

Lutterworth Policies

Environment

LW/1 Retention of the former railway embankment

Roads

LW/2 Western Relief Road

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

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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

CHAPTER 11

LUTTERWORTH

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 mid-year 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**.

ROADS

- 11.10** Localised problems occur in the centre of Lutterworth because of the conflict between pedestrians, service vehicles, parked cars and through traffic. The Southern Bypass will relieve the town of through east-west traffic. To provide more effective relief the Southern Bypass should be complemented by a north-south relief road.

Western Relief Road

- 11.11** During the review of the Lutterworth and Bitteswell Local Plan the District Council examined the potential to achieve a north-south relief road for Lutterworth. The proposal for a Western Relief Road, to be provided in association with new housing development, was put forward in that Plan. The District Council recognise that it is not a long-term solution to Lutterworth's traffic problems. The District Council will press Leicestershire County Council, the Highway Authority, to investigate a more effective integrated road system for Lutterworth, monitor the traffic situation and bring forward further proposals to achieve traffic relief in the town, particularly in the town centre Conservation Area.
- 11.12** The Western Relief Road is proposed to link the A426 Leicester Road to the A4303 Coventry Road. Its construction would be phased and the stages of construction are illustrated on **Plan C**. Stages I and II would be provided by private developers as part of the development of adjoining land for housing. Stage III, Brookfield Way – Bitteswell Road, would then be provided by Leicestershire County Council. This stage would entail improvements to the western end of Brookfield Way and a new stretch of road to the north of the remainder of Brookfield Way. This would take the Relief Road further away from existing housing and a childrens play area off Brookfield Way. The design of the road must allow for adequate environmental measures, and provision for pedestrians, cyclists and public transport.
- 11.13** This route would not function or be signed as a Relief Road for through traffic until all stages are complete and the Southern bypass is open to traffic. A town centre weight restriction and/or traffic calming measures will also need to be considered when both roads are completed.
- 11.14** In order to maintain the existing separation between Lutterworth and Bitteswell no housing development will be permitted north of the existing alignment of Brookfield Way. The District Council will encourage the planting and landscaping of the open land that will remain between Brookfield Way/Bitteswell Road and the Relief Road. It will also encourage landscaping to the north of this section of the Relieve Road to minimise the impact on Bitteswell.

11.15 POLICY LW/2

THE DISTRICT COUNCIL WILL SUPPORT THE CONSTRUCTION OF A WESTERN RELIEF ROAD FOR LUTTERWORTH LINKING THE A426 LEICESTER ROAD TO THE A4303 COVENTRY ROAD BY:

- 1. REQUIRING THE CONSTRUCTION OF AN OUTER PERIMETER ROAD OF DISTRIBUTOR ROAD STANDARD AS A CONDITION OF PLANNING CONSENT FOR THE DEVELOPMENT OF THE NEW HOUSING AREAS BETWEEN BITTESWELL ROAD – LEICESTER ROAD AND BROOKFIELD WAY – COVENTRY ROAD; AND**
- 2. REFUSING PLANNING PERMISSION FOR PERMANENT BUILT DEVELOPMENT WHERE IT WOULD CONFLICT WITH THE AREA OF SEARCH FOR STAGE III OF THE ROAD, BETWEEN BITTESWELL ROAD AND THE WESTERN END OF BROOKFIELD WAY.**

11.16

As the Relief Road is to be built in stages the District Council will press the Highway Authority to introduce appropriate traffic management measures to control the passage of heavy goods vehicles in particular, until the Relief Road is open to traffic.

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.