 If any of the existing businesses contract or move away from the site, the District Council may look favourably on the continuation of employment uses within the existing buildings. Significant extensions to and redevelopment of the existing buildings will be resisted, although it is recognised that minor alterations and extensions may be necessary to enable the buildings to be put to more productive use.

5.38 POLICY EM/10

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE USE OF EXISTING BUILDINGS WITHIN THE COMPLEX NORTH OF GARTREE ROAD, ON STOUGHTON AIRFIELD, FOR EMPLOYMENT USES, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE PROPOSED USE DOES NOT CONFLICT WITH THE SAFETY REQUIREMENTS OF THE EXISTING USES AT THE AIRFIELD;**
- 2. THERE IS CAPACITY IN THE LOCAL ROAD NETWORK TO ACCOMMODATE THE TRAFFIC LIKELY TO BE GENERATED BY THE DEVELOPMENT;**
- 3. NO WHOLESALE OR RETAIL SALES TAKE PLACE ON THE SITE;**
- 4. VEHICULAR ACCESS TO THE SITE SHOULD BE TAKEN FROM THE EXISTING ACCESS OFF GARTREE ROAD;**
- 5. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING.**

Airfield Farm (Foxton Airfield), Lubenham/Market Harborough

5.39 In January 1993 the District Council granted planning permission for a development of 95 hectares of land at Airfield Farm, Lubenham. The development proposed a site for a cattle market; an agricultural showground; up to 13,935 sq. metres of Class B1 office development and an area for leisure uses. Development of the site has not yet commenced and the planning permission has now expired. Since 1993 the cattle market has relocated from Market Harborough to a new site at Foxton.

The Leicestershire Agricultural Society wish to obtain a showground on the Airfield Farm Site. The Deposit Local Plan provided for the development of Class B2 uses on the site, but this is no longer supported.

5.40 A traffic impact assessment will be required as a precondition of any renewal or variation of the current planning consent. The principal access to the site will be from the new roundabout at the Leicester Road/Gallowfield Road/Leicester Lane junction. The internal road layout of the site should be designed to function as the first section of an A4304 bypass for Lubenham/Market Harborough, should it ever be included as a firm road scheme by the Leicestershire County Council (see **para. 6.17**). Provision for bus access and services between the site and Market Harborough and routing and signing of traffic will be important considerations. The Council will negotiate for developer contributions towards the provision of a high quality bus service between the development and Market Harborough. This will form part of a Section 106 Agreement.

5.41 The site is traversed by a British Gas high pressure gas transmission pipeline. The pipeline is subject to stringent controls under existing health and safety legislation. The Health and Safety Executive will be consulted on development proposals within 308 metres of the pipeline. A significant portion of the Airfield Farm site falls within this distance. The Health and Safety Executive will be consulted on the detailed proposals for this site, when applications for planning permission are made, to advise of any potential risk to the location and type of development in the vicinity of the pipeline.

5.42 Although the Airfield Farm site is largely flat and featureless, it occupies a prominent location in open countryside to the north of Market Harborough. It is therefore important that the development of the site takes account of the open character of the surrounding landscape. Substantial structural landscape planting within and on the boundaries of the site will be required, in particular the landscaping of the western and southern site boundaries will need to take place as early as possible in the development of the site. The use of landscaped earth bunding would be desirable to break up the impact of the development. The south-eastern part of the site adjoins the Grand Union Canal, a site identified as ecologically important at County level (**Appendix B** refers). Beyond the Canal lies The Woodlands residential development in Market Harborough. The District Council will expect both the setting and ecological importance of the canal and the residential amenities of The Woodlands to be respected in the detailed design of the scheme.

5.43 A development brief will be prepared for the site separately to this Local Plan. The design of the development needs to respect the openness of the setting. It should be a well-landscaped design with high quality buildings. In particular, consideration will need to be given to the overall massing and scale of the development. The choice and colour of materials as well as lighting should be designed to minimise the impact of the development.

5.44 In recognition of both the scale of the committed Class B1 floorspace permitted by the 1993 outline planning consent and the prominent location of the Airfield Farm site, an illustrative plan has been produced to indicate those parts of the site on which the Class B1 use is acceptable (Plan A). In defining the extent of the Class B1 use consideration has been given to the protection of the Grand Union Canal and the residential amenities of The Woodlands to the south of the site. The more exposed part of the site lies to the north where it is proposed that the Agricultural Showground be located. The illustrative plan also includes known constraints affecting the site.

5.45 The area covered by the following Policy, that will be applied to any future applications for the site, extends beyond the area of the 1993 planning consent to include land immediately west of Leicester Road. This is to ensure that adequate controls can be exercised over any development adjoining the currently permitted site area.

5.46 POLICY EM/11

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR A COMPREHENSIVE SCHEME FOR CLASSES B1 DEVELOPMENT, AN AGRICULTURAL SHOWGROUND, LEISURE USES AND RELOCATION OF HIGHWAY DEPOT ON LAND AT AIRFIELD FARM, MARKET HARBOROUGH AS SHOWN ON THE PROPOSALS MAP, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A MASTER PLAN AND PHASING PROGRAMME FOR THE WHOLE SITE MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE**

HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;

3. THE PROVISION OF THE PRINCIPAL MEANS OF ACCESS TO LEICESTER ROAD IN THE FORM OF A ROUNDABOUT JUNCTION AT THE LEICESTER ROAD/ GALLOWFIELD ROAD/LEICESTER LANE CROSSROADS AND OTHER APPROPRIATE ACCESS POINTS THAT MAY BE REQUIRED AS A RESULT OF THE ASSESSMENT REFERRED TO IN CRITERION 2;

4. THE INTERNAL ROAD LAYOUT OF THE SITE TO MAKE PROVISION FOR THE FUTURE USE OF THE NORTHERN SITE ACCESS AS PART OF A WESTERN BYPASS TO LUBENHAM/MARKET HARBOROUGH;

5. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES AND THE AGRICULTURAL SHOWGROUND TRAFFIC;

6. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;

7. THE AGRICULTURAL SHOWGROUND SHOULD BE LOCATED ON THE NORTHERN PART OF THE SITE;

8. THE PROVISION OF SATISFACTORY ACCESS AND FACILITIES FOR PUBLIC TRANSPORT. THE DEVELOPER WILL BE EXPECTED TO MAKE PROVISION FOR AND CONTRIBUTE TOWARDS A HIGH QUALITY BUS SERVICE BETWEEN THE DEVELOPMENT AND MARKET HARBOROUGH;

9. NO BUILDING FOR CLASS B1 SHALL BE OCCUPIED BEFORE THE AGRICULTURAL SHOWGROUND HAS BEEN COMPLETED AND MADE AVAILABLE FOR USE;

10. NO CLASS B1 DEVELOPMENT PROVIDING FOR MORE THAN 99 PERSONS OR GREATER THAN TWO STOREYS IN HEIGHT, OR PARKING AREAS FOR MORE THAN 200 VEHICLES, SHOULD BE LOCATED WITHIN 230 METRES OF THE ROUTE OF THE HIGH PRESSURE GAS PIPELINE THAT CROSSES THE NORTHERN PART OF THE SITE;

11. ANY RETAIL SALES FROM THE SITE MUST BE ANCILLARY TO ITS PRIMARY USE AS A SHOWGROUND AND CLASSES B1 DEVELOPMENT;

12. PROVISION IS MADE WITHIN THE SITE FOR LEISURE USES;

13. AGREEMENT OF A SCHEME FOR HIGH QUALITY LANDSCAPING WITHIN AND ON THE EDGES OF THE SITE, TOGETHER WITH PROPOSALS FOR FUTURE MAINTENANCE;

14. PROVISION IS MADE WITHIN THE DEVELOPMENT TO PROTECT THE ECOLOGICAL SIGNIFICANCE OF THE CANAL AS A WILDLIFE CORRIDOR AND AMENITY AREA;

15. AGREEMENT OF A LIGHTING SCHEME FOR THE SITE TO MINIMISE LIGHT POLLUTION FROM ALL LIGHTING INSTALLATIONS;

16. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF THE RESIDENTS IN THE AREA.

17. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS;

18. THE TOTAL FLOORSPACE OCCUPIED BY CLASS B1 DEVELOPMENT SHALL NOT EXCEED 13,935 SQUARE METRES;

19. THE SITING, DESIGN, MATERIALS, MASSING AND BULK OF THE BUILDINGS SHOULD COMBINE TO MINIMISE THEIR IMPACT ON THE CHARACTER AND APPEARANCE OF THE LOCALITY;

20. A HIGH QUALITY DEVELOPMENT WILL BE EXPECTED, APPROPRIATE TO THE CHARACTER AND APPEARANCE OF THE LOCALITY.

Bruntingthorpe Proving Ground and Airfield

Introduction

5.57 In the Leicestershire Structure Plan adopted in 1994, the whole of the proving ground and airfield of 250 hectares, and the land and buildings adjoining now used for industry and storage, are in an area where countryside policies apply. The area is not in a specified transport corridor nor is it a location for major development and the policies seek to restrain development.

5.58 In considering proposals for the proving ground it is concluded that the Structure Plan policies are inadequate to deal with the special conditions that prevail at the site. While parts of the site are used for agriculture, over a quarter of the whole site consists of concrete and tarmac and a runway extends to over two miles. The earlier permission for the proving ground use suggested that special consideration is required. In addition employment and other uses have been permitted on the land and in the existing buildings both on the proving ground and on the industrial estate adjoining.

5.59 Besides strategic considerations it is clear that noise, traffic and general impact on the countryside are the main issues that have to be satisfied in considering the acceptability of any proposals. Having regard to the size and physical characteristics of the site and the existence of substantial buildings it is considered that the erection of new buildings on the proving ground would not conflict with Structure Plan policies provided they support the uses of the land and are sited so that the character and appearance of the landscape is not adversely affected. The industrial estate already contains a range of buildings and businesses and it can be consolidated without being regarded as major development.

Highway Network

5.60 Bruntingthorpe Proving Ground and Airfield is served by a recognised heavy goods vehicle route (along Bruntingthorpe Lane/Bath Lane to the A5199), which has been accepted as being suitable for accommodating transporters and HGV's and the roads are used well below capacity. However, the highway network has deficiencies which are a constraint to the site's development. The local road system consists generally of narrow, poorly aligned sub-standard roads, many of which are unclassified. Bruntingthorpe Lane/Bath Lane, which provides a route to the A5199, is, despite recent improvements, only around 6.0 to 6.5 metres wide and both the horizontal and vertical alignments are poor. The Bruntingthorpe Lane/Bath Lane route joins the A5199 at "Shearsby Crossroads", a junction with very sub-standard visibility. Further, although some lengths of the A5199 have been improved to 7.3m carriageway width, much of the road is narrower, typically around 6.0m, and poorly aligned both horizontally and vertically. Parts of the route exhibits a relatively high accident rate.

5.61 The routes from the airfield across to the A426 are of a similar standard to those described above, and in addition pass through several villages. A concern of both the District and County Councils is that any development on the site and adjoining land which would significantly increase the number of vehicles, both HGVs, and light vehicles using the sub-standard roads will give rise to problems of road safety and environmental intrusion (noise, vibrations etc.). The requirement to control the access routes shall apply to all commercial vehicles over 1.5 tonnes in weight unladen and for whatever purpose they are being used.

The Proving Ground Use

5.62 The permission for the Proving Ground use granted in 1973 related to the whole site and is still operable. The permission was subject to a number of limitations imposed to control the operation and minimise noise nuisance. The original concept of the proving ground related largely to the routine testing of several vehicles simultaneously whereas the current activity also includes the testing of individual prototypes or modified vehicles. There is also uncertainty about the range of uses which can be operated under the existing permission. The terms of the permission present a particular problem in so far as a standard is set based on noise from vehicles on the public highway and seeks to apply it to vehicles driven on the proving ground, some of which could not legally be driven on the public highway. The noise impact from the uses does give rise to complaints from residents in the area from time to time.

5.63 The site owners may wish to make modifications to provide a wet surface area, or low friction surface, to allow for further sophisticated testing of brake systems, suspension and steering, together with a transmission test slope. There is also a requirement for the provision of dedicated workshops for key users of the test circuit, as a base from which to monitor vehicles under test in complete security and privacy.

5.64 The District Council considers that before any further development of the proving ground facilities or other development on the site is allowed to take place the range of proving ground uses which can take place should be clarified; monitoring operations to ensure unacceptable disturbance to residents from noise from the proving ground use does not take place, should be agreed; and systems for monitoring the proving ground operation be adopted by the owners of the site. The District Council is advised that the installation of trackside sensors would not threaten manufacturers' desire for secrecy. Any uses which could be operated under permitted development should be brought under planning control. It is the intention of the District Council to seek to negotiate agreements with the owners and operators to overcome these matters in relation to the whole proving ground operation.

5.65 POLICY EM/16

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD, AS DEFINED ON PROPOSALS MAPINSET 6, THE DISTRICT COUNCIL WILL NOT GRANT PLANNING PERMISSION FOR PROPOSALS TO EXTEND THE TEST FACILITIES AND TO ERECT

ANCILLARY WORKSHOPS ON SITE A ON THE PLAN UNTIL IT IS DEMONSTRATED TO THE SATISFACTION OF THE DISTRICT COUNCIL THAT THE FOLLOWING REQUIREMENTS CAN BE MET:-

- 1. A. THE CLARIFICATION AND DEFINITION OF THE EXTENT OF THE USES THAT CAN BE CARRIED ON UNDER THE TERMS OF THE 1973 PERMISSION FOR THE PROVING AND TESTING OF MOTOR VEHICLES;**
 - B. THE DEFINITION OF NOISE LIMITS AND SYSTEMS OF OPERATION THAT WILL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
 - C. THE SPECIFICATION OF SYSTEMS FOR MONITORING NOISE AND SECURING COMPLIANCE WITH NOISE LIMITS; AND**
 - D. SUBJECTING TO THE SAME CONTROLS ANY TEMPORARY USES THAT MAY BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 - SCHEDULE 2 PART 4;**

THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE ABOVE REQUIREMENTS AND SUBJECT TO THE FOLLOWING CRITERIA:-

- 2. THE DESIGN, MATERIALS, MASSING AND BULK OF THE BUILDINGS AND TEST SURFACES SHOULD COMBINE TO MINIMISE THEIR IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA;**
- 3. THE COMBINED GROSS FLOOR SPACE OF THE BUILDINGS SHALL CONTRIBUTE TO THE SITE'S CUMULATIVE GROUND FLOORSPACE LIMIT OF 16,700M² AND IN ANY EVENT SHALL NOT EXCEED 2,200M² AND THE USE SHALL BE ANCILLARY TO THE PROVING AND TESTING OF MOTOR VEHICLES BEING TESTED ON THE PROVING GROUND;**
- 4. THE EXISTING PERIMETER TREE PLANTING IS RETAINED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE BUILDINGS INTO THE LANDSCAPE;**
- 5. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:**
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;**
- 6. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;**
- 7. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
- 8. AGREEMENTS ARE ENTERED INTO TO CONTROL ROUTING OF COMMERCIAL VEHICLES;**
- 9. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
- 10. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Other Uses

5.66 From time to time other uses have been permitted on parts of the site and in the hangar and include display of temporary structures; shows, exhibitions and photographic displays. It is considered that other uses could be acceptable provided they do not generate unacceptable noise and traffic levels. Where by their nature the uses are short term or where a trial run would be beneficial to assess the impact, a temporary permission will be considered.

5.67 The use of parts of the proving ground for the storage of motor vehicles has continued since 1990 on the basis of temporary permissions. One of the permitted areas is situated around the former hangar near the main entrance to the site, and extends to 9.31 hectares. The other main area is located towards the northern boundary of the site, and the permitted use also relates to several former aircraft dispersal areas. The total area is about 28 hectares.

5.68 A resolution was given in June 1999 to grant approval for the parking and storage of motor vehicles on a permanent basis subject to the completion of a satisfactory Section 106 Agreement controlling the routing of traffic and a restriction on numbers of transporters and HGV trailers entering and leaving the proving ground, together with a requirement for landscaping on the perimeter of the proving ground. Conditions on the planning permissions specify that no more than a total of 200 car transporters shall enter or leave the site in any one week, which shall comprise the hours of 0700-

1900 Monday to Friday inclusive, and no more than a total of 45 car transporters shall enter or leave the site on any one week day.

5.69 In recognition of the contribution that the site makes to the rural economy, modest development, in the form of new buildings ancillary to the permitted uses on the site, or extensions to existing buildings, will be considered appropriate where it would not be visually intrusive or impact detrimentally on the wider area. In view of the location of the site and the need to ensure that the scale of new development is not excessive, the District Council has identified a cumulative ground floorspace limit of 16,700 sq. metres for the site and will not permit development that exceeds that limit, other than the aircraft museum proposed under **Policy EM/20**.

5.70 At 31st March 1998 the existing ground floor uses with planning permission totalled 11,137 sq. metres of permanent floorspace. This figure includes 1,115 sq. metres of floorspace for an agricultural building that has been started, but has yet to be completed. In addition there is 556 sq. metres of temporary floorspace with planning permission and 1,053 sq. metres of unauthorised floorspace. The cumulative floorspace limited of 16,700 sq. metres will allow for an increase of approximately 30% of the existing permanent permitted floorspace on the site, together with the development of proving ground workshops under **Policy EM/16**. All new buildings will need to satisfy the development criteria outlined in **Policy EM/17**.

5.71 Planning permission has been given for the use of the main hangar for warehousing. Other uses could be appropriate provided the requirements in the following Policy are complied with.

5.72 POLICY EM/17

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR PROPOSALS TO USE THE EXISTING HARD SURFACES AND BUILDINGS ON THE SITE FOR EMPLOYMENT, RECREATION AND TOURISM DEVELOPMENT WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
- 2. THE USES DO NOT CONSIST OF THE FLYING, DISPLAY, OPERATION, STORAGE, MAINTENANCE REPAIR, REFURBISHMENT AND RECONSTRUCTION OF AIRCRAFT EXCEPT AS INDICATED IN POLICIES EM/18 TO EM/21;**
- 3. THE EXISTING PERIMETER TREE PLANTING IS RETAINED AND NEW PLANTING AND LANDSCAPING CARRIED OUT WHERE APPROPRIATE;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:
A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;
B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;**
- 5. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE NEW USES ARE IMPLEMENTED;**
- 6. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
- 7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;**
- 8. ANY BUILDING OR EXTENSION TO BE ERECTED IS ANCILLARY TO THE MAIN USE, MODEST IN SCALE, AND HAS NO MATERIAL VISUAL IMPACT OUTSIDE THE SITE; THE DISTRICT COUNCIL WILL SEEK AN OBLIGATION TO LIMIT THE ADDITIONAL AMOUNT OF FLOORSPACE ON THE SITE;**
- 9. AN AGREEMENT IS DRAWN UP TO BRING UNDER CONTROL ANY TEMPORARY USES THAT MAY BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 SCHEDULE 2 PART 4;**
- 10. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
- 11. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Flying Activities

5.73 In June 1989 the Inspector in determining enforcement and development appeals concluded that in 1973 a new chapter in the planning history of the site was opened resulting in the loss of any user

rights for operating it as an airfield which existed up to that time. He based his decision on the cessation of operational flying from the site, the specific terms of the 1973 permission and the conditions attached thereto, and the general circumstances in which permission for the proving ground was sought and granted. Any proposals to recommence flying will require planning permission, though it should be borne in mind that some limited flying does not require permission. In September 1990, the District Council accepted that flying could be acceptable on the site in certain circumstances.

5.74 A balance needs to be found between the need to protect the living conditions of nearby residents and the rural character of the site and the opportunities that the site offers for small-scale employment and tourism development. To achieve this balance the District Council will seek a planning obligation with the owners or operators of any flying-related development to restrict the frequency and times of any permitted flying movements to and from the site and to agree noise limits. The planning obligation will also cover engine testing.

5.75 There is already a hangar building on the site which could accommodate the repair and refurbishment of aircraft. This would involve the re-use of the building for its original purpose. There is scope within the site for long-term aircraft storage and specific areas are defined for this purpose on **Proposals Map Inset 6**, to limit the visual impact of this use. Aircraft storage for periods of three months or more will be classed as long-term storage.

5.76 There are no special circumstances to override Transport Policy 12 of the Structure Plan whereby the establishment or physical expansion of commercial airports other than East Midlands Airport will not normally be allowed. A large scale expansion of flying and related activities at Bruntingthorpe would not be compatible with its rural location. However, limited development that complies with the following policies could be accommodated within the site.

5.77 POLICY EM/18

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR PROPOSALS FOR THE FLYING, STORAGE, MAINTENANCE, REPAIR, REFURBISHMENT AND RECONSTRUCTION OF AIRCRAFT (SUBJECT TO THE EXCEPTIONS SET OUT IN POLICIES EM/19 - EM/21) EXCEPT FOR OPERATIONS LIMITED IN SCALE WHERE THE FOLLOWING CRITERIA ARE MET:

- 1. A. AIRCRAFT MOVEMENTS ARE RESTRICTED TO AN INFREQUENT LEVEL AND TO TIMES WHICH WILL NOT CAUSE UNACCEPTABLE DISTURBANCE TO RESIDENTS IN THE AREA;**
B. THE MAINTENANCE, REPAIR, REFURBISHMENT AND RECONSTRUCTION WORK SHALL BE CONFINED TO THE MAIN HANGAR, SHALL NOT INCLUDE ENGINE TESTING, AND SHALL BE RESTRICTED TO A LEVEL WHICH WILL NOT UNACCEPTABLY AFFECT RESIDENTIAL AMENITY THROUGH NOISE OR TRAFFIC GENERATION;
C. NOISE LIMITS ARE SET TO ENSURE THAT THERE IS NO UNACCEPTABLE DISTURBANCE TO RESIDENTS;

THE COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE ABOVE, TO DEFINE THE FREQUENCY AND TIMING OF AIRCRAFT MOVEMENTS, TO PROVIDE A FRAMEWORK FOR THE NOTIFICATION TO THE LOCAL PLANNING AUTHORITY OF DATES WHEN FLYING WILL OCCUR, TO DEFINE THE NATURE OF THE WORK TO BE CARRIED ON IN THE HANGAR, TO SET NOISE LIMITS, TO ESTABLISH A SYSTEM FOR NOISE MONITORING, AND TO SUBJECT TO THE SAME CONTROLS ANY FLYING OR ENGINE OPERATIONS WHICH COULD BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 - SCHEDULE 2, PART 4;

- 2. ALL LONG-TERM OUTSIDE STORAGE OF AIRCRAFT IS CONFINED TO AREA D AS DEFINED ON PROPOSALS INSET MAP 6;**
- 3. ADEQUATE PARKING IS PROVIDED ON SITE;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:**
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;**

5. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;
6. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;
7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;
8. NO ENGINEERING SERVICING OR REPAIR OPERATIONS SHALL TAKE PLACE OUTSIDE THE BUILDINGS SAVE BY AGREEMENT WITH THE DISTRICT COUNCIL;
9. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;
10. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.

Aircraft Museum

5.78 In 1984, planning permission was given for the use of a small part of the proving ground as an aircraft museum, with the use of the existing building as a clubhouse and the erection of a building for storage. It was not envisaged by the applicants that there would be regular flying and this was emphasised by the fact that the site earmarked for the use did not include the runways. There is little evidence to show that the approved site has been used to store aircraft. More aircraft have been brought onto the site in recent years and are stored in a variety of areas outside the permitted area.

5.79 Planning permission was given for an airshow to be operated in July 1993, 1994 and 1995 subject to a management agreement. These were generally run in accordance with the agreement. The airshow could be allowed to continue.

5.80 It would be unreasonable not to accept that exhibits could be flown in and out, and an air show and open days held, provided that flying and engine operation could be occasional, intermittent and incidental to the operations of a largely static museum. A museum use is supported by the Tourism policies in the Structure Plan.

5.81 In association with any application for an aircraft museum, the District Council will seek a planning obligation to set a broad limit on the frequency and timing of aircraft movements and the operation of aircraft engines and other repair and refurbishment works. The planning obligation will also cover engine testing. These controls will be sought to protect the amenities of residents around the site. It may also seek an environmental assessment. Any proposals for new buildings will not form part of the cumulative floorspace for the whole site (see paras **5.69** and **5.70**). It is anticipated that a museum could result in approximately 6,000 sq. metres of floorspace.

5.82 POLICY EM/19

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR AN ANNUAL AIR SHOW SUBJECT TO:-

1. THE APPROVAL OF A MANAGEMENT PLAN BY THE DISTRICT PLANNING AUTHORITY DETAILING MEASURES TO BE TAKEN TO CONTROL OPERATION OF AIRCRAFT AND FACILITIES FOR AND CONTROL OF SPECTATORS ON AND OFF THE SITE;
2. THE DISTRICT COUNCIL BEING SATISFIED THAT THE AIRSHOW CAN BE OPERATED SAFELY AND WITHOUT UNDUE LOSS OF AMENITY TO RESIDENTS.

5.83 POLICY EM/20 WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND AND AIRFIELD, AS DEFINED ON SITE B ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE ERECTION OF BUILDINGS AND USE OF LAND FOR AN AIRCRAFT MUSEUM WHERE THE FOLLOWING CRITERIA ARE MET:-

1. THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE FOLLOWING:
 - A. A DEFINITION OF THE AMOUNT OF FLYING WHICH WILL BE ACCEPTABLE DEPENDENT ON THE TYPE OF AIRCRAFT INVOLVED AND THE JUSTIFICATION FOR FLYING AND TO PROVIDE A FRAMEWORK FOR THE NOTIFICATION TO THE LOCAL PLANNING AUTHORITY, ON A SEASONAL BASIS, OF ACTUAL DATES AND PERIODS OF FLYING AND ENGINE OPERATION;
 - B. DEFINITION OF THE FREQUENCY OF OPERATIONS OF THE ENGINES OF AIRCRAFT WHEN NOT FLYING, THE HOURS OVER WHICH THEY ARE PERMITTED TO OPERATE AND THE MEASURES TAKEN TO MINIMISE NOISE.

- C. SUBJECTING TO THE SAME CONTROLS SET OUT IN A AND B ABOVE ANY FLYING OR ENGINE OPERATIONS WHICH COULD BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 – SCHEDULE 2, PART 4;
- D. RESTRICTION OF THE REPAIR MAINTENANCE, REFURBISHMENT AND RECONSTRUCTION OF AIRCRAFT WHICH ARE TO BE PART OF THE MUSEUM;
2. ANY BUILDING SHOULD HAVE A MINIMAL IMPACT OUTSIDE THE SITE;
 3. THE EXISTING PERIMETER TREE PLANTING IS TO BE RETAINED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE THE BUILDINGS INTO THE LANDSCAPE;
 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;
 - B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;
 5. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;
 6. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;
 7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;
 8. ADEQUATE PARKING SHALL BE PROVIDED ON SITE TO ACCOMMODATE VISITORS TO THE MUSEUM;
 9. THE DEFINITION OF NOISE LIMITS AND SYSTEMS OF OPERATION THAT WILL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;
 10. NO ENGINEERING SERVICING OR REPAIR OPERATIONS SHALL TAKE PLACE OUTSIDE THE BUILDINGS SAVE BY AGREEMENT WITH THE DISTRICT COUNCIL;
 11. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;
 12. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.

Storage, Maintenance and Repair of Vintage Aircraft

5.84 A proposal to erect a small hangar and store vintage aircraft on a site near the northern boundary, with very restricted flying, was allowed in 1992. The aircraft are used in displays away from the site. Although the permission was for a temporary period it is intended to continue the activities. This use can be allowed to continue as the aircraft could contribute to the museum use.

5.85 A planning obligation will be sought in association with any application for the storage of aircraft or the erection of workshops on the site. The obligation will seek to set a broad limit on the frequency and timing of aircraft movements and the operation of aircraft engines and other repair and refurbishment works. The planning obligation will also cover engine testing. These controls will be sought to protect the amenities of residents around the site. Any proposals for new buildings will form part of the cumulative floorspace for the whole site (see paras. 5.69 and 5.70).

5.86 POLICY EM/21

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD AS DEFINED AT SITE C ON PROPOSALS MAP INSET 6 THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE STORAGE OF AIRCRAFT AND THE ERECTION OF WORKSHOPS AND ANCILLARY BUILDINGS WHERE THE FOLLOWING CRITERIA ARE MET :-

1. THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE FOLLOWING:
 - A. DEFINITION OF THE AMOUNT OF FLYING WHICH WILL BE ACCEPTABLE DEPENDENT ON THE TYPE OF AIRCRAFT INVOLVED AND THE JUSTIFICATION FOR FLYING AND TO PROVIDE A FRAMEWORK FOR THE NOTIFICATION TO THE LOCAL PLANNING AUTHORITY, ON A SEASONAL BASIS, OF ACTUAL DATES AND PERIODS OF FLYING AND ENGINE OPERATION;
 - B. DEFINITION OF THE FREQUENCY OF OPERATIONS OF THE ENGINES OF AIRCRAFT WHEN NOT FLYING, THE HOURS OVER WHICH THEY ARE PERMITTED TO OPERATE AND THE MEASURES TAKEN TO MINIMISE NOISE;

C. SUBJECTING TO THE SAME CONTROLS SET OUT IN A AND B ABOVE ANY FLYING OR ENGINE OPERATIONS WHICH COULD BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 - SCHEDULE 2 PART 4

D. RESTRICTION OF THE USE OF BUILDINGS AND THE SITE TO THE REPAIR, MAINTENANCE, REFURBISHMENT AND RECONSTRUCTION OF AIRCRAFT WHICH ARE PART OF A RECOGNISED DISPLAY TEAM;

- 2. ANY BUILDING SHOULD HAVE A MINIMAL IMPACT OUTSIDE THE SITE;**
- 3. THE EXISTING PERIMETER TREE PLANTING IS TO BE RETAINED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE THE BUILDINGS INTO THE LANDSCAPE;**
- 4. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
- 5. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;**
- 6. THE AGREEMENT OF NOISE LIMITS AND SYSTEMS OF OPERATION TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
- 7. NO ENGINEERING SERVICING OR REPAIR OPERATIONS SHALL TAKE PLACE OUTSIDE THE BUILDINGS SAVE BY AGREEMENT WITH THE DISTRICT COUNCIL;**
- 8. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
- 9. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Bruntingthorpe Industrial Estate

North of Mere Road, West of Upper Bruntingthorpe.

5.87 The industrial area north of Mere Road is served by narrow, poorly aligned unclassified roads which take traffic through the residential areas of Upper Bruntingthorpe and Walton.

5.88 There are a variety of buildings on the site which provide accommodation for a range of distribution and industrial uses, together with opportunities for local employment. Limited redevelopment and improvements to the buildings in this area could be carried out without harm to the character and appearance of the countryside, provided that it does not result in unacceptable disturbance to residents in the area from noise or traffic generation. Redevelopment of parts of the industrial estate for prototype research and B1 use would be acceptable.

5.89 The buildings on the east side of the road are limited in number and scattered. Improvements could be carried out in accordance with other policies in the Plan. That area is excluded from **Policy EM/22**.

5.90 POLICY EM/22

WITHIN THE INDUSTRIAL AREA WEST OF UPPER BRUNTINGTHORPE, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE MODERNISATION, EXTENSION AND REDEVELOPMENT OF THE EXISTING BUILDINGS FOR CLASSES B1, B2 AND B8 USES, WHERE THE FOLLOWING CRITERIA ARE MET:

- 1. THE SITING, DESIGN, MATERIALS, MASSING AND BULK OF THE BUILDINGS SHOULD COMBINE TO MINIMISE THEIR IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA;**
- 2. NO TREES SHALL BE FELLED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE BUILDINGS INTO THE LANDSCAPE;**
- 3. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE USES TO BE CARRIED OUT IN THE BUILDINGS SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:
A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;
B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY.**
- 5. TO SERVE THE REDEVELOPMENT THE EXISTING ACCESS TO MERE ROAD SHALL BE CLOSED AND A SATISFACTORY ALTERNATIVE ACCESS FROM THE INDUSTRIAL AREA TO THE SHEARSBY BATH ROAD SHALL BE PROVIDED;**

6. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;
7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;
8. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;
9. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.

Treetops

5.91 Treetops occupies one of the former aircraft hangars. It is in a prominent location on the edge of the airfield. New building will be restricted on the site, in order to reduce the impact on the character and appearance of the countryside.

5.92 POLICY EM/23

WITHIN THE AREA OF TREETOPS, DELINEATED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PERMISSION FOR A SMALL EXTENSION FOR CLASS B8 USE, WHERE THE FOLLOWING CRITERIA ARE MET:-

1. THE BUILDING IS LIMITED IN FLOORSPACE TO 1,100 SQUARE METRES AND IS SITED AND DESIGNED SO AS NOT TO DETRACT FROM THE VISUAL AMENITY OF THE AREA;
2. AS FAR AS POSSIBLE NO TREES SHOULD BE FELLED AND NEW PLANTING SHALL BE CARRIED OUT;
3. THE OPEN PARTS OF THE SITE ARE PROTECTED FROM DEVELOPMENT;
4. ANY NECESSARY BUILDINGS AND STRUCTURES CAN BE ASSIMILATED INTO THE LANDSCAPE;
5. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT
 - A: TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;
 - B: THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;
6. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES.
7. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.

CHAPTER 6 TRANSPORTATION

Transport Policies

TR/1 Road Improvement Lines

Objectives

1. To promote transport choice by encouraging the provision of improved public transport services.
2. To recognise and provide for the needs of pedestrians and cyclists.
3. To support improvements to the transport network that will improve accessibility and safety, whilst ensuring that full account is taken of the need to safeguard and enhance the local environment.
4. To ensure that adequate parking is provided to serve new development.

Introduction

6.1 The District is located at the heart of England and served by the national road and rail and canal network. The M1 and M6 pass through the western part of the District and the A14 (M1-A1 link road) provides good access to the east coast ports. Only 1 km of the A14 east of its junction with the M1 runs through the District, but the A14 could increase the pressure for development in the south of the District. This has been allowed for in the allocation of both housing and employment land on the edge of Market Harborough. The junction of the A14/M1-M6 is remote from any major settlement and is not being promoted as an area for growth by either Harborough District or the adjoining planning authorities.

6.2 Rail services are provided on the Midland Main Line (Sheffield – London: St Pancras) with a station at Market Harborough. Efforts to improve public transport services are likely to be given greater priority, by both the County and District Councils, during the plan period. The District Council will encourage the development of both rail and bus services to serve the community.

6.3 In most cases, new road building is not the direct responsibility of the District Council. The Highways Agency is the executive agency responsible for the construction and maintenance of trunk roads (including most motorways) on behalf of the Government. The Government is currently reviewing its responsibilities in relation to trunk roads following the publication of its White Paper A New Deal for Transport : Better for Everyone (July 1998). The District Council, in partnership with Leicestershire County Council, is responsible for other major and minor roads within the District. In considering transportation issues the District Council will seek to encourage the continued prosperity of the area, subject to the need to safeguard and enhance the local environment and to promote sustainability.

Road Improvement Lines

6.21 Throughout the District, in addition to proposals contained in the Structure Plan and the Leicestershire Transport Policies and Programme, a number of road improvement schemes have been drawn up. These schemes were generally approved some years ago with the intention of either safeguarding them from development or implementing them in the event of redevelopment taking place, by setting new buildings back behind the improvement line. Plans of the improvement lines that will be safeguarded in the plan period are included in **Appendix G**.

6.22 POLICY TR/1

NEW DEVELOPMENT WILL BE REQUIRED TO MAKE ALLOWANCE FOR THE SAFEGUARDING OF THE ROAD IMPROVEMENT LINES LISTED BELOW:-

- **LITTLE STRETTON C3404 GARTREE ROAD**
- **LUBENHAM A4304 MAIN STREET/**
- **WESTGATE LANE**
- **SHEARSBY A5199 WELFORD ROAD**
- **CROSSROADS**
- **TILTON ON THE HILL B6047 LEICESTER ROAD**

6.23 Following the publication of the Draft Harborough District Local Plan, Leicestershire County Council undertook a review of its long-term improvement lines. In order to minimise uncertainty and the potential blight associated with the schemes it resolved to retain those schemes listed in **Policy TR/1** and abandon the following schemes:-

- Ashby Magna – Peveril Road
- Billesdon – Coplow Lane
- Gaulby – C3403 (east of village)
- Hungarton – Main Street/Barley Leas Junction
- Lubenham – A4304 Main Street
- Lubenham – A4304 Main Street/School Lane
- Mowsley – Saddington Road
- Peatling Magna – School Lane
- Swinford – C7687 High Street/Rugby Road
- Peatling Magna – School Lane/Arnesby Lane
- Peatling Magna – School Lane
- Saddington – Main Street/Weir Road

CHAPTER 7

LEISURE, RECREATION & COMMUNITY FACILITIES

Leisure, Recreation and Community Facilities Policies

LR/14 Tourism – self-catering accommodation

LR/18 Foxton Locks Area - moorings

Objectives

1. To encourage the provision of appropriately located leisure and recreational opportunities in the District.
2. To maintain an effective level of provision of leisure and recreation opportunities within the District.
3. To encourage the provision of community facilities to serve the population of the District.
4. To promote and widen the tourism asset base of the area.

Leisure and Recreation

Introduction

7.1 Leisure and recreation are activities with major land use implications. The increasing awareness of the benefits that leisure and recreation can provide for contemporary lifestyles has led to a need to respond to new demands and to the different types of services required. In addition to being a direct provider and manager of leisure and recreation services, the District Council will seek to facilitate and obtain the provision and maintenance of leisure facilities through planning obligations and partnership schemes.

7.2 The District Council will seek to ensure the provision of adequate recreation facilities throughout the District.

Self-Catering Accommodation

7.41 In endeavouring to promote more accommodation for visitors, the District Council may give favourable consideration to the development or conversion of sites for holiday accommodation, in location that would not normally receive consent for new dwellings. In order to ensure that such accommodation is not subsequently occupied as a permanent dwelling, the Council will seek to control the occupancy of such developments by means of planning conditions and Section 106 Agreements. Any sites for new self-catering accommodation must be suitably located with regard to environmental, landscape and highway factors.

7.42 POLICY LR/14

WHERE PLANNING PERMISSION IS GRANTED FOR SELF-CATERING HOLIDAY ACCOMMODATION, WITHIN BUILDINGS SUITABLE FOR CONVERSION, OR FOR PURPOSE BUILT UNITS, PLANNING CONDITIONS WILL BE IMPOSED, OR WHERE NECESSARY THE COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO RESTRICT THE DURATION OF THE OCCUPANCY OF THE UNITS TO TEMPORARY PERIODS.

Foxton Locks Area

7.45 The Foxton Locks Area, which is shown on **Proposals Map Inset 13** centres on the flight of ten staircase locks on the Grand Union Canal and the remains of the Inclined Plane, that superseded the locks for a short period in the early years of this century. The area is the most popular visitor attraction in the District. In March 1992 the District Council approved the Foxton Locks Action Plan. The Action Plan, which was approved after public consultation, contains both land use planning policies and policies to manage and guide visitor development in the area. The land use elements of the Action Plan are included in this Local Plan. The other elements of the Action Plan are being pursued through the Council's tourism strategy.

Moorings

7.55 As an encouragement to attract short stay visitors and to avoid tow path congestion, the District Council would normally support the development of land to the north of the basin for short-stay and permanent non-residential moorings. The scheme should be small in scale and not detract from the environmental or historic features of the area. The land is currently used as a dredging tip and is

screened by substantial hedging. Due to the lack of vehicular access to the site the new moorings should not be used as a base for boat hire or permanently moored residential boats.

7.56 POLICY LR/18

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE CONSTRUCTION OF A SMALL SCALE SCHEME OF SHORT-STAY AND PERMANENT NON-RESIDENTIAL MOORINGS ON LAND ON THE NORTH SIDE OF THE FOXTON BASIN, AS INDICATED ON PROPOSALS MAP INSET 13, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A SATISFACTORY LAYOUT AND LANDSCAPE SCHEME, WHICH INCLUDES RETENTION OF THE HEDGING THAT SURROUNDS THE SITE;**
- 2. PROVISION OF A SATISFACTORY PEDESTRIAN ACCESS TO THE SITE;**
- 3. RESTRICTION ON THE USE OF THE MOORINGS TO EXCLUDE PERMANENT RESIDENTIAL BOATS OR BOAT HIRE BUSINESS.**

CHAPTER 8 SHOPPING

Shopping Policies

SH/1 Principal Shopping and Business Areas – Market Harborough, Lutterworth, Broughton Astley, Fleckney, Great Glen, Kibworth

Objectives

1. To improve and sustain the vitality and viability of the main town and village shopping centres in the District.
2. To accommodate the demands for changing patterns of retailing, without detriment to the character and appearance of the District or the viability of existing shopping centres.
3. To encourage the establishment and retention of shopping facilities in the District.

Introduction

8.1 The main shopping areas in the District are in the town and village centres of Market Harborough, Lutterworth, Kibworth, Fleckney, Great Glen and Broughton Astley. These serve the respective settlements and surrounding villages. In the smaller villages, the number of village shops and sub-post offices has declined, leading to greater reliance on the car for access to shops in the larger towns and cities surrounding the District. The District Council recognises the need to encourage the retention of shops to meet the day-to-day needs of residents and to improve the viability and vitality of the established shopping areas.

8.2 The Structure Plan aims to reinforce the importance of Leicester city centre as a sub-regional shopping centre and to support the smaller town centre shopping areas in the county. The town and village shopping centres will be supported by encouraging retail and other appropriate development in the centres, by improvements to the transport system and by improving the attractiveness of the environment.

8.3 The policies in the Plan support a sequential approach to the location of new retail development. The first preference is for existing town and village centres, identified as the Principal Shopping and Business Areas, followed by edge of centre sites. There is no evidence of a defined need for out-of-centre retail developments in the District and any such proposals will need to be accompanied by rigorous supporting evidence.

8.4 All planning applications for retail development of more than 2,500 sq. metres gross floorspace should be supported by evidence that the applicant has adopted a sequential approach to the selection of sites and buildings suitable for conversion; the likely economic impacts on the vitality and viability of existing town and village centres and other retail centres; accessibility by a choice of means of transport; likely changes in travel patterns and any significant environmental impacts. An assessment of this nature may be required for smaller developments if they are likely to have a significant impact on Market Harborough and Lutterworth town centres or the larger village centres.

8.5 New retail proposals over 20,000 sq. metres gross floorspace on out-of-town sites and over 10,000 sq. metres gross floorspace in urban areas may require an environmental assessment under the provisions of DoE Circular 2/99 Environmental Impact Assessment. Applications for developments of this scale should also be accompanied by a retail impact study. Dependent upon the scale, nature and location of a proposal, a retail impact study may also be required for development below these thresholds.

Principal Shopping and Business Areas

8.6 New shopping and business uses will be encouraged to locate in the existing town and village centres, to expand and improve their vitality. Extension of shopping developments beyond these areas could lead to a spread of development unrelated to a cohesive shopping centre.

8.7 The centres of Market Harborough, Lutterworth and Kibworth are Conservation Areas. The conversion of buildings to retail or other uses in these areas will require sensitive treatment, particularly where the introduction of new or replacement shop fronts is involved. **Policy SH/4** and **Appendix I** give further guidance on shop fronts and advertisements.

8.8 POLICY SH/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR PROPOSALS FOR SHOPPING AND BUSINESS USES (CLASSES A1, A2 AND A3) IN THE PRINCIPAL SHOPPING AND BUSINESS AREAS OF :-

- MARKET HARBOROUGH
- LUTTERWORTH
- AND THE VILLAGE CENTRES OF:
- BROUGHTON ASTLEY
- FLECKNEY
- GREAT GLEN
- KIBWORTH

AS DEFINED ON THE PROPOSALS MAP INSETS, WHERE THE FOLLOWING CRITERIA ARE MET :-

1. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;
2. IN THE DEVELOPMENT OF SITES CURRENTLY USED FOR CAR PARKING, REPLACEMENT OFF STREET PARKING SPACES SHOULD BE PROVIDED;
3. IN THE CONVERSION OF EXISTING BUILDINGS, FEATURES OF THE BUILDING WHICH ARE IMPORTANT TO ITS CHARACTER SHOULD BE RETAINED;
4. THE DEVELOPMENT DOES NOT DETRACT FROM THE CHARACTER OF THE AREA IN TERMS OF DESIGN, MASS, MATERIALS, HEIGHT OR LOCATION;
5. THE PROPOSED USE WOULD NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS BY VIRTUE OF NOISE, VISUAL INTRUSION OR TRAFFIC GENERATION;
6. IN MARKET HARBOROUGH AND LUTTERWORTH, THE PROPOSAL SHOULD NOT RESULT IN THE LOSS OF RESIDENTIAL ACCOMMODATION;
7. A SATISFACTORY ACCESS IS PROVIDED.

8.9 Where a reference is made in the policies to a particular class of development, a definition of the use class can be found in **Appendix F**. Reference should also be made to the respective settlement chapters for further guidance on developments in the principal shopping areas referred to in **Policy SH/1**. In the core areas of Market Harborough and Lutterworth town centres, the change of use of ground floor premises to uses other than Class A1 shop, Class A2 financial and professional services, or Class A3 food and drink will be refused, in order to preserve and enhance the vitality and viability of the main shopping streets (**Policies MH/10 and LW/9**).

CHAPTER 10 MARKET HARBOROUGH

Market Harborough Policies

Housing

MH/1 Land between Burnmill Road and Leicester Road

MH/2 Land north of Kettering Road

MH/3 Land west of Farndon Road

Employment

MH/4 Land west of Northampton Road

MH/5 Land east of Northampton Road

MH/6 Land east of Rockingham Road

MH/7 Former railway goods yard

MH/8 Kettering Road/Rockingham Road – employment redevelopment area

The Town Centre and Related Development

MH/10 Development for Classes A1 and A3 shop uses in the Principal Shopping and Business Area.

MH/11 Office development in the Principal Shopping and Business Area

MH/12 Redevelopment of the yards rear of Church Street and High Street

MH/13 Redevelopment of land at Mill Hill Road/Roman Way

MH/14 Northampton Road Office Policy Area

MH/15 St Mary's Road Mixed Use Policy Area

Introduction

10.1 Market Harborough is the largest town in the District. It lies on the southern boundary of the county at the intersection of the A6 and A4304. It is approximately 15 miles south-east of Leicester and 18 miles north of Northampton. Market Harborough railway station lies on the Midland Main Line, with direct services to Sheffield and London: St Pancras.

10.2 Market Harborough was established in the 12th century. The historic pattern of long, narrow, burbage plots either side of the High Street is visible today. The width of the High Street is evidence of its early use as the site for the beast market. The town centre is a designated Conservation Area where **Policy EV/11 – EV/13** will apply. In the 19th century substantial areas of new housing were built to the west and south of the town. Post-war housing development has taken place principally to the north and south of the town. The town includes Little Bowden, which is no longer physically separate from Market Harborough. The 1998 mid-year population estimate for the town together with Great Bowden was 18,453.

10.3 Traditional sources of employment such as food processing, clothing and engineering have been augmented by other concerns so that the town now has a diverse employment base, creating a relatively stable and prosperous economy.

Constraints

10.4 The town lies within the valley of the River Welland. Development has spread out from the valley floor but is still contained by the ridgelines surrounding the town. Development on the land between Market Harborough and Great Bowden will be strictly controlled to protect the separate identity of each settlement (see **Policy EV/3**). The ridgelines to the north and west of the town act as physical restraints to further development. Land to the north of the town lies within the Area of Particularly Attractive Countryside (see **Policy EV/4**).

10.5 The A6 Bypass opened in 1992, relieving the town centre of some north-south through traffic. The A14 opened in 1994 and has taken away a considerable amount of east-west through traffic from the A4304. The Bypass Demonstration Project has brought about environmental improvements and traffic calming measures in the town centre following the removal of much of the through traffic.

10.6 The water supply system to Market Harborough has limited scope to accommodate additional growth and reinforcement works will be needed. The water reclamation works also have limited capacity to accommodate further growth. Development will need to be phased to coincide with the necessary infrastructure improvements.

10.7 Development will be resisted in the floodplains of the Rivers Jordan and Welland. These areas are not only important from the land drainage aspect, but are also Important Open Land. Areas of important open space subject to **Policy HS/9**, are defined on **Proposals Map Inset 25** and are listed below:

- St Mary in Arden Churchyard, Great Bowden Road
- Little Bowden Bowling Green, Kettering Road
- Land at Rectory Lane, Little Bowden
- Paddocks adjoining the River Jordan, Scotland Road and Braybrooke Road
- St Nicholas Churchyard, Little Bowden
- Welland Park and land adjoining the River Welland between Willow Crescent and Northampton Road
- Logan Street recreation ground
- Cricket ground, Fairfield Road
- The Woodlands
- Arboretum, Edward Road
- The Headlands recreation ground
- Sherrard Road recreation ground
- Symingtons recreation ground
- Roman Way recreation ground
- Burford Green recreation ground
- Land at Doddridge Road

Future Development

10.8 The allocation of land for new housing and employment development in Market Harborough is consistent with the strategic policies in the Structure Plan. Market Harborough is identified as a location for major new development. In September 1991 the District Council approved a review of the Market Harborough Local Plan. The approved review included substantial allocations of land for new housing and employment development on the edges of the town. These allocations are carried forward in this Local Plan. Other new housing allocations are also included in this Plan.

10.9 The review of the Market Harborough Local Plan also included policies to improve the vitality and viability of the town centre which serves as a shopping and business centre for the surrounding villages. The recent St Mary's Place shopping development is designed to link into the heart of the town centre, to improve the town's attractiveness for residents and visitors alike.

10.10 The limits to development around Market Harborough and Great Bowden, together with specific proposals and allocation of land for new development are shown on **Proposals Map Inset 25**.

HOUSING

10.11 There is a considerable amount of land already committed for housing in Market Harborough, in the form of sites with planning permission or under construction. These are listed at **Appendix E**. **Policy HS/2** outlines the sites to be allocated for new housing development. Four sites are proposed in Market Harborough. They could accommodate approximately 1,410 dwellings. Two of the sites (**Policies MH/1 – MH/2**) are carried forward from the review of the Market Harborough Local Plan (1991). The remaining site (**Policy MH/3**) is a new allocation in this Local Plan. There is a need for affordable housing in the area and the District Council will negotiate for a proportion of affordable housing on all allocated sites (see **paras. 4.38 – 4.46**).

10.12 The rate of house building in the town has fluctuated over recent years. It is anticipated that although development will commence on all the allocated sites by the end of the plan period, the amount of housing allocated in the town may not be finally completed until after 2006.

Land between Burnmill Road and Leicester Road

10.13 This site is carried forward from the review of the Market Harborough Local Plan (1991). Phase I of the development, the land west of Burnmill Road is substantially complete. The remainder of the site could accommodate approximately 390 dwellings. In January 1997 outline planning permission was granted for residential development of the majority of the site and development is proceeding.

The site should incorporate a varied mix of house types, including some affordable housing. The outline planning permission is subject to a legal agreement which provides for a financial contribution to the provision of subsidised affordable housing off-site, together with low-cost market housing on site. The agreement also provides for the replacement of the allotments.

10.14 The main access to Leicester Road will be through the former allotments from a new roundabout junction.. It is not intended that the link road from Leicester Road to Burnmill Road should accommodate traffic passing through the town, but should merely give access to development in the northern part of the town. Victoria Avenue is only suitable to serve a small development to round off the head of the cul-de-sac. However, a pedestrian link to the larger site should be designed to link through to Victoria Avenue. Off-site highway works will be required to ameliorate the impact of the development, particularly when the road linking Leicester Road and Burnmill Road is complete. It is anticipated that these works will include the provision of a mini roundabout at the junction of Burnmill Road and Ridgeway West.

10.15 The recreation land required within the site, in accordance with the standards in **Appendix H**, should include an area of approximately 1.5 – 2.0 hectares for general recreation use along with smaller areas within the site for more local children's play areas and incidental open spaces. The landscaping of the development should aim to create a sense of place within this large site. Particular attention should be paid to landscaping the outer fringes of the site to minimise the impact of the development on the ridgeline.

10.16 The following policy will guide any subsequent planning applications to develop the site.

10.17 POLICY MH/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 18.0 HECTARES OF LAND BETWEEN BURNMILL ROAD AND LEICESTER ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A LINK ROAD WILL BE REQUIRED BETWEEN BURNMILL ROAD AND LEICESTER ROAD;**
- 2. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS, INCLUDING A PEDESTRIAN LINK TO VICTORIA AVENUE;**
- 3. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 4. APPROXIMATELY 2.3 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**
- 5. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF APPROXIMATELY 10% OF THE DEVELOPMENT AS AFFORDABLE HOUSING, TOGETHER WITH A FINANCIAL CONTRIBUTION FROM THE DEVELOPER FOR OFF-SITE PROVISION OF AFFORDABLE SUBSIDISED HOUSING;**
- 6. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS TRAFFIC CALMING MEASURES TO AMELIORATE THE IMPACT OF THE DEVELOPMENT;**
- 7. THE ALLOTMENTS EAST OF LEICESTER ROAD MUST BE RELOCATED TO A SUITABLE, PREPARED, ALTERNATIVE SITE IN ACCORDANCE WITH A TIMESCALE TO BE AGREED WITH THE DISTRICT COUNCIL;**
- 8. THE LANDSCAPE SCHEME FOR THE SITE MUST INCLUDE PROVISION FOR LANDSCAPING WITHIN THE SITE AND ON THE OUTER EDGES OF THE SITE;**
- 9. A MASTER PLAN, INCLUDING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.**
- 10. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT.**

Land North of Kettering Road

10.18 This site is carried forward from the review of the Market Harborough Local Plan (1991). It The first phase of the development, at the corner of Gores Lane and Rockingham Road is substantially complete. The remainder of the site could accommodate approximately 520 dwellings. In July 1997

outline planning permission was granted for residential development of the site and the development is proceeding. The site should incorporate a varied mix of house types, including some affordable housing. The outline planning permission is subject to a legal agreement which provides for the developer to make financial contributions to education facilities, community facilities and off-site highway works.

10.19 The site forms part of the land enclosed by Rockingham Road, Kettering Road and the A6. A distributor road will be required to link Rockingham Road to Kettering Road. Land off Rockingham Road is allocated for employment purposes in **Policy MH/6**. The landscaping of the site should aim to create a sense of place within this large site. Particular attention should be paid to the outer edges of the site, where it adjoins the A6.

10.20 A site of 0.2 hectares at the junction of Rockingham Road and the distributor road serving the site, has been identified for the construction of a community facility or local shop. Leicestershire County Council originally planned to accommodate children from this development at Little Bowden Primary School. It has subsequently been decided to establish a new school in the southeast of the town and the County Council is seeking a site for the school. This provides the opportunity to integrate the school and community facilities to serve this development.

10.21 The following policy will guide any subsequent planning applications to develop the site.

10.22 POLICY MH/2

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 27.1 HECTARES OF LAND NORTH OF KETTERING ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A DISTRIBUTOR ROAD WILL BE REQUIRED TO LINK ROCKINGHAM ROAD TO KETTERING ROAD;**
- 2. A TRAFFIC IMPACT ASSESSMENT FOR THE WHOLE SITE MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. APPROXIMATELY 3.0 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION AND OPEN SPACE;**
- 4. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF APPROXIMATELY 15% OF THE DEVELOPMENT AS AFFORDABLE HOUSING;**
- 5. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. THE PROVISION OF COMMUNITY FACILITIES EITHER ON OR OFF THE SITE;**
 - B. THE PROVISION AND/OR EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**

THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;

- 6. A 50 METRE BUFFER AREA INCLUDING A LANDSCAPED BUND SHOULD BE CONSTRUCTED BETWEEN THE A6 AND THE HOUSING DEVELOPMENT, AND THE HOUSING AND EMPLOYMENT DEVELOPMENT;**
- 7. THE LANDSCAPE SCHEME FOR THE SITE MUST INCLUDE PROVISION FOR LANDSCAPING WITHIN THE SITE AND ON THE OUTER EDGES OF THE SITE;**
- 8. A MASTER PLAN, INCLUDING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.**
- 9. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;**
- 10. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS.**

Land West of Farndon Road

10.23 The site is located to the immediate west of Farndon Road and occupies relatively flat agricultural land. It is bounded to the east by Farndon Road, the Welland Caravan Park and a number of industrial and commercial premises, and to the north-west by the River Welland. All other boundaries follow existing hedge lines. The site could accommodate approximately 400 dwellings.

10.24 Drainage of the site is likely to require a major reinforcement of the foul sewer in Farndon Road. The northern part of the site is within the washland of the River Welland. The washland area has been excluded from the developable area in calculating the dwelling capacity of the site. The National Rivers Authority will require a full site survey to determine the extent of the areas for flood storage and flood flows and the introduction of mitigating works such as surface water balancing as part of the development.

10.25 A development of this scale will require two points of access onto Farndon Road. Off site highway works are likely to be required on Farndon Road and other roads in the area. These matters should be addressed in the traffic impact assessment that will be required prior to any grant of planning permission.

10.26 The site is exposed on its southern and western boundaries and the development of the site will require substantial structural landscaping in these locations. There is considerable opportunity to enhance the immediate environment of the River Welland within the site. Substantial landscaping between the proposed new dwellings and the existing industrial and commercial units to the east will ensure that the amenities of future residents are protected. The landscaping of the development should aim to create a sense of place within this large site. Great crested newts are present on land adjoining the north-eastern boundary of the site and care must be taken to protect their habitat in any development of the site.

10.27 Land will be required for recreation in accordance with the standards in **Appendix H**. The location of the recreation areas within the site should take advantage of the need to enhance the setting of the River Welland and the need to separate new dwellings from existing commercial uses.

10.28 Due to the scale and location of this development the District Council will seek a varied mix of house types, the provision of affordable housing within the site and contributions to school and community facilities. There is a need for affordable housing in the area and the District Council will negotiate for a proportion of affordable housing on the site (see **paras 4.38-4.46**). Based on current information the proportion of affordable housing sought is likely to be in the region of 30% of the estimated capacity of the site. Development of this scale is likely to result in the need to improve community and medical facilities in the town. Other facilities may be identified during the plan period. The provision of local shops or the retention of the existing farm shop on Farndon Road will be encouraged in accordance with **Policy SH/5**.

10.29 POLICY MH/3

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 25.1 HECTARES OF LAND WEST OF FARNDON ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF TWO LINKED POINTS OF ACCESS TO FARNDON ROAD;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. APPROXIMATELY 2.4 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**
- 4. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING IN CONNECTION WITH THE DEVELOPMENT;**
- 5. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. THE PROVISION OF COMMUNITY FACILITIES EITHER ON OR OFF THE SITE;**
 - B. THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**
 - C. TRAFFIC CALMING MEASURES TO AMELIORATE THE IMPACT OF THE DEVELOPMENT;**
- THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;**
- 6. A COMPREHENSIVE LAND SURVEY, TO ESTABLISH THE AREAS USED FOR FLOOD STORAGE AND THE LAND USED FOR FLOOD FLOWS, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY MITIGATING WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 7. WITHIN THE AREA REQUIRED FOR FLOOD FLOW AND FLOOD STORAGE, PLANNING PERMISSION WILL NOT BE GRANTED FOR:**

- A. ANY BUILDINGS;**
- B. WORKS THAT RESULT IN ANY OVERALL INCREASE IN THE EXISTING GROUND LEVELS, THEREBY IMPEDING THE CAPACITY OF OR FLOWS WITHIN THE FLOODPLAIN.**
- 8. THE LANDSCAPE SCHEME FOR THE SITE MUST INCLUDE PROVISION FOR LANDSCAPING WITHIN THE SITE AND ON THE OUTER EDGES OF THE SITE;**
- 9. A MASTER PLAN, INCLUDING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.**
- 10. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS;**
- 11. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT.**

EMPLOYMENT

10.30 Policy EM/1 outlines the sites to be allocated for employment development. In total 30.2 hectares are allocated for new development on four sites (**Policies MH/4-MH/7**), one further site is proposed for redevelopment (**Policy MH/8**). Land for an agricultural showground and Class B1 development is proposed at Airfield Farm, to the north of the town (see **Policy EM/11**).

Land West of Northampton Road

10.31 The previously adopted Market Harborough Local Plan (1984) allocated land west of Northampton Road for employment development. Most of the site has been developed, but approximately 1.8 hectares is still used for allotments. The site could be developed for employment purposes, provided the developer makes provision for a relocation of the allotments.

10.32 POLICY MH/4

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASSES B1 AND B8 DEVELOPMENT ON APPROXIMATELY 1.8 HECTARES OF LAND WEST OF NORTHAMPTON ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE RELOCATION OF THE ALLOTMENTS ON THE SITE TO A SUITABLE, PREPARED, ALTERNATIVE SITE;**
- 2. A SATISFACTORY ACCESS IS PROVIDED;**
- 3. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 4. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA.**

Land East of Northampton Road

10.33 This site is carried forward from the review of the Market Harborough Local Plan (1991). The land east of Northampton Road opposite the recreation ground and Leisure Centre provides the opportunity for a prestigious commercial development on the southern approach to the town from the A14. A hotel may also be a suitable development in this location. Surface water balancing will be required to accommodate the development of this site. The northern part of the site abuts the Brampton Valley Way, a footpath and cycleway using the former Market Harborough to Northampton railway line. In providing facilities for cycle access into the site the developers will be encouraged to provide a cycle route from the site to the Brampton Valley Way.

10.34 POLICY MH/5

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASS B1 DEVELOPMENT ON APPROXIMATELY 14.4 HECTARES OF LAND EAST OF NORTHAMPTON ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE LAYOUT SHOULD PROVIDE FOR LOW DENSITY DEVELOPMENT WITH A HIGH STANDARD OF LANDSCAPING;**
- 2. THE DEVELOPMENT SHOULD NOT ADVERSELY AFFECT THE ECOLOGICAL INTEREST OF THE ADJACENT FORMER RAILWAY LINE;**
- 3. PROVISION OF A SATISFACTORY ACCESS TO NORTHAMPTON ROAD;**
- 4. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE**

UNDERTAKEN AT THE DEVELOPER'S EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;

5. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING.

6. A MASTER PLAN, INCLUDING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.

7. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;

8. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS.

Land East of Rockingham Road

10.35 This majority of this site is carried forward from the review of the Market Harborough Local Plan (1991). At its northern end the site includes land that has had planning permission for a motorists service area. However, that development is unlikely to take place, as alternative sites on the A6/B6047 to the north of Market Harborough have subsequently been granted planning permission for similar developments. The employment allocation under **Policy MH/6** is the northern section of land enclosed by Rockingham Road, Gores Lane, Kettering Road and the A6 which is allocated for housing development in **Policy MH/2**. A development brief for the area was approved by the District Council in April 1995. Outline planning permission for the majority of the site was subsequently granted in July 1997. The following Policy will guide any renewal of that consent and any new applications.

10.36 POLICY MH/6

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASSES B1, B2 AND B8 DEVELOPMENT ON APPROXIMATELY 8.0 11.2 HECTARES OF LAND EAST OF ROCKINGHAM ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

1. VEHICULAR ACCESS TO THE SITE SHOULD BE TAKEN DIRECTLY FROM ROCKINGHAM ROAD OR FROM A DISTRIBUTOR ROAD LINKING ROCKINGHAM ROAD TO KETTERING ROAD;

2. A 50 METRE BUFFER AREA INCLUDING A LANDSCAPED BUND IS CONSTRUCTED BETWEEN THE HOUSING AND EMPLOYMENT DEVELOPMENT;

3. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;

4. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;

5. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;

6. A MASTER PLAN, INCLUDING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.

7. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;

8. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS.

Former Railway Goods Yard

10.37 The site has been extended from 1.2 hectares to 2.8 hectares, from the area identified in the review of the Market Harborough Local Plan (1991). The former railway goods yard is a relatively flat underused site located adjacent to the railway line. There are access constraints to the site because of the location of the railway bridge which restricts visibility at the Rockingham Road junction. Railtrack own the bridge and will monitor its condition and carry out any works required. This may not involve a complete rebuilding of the bridge. However, should the bridge be rebuilt, this would enable the existing access problems to be overcome. Planning permission will be granted for employment development on this site if access to the site is improved.

10.38 POLICY MH/7

THE DISTRICT COUNCIL WILL GRANT PLANNING

PERMISSION FOR CLASSES B1, B2 AND B8 DEVELOPMENT ON APPROXIMATELY 2.8 HECTARES OF LAND AT THE FORMER RAILWAY GOODS YARD OFF ROCKINGHAM ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF A SATISFACTORY ACCESS TO ROCKINGHAM ROAD;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. TO ENSURE THAT THE PROPOSED USES DO NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION OR IMPOSE CONDITIONS RELATING TO THE DEFINITION OF NOISE LIMITS, SYSTEMS OF OPERATION, HOURS OF WORKING, NOISE ATTENUATION MEASURES AND LANDSCAPING.**

Kettering Road/Rockingham Road – Employment Redevelopment Area

10.39 This site comprises the site of the Harboro Rubber Company along with part of the dismantled railway line. Planning permission granted in 1996, for the redevelopment of the Harboro Rubber Company site for retailing, the conversion of the listed mill to a restaurant/licensed premises and the relocation of the factory. The factory has since been extended into new premises south of St. Mary's Road. The land north of the Kettering Road has been developed for housing.

10.40 POLICY MH/8

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASSES B1, B2 AND B8 DEVELOPMENT, OR RETAIL DEVELOPMENT OR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 4.0 HECTARES OF LAND WITHIN THE KETTERING ROAD/ROCKINGHAM ROAD EMPLOYMENT REDEVELOPMENT AREA, WHERE THE FOLLOWING CRITERIA ARE MET :-

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. THE PROPOSED DEVELOPMENT DOES NOT ADVERSELY AFFECT THE AMENITIES OF RESIDENTS IN THE AREA;**
- 4. THE TYPE AND SIZE OF UNIT FOR NON-FOOD RETAIL DEVELOPMENT WILL BE CONTROLLED TO ENSURE THAT THE VITALITY AND VIABILITY OF MARKET HARBOROUGH TOWN CENTRE IS NOT ADVERSELY AFFECTED.**

THE TOWN CENTRE AND RELATED DEVELOPMENT

The Shopping and Business Area

10.45 Market Harborough is identified in the Structure Plan as a town with a role as a centre for local shopping for the surrounding area. Market Harborough's shops continue to serve both the town and surrounding rural area. Although there are other major shopping centres at Leicester, Northampton, Kettering and Corby, Market Harborough is an important centre supplying both day-to-day convenience goods and durable goods.

10.46 Market Harborough has a fairly well-defined shopping area concentrated along the High Street and The Square. **Policy SH/1** defines the Shopping and Business Area. The main objective of this Policy is to concentrate any new shopping development in the town centre, to expand and improve its vitality. Extension of shops beyond this area would lead to an undesirable spread of retail uses unrelated to a cohesive shopping centre.

10.47 The Shopping and Business Area includes developments along Coventry Road, Northampton Road and St. Mary's Place. This area allows for the provision of adequate parking and servicing to existing premises within the town. St Mary's Place forms a pedestrian walkway linking The Square to the market hall and supermarket south of the River Welland. Class A1 retail and Class A3 food and drink development will be encouraged within the ground floors of premises in the core of the Shopping and Business Area.

10.48 The District Council monitors ground floor uses in the town centre. A proliferation of Class A2 financial and professional service uses is likely to change the ambience of a locality and can stifle the vitality normally associated with shopping centres. However, there is a need for some Class A2 uses to be located in the Shopping and Business Area. Proposals for Class A2 and Class A3 uses that would result in unbroken frontages of 3 or more units of such uses will be refused if the cumulative impact of such development is deemed to have an adverse effect on the street scene and the vitality and viability of the area. The District Council may also impose a condition to restrict the permitted development rights to change between Class A3 and A2 use, in any planning permissions granted for

Class A3 development in the core of the Shopping and Business Area. This is in order to protect the vitality and viability of the town centre.

10.49 POLICY MH/10

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR THE CHANGE OF USE OF GROUND FLOOR PREMISES TO USES OTHER THAN CLASS A1 RETAIL, CLASS A2 FINANCIAL AND PROFESSIONAL SERVICES OR CLASS A3 FOOD AND DRINK, IN THE FOLLOWING STREETS WITHIN THE MARKET HARBOROUGH PRINCIPAL SHOPPING AND BUSINESS AREA:-

- ADAM AND EVE STREET
- CHURCH SQUARE
- CHURCH STREET
- COVENTRY ROAD (NOS. 1-21 ODD, 2-18 EVEN)
- HIGH STREET (EAST AND WEST NOS. 1-25, 48-70 INC.)
- NORTHAMPTON ROAD (NOS. 1-11 ODD, 2-12 EVEN)
- ST MARY'S PLACE
- ST MARY'S ROAD (NOS. 1-17 ODD, 2-8 EVEN)
- THE SQUARE

PROPOSALS WHICH WOULD RESULT IN EXCESSIVELY LONG FRONTAGES OF CLASS A2 AND/OR CLASS A3 USES WILL BE REFUSED.

Office Development

10.50 There is a concentration of offices within the Shopping and Business Area at the northern end of High Street and northern side of Abbey Street, where office uses often occupy all floors of buildings. There are offices scattered throughout the remainder of the town centre mainly at first and second floor level although some ground floor offices are occupied by operations such as banks, building societies and estate agents.

10.51 Although the District Council's objective is to retain the essential retail character of the Shopping and Business Area it is recognised that there is capacity for the development of new office space, through the conversion of upper floors of shop premises and development of land at the rear of existing premises. The Northampton Road area is considered separately in **Policy MH/14**.

10.52 POLICY MH/11

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE USE OF UPPER FLOORS AND PREMISES TO THE REAR OF RETAIL FRONTAGES FOR OFFICE USES (CLASSES A2 AND B1) WITHIN THE MARKET HARBOROUGH PRINCIPAL SHOPPING AND BUSINESS AREA, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 2. IN THE CONVERSION OF EXISTING BUILDINGS FEATURES OF THE BUILDING WHICH ARE IMPORTANT TO ITS CHARACTER SHOULD BE RETAINED;**
- 3. DEVELOPMENT DOES NOT DETRACT FROM THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA;**
- 4. THE PROPOSED DEVELOPMENT WOULD NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS;**
- 5. THE PROPOSAL DOES NOT RESULT IN THE LOSS OF RESIDENTIAL ACCOMMODATION.**

Redevelopment of the Yards rear of Church Street and High Street

10.53 There may be some potential for the redevelopment of the yards to the rear of premises in the High Street and Church Street, as at Aldwinkle's Yard. Any development of the yards should also comply with the criteria in **Policy SH/1**.

10.54 POLICY MH/12

IN THE REDEVELOPMENT OF YARDS TO THE REAR OF CHURCH STREET AND HIGH STREET THE CHARACTER OF THE YARDS SHOULD BE PRESERVED. DEVELOPMENT WHICH WOULD

ADVERSELY AFFECT THE OPEN CHARACTER OF THE YARDS WILL NOT NORMALLY BE PERMITTED.

Redevelopment of land at Mill Hill Road/Roman Way

10.55 The site of the former Courtaulds factory on Roman Way and land adjacent has been substantially re-developed for housing. Part of this site has been allocated for a public car park. The southern most part of the site is occupied by industrial uses. Although outline planning permission has been granted for residential development, Class B1 development could also be a suitable use on this site.

10.56 POLICY MH/13

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASS B1, RESIDENTIAL AND PUBLIC CAR PARKING DEVELOPMENT ON APPROXIMATELY 2.2 HECTARES OF LAND AT MILL HILL ROAD/ROMAN WAY, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 2. THE RESERVATION OF AN AREA FOR PUBLIC CAR PARKING, AS INDICATED IN POLICY MH/16;**
- 3. DEVELOPMENT SHOULD NOT DETRACT FROM THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA;**
- 4. THE DEVELOPMENT DOES NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS.**

Northampton Road Office Policy Area

10.57 The northern part of Northampton Road, north of Welland Park Road and the former swimming baths, is an area of mixed uses with offices, industrial and other non-residential uses intermixed with residential properties. The change of use of existing properties to Class B1(a) office use will be encouraged in this area.

10.58 POLICY MH/14

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE REDEVELOPMENT OR CHANGE OF USE OF BUILDINGS TO OFFICES (CLASS B1) WITHIN THE NORTHAMPTON ROAD OFFICE POLICY AREA, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. THE PROPOSED USE WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA OR THE AMENITIES OF ADJOINING DWELLINGS BY VIRTUE OF NOISE, VISUAL INTRUSION OR TRAFFIC GENERATION;**
- 4. IN THE CHANGE OF USE OR CONVERSION OF EXISTING BUILDINGS ANY SIGNIFICANT ARCHITECTURAL OR HISTORIC FEATURES OF THE BUILDING SHOULD BE RETAINED.**

St Mary's Road Mixed Use Policy Area

10.59 The eastern part of St Mary's Road to the junction with Clarence Street and Kettering Road is excluded from the Shopping and Business Area. The area is made up of Victorian properties especially on the southern side. Many of the buildings have been converted from residential use, or redeveloped to shops or office uses. Retail outlets connected with other uses have also grown up in this area. **Policy MH/15** does not preclude retail outlets from the St. Mary's Mixed Use Policy Area. However, in assessing new retail proposals the District Council will need to be satisfied that they will not harm the vitality and viability of the town centre Shopping and Business Area.

10.60 POLICY MH/15

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR SMALL-SCALE CLASS B1 DEVELOPMENT, WITH AN ANCILLARY RETAIL USE, IF REQUIRED, OR RETAIL DEVELOPMENT OR RESIDENTIAL DEVELOPMENT WITHIN THE ST. MARY'S ROAD MIXED USE AREA, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. THE PROPOSED USE WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA OR THE AMENITIES OF ADJOINING DWELLINGS BY VIRTUE OF NOISE, VISUAL INTRUSION OR TRAFFIC GENERATION;**

- 4. IN THE CHANGE OF USE OR CONVERSION OF EXISTING BUILDINGS ANY SIGNIFICANT ARCHITECTURAL OR HISTORIC FEATURES OF THE BUILDING SHOULD BE RETAINED;**
- 5. THE DEVELOPMENT WOULD NOT HARM THE VITALITY AND VIABILITY OF THE TOWN CENTRE.**

CHAPTER 11

LUTTERWORTH

Lutterworth Policies

Environment

LW/1 Retention of the former railway embankment

Housing

LW/3 Land between Bitteswell Road and Leicester Road

LW/4 Land between Brookfield Way and Coventry Road

Employment

LW/5 Land south of Coventry Road

LW/6 Land east of Rugby Road

Recreation

LW/7 Public recreation area land south of Orange Hill

LW/8 Cemetery

The Town Centre and Related Development

LW/9 Development for Classes A1 and A3 uses in the Principal Shopping and Business Area

LW/10 Office development in the Principal Shopping and Business Area

LW/11 Extension of the George Street car park

Introduction

11.1 Lutterworth is the second largest settlement in the District. It is located at the intersection of the A426 and A4304. Junction 20 of the M1 lies immediately to the south-east of the town. It is approximately 14 miles south of Leicester and 6 miles north of Rugby.

11.2 Lutterworth originated as a Saxon settlement on the northern bank of the River Swift, developing steadily as a market town over the centuries. The town centre is a designated Conservation Area where **Policies EV/11 - EV/13** will apply. There are substantial industrial estates to the north of the town centre. In recent years Lutterworth has become an attractive location for new commercial and residential development because of its proximity to the motorway network. New housing development has taken place primarily to the north and west of the town. The 1998 midyear population estimate for Lutterworth was 7,818.

Constraints

11.3 The floodplain of the River Swift to the south of Lutterworth and the washlands of Bitteswell Brook to the north-west require protection from development to ensure that flooding problems are not exacerbated in the area. Development on the land between Lutterworth and Bitteswell will be strictly controlled to protect the separate identity of each settlement (see **Policy EV/3**). The separation area also extends to Magna Park to the west of Lutterworth.

11.4 The future development of Lutterworth is severely constrained by existing and planned roads. The M1 lies immediately to the east of the town. The Southern Bypass lies to the south and the Western Relief Road will form the outer boundary to the west.

11.5 The former railway embankment on the edge of the town is a significant environmental feature. Its retention is important not just for environmental reasons, but because it acts as a barrier filtering noise from the motorway to the east.

11.6 POLICY LW/1

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR PROPOSALS TO REMOVE, REDUCE OR REPOSITION THE FORMER RAILWAY EMBANKMENT FROM ITS JUNCTION WITH STATION ROAD TO ITS JUNCTION WITH THE A4303.

11.7 There are also areas of important open land subject to **Policy HS/9**, which will be protected from development. These are defined on **Proposals Map Inset 24** and are listed below.

- School playing fields, allotments and recreation area between Bitteswell Road and Crescent Road
- Coventry Road recreation ground
- St Mary's churchyard and adjoining land
- Coventry Road cricket ground
- Land south of the River Swift

Future Development

11.8 The allocation of land for new housing and employment development in Lutterworth is consistent with the strategic policies in the Structure Plan. Lutterworth is identified as a location for major new development. In the late 1980's the District Council undertook a review of the Lutterworth and Bitteswell Local Plan. The revised Plan was adopted in August 1993. It includes substantial allocations of land for new housing, a proposal for a Western Relief Road and two new areas for employment. These proposals were subject to a local plan inquiry in 1992. The District Council has incorporated virtually all of the Inspector's recommended changes into the Lutterworth and Bitteswell Local Plan and the allocations in that Plan are incorporated in this Local Plan.

11.9 No further allocations over and above the sites carried forward from the review of the Lutterworth and Bitteswell Local Plan are proposed in this Local Plan, because of the scale of committed development yet to be built in the town. The limits to development around Lutterworth and Bitteswell, together with specific proposals and allocations of land for new development are shown as **Proposals Map Inset 24**.

HOUSING

11.17 Policy HS/2 outlines the sites for new housing development. Two sites are proposed in Lutterworth. They could accommodate approximately 650 dwellings. There is a need for affordable housing in the area and the District Council will negotiate for a proportion of affordable housing within both allocated sites (see **para. 4.38 – 4.46**).

Land between Bitteswell Road and Leicester Road

11.18 This site is carried forward from the adopted Lutterworth and Bitteswell Local Plan (1993). It could accommodate approximately 350 dwellings. The site should incorporate a varied mix of house types, including some affordable housing. In June 1996 outline planning permission was granted for residential development of the site and development has now commenced. A master plan, illustrating the indicative proposals for the site, was submitted with the outline planning application. The developer will construct a distributor road, of a standard to serve as part of a Western Relief Road linking the A426 to the A 4303 Coventry Road. As the site includes the former football ground off Dunley Way, the outdoor play space provision required for the development will be sited on the former football club site.

11.19 The following Policy will guide any subsequent planning applications to develop the site.

11.20 POLICY LW/3

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 16.5 HECTARES OF LAND BETWEEN BITTESWELL ROAD AND LEICESTER ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE DEVELOPER WILL BE REQUIRED TO CONSTRUCT A ROAD OF DISTRIBUTOR ROAD STANDARD TO LINK BITTESWELL ROAD TO LEICESTER ROAD, ON THE NORTHERN PERIMETER OF THE SITE, AS AN INTEGRAL PART OF THE DEVELOPMENT;**
 - 2. APPROXIMATELY 2.1 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION. THIS SHOULD BE LOCATED ON THE FORMER FOOTBALL CLUB GROUND OFF DUNLEY WAY;**
 - 3. A SUBSTANTIAL AREA OF LANDSCAPED OPEN SPACE WILL BE REQUIRED ON THE WESTERN EDGE OF THE SITE BETWEEN BITTESWELL AND LUTTERWORTH;**
 - 4. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF APPROXIMATELY 15% OF THE DEVELOPMENT AS AFFORDABLE HOUSING;**
 - 5. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**
 - B. TRAFFIC CALMING MEASURES TO AMELIORATE THE IMPACT OF THE DEVELOPMENT;**
- THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;**

6. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;
7. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS.

Land between Brookfield Way and Coventry Road

11.21 This site represents a continuation of the housing development off Brookfield Way. It is carried forward from the adopted Lutterworth and Bitteswell Local Plan (1993). It could accommodate approximately 300 dwellings. In March 1997 outline planning permission was granted for residential development of the site and development has now commenced. A concept layout plan was submitted with the outline planning application and this provides for 7.3 ha of land on the opposite side of Brookfield Way to be transferred to the District Council for public recreation or allotment purposes. The outline planning permission is subject to a legal agreement which provides for a financial contribution towards the provision of community facilities off site. This contribution has been allocated to the proposed Lutterworth Sports Centre.

11.22 The site should incorporate a varied mix of house types, including some affordable housing. Low cost market housing will be provided on site and the developer will make a financial contribution towards the provision of subsidised affordable housing off-site. The developer will construct a distributor road, of a standard to serve as part of a Western Relief Road linking the A426 Leicester Road to the A 4303 Coventry Road. The following policy will guide any subsequent planning applications to develop the site.

11.23 POLICY LW/4

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 12.5 HECTARES OF LAND BETWEEN BROOKFIELD WAY AND COVENTRY ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

1. THE DEVELOPER WILL BE REQUIRED TO CONSTRUCT A ROAD OF DISTRIBUTOR ROAD STANDARD TO LINK BROOKFIELD WAY TO COVENTRY ROAD, ON THE WESTERN PERIMETER OF THE SITE, AS AN INTEGRAL PART OF THE DEVELOPMENT;
2. APPROXIMATELY 1.8 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;
3. A HIGH STANDARD OF LANDSCAPING SHOULD BE PROVIDED WITHIN THE SITE AND ON THE WESTERN BOUNDARY OF THE DEVELOPMENT;
4. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF APPROXIMATELY 15% OF THE DEVELOPMENT AS AFFORDABLE HOUSING, TOGETHER WITH A FINANCIAL CONTRIBUTION FROM THE DEVELOPER FOR OFF-SITE PROVISION OF SUBSIDISED AFFORDABLE HOUSING;
5. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-
 - A. THE PROVISION OF COMMUNITY FACILITIES OFF-SITE;
 - B. THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;
 THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;
6. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;
7. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS.

EMPLOYMENT

11.24 Although Magna Park is located only 2 miles west of Lutterworth, additional land for employment development is needed in the town. The existing industrial estates in Lutterworth are confined to the area between the A426 Leicester Road and the disused railway line and the M1. Further expansion northwards is undesirable as it would project even further into the countryside and require any traffic to and from the M1 to pass through the town centre. **Policy EM/1** outlines the sites to be allocated for employment development in Lutterworth. Both new sites are located close to the Southern Bypass to provide easier access to the motorway.

Land South of Coventry Road

11.25 The site of approximately 4.4 hectares will be enclosed by the Southern Bypass. Class B1 Business use will be acceptable on the site. A high standard of landscaping will be required as the site occupies a prominent position on the western approach to Lutterworth and adjoins residential development and a proposed burial ground (see **Policy LW/8**).

11.26 POLICY LW/5

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASS B1 DEVELOPMENT ON APPROXIMATELY 4.4 HECTARES OF LAND SOUTH OF COVENTRY ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF A SATISFACTORY ACCESS TO COVENTRY ROAD. NO DIRECT ACCESS WILL BE PERMITTED FROM THE SITE TO THE SOUTHERN BYPASS;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 4. THE SPINNEY FRONTING COVENTRY ROAD SHOULD BE RETAINED AND A HIGH STANDARD OF LANDSCAPING SHOULD BE PROVIDED WITHIN THE SITE;**
- 5. THE LANDSCAPING SCHEME SHOULD PROVIDE FOR A BUFFER ZONE BETWEEN THE COMMERCIAL DEVELOPMENT AND THE HOUSING TO THE EAST OF THE SITE;**
- 6. THE OCCUPATION OF ANY BUILDINGS ON THE SITE WILL NOT BE PERMITTED UNTIL THE SOUTHERN BYPASS IS OPEN TO TRAFFIC;**
- 7. THE CAPACITY OF LUTTERWORTH SEWAGE TREATMENT WORKS MUST BE IMPROVED BEFORE THE DEVELOPMENT COMMENCES.**

Land East of Rugby Road

11.27 With the construction of the Southern Bypass the land occupied by Mill Farm will become increasingly isolated from adjoining agricultural land. Should farming operations cease on this site, it would be suitable for commercial use. As the site is on one of the major approaches to the town a high quality development will be expected. It may be suitable for office or hotel development, depending upon the demands of the market. The total area of the site is 2.2 hectares. The northern part of the site (1.1 hectares) is in the flood plain of the River Swift and this will limit its development potential. Planning permission to change the use of the existing farmhouse to offices was granted in 1997.

11.28 New building will be confined to the southern part of the site (1.1 hectares), which lies outside the floodplain. Access will be permitted to Rugby Road across that part of the site that lies within the floodplain. Parking may also be accommodated within that part of the site that lies within the floodplain, provided that it does not result in any works that reduce the capacity of the land to function as a floodplain. Environment Agency will be consulted on all applications for development on this site and the land drainage interests will be protected.

11.29 The southern part of the site is of archaeological significance. It is the site of the medieval hospital of St John and a post-medieval mansion house. The archaeological assessment of the site, required prior to its development, will ascertain the presence (if any) of archaeological remains, their nature, location and depth and the need either for preservation or an appropriate level of archaeological recording within the development proposals.

11.30 POLICY LW/6

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASS B1 OFFICE, HOTEL OR OTHER PRESTIGE COMMERCIAL DEVELOPMENT ON APPROXIMATELY 2.2 HECTARES OF LAND BETWEEN THE FORMER RAILWAY EMBANKMENT, THE SOUTHERN BYPASS AND RUGBY ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF A SATISFACTORY ACCESS TO RUGBY ROAD. NO DIRECT ACCESS WILL BE PERMITTED FROM THE SITE TO THE SOUTHERN BYPASS;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. A HIGH QUALITY DEVELOPMENT WILL BE EXPECTED ON THIS IMPORTANT APPROACH TO LUTTERWORTH;**
- 4. THE OCCUPATION OF ANY NEW BUILDING ON THE SITE WILL NOT BE PERMITTED UNTIL THE SOUTHERN BYPASS IS OPEN TO TRAFFIC;**
- 5. WITHIN THAT PART OF THE SITE LYING WITHIN THE FLOODPLAIN OF THE RIVER SWIFT, PLANNING PERMISSION WILL NOT BE GRANTED FOR:**
 - A. ANY BUILDINGS;**
 - B. WORKS THAT RESULT IN ANY OVERALL INCREASE IN THE EXISTING GROUND LEVELS, THEREBY IMPEDING THE CAPACITY OF OR FLOWS WITHIN THE FLOODPLAIN;**

6. AN ARCHAEOLOGICAL ASSESSMENT OF THE SITE SHOULD BE SUBMITTED WITH THE FIRST PLANNING APPLICATION FOR DEVELOPMENT.

LEISURE, RECREATION AND COMMUNITY FACILITIES

Recreation

11.31 In 1989 the District Council commissioned a review of recreation facilities in the District. In the Lutterworth area the study recommended that the swimming pool be improved, a new 4 badminton court size hall be provided, golfing facilities be increased and the quality of existing sports pitches be improved. The District Council has since completed the upgrading of Lutterworth Swimming Pool. In conjunction with Lutterworth Town Council, a site has been identified for a sports centre adjacent to the Coventry Road recreation ground. It is envisaged that private investment will fund some of the recreation facilities. There is potential for additional leisure/recreation facilities at Magna Park (see paras. 5.54 and 5.55).

Land South of Orange Hill

11.32 There is very little recreation provision east of the A426. The following area is proposed for informal recreational use, with a children's play area and kickabout area for older children's recreation. There is access to the site from Misterton Way and the District Council will seek to negotiate pedestrian access from Orange Hill.

11.33 POLICY LW/7

THE DISTRICT COUNCIL PROPOSE THAT LAND TO THE EAST OF ORANGE HILL BE USED FOR PUBLIC RECREATION.

Public Walkway – Former Railway Embankment

11.34 The former railway embankment acts as a noise barrier between the M1 and the southern part of the town, as well as being an attractive feature in its own right (see **Policy LW/1**). Its use as a walkway will safeguard the embankment and in conjunction with the proposed recreation area off Orange Hill, will provide a pleasant amenity area (see also **Policy RM/16**).

11.35 The District Council will support proposals for the creation of a public walkway along the former railway embankment from Station Road to the A4303.

Community Facilities

Police

11.36 Leicestershire Constabulary has a long term plan to re-site Lutterworth Police Station on land to the south of Gilmorton Road, which is already in its ownership.

Library

11.37 Lutterworth library is located on a restricted site and should ideally be expanded to enable a wider range of library services to be offered in the town. This could be achieved either by redeveloping the existing library site and adjoining land, which is not under the control of the County Council, or by relocating the library to a larger site in the town. There are no plans to carry out either of the options in the present capital programme of the County Council. The case for expansion will become progressively stronger as the expected development of the new housing estates proceeds during the plan period.

Schools

11.48 The existing primary schools serving the town require extension and/or adaptation to accommodate the pupil numbers likely to be generated by the new housing allocations. The developers of the housing sites will be expected to contribute towards the necessary works.

Cemetery

11.39 Within the plan period there is a need to provide a site for a new burial ground for Lutterworth. A 1.2 hectare site has been identified on land south of Coventry Road, to the east of the employment allocation proposed under **Policy LW/5**.

11.40 POLICY LW/8

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR A BURIAL GROUND ON APPROXIMATELY 1.2 HECTARES OF LAND SOUTH OF COVENTRY ROAD, WHERE THE FOLLOWING CRITERIA ARE MET :-

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND VEHICLE MANOEUVRING AREAS;**
- 3. ADEQUATE LANDSCAPING IS PROVIDED TO SCREEN THE SITE FROM THE RESIDENTIAL DEVELOPMENT TO THE EAST.**

THE TOWN CENTRE AND RELATED DEVELOPMENT

The Shopping and Business Area

11.41 Lutterworth serves as a local business centre for the town and the surrounding area with a range of shops and offices. The principal Shopping and Business Area is centred around Church Street, High Street, George Street and Market Street. In 1998 a new supermarket opened off Bitteswell Road. Commercial development has been resisted outside the centre as it would lead to the loss of residential property and could threaten the survival and character of the existing shopping area.

11.42 Policy SH/1 defines the Shopping and Business Area. Class A1 retail and Class A3 food and drink developments will be encouraged within the ground floors of premises in the core of the Shopping and Business Area..

11.43 The District Council monitors ground floor uses in the town centre. A proliferation of Class A2 financial and professional service uses is likely to change the ambience of a locality and stifle the vitality normally associated with shopping centres. However, there is a need for some Class A2 uses to be located in the Shopping and Business Area. Proposals for Class A2 and Class A3 uses that would result in unbroken frontages of three or more units of such uses will be refused if the cumulative impact of such development is deemed to have an adverse effect on the street scene and the vitality and viability of the area. The District Council may also impose a condition to restrict the permitted development rights to change between Class A3 and A2 use, in any planning permissions granted for Class A3 development in the core of the Shopping and Business Area. This is in order to protect the vitality and viability of the town centre.

11.44 POLICY LW/9

THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR THE CHANGE OF USE OF GROUND FLOOR PREMISES TO USES OTHER THAN CLASS A1 RETAIL, CLASS A2 FINANCIAL AND PROFESSIONAL SERVICES OR CLASS A3 FOOD AND DRINK, IN THE FOLLOWING STREETS WITHIN THE LUTTERWORTH PRINCIPAL SHOPPING AND BUSINESS AREA:-

- **BELL STREET**
- **CHURCH STREET**
- **GEORGE STREET – WEST (NOS. 1-23 ODD)**
- **HIGH STREET – EAST AND WEST (NOS. 7-27**
- **ODD AND NOS. 2-22 EVEN) MARKET STREET**

PROPOSALS WHICH WOULD RESULT IN EXCESSIVELY LONG FRONTAGES OF CLASS A2 AND/OR CLASS A3 USES WILL BE REFUSED.

11.45 The boundary of the Shopping and Business Area includes several houses and flats particularly along George Street. The District Council supports the retention of residential properties in the town centre and will not normally approve proposals which result in a loss of residential accommodation (see **Policy SH/1**). However, where properties have a poor standard of amenities, there may be justification for relaxing the Policy.

Offices

11.46 Owing to the town's position in relation to the motorway network, there is a continuing demand for office accommodation, particularly if parking spaces are available. Purpose-built units have been developed on the Leicester Road industrial estate. In order to ensure the viability of the town centre, it is important that a mix of shops and offices is maintained. There is some capacity for the development of new office space through conversion of upper floors of shop premises and development of land at the rear of existing premises.

11.47 POLICY LW/10

IN THE PRINCIPAL SHOPPING AND BUSINESS AREA OF LUTTERWORTH THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE USE OF UPPER FLOORS AND

PREMISES TO THE REAR OF RETAIL FRONTAGES FOR CLASSES A2 AND B1 OFFICE USES WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. IN THE CHANGE OF USE OR CONVERSION OF EXISTING BUILDINGS FEATURES OF THE BUILDING WHICH ARE IMPORTANT TO ITS ARCHITECTURAL OR HISTORIC CHARACTER SHOULD BE RETAINED;**
- 4. DEVELOPMENT SHOULD NOT DETRACT FROM THE CHARACTER AND APPEARANCE OF THE CONVERSATION AREA;**
- 5. THE PROPOSED DEVELOPMENT SHOULD NOT ADVERSELY AFFECT THE AMENITIES OF NEIGHBOURING RESIDENTS;**
- 6. THE PROPOSAL WOULD NOT RESULT IN THE LOSS OF RESIDENTIAL ACCOMMODATION.**

Traffic in the Town Centre

11.48 The town centre is relatively compact with most of the shopping development lying on the west side of the A426 (High Street and Market Street). The narrow streets and pavements are unsuited to the type of heavy goods traffic using the one-way system around Church Street and George Street. The conflict between on-street parking, traffic movements and pedestrians detracts from the environmental quality of the town centre, a designated Conservation Area.

11.49 The District Council will press Leicestershire County Council to investigate measures to reduce traffic flows in Lutterworth town centre and to improve the environment for pedestrians.

11.50 The Southern Bypass should take some of the east-west through traffic out of the town centre. If other measures can be found to further reduce traffic flows or improve the existing road layout, it may be possible to investigate schemes to reduce traffic flows in the town centre. This could involve alterations to the road layout in the town centre to make the area safer and more attractive for pedestrians.

11.51 It would improve the town centre if the eastern part of Church Street from Bank Street to Market Street was made a pedestrian priority area. This may involve limiting deliveries and servicing to certain periods of the day and prohibiting on-street car parking to give pedestrians priority in Church Street. This will require input from both Leicestershire County Council as the Highway Authority and Harborough District Council as the Authority responsible for the provision of public car parks.

11.52 A number of developer funded highway improvements have been or are due to be carried out in the town centre. However, further improvements are required to enable pedestrian priority measures to be implemented in Church Street. A diagrammatic plan of these further improvements is shown on **Plan D** and is likely to include making traffic flows on George Street two-way.

11.53 Implementation of these further improvements is dependent on the availability of land and funding. If they are taken forward, any proposals significantly affecting traffic patterns will be advertised under the appropriate legislation and opportunity will be given for public consultation before a scheme is adopted.

11.54 The District Council supports the preparation and implementation of an improvement scheme for George Street, to enable pedestrian priority measures to be implemented in Church Street.

11.55 When the traffic flows in the town centre are reduced, it would be desirable to consider comprehensive improvements to the road and footway surfaces. The District Council has prepared an enhancement strategy for Lutterworth which highlights several areas where repaving work could be undertaken, to enhance the town centre. Other matters suggested include the rationalisation of the number of traffic signs in the area and the introduction of a greater variety of surfacing materials to enliven the street scene. These works may be incorporated into the general maintenance work on the footways and carriageways. As well as improving the appearance of the town centre, such works should also take account of the needs of people with disabilities and those with small children.

Enhancement of the Town Centre

11.56 An enhancement for the Market Place was carried out in 1997. It involved resurfacing, new street furniture and the incorporation of a feature of public art illustrating the history of the town.

11.57 As development takes place in Lutterworth, it would be desirable to upgrade the character of the town centre. This can be done by restoration of the existing buildings of character and redevelopment or renovation of some of the more modern development, which is out of keeping with the character of the town. In particular, the modern row of shops on Bell Street, which occupy a prominent site in the town centre, and the new development on the western side of George Street would benefit from sympathetic redevelopment or renovation.

11.58 Several of the older buildings in the town centre still retain their original yards which often contain outbuildings and stables, whose original use is now obsolete. Many of the buildings are under-used and in a poor state of repair. Suitable development which brought the yards back into use would do much to regenerate the town centre.

11.59 The District Council will generally support proposals to enhance the character of Lutterworth town centre, where the proposals would:

- 1. Contribute to the character and appearance of Lutterworth Conservation Area;**
- 2. Make the area more attractive for pedestrians;**
- 3. Contribute to the vitality of the town centre as a shopping and business area.**

Car Parking

11.60 The District Council has provided several public car parks in Lutterworth and negotiated the public use of private car parks close to the town centre. If the opportunity arises to increase the extent of the George Street car park, the District Council will pursue the enlargement of this central car park.

11.61 POLICY LW/11

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE INCORPORATION OF THE SITE OF THE CHURCH HALL AND ADJOINING LAND INTO THE GEORGE STREET CAR PARK.

CHAPTER 12

KIBWORTH

Kibworth Policies

Housing

KB/1 Land off Wistow Road and Warwick Road

Employment

KB/2 Land south of Harborough Road

Introduction

12.1 Kibworth is the fourth largest settlement in the District. It lies 9 miles south-east of Leicester and 6 miles north-west of Market Harborough. The village is located on the A6 and the Midland Main Line. Kibworth consists of the two parishes of Kibworth Beauchamp and Kibworth Harcourt.

12.2 Kibworth originally evolved around an agricultural economy. A combination of agricultural enclosures at the end of the 18th century and gradual mechanisation brought about a decline in the numbers employed in agriculture. Hand-frame knitting in the home developed during the 19th century, strongly influenced by the hosiery industries in Leicester. Post-war development has been predominantly housing and has taken place in small to medium sized estates on the fringes of the older centres of Kibworth Beauchamp and to a lesser extent Kibworth Harcourt. The 1998 mid-year population estimate for Kibworth was 4,908.

12.3 Kibworth has two distinct historic centres. Kibworth Harcourt, centred on Main Street has several fine buildings, the most notable of which is the Old House. This area also contains the site of the 12th century Motte and remains of a bailey which once formed part of a Norman defence system. Kibworth Beauchamp, centred on High Street, contains several cottages and houses of the late 17th and early 18th centuries. Many of the buildings have been successfully adapted for shopping and commercial use on the ground floor without detracting from the overall character of the area. Both centres are designated Conservation Areas where **Policies EV/11- EV/13** will apply.

Constraints

12.4 A ridge line on a north-east/south-west axis runs to the north of Kibworth Harcourt and extends around to the west of Kibworth Beauchamp. This ridge line encloses the settlement and restricts views from the village to the open countryside to the north and west. Development should not extend beyond this ridge line. On the south and south-east sides of the village the land is generally flatter. On the south side of the village a narrow area of countryside separates Kibworth from Smeeton Westerby. Kibworth lies on the edge of the Area of Particularly Attractive Countryside (see **Policy EV/4**).

12.5 The infrastructure serving the village has only limited capacity to accommodate new development. Any substantial increase in development at Kibworth will need to be phased to infrastructure improvements.

12.6 There are a number of open spaces within the built-up area of Kibworth which contribute to its character and will be protected from development. Areas of Important Open Land subject to **Policy HS/9**, are defined on **Proposals Map Inset 21** and are listed below

- St Wilfrid's churchyard and adjoining land
- Land east of Church Road
- Land north of the junction of Main Street and Albert Street
- Land containing an surrounding the Motte, south of Main Street
- Land west of Smeeton Road
- Smeeton Road recreation ground
- The Spinney, Main Street
- Warwick Road recreation ground and adjoining land

Future Development

12.7 With good communication links to Leicester and the potential to establish a railway station in the village, Kibworth lies within the transport choice corridor where major new development will be allocated to comply with the Structure Plan.

12.8 To the north-east of Kibworth, the potential for development is limited by the ridgelines to the north-east of Kibworth Harcourt. Development to the south may affect the setting of Smeeton

Westerby. Consideration has therefore been given to the potential to extend to the west of the settlement and in so doing to achieve improvements to the local road network.

12.9 The scale of development proposed for Kibworth, whilst still significant, has been modified from the proposals in the Deposit Local Plan. In particular, the housing allocation has been reduced to the land north of the railway line. The Deposit Local Plan included a proposal for an employment site north of Fleckney Road. This is no longer supported.

12.10 This chapter contains allocations for both housing and employment development. The limits to development around Kibworth, together with other local policies and proposals are shown on **Proposals Map Inset 21**.

HOUSING

12.11 There is little land remaining in Kibworth for new development (see **Appendix E**). **Policy HS/2** outlines the sites for new housing development. One site is proposed at Kibworth. It could accommodate approximately 300 dwellings.

Land off Wistow Road and Warwick Road

12.12 The site is predominantly agricultural land lying to the west of Kibworth. It lies to the north of the Midland Main Line. Warwick Road and Wistow Road provide the only link between the A6 Leicester Road and Fleckney Road. The site borders housing development in Rochester Close, Hall Close and Hillcrest Avenue and the Warwick Road Recreation Ground. It could accommodate approximately 300 dwellings.

12.13 The inner boundary of the site has been defined to retain the existing recreation ground off Warwick Road and the school playing fields. The existing footpath links from the village should be extended into the site. A high standard of landscaping will be required, particularly on the western edge of the site. The landscaping should aim to create a sense of place within this site and a soft edge to the development. Existing field hedges should be retained where appropriate. The site should incorporate a varied mix of housing, including provision of affordable housing. There is a need for affordable housing in the area and the District Council will negotiate for a proportion of affordable housing on the site (see **paras 4.38-4.43**). Based on current information, the proportion of affordable housing sought is likely to be in the region of 25% of the estimated capacity of the site.

12.14 A development of this size will be expected to incorporate adequate recreation land in accordance with the standards in **Appendix H**. The location of the recreation areas within the site should take advantage of the opportunity to expand the size and use of the Warwick Road recreation ground. The developers will be required to retain a direct vehicular access to the Warwick Road recreation ground.

12.15 The District Council will support proposals to improve recreation facilities in the village. If, within the period of the Local Plan, proposals come forward to relocate the Warwick Road recreation ground and provide enhanced facilities in the locality, any proposals for development on the Warwick Road recreation ground will be considered under **Policy LR/3**. The recreation ground is also shown as important open land under **Policy HS/9**, because of its contribution to the area of open land separating the older settlements of Beauchamp and Harcourt. Any development on the recreation ground should provide for continuity between the school playing fields and the undeveloped land to the south-east that is also shown as important open land.

12.16 Development of this scale is likely to result in the need to improve community facilities in the village. The facilities that may require improvement include the library and changing accommodation for sports. Other facilities may be identified during the plan period. The District Council will negotiate for developer contributions to improve facilities where the need arises from new development.

12.17 Warwick Road is inadequate to serve as the main distributor road for the development. A new section of road will be required from the railway bridge north to a junction with Wistow Road to replace Warwick Road. To the south of the railway line some widening and strengthening is likely to be required to Warwick Road and possibly traffic control over the railway bridge. Improvements will be required to Wistow Road and at the Wistow Road/Leicester Road and Warwick Road/Fleckney Road junctions. The District Council will require a traffic impact assessment to be submitted prior to the development of the site, in order to assess other off-site highway works that may be required.

12.18 A detailed alignment for the new stretch of road has yet to be prepared. The detailed alignment of the road will determine the precise outer boundary of the site. The highway works required in connection with the development should be seen as part of a longer-term aim to achieve the upgrading of the Fleckney Road/Leicester Road link to distributor road standard. This is unlikely to be completed in the plan period, but it is a desirable objective because the road could then function as an attractive alternative to the village centre for through traffic.

12.19 The District Council supports the upgrading of the Fleckney Road/Leicester Road link to distributor road standard to relieve the centre of Kibworth Beauchamp from through traffic. It will urge the Highway Authority to support this objective and to invest in the works required to achieve completion of the distributor road link at the earliest opportunity.

12.20 The District Council will draw up a development brief for the site. The scale of development proposed will require substantial investment in the infrastructure of the village. The District Council has considered existing facilities in the village in some detail. It will seek developer contributions towards:

- i) site acquisition and provision of public car parking in the village centre;
- ii) the provision of a railway station on the site identified in **Policy KB/3** and local rail service;
- iii) the extension and/or adaptation of the existing primary school and improved access to the school;
- iv) improved community facilities in the village.

12.21 POLICY KB/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 18.3 HECTARES OF LAND OFF WISTOW ROAD AND WARWICK ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE DEVELOPER WILL BE REQUIRED TO CONSTRUCT A ROAD OF DISTRIBUTOR ROAD STANDARD FROM LEICESTER ROAD TO THE BRIDGE OVER THE RAILWAY LINE, ON THE WESTERN PERIMETER OF THE SITE, AS AN INTEGRAL PART OF THE DEVELOPMENT;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. PROVISION OF THE ACCESS TO THE HILLCREST AVENUE PRIMARY SCHOOL FROM THE DEVELOPMENT;**
- 4. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS, INCLUDING PEDESTRIAN LINKS TO THE EXISTING DEVELOPMENT TO THE EAST OF THE SITE;**
- 5. VEHICULAR ACCESS MUST BE MAINTAINED TO THE WARWICK ROAD RECREATION GROUND;**
- 6. APPROXIMATELY 1.8 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION.**
- 7. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING IN CONNECTION WITH THE DEVELOPMENT;**
- 8. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. THE PROVISION OF COMMUNITY FACILITIES EITHER ON OR OFF THE SITE;**
 - B. THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**
 - C. TRAFFIC CALMING MEASURES TO AMELIORATE THE IMPACTS OF THE DEVELOPMENT;**
 - D. SITE ACQUISITION AND THE PROVISION OF PUBLIC CAR PARKING IN THE VILLAGE CENTRE;**
 - E. THE PROVISION OF A RAILWAY STATION AND LOCAL RAIL SERVICE FOR THE VILLAGE;**
- THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;**
- 9. THE LANDSCAPE SCHEME FOR THE SITE MUST INCLUDE PROVISION FOR LANDSCAPING WITHIN THE SITE AND ON THE OUTER EDGES OF THE SITE, TOGETHER WITH PROPOSALS FOR FUTURE MAINTENANCE;**
- 10. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;**
- 11. A MASTER PLAN INDICATING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE**

CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION OF THE SITE.

EMPLOYMENT

12.22 There are several businesses operating in Kibworth, but virtually no land is available for new employment development. In order to achieve a better mix of housing and employment and to locate development where a choice of transport can be made available, a new employment site is proposed in Kibworth.

Land South of Harborough Road

12.23 This site occupies a triangle of land between the Midland Main Railway Line and Harborough Road. Its location some distance from residential areas makes it suitable for a range of industrial development, including general industry (Class B2). As the site lies at the eastern entrance to Kibworth a high quality development which accords with the criteria in Policy IN/1 will be expected. The Highways Agency are prepared to accept an individual access point to the site providing it can be shown that this can be achieved in accordance with the Department of Transport's Technical Standards. The access arrangements to the site may necessitate improvement works to be carried out to the A6 trunk road in order to ensure a safe and appropriate means of access.

12.24 POLICY KB/2

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR CLASSES B1, B2 AND B8 DEVELOPMENT ON APPROXIMATELY 1.2 HECTARES OF LAND SOUTH OF HARBOROUGH ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. A SATISFACTORY ACCESS IS PROVIDED;**
- 2. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
- 3. THE SCHEME CONSISTS OF A HIGH QUALITY DEVELOPMENT ON THIS APPROACH TO KIBWORTH.**

CHAPTER 14 GREAT GLEN

Great Glen Policies

GG/1 Stretton Hall

GG/2 Land east of Stretton Road

Introduction

14.1 Great Glen lies on the A6, 7 miles south-east of Leicester. The majority of the village is located to the north of the A6, but an A6 Bypass is proposed to the south of the village. The village lies within the valley of the River Sence at its confluence with Burton Brook.

14.2 Great Glen originated as an agricultural settlement. The older core of the village is found around Main Street and London Road. Great Glen has expanded considerably in the post-war period as increased mobility has improved access to Leicester and Oadby. The 1998 mid-year population estimate for Great Glen was 3,217.

Constraints

14.3 Both the eastern and western approaches to Great Glen along the A6 are framed by mature trees, hedgerows and the landscaped grounds of large properties, which offer glimpses of the more compact modern development beyond. To the west this landscaped approach gives an immediate impression of entering a rural area after leaving the built-up area of Oadby. The alignment of the minor roads entering Great Glen obscure distant views of the village.

14.4 The washlands of the River Sence and Burton Brook restrict development to the south of the village and within the village itself. These constraints have led to the location of most new development to the north of the village centre.

14.5 The infrastructure serving the village has only limited capacity to accommodate new development. Any substantial increase in development at Great Glen will need to be phased to infrastructure improvements.

14.6 The land to the east of Great Glen is part of the Area of Particularly Attractive Countryside (see **Policy EV/4**). There are a number of open spaces along the valley of the River Sence and elsewhere within the village that contribute to its character and will be protected from development. Areas of Important Open Land subject to **Policy HS/9** are defined on **Proposals Map Inset 16** and are listed below:

- St Cuthbert's churchyard and grounds of The Vicarage
- Recreation Ground, Bindley's Lane
- Land adjacent to the River Sence
- The Green, London Road
- Land at Stonehill Drive
- The grounds of Glenn House and adjoining land
- Land east of Orchard Lane
- Land off Ashby Rise

Future Development

14.7 There is a strategic requirement to provide land for development close to Leicester and Oadby and Wigston (see **para. 4.10 – 4.11**). Although easily accessible from Leicester and Oadby and Wigston, Great Glen does not lie in the transport choice corridor. It is however, considered to have the potential for some development in the plan period.

14.8 Development to the south of the village will be strictly controlled in accordance with **Policy RM/2** to protect the washlands and minimise the risk of flooding. The need to ensure that new development does not exacerbate flooding in the village is an important consideration. Considerable concern was expressed regarding the potential for coalescence between Great Glen and Oadby during consultation on the Draft Local Plan. As the development pressures to the north-west of Great Glen are likely to be generated by the A6 Bypass, the District Council will monitor the situation. It will consider whether the designation of a green wedge between Great Glen and Oadby should be promoted in the review of the Structure Plan.

14.9 In the Draft Local Plan several major site options for both housing and employment development were considered around Great Glen. Most of the sites are dependent on the provision of the A6 Great Glen Bypass. Construction of the bypass is scheduled to take place during the 2000/2001 financial year. (see para. 6.9).

14.10 New development is proposed in Great Glen on a much more limited scale than at Kibworth. This is in recognition of the narrower range of facilities in the village, lesser provision for local employment and its location outside the transport choice corridor. The limits to development around Great Glen together with other local policies and proposals are shown on **Proposals Map Inset 16**.

HOUSING

14.11 There is little land remaining for development in Great Glen (see **Appendix E**). **Policy HS/2** outlines the sites for new housing development. Two sites are proposed at Great Glen. They could accommodate approximately 250 dwellings. There is a need for affordable housing in the area and the District Council will seek to achieve the provision of affordable housing in association with the new developments (see **paras. 4-38 – 4.46**).

Stretton Hall

14.12 Stretton Hall is a grade II* listed building, formerly in use as a hospital, but now surplus to the Health Authority's requirements. It stands in extensive landscaped grounds north of the A6. To ensure that the building is retained, a suitable use should be found for it in accordance with **Policies EV/15 – EV/18**. There are a number of modern buildings within the site which are not of architectural or historic interest and could be replaced with more sympathetic development.

14.13 In September 1996 the District Council granted outline planning permission for 100 dwellings in the grounds of the Hall and the conversion of the Hall to a nursing home. The permission is subject to a legal agreement which provides for a financial contribution for the renovation of the grade II* listed Hall, the retention and management of existing and proposed landscape, wooded areas and open space, the provision of affordable housing off-site and the refurbishment of the former canteen building for use as a community facility. Reserved matters approval has been granted for the first phase of development in the grounds. The proposal to convert the Hall into a nursing home has been superseded by planning permission to convert the Hall and its outbuildings into residential use. The following Policy will guide any renewal of the existing planning permission.

14.14 POLICY GG/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT IN THE GROUNDS OF STRETTON HALL, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT WITH THE DEVELOPER TO:**
 - A. ENSURE THAT THE LISTED BUILDING IS RENOVATED PRIOR TO THE COMMENCEMENT OF DEVELOPMENT IN THE GROUNDS OF THE HALL;**
 - B. AGREE A PROGRAMME FOR THE SATISFACTORY RETENTION AND MANAGEMENT OF THE WOODED AND LANDSCAPED AREAS WITHIN AND ADJOINING THE SITE;**
 - C. SECURE A CONTRIBUTION FROM THE DEVELOPER FOR A COMMUNITY BUILDING;**
- 2. THE UPGRADING OF THE ACCESS DRIVE AND THE JUNCTION WITH LONDON ROAD, TOGETHER WITH ANY NECESSARY OFF-SITE HIGHWAY WORKS;**
- 3. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF A FINANCIAL CONTRIBUTION FOR OFF-SITE PROVISION OF SUBSIDISED AFFORDABLE HOUSING;**
- 4. THE DESIGN AND LOCATION OF THE NEW BUILDINGS SHOULD NOT ADVERSELY AFFECT THE SETTING OF THE LISTED BUILDINGS.**

Land East of Stretton Road

14.15 This site is agricultural land adjoining the northern edge of Great Glen. It is hidden from distant views of the village. It could accommodate approximately 150 dwellings. There are no significant environmental features within the site. Its development provides an opportunity to create a softer edge to the northern boundary of Great Glen. A high quality landscape scheme will be required in association with any development. Great Glen is deficient in recreation land (see **para 7.7**). It is essential that recreation provision is made on this site in accordance with the standards in **Appendix H**. The site should incorporate a varied mix of house types, including some affordable housing. Based

on current information the proportion of affordable housing sought is likely to be in the regional of 20% of the estimated capacity of the site.

14.16 The development of this scale is likely to result in the need to improve community facilities in the village. The facilities that may require improvement include buildings for youth and community use. Other facilities may be identified during the plan period. The District Council will negotiate for developer contributions to improve facilities where the need arises from new development. Access to the site should be taken from Stretton Road. Garfield Park is inadequate to serve as the sole access to the site.

14.17 POLICY GG/2

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 12.0 HECTARES OF LAND EAST OF STRETTON ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF A SATISFACTORY ACCESS TO STRETTON ROAD;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. APPROXIMATELY 0.9 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**
- 4. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING IN CONNECTION WITH THE DEVELOPMENT;**
- 5. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. THE PROVISION OF COMMUNITY FACILITIES EITHER ON OR OFF THE SITE;**
 - B. THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**
- THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;**
- 6. THE LANDSCAPE SCHEME FOR THE SITE MUST INCLUDE PROVISION FOR LANDSCAPING WITHIN THE SITE AND ON THE OUTER EDGE OF THE SITE;**
- 7. A MASTER PLAN, INDICATING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND THE MANNER IN WHICH THE DEVELOPER PROPOSES TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.**
- 8. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCLUDE PROVISION FOR ACCESS AND FACILITIES FOR PUBLIC TRANSPORT;**
- 9. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS.**

CHAPTER 15

FLECKNEY

Fleckney Policies

FL/1 Land south-west of Saddington Road

Introduction

15.1 Fleckney is situated between the A6 and the A5199, 9 miles south-east of Leicester. It lies in a shallow river valley drained by a tributary of the River Sence.

15.2 Originally an agricultural settlement, Fleckney developed an industrial base related to the hosiery industries of Leicester in the 19th century. An industrial estate has developed on the southern edge of the village. Post-war housing development has taken place to the north-west and southeast of the older core of the village. The 1998 mid-year population estimate for Fleckney was 4,595.

Constraints

15.3 The main constraint to major expansion at Fleckney is the inadequacy of the road network connecting the village to the A6 and the A5199. The local road network within the village is also of a poor standard to serve substantial new development.

15.4 The infrastructure serving the village has only limited capacity to accommodate new development. Any major increase in development will need to be phased to infrastructure improvements.

15.5 Development in Fleckney is relatively compact and there are strongly defined edges to the village. There are a number of open spaces within the built-up area of Fleckney which contribute to its character and will be protected from development. Areas of Important Open Land subject to **Policy HS/9** are defined on **Proposals Map Inset 11** and are listed below:

- The pond and adjoining land, High Street/Kibworth Road
- Open space, Batchelor Road
- St. Nicholas churchyard, Main Street
- Open space, The Meer
- Land south-west of Wolsey Lane
- Embankment and open space, Cobwells Close and Sawbrook
- Nature area, Forge Close

Future Development

15.6 Fleckney has a comparatively good range of recreation and community facilities for a village of its size, together with a well-established industrial base. Development of a scale compatible with a gradual expansion of the village is proposed in this Local Plan. There is little prospect of any major improvements to the road network serving the village, which severely restricts the potential for expansion. The potential to improve bus services to the village also appears to be limited. The well-defined edges to the village also influence the potential for expansion without intrusion into the countryside.

15.7 Policy HS/2 outlines the sites for new housing development. One site is proposed for new housing development in Fleckney. The limits to development around Fleckney are shown on **Proposals Map Inset 11**.

HOUSING

15.8 There are two sites already with planning permission or under construction in the village (see **Appendix E**). Due to the constraints noted above, only one new allocation is proposed in this Plan.

Land South-West of Saddington Road

15.9 This site is agricultural land on the south-eastern edge of the village, opposite the industrial area, it includes Lodge Farm. The site is enclosed by hedgerows. Although it is an extension into the countryside it would be seen against the existing housing and employment development on the southern approach to Fleckney. In October 1998 outline planning permission was granted for residential development of the site. A master plan, illustrating the indicative proposals for the site was submitted with the outline planning application.

15.10 The main access to the site will be taken from Saddington Road. The site could accommodate approximately 90 dwellings. The site should incorporate a varied mix of house types and provision will be made for affordable housing on the site. The legal agreement attached to the planning permission provides for a financial contribution to be made by the developer for the provision of community facilities. There are various facilities that require improvement in the village, including youth facilities and the provision of a building on the Lodge Road recreation ground. The drainage of the site has been subject to examination to ensure that the development does not exacerbate flooding problems in Saddington Road.

15.11 A traffic impact assessment has been submitted and off-site highway works will be required to satisfactorily accommodate the development. The master plan for the site also makes provision for a pedestrian link to the to the public right of way to the south-west of the site which connects to the Lodge Road recreation ground. The following policy will guide any subsequent planning applications to develop the site.

15.12 POLICY FL/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT OF APPROXIMATELY 4.4 HECTARES OF LAND SOUTH WEST OF SADDINGTON ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF ACCESS TO SADDINGTON ROAD;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
- 3. THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS, INCLUDING THE PROVISION OF A PEDESTRIAN ACCESS TO THE PUBLIC RIGHT OF WAY TO THE SOUTH-WEST OF THE SITE;**
- 4. THE BOUNDARY HEDGES AROUND THE SITE SHOULD BE RETAINED IN THE LANDSCAPE SCHEME FOR THE SITE;**
- 5. APPROXIMATELY 0.5 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**
- 6. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF APPROXIMATELY 20% OF THE DEVELOPMENT AS AFFORDABLE HOUSING;**
- 7. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS:-**
 - A. THE PROVISION OF COMMUNITY FACILITIES OFF THE SITE;**
 - B. THE EXTENSION AND/OR ADAPTATION OF SCHOOLS IN THE AREA;**
 - C. THE NEED FOR WHICH ARISES FROM THE DEVELOPMENT;**
- 8. A MASTER PLAN, INDICATING THE PRINCIPLES FOR THE DEVELOPMENT OF THE SITE AND MANNER IN WHICH THE DEVELOPER PROPOSED TO COMPLY WITH THE CONDITIONS SET OUT IN THIS POLICY, MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE.**

EMPLOYMENT

15.13 Approximately 1.5 hectares of land with planning permission remains to be developed on the industrial area off Churchill Way. No additional allocation of land for employment purposes is proposed in this Local Plan. The situation will be monitored, but Fleckney is not a location where major new employment development will normally be encouraged because of the poor standard of the road network serving the village.

RECREATION

15.14 The main recreation area in Fleckney is located to the north-west of the village, off Leicester Road. Fleckney is deficient in playing field provision (see **para. 7.7**) and it is essential that any new housing development is provided with sufficient recreation land to meet the standards set out in **Appendix H**. A new 1.5 hectare recreation area is to be provided west of Lodge Road, in association with housing development on land formally allocated for recreation, south of Lodge Road in the adopted Fleckney, Great Glen and Kibwroth Local Plan (1987). The new recreation area will serve the southern part of the village. The provision of the recreation area is secured by legal agreement and is subject to the housing development proceeding.

SHOPPING

15.15 Fleckney has a compact village centre and new development for shopping and business uses will be considered in accordance with **Policy SH/1**. Any substantial increase in shopping provision will require additional parking facilities. The District Council will keep under review the need to provide more off-street car parking in the centre of Fleckney.

CHAPTER 16

BROUGHTON ASTLEY

Broughton Astley Policies

Housing

BA/1 Land east of Cromford Way and Chandler Way

Introduction

16.1 Broughton Astley is situated on the B581, between the A46 and the A426, 8 miles south-west of Leicester and 5 miles north of Lutterworth. It lies in the shallow valley of Broughton Brook.

16.2 The village originally consisted of the three separate settlements of Sutton in the Elms, Primethorpe and Broughton Astley. Planned development of the village since the late 1960s has resulted in significant expansion, with further areas of land yet to be developed which are allocated for housing in the Broughton Astley Village Plan. Sutton in the Elms still remains relatively apart from the remainder of the village and is separated from it by Broughton Way. In 1968 the population of Broughton Astley was approximately 1,800 people. The 1998 mid-year population estimate for the village was 8,409.

Constraints

16.3 The planned expansion of Broughton Astley has resulted in strongly defined edges to the village. Broughton Way and Cottage Lane delineate the northern edge of the village. Development will not be permitted north of Broughton Way in order to retain the separate identity of Sutton in the Elms and to avoid intrusion into the countryside. The former railway line effectively forms the limit to the majority of development to the east. To the south-west, further development would appear as an extension into the countryside.

16.4 The infrastructure serving the village has only limited capacity to accommodate new development. Any major increase in development will need to be phased to infrastructure improvements. The relatively rapid scale of growth since the late 1960s has not been matched by a comparable expansion of community and other facilities to support the development.

16.5 Broughton Brook flows through the centre of the village. The washlands of the Brook will be protected from development. The washlands form a series of open spaces in the centre of the village. These areas, together with others that contribute to the character of the village will be protected from development. Areas of Important Open Land subject to **Policy HS/9** are defined on **Proposals Map Inset 5** and are listed below:

- St Mary's churchyard and land at Old Mill Road
- Playing fields of Thomas Estley Community college
- Land either side of Cosby Road
- Open space, Byre Crescent, Devitt Way and Kiln Close
- Embankment and open space, Cottage Lane industrial estate
- Open space, Station Road
- Open space, Stiles Close and Streamside Close
- Open space, Warwick Road
- Land adjacent to Broughton Brook, Willowbrook Close, Montague Road and Hobby Close
- Open space, Dunton Road
- Land at Main Street

Future Development

16.6 There is still land available with planning permission for housing, or allocated in the original Broughton Astley Village Plan (see **Appendix E**). Broughton Astley is not a strategic location for major development and in order to allow for a period of consolidation no new housing allocations are proposed. The potential to improve bus services to the village also appears to be limited. The limits to development around Broughton Astley are shown on **Proposals Map Inset 5**.

HOUSING

16.7 The majority of committed development in Broughton Astley is in 3 general locations, all on the eastern side of the village. These are Arkwright Farm and the balance of the Village Plan Area 5 allocation off Devitt Way, south of Station Road; the balance of the Area 4 allocation off Cromford Way

and Chandler Way, north of Station Road; and the redevelopment of the Melton Waste site south of Dunton Road. Land south of Devitt Way was included as an allocation in the Deposit Local Plan but is now under construction. **Policy HS/2** outlines one site for housing development in Broughton Astley. This site, land east of Cromford Way and Chandler Way has received planning permission and relates to the balance of the housing sites allocated in the Broughton Astley Village Plan.

Land East of Cromford Way and Chandler Way

16.8 This site is the remainder of the Area 4 allocation that has yet to be completed. In July 1996 detailed planning permission was granted for the erection of 106 dwellings, the construction of estate roads and provision of public open space. This Policy will guide any future applications for planning permission.

16.9 POLICY BA/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 6.3 HECTARES OF LAND EAST OF CROMFORD WAY AND CHANDLER WAY, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. NO VEHICULAR ACCESS WILL BE PERMITTED TO COTTAGE LANE;**
- 2. A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE, PRIOR TO COMMENCEMENT OF THE DEVELOPMENT;**
- 3. APPROXIMATELY 0.6 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**

EMPLOYMENT

16.10 In 1979 the Village Plan was amended to provide 6 hectares of land for employment development off Cottage Lane, with the aim of creating a better balance between housing and employment development in the village. This industrial estate is now nearing completion. Broughton Astley is within easy reach of Blaby and Leicester. If there is a demand for additional land for employment development in the village, the District Council will examine the potential to allocate further land for employment uses in the review of the Local Plan.

LEISURE, RECREATION AND COMMUNITY FACILITIES

Recreation

16.11 The District Council's Recreation Review indicates that a sports hall and swimming pool should be provided to meet existing deficiencies in indoor recreation provision. These facilities may be provided by the District Council, but resources for such projects are severely restricted. Other agencies or private developers may also provide recreation facilities. The village was also assessed as being deficient in playing field provision (see **para 7.7**). Planning permission has since been granted for sports pitches on land north of Cottage Lane which would overcome this deficit. The areas that remain to be developed for new housing will be required to provide adequate land for recreation in accordance with the standards in **Appendix H**.

Former Railway Line

16.12 The densely treed former railway line is an important environmental feature within the village. It has the potential to be managed and developed as an attractive walkway, which could be linked to the public rights of way network. Development that would prohibit its use as a recreation route will be resisted in accordance with **Policy RM/16**.

Community Facilities

Library

16.13 The library is housed in a temporary building in the village centre. In view of the scale of new development committed in the village, the library service should be improved and the site redeveloped to provide a permanent library building.

16.14 **Leicestershire County Council is urged to upgrade the library service in Broughton Astley, to reflect the growing demands likely to be placed on it by the planned expansion of the village.**

Meeting Rooms

16.15 For a village of its size, there is a relative lack of meeting rooms or halls available for hire on a casual or organised group basis. Some of the facilities at the Thomas Estley Community College are available for community use and a new village hall has been built on Station Road. In the design brief

for Areas 4 and 5 in the Village Plan there is reference to the requirement for a local centre within each area. A local shopping centre has been provided in Area 5, off Byre Crescent, but nothing has been built in Area 4.

SHOPPING

16.16 The village centre with shops, a public car park, health centre, temporary library and public conveniences has consolidated and developed in Main Street. The District Council has prepared and implemented an enhancement scheme for the village centre in conjunction with Leicestershire County Council. Proposals for new shopping development will be considered in accordance with **Policy SH/1**.

CHAPTER 17

BILLESDON, GILMORTON, STOUGHTON, TILTON ON THE HILL and ULLESTHORPE

Billesdon, Gilmorton, Stoughton, Tilton on the Hill Ullesthorpe Policies

Billesdon

BI/1 Land south-west of Rolleston Road.

Stoughton

SN/1 Land at Charity Farm, Gaulby Lane

Ullesthorpe

UL/1 Land east of Mill Road

17.1 The majority of new housing development in the District is proposed in and around the larger settlements (see **paras 4.19-4.30** and **Policy HS/2**). More modest allocations of land for housing are proposed in the three smaller villages, to provide a degree of choice in the location of new development. In the development of all housing sites in this chapter, the District Council will seek to achieve the provision of affordable housing in association with the development (see **paras 4.38-4.46** and **Policy HS/4**). It will also seek the provision of recreation land commensurate with the scale of the development, either on or off the site, in accordance with the standards in **Appendix H**. A site for new employment development is proposed at Tilton on the Hill.

BILLESDON

17.2 Billesdon lies 9 miles east of Leicester. The A47 used to pass through the village but a bypass has taken it out of the village to the north. The village developed around Uppingham Road, Church Street and Brook Lane. Billesdon is a designated Conservation Area where **Policies EV/11-EV/13** will apply. Limited infilling and small estate development has taken place around the village centre, with more extensive development south of Gaulby Road. Planning permission exists for up to 38 dwellings on land off Rolleston Road, which includes the site of Syston Tooling and Design. The 1998 mid-year population estimate for Billesdon was 761.

17.3 The proposed limits to development, areas of Important Open Land, and a site for housing development are illustrated on **Proposals Map Inset 3**. Billesdon lies within the Area of Particularly Attractive Countryside where **Policy EV/4** will apply to development outside the village.

Land South-West of Rolleston Road

17.4 This site has outstanding planning permission for the erection of 38 dwellings. It is included as a commitment in **Appendix E**. To ensure that the site is not developed in a piecemeal fashion, which could lead to conflict between the amenities of residents and the existing industrial use of part of the site, the following Policy will apply to any renewal of the planning permission.

17.5 POLICY BI/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT OF APPROXIMATELY 2.2 HECTARES OF LAND SOUTHWEST OF ROLLESTON ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF ONE POINT OF ACCESS TO THE SITE FROM ROLLESTON ROAD;**
- 2. THE INDUSTRIAL BUILDINGS WITHIN THE SITE ARE DEMOLISHED BEFORE DEVELOPMENT COMMENCES;**
- 3. APPROXIMATELY 0.24 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**
- 4. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING IN CONNECTION WITH THE DEVELOPMENT;**
- 5. A HIGH QUALITY LANDSCAPE SCHEME WILL BE REQUIRED.**

GILMORTON

17.6 Gilmorton lies 3 miles north-east of Lutterworth. The village originally developed in a linear form along Main Street and Lutterworth Road. More recent development has extended the village in the form of small cul-de-sac developments, often on land originally occupied by farms and paddocks. The 1998 mid-year population estimate for Gilmorton was 958.

17.7 The spire of All Saints Church dominates the southern and western approaches to the village. To the east of the village is the sports pavilion and playing fields. The proposed limits to development and areas of Important Open Land are illustrated on **Proposals Map Inset 14**. In the Deposit Local Plan land east of Tealby Close was allocated for housing. This site was substantially developed by March 1998 and is therefore no longer shown as an allocation.

STOUGHTON

17.8 Stoughton lies just to the east of Leicester. The village displays many of the characteristics of an estate village. Stoughton is a designated Conservation Area where **Policies EV/11 – EV/13** will apply. More modern residential development has taken place off Gaulby Lane. The 1998 midyear population for Stoughton was 239.

17.9 The limits to development, areas of Important Open Land and the housing allocation are illustrated on **Proposals Map Inset 32**. The village of Stoughton lies completely within the Thurnby/Leicester/Oadby green wedge where **Policy EV/2** applies.

Land at Charity Farm, Gaulby Lane

17.10 The site was formerly occupied by the buildings of Charity Farm in the centre of Stoughton. A number of red brick buildings on the street frontage have been retained. Charity Farm dairy unit has now been relocated to Frisby. The original listed barn on the site has been retained. Planning permission for the conversion of this barn to a single dwelling was granted in March 1997.

17.11 Gaulby Lane is used by through traffic seeking access to Leicester. Leicestershire County Council implemented a traffic calming scheme in Stoughton, comprising entry treatment and signing in 1995. The development will take access off Gaulby Lane, to the north-east of the village.

17.12 The residential development of Charity Farm is associated with the provision of recreational facilities to the north, north-west and north-east of the site to include amenity space, a village recreation area. Outline planning permission was granted for residential development, recreation area, formation of a new access and access road in March 1997. A reserved matters application for 23 dwellings was approved in December 1997 and development of the site has now commenced. The outline planning permission is subject to a legal agreement which provides for a financial contribution for the provision of affordable housing off-site and 4 low-cost market houses on the site. The following Policy will apply to any subsequent planning applications for the site.

17.13 POLICY SN/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 1.5 HECTARES OF LAND AT CHARITY FARM, GAULBY LANE, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF ACCESS TO GAULBY LANE;**
- 2. THE COMMENCEMENT OF DEVELOPMENT ON THE SITE WILL NOT BE PERMITTED IN ADVANCE OF THE COMPLETE RELOCATION OF THE DAIRY UNIT;**
- 3. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF APPROXIMATELY 17% OF THE DEVELOPMENT AS AFFORDABLE HOUSING, TOGETHER WITH A FINANCIAL CONTRIBUTION FROM THE DEVELOPER FOR THE OFF-SITE PROVISION OF AFFORDABLE SUBSIDISED HOUSING;**
- 4. A HIGH STANDARD OF LANDSCAPING WILL BE REQUIRED WITHIN THE SITE AND ON ITS NORTHERN BOUNDARY;**
- 5. THE DISTRICT COUNCIL WILL SEEK TO ENTER INTO A LEGAL AGREEMENT TO SECURE CONTRIBUTIONS FROM THE DEVELOPER TOWARDS TRAFFIC CALMING MEASURES TO GAULBY LANE;**
- 6. THE DESIGN AND LAYOUT OF THE DEVELOPMENT SHOULD INCORPORATE;**
 - A. THE RETENTION AND CONVERSION OF THE TRADITIONAL BUILDINGS OF CHARITY FARM;**
 - B. A PEDESTRIAN LINK TO THE PROPOSED VILLAGE RECREATION AREA TO THE NORTH OF THE SITE.**

ULLESTHORPE

17.19 Ullesthorpe lies 3 miles north-west of Lutterworth on the B577. A former railway line bisects the village from north to south, with most of the older development lying to the west of the line. The village is a designated Conservation Area where **Policies EV/11 – EV/13** will apply. The 1998 mid-year population estimate for Ullesthorpe was 868.

17.20 Ullesthorpe has developed on an elevated site. Development to the east or west would extend down the valley sides into open countryside and be prominent on the approaches to the village. The golf course of Ullesthorpe Court lies to the north of the village. There is little scope for development to the south of the village because Manor Road is of inadequate standard to serve as an access road for new development. The proposed limits to development, areas of Important Open Land and the following site for housing development are illustrated on **Proposals Map Inset 38**.

Land East of Mill Road

17.21 The land east of Mill Road is contained by the former railway line and could be developed without adversely affecting the setting of the village. Public footpath W71 runs to the north-west of the site, but is excluded from it. The site comprises land in agricultural use. It could accommodate approximately 25 dwellings. There is a need for affordable housing in the area and the District Council will negotiate for a proportion of affordable housing on the site (see paras **4.38 – 4.46**). Based on current information, the proportion of affordable housing sought is likely to be in the region of 25% of the estimated capacity of the site.

17.22 The track to the east of Hillcrest is inadequate to serve the development of the whole site and access should be taken from Mill Road, between Wingarth and Greystones. The developer will be required to undertake off-site highway improvements and the provision of a footway on the eastern side of Mill Road. The northern part of the site slopes from south to north towards the golf course. Only single storey development will be permitted on this part of the site to minimise the visual impact of the development and to protect the amenities of surrounding residents.

17.23 POLICY UL/1

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON APPROXIMATELY 1.7 HECTARES OF LAND EAST OF MILL ROAD, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. PROVISION OF ACCESS TO AND A FOOTWAY ALONG THE EAST SIDE OF MILL ROAD;**
- 2. APPROXIMATELY 0.15 HECTARES OF LAND WILL BE REQUIRED FOR RECREATION;**
- 3. THE DISTRICT COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AN ELEMENT OF AFFORDABLE HOUSING IN CONNECTION WITH THE DEVELOPMENT;**
- 4. ONLY SINGLE STOREY DEVELOPMENT WILL BE PERMITTED WITHIN OS PARCEL 7700 WHICH FORMS THE NORTHERN PART OF THE SITE;**
- 5. THE LANDSCAPE SCHEME SHOULD INCLUDE PROVISION FOR LANDSCAPING ON THE NORTHERN EDGES OF THE SITE AND FOR A SATISFACTORY BOUNDARY TREATMENT WHERE THE SITE ADJOINS PUBLIC FOOTPATH W71.**

List of Appendices

B – Sites of Ecological and Geological Interest

C – Scheduled Monuments

D – Conservation Areas – Refer to Conservation Area Statements folder

G – Road Improvement Lines

H – Standards for provision of Outdoor play space – Refer to Roger Tym & Partners Assessment of Local Community Provision and Developer Contribution Report

I – Guidelines for Shop Fronts, Fascias and Advertisements

Inset Maps