

## **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

### **Leisure, Recreation and Community Facilities**

- MH/9** Recreation development on land west of Northampton Road (**\*now deleted**)

### **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

**MH/16** Car parking (**\*now deleted**)

**\* Further information on deleted policies can be found within the chapter.**

## CHAPTER 10

# MARKET HARBOROUGH

### 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 12<sup>th</sup> century. The historic pattern of long, narrow, burgage 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 19<sup>th</sup> 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 min-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 south-east 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.**



- 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.**

## **LEISURE, RECREATION AND COMMUNITY FACILITIES**

### **Recreation**

**10.41** The recreation review of Harborough District carried out in November 1989 identified the need for a leisure centre, which has since been built. Facilities within the Harborough Leisure Centre include a swimming pool, sports hall and health suite and other recreational facilities.

**10.42** At Northampton Road a site has been acquired by the District Council for recreational purposes. Most of the site is in recreation use, either as sports pitches, informal recreation areas or in association with the Leisure Centre. It is intended that the remainder of the land within the Northampton Road site will be developed with a mixture of indoor and outdoor recreation facilities. Detailed proposals have yet to be developed.



**10.43 \*POLICY MH/9 This Policy has now been deleted.**

**Please refer to PPG17 para.16-18 regarding Recreation Development on the Land West of Northampton Road has.**

### **Schools**

**10.44** 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 developments. The developers of the housing sites will be expected to contribute towards the necessary works. The District Council will continue to liaise with Leicestershire County Council, the Local Education Authority, to determine the best method of accommodating children from the proposed new housing areas. If there appears to be difficulty in accommodating pupils by extending existing primary schools, the possibility of securing a new primary school with relevant developer contributions, will be explored. In February 2000 the Leicestershire County Council granted detailed consent for the development of a new primary school on land off Rockingham Road.

## **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(see Policy **MH/16**). 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.**

**Retail Developments Outside the Market Harborough Shopping and Business Area**

- 10.61** The St. Mary's Place development is likely to provide sufficient convenience goods floorspace to cater for Market Harborough and the surrounding area within the plan period. It is unlikely that the Shopping and Business Area can accommodate any large scale non-food retail stores which require sites of sufficient size to provide car parking and loading areas. Opportunities for the extension of non-food retail development in the St Mary's Road area are provided in **Policy MH/15**, and in the Kettering Road/Rockingham Road Employment Redevelopment Area in **Policy MH/8**. The capacity of the town to accommodate additional retail floorspace, without detriment to the vitality and viability of the town centre, is limited.

**Traffic in the Town Centre**

- 10.62** The Market Harborough A6 Bypass opened in 1992 and resulted in a reduction in traffic flows in the town centre. The A14 opened in 1994 and resulted in a reduction in traffic flows on the A4304. Market Harborough is one of six towns chosen by the Department of Transport to participate in a national bypass demonstration project, to carry out environmental improvements in towns that have recently been bypassed. Traffic calming measures to reduce traffic speeds and improve the environment for pedestrians in the town centre and adjoining residential areas, together with environmental enhancements, were implemented in 1995.

**10.63** In 1986 the Council prepared proposals for the introduction of pedestrian priority measures in Church Street, Church Square south, The Square west side, parts of High Street and Kings Road. The proposal for Church Square south and The Square west side have been implemented, but the remainder of the proposals were held in abeyance until further off-street car parking is provided in the northern part of the town centre. The District Council has since negotiated the public use of private car parks in this area. The introduction of further pedestrian priority measures will be reviewed in the future.

**10.64** **The District Council will continue to investigate and introduce traffic management measures to help alleviate vehicular and pedestrian conflict in the town centre.**

**10.65** Particular attention has been paid to the type of materials used in the surfacing of footways and the street furniture in the town centre, in order to complement the character of the Conservation Area.

### **Car Parking**

**10.66** In the town centre the priority is to provide off-street parking spaces for shoppers and visitors to the town centre. The District Council aims to provide a level of parking that is perceived by users to be readily available, easy to find and attractive. An allocation from the previously adopted Market Harborough Local Plan (1984) has been carried forward to a new site south of Symington Way. The new site would accommodate approximately 100 spaces. The site is within the Mill Hill Road/Roman Way redevelopment area (see **Policy MH/13**).

**10.67** **\*POLICY MH/16 This Policy has now been deleted.**

**The car park proposed has now been completed.**

**10.68** As well as public car parks, there are a number of private car parks in the town centre mainly occupied on weekdays by people working in the centre. The District Council already opens its office car park for public use on Saturdays, which provides extra spaces for shoppers. **Policy TR/11** enabling voluntary contributions to be offered towards the provision of public car parking will apply in Market Harborough.