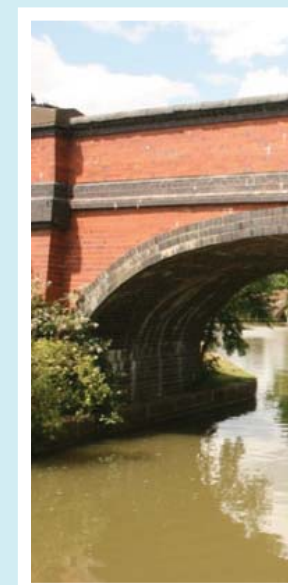
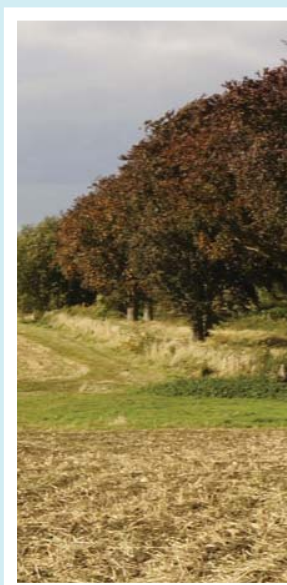


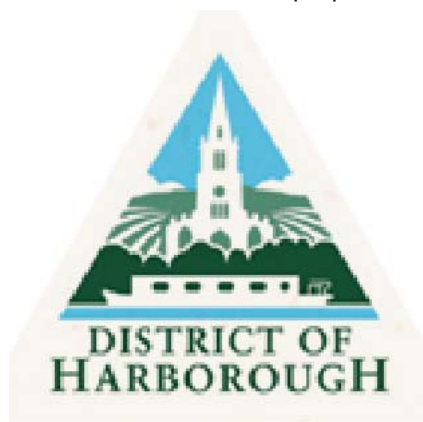


North West Market Harborough Strategic Development Area Master Plan

December 2013



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INTRODUCTION

- 1.0 The Harborough Core Strategy (adopted November 2011) seeks to enable the development of at least 7,700 dwellings across the District during the period 2006 to 2028. It seeks to bring forward a Strategic Development Area ('SDA') immediately to the north west of Market Harborough to help meet the requirement for new dwellings, and to provide access to new employment, educational and recreational opportunities.
- 1.1 There are multiple ownerships within the SDA. The Council has recognised that a mechanism is required to ensure development in the SDA is co-ordinated and avoids piecemeal development, with the infrastructure necessary to support new development provided at the right time and in the right place. Co-ordination will help to ensure that benefits from new development are maximised and adverse impacts are minimised.
- 1.2 The parameters for preparation of a masterplan, and definition of the SDA boundary for the purposes of future masterplan study, were agreed at the meeting of the Council's Executive on 13th February 2012.
- 1.3 This Masterplan sets out guidelines for new development within the SDA, which draws upon the findings of the Landscape and Visual Assessment prepared for the Council by the Landscape Partnership in June 2012, along with other relevant technical evidence. The guidelines will help to ensure that individual development proposals within the SDA contribute to the overall objectives for the area. The Masterplan will support local planning policy. Although the SDA will be progressed as a strategic allocation as part of the emerging Local Plan, in the interim it is intended to be a material consideration in the determination of the current (and future) planning applications on the SDA.
- 1.4 This draft document has been prepared by the Council in partnership with landowners and developers, for consultation with the local community and other stakeholders.

BACKGROUND AND PURPOSE OF MASTER PLAN

- 1.5 The Core Strategy confirms the principle of the Strategic Development Area providing at least 1,000 dwellings. The Council is about to embark on a review of its Core Strategy, which will also include the provision of some strategic allocations in lieu of a separate Allocations document. The new document will be known as the Harborough District Local Plan. It is intended that the Strategic Development Area will be retained as part of this process.
- 1.6 On the 19th September 2012, the Council's Executive, having taken account of the results of public consultation, approved Council policy relating to the SDA to provide some context in taking it forward as part of the Core Strategy review/Local plan process. This included agreeing to a scale of development of between 1,500 and 1,800 houses and 13.4 Hectares of employment land. The existence of Policy CS13 of the Core Strategy was a significant factor in decision. There had also been earlier

community consultation work, which helped shape options for the development of the SDA. An options appraisal exercise had also been carried out which balanced community views with a range of other material considerations.

- 1.7 There are two planning applications before the Council awaiting determination on land within the SDA. These include an outline application for 1000 dwellings at Airfield Farm, and a detailed application for 126 dwellings on land off Lubenham Hill. It is likely a decision on these applications will need to be made before the new Local Plan is in place, which is a fundamental argument as to why the masterplan exercise has to precede the Local Plan process.

- 1.8 It is intended that this Master plan document for the SDA, will provide an informed basis for the preparation of relevant Local Plan policies as well as providing a framework to inform the design of both existing and subsequent planning applications for the development of the SDA. It can be regarded as a material consideration when the current planning applications are presented to the Council's Planning Committee.

- 1.9 The Master plan document sets out relevant planning policy, the overall aims and objectives of the SDA, and assesses the context for development and local characteristics. A masterplan is presented along with design principles and other matters with which development would be expected to comply. The type of contributions that would be sought towards new and improved community facilities and infrastructure are identified.

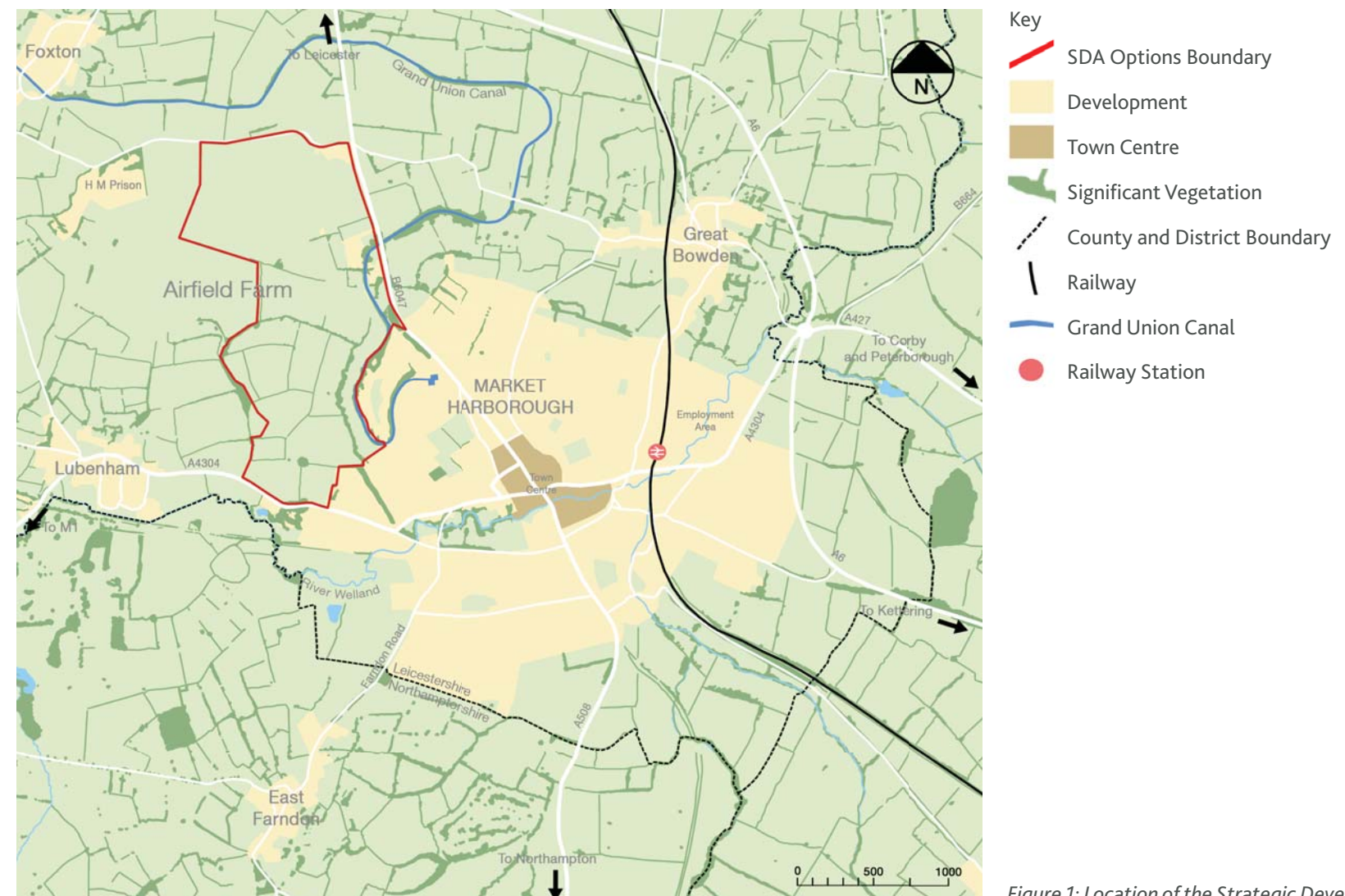
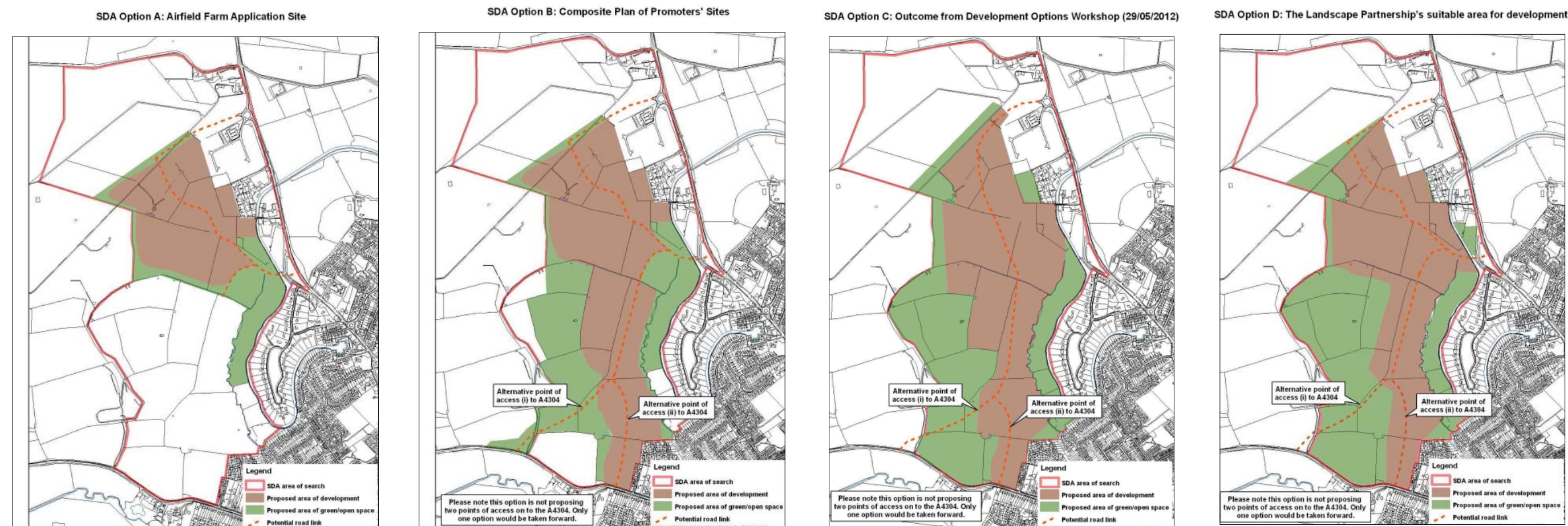


Figure 1: Location of the Strategic Development Area

INTRODUCTION



OPTIONS APPRAISAL

1.10 The Council produced 4 residential options and 2 employment options for consultation purposes as part of Stage 1 of the Master Plan Project Plan. The residential options included 1,000 homes based on the Airfield Farm Planning application (Option A), a composite plan submitted by promoters for 1,739 homes (Option B), an option that came from the community action workshop for 1,800 homes (Option C), and a landscape option for a maximum of 1,500 homes (Option D). The boundaries for each option are shown in the plans above. As three of these options were similar in area, in assessing the merits of each, it was considered that Options B, C and D should be treated as one larger approach for between 1,500 and 1,800 homes, and that this should be assessed against a smaller approach for 1,000 homes (Option A). On 19th September 2012 the Executive decided to go with the larger approach. In doing so the Executive took into consideration a wide range of issues and risks, which it considered counterbalanced public opinion.

1.11 On 9th July 2013 the Project Board recommended that the housing numbers for the SDA be reduced to a maximum of 1,500 dwellings in response to comments raised during public consultation on the draft Masterplan.

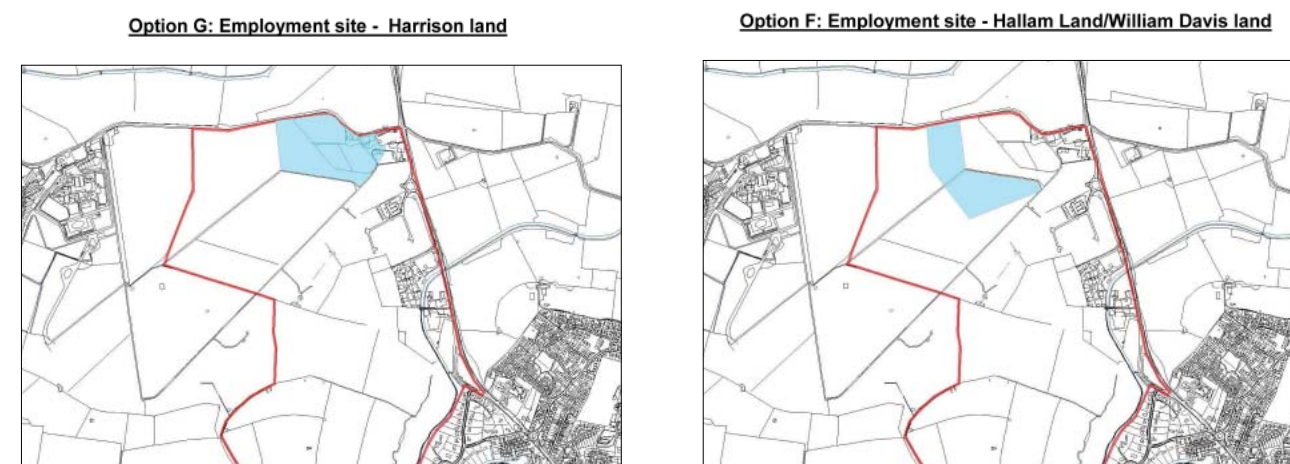


Figure 2: SDA Options

PLANNING POLICY

- 2.0 The **Core Strategy** is the key document within the **Local Development Framework** ('LDF') for Harborough District. It sets out a long term spatial plan for the District and its communities to 2028 and beyond and explains how change will happen. It is in general conformity with the East Midlands Regional Plan (March 2009). The Regional Plan sets out the quantity and broad locations of housing growth in Leicester and Leicestershire at a district level to 2026. The Core Strategy explains this at a more local level.
- 2.1 To help implement the Core Strategy's **Strategic Objectives** (see box) it sets out a number of policies.

Core Strategy Strategic Objectives:

1. *To meet strategic housing requirements, the accommodation needs of the District's population and the need for affordable housing*
2. *To meet employment needs, foster economic growth and maintain high employment levels in the District.*
3. *To locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable locations.*
4. *To protect, enhance and, where appropriate, secure the provision of additional accessible community services, facilities, open spaces and infrastructure throughout the District.*
5. *To protect and enhance the District's distinctive rural landscape, settlement pattern, historic assets, natural environment and biodiversity.*
6. *To safeguard and enhance the character and built heritage of the District's settlements and ensure that residential amenity is protected.*
7. *To protect and promote the economic viability and vitality of the District's towns and rural centres.*
8. *To promote good design which respects, and where possible enhances, its surroundings and quality of life and which improves community safety, reduces anti-social behaviour and reduces the fear and incidence of crime.*
9. *To reduce the environmental impacts of road traffic, both private and commercial, and lessen the need for car use by encouraging alternative modes of transport including cycling and walking.*

10. *To minimise waste production and maximise re-use and recycling of waste.*

11. *To minimise energy demand and maximise the use of renewable energy resources.*

12. *To promote sustainable growth of tourism and access to the countryside within the district.*

13. *To locate new development in areas which will not put life or property at risk of flooding.*

- 2.2 **Core Strategy Policy CS1: Spatial Strategy** provides an overview of the Spatial Strategy for Harborough District. It sets out to:
- 'Bring forward a strategic development area immediately to the north west of Market Harborough, including at least 1000 dwellings to meet the strategic requirement for new dwellings, and to provide access to new employment, educational and recreational opportunities'*
- 2.3 **Core Strategy Policy CS2: Delivering New Housing** identifies that of the overall housing provision of at least 7,700 dwellings between 2006 and 2028, at least 3,300 dwellings will be located at Market Harborough.
- 2.4 **Core Strategy Policy CS7: Enabling Employment and Business Development** seeks to enable economic and employment development within Harborough District in support of the sub-regional economic growth of Leicester and Leicestershire.
- 2.5 **Core Strategy Policy CS9: Addressing Climate Change** seeks to reduce the District's carbon emissions through sustainably designed and located developments.
- 2.6 **Core Strategy Policy CS13: Market Harborough** confirms that Market Harborough will develop its role as the principal town within the District and will be the main focus for additional development. This growth 'will be accommodated in a manner which respects Market Harborough's role as a historic market town and which safeguards its compact and attractive character' and that:

- The principal means of accommodating housing growth on greenfield land in Market Harborough will be in the form of a strategic development area of at least 1,000 dwellings to the north west of the town. Development in this area will:*
- i) *Provide a new community that is linked to and an integral part of Market Harborough;*
 - ii) *Provide a range of community facilities, local retail opportunities, open spaces and recreational facilities, together with a primary school, if sufficient evidence of need exists;*

- iii) *Not prejudice the provision of a future link road to enable transport movements between A4304 (Lubenham Hill) and B6047 (Leicester Road) as part of a wider package of measures that seek to deal with transport issues predicted to arise in and around the town during the Core Strategy period;*
- iv) *Provide high quality walking, cycling and public transport links to Market Harborough and to other relevant destinations;*
- v) *Have a distinctive identity that maximises the opportunities provided by its location, landscape context and the local built heritage. The relationship with the canal will be taken full advantage of in terms of linkages, uses and design;*
- vi) *Conform with more detailed design policies and principles to be set out in the Allocations Development Plan Document and an agreed masterplan, which will be developed in partnership between the developer, the Council and key stakeholders including representatives of local residents and adopted in future planning policy;*
- vii) *Consider the suitability of the provision of a Local Nature Reserve as part of the development.*

- 2.7 This Masterplan seeks to address all of the above criteria.
- 2.8 **Core Strategy Policy CS13:** also incorporates an intention to identify a new separation area between Lubenham and Market Harborough to ensure the retention of identity and distinctiveness of neighbouring settlements.
- 2.9 Other Core Strategy policies relevant to the consideration of development proposals in the SDA include:
- Policy CS3: Delivering Housing Choice and Affordability
Policy CS5: Providing Sustainable Transport
Policy CS8: Protecting and Enhancing Green Infrastructure
Policy CS10: Addressing Flood Risk
Policy CS11: Promoting Design and Built Heritage
Policy CS12: Delivering Development and Supporting Infrastructure
- 2.10 Retained **Local Plan Policy EM/11 Airfield Farm** is also relevant to the consideration of development proposals in the SDA.
- 2.11 **The National Planning Policy Framework (NPPF)** sets out Government planning policy. At the heart of the NPPF is a presumption in favour of sustainable development. It seeks to boost significantly the supply of housing and deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It recognises that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as extensions to existing towns. Development within the SDA will help to achieve development consistent with the requirements of the NPPF.

SDA MASTERPLAN AIMS AND OBJECTIVES



NEW HOMES



GREEN SPACES



PLAY AREAS



PRIMARY SCHOOL



LINK ROAD



RENEWABLE ENERGY



EMPLOYMENT



LOCAL CENTRES



BROADBAND

SDA Masterplan Aims & Objectives

The Masterplan provides a spatial framework for the future enlargement of Market Harborough to provide a mixed-use sustainable urban extension containing the following:

- A maximum of 1,500 dwellings.
- 13.4 ha of employment land.
- Links to the agricultural showground.
- A Link Road between Leicester Road(B6047) and Lubenham Hill (A4304) to provide the primary road of access to the site.
- Open space, green space linkages and equipped play areas in accordance with Council standards/requirements.
- A primary school.
- One or more local centres.
- Site layout and design principles to reduce energy demands and increase energy efficiency in accordance with Policy CS9: Addressing Climate Change
- Broadband

A number of key objectives set parameters for development. These dovetail with the Core Strategy's Strategic Objectives:

- To meet strategic housing requirements, incorporate a maximum of 1,500 dwellings where up to 30% are affordable units.
- To contribute to the provision of employment to meet the needs of the town to 2031.
- To reduce the environmental impact of road traffic and encourage alternative modes of transport.
- To protect, enhance, and incorporate additional accessible community services, facilities, open space and infrastructure.
- To ensure that a good level of connectivity is achieved with the Town and other nearby areas, especially by sustainable means of travel.
- To protect and enhance the District's distinctive characteristics and settlement separation.
- To protect and enhance the existing historic and natural environment and biodiversity.
- To promote good design which respects and enhances its surroundings and quality of life, improves community safety, and reduces both the actual and perceived fear of anti-social behaviour.
- To ensure both existing and new development are not at risk of flooding.

CONTEXT

LOCATION

- 3.1 The Strategic Development Area (SDA) lies directly to the north west of Market Harborough between the A4304 Harborough Road/Lubenham Hill to the south, Gallow Field Road to the north and the B6047 Harborough Road to the east. It is adjacent to the main urban area and the Grand Union Canal to the east and agricultural fields to the west. Part of the eastern boundary adjoins the Grand Union Canal, a site identified as ecologically important at County level and is also a conservation area. Most of the site is currently used for agricultural purposes. Airfield Business Park is situated within the SDA and is accessed via the existing roundabout along Harborough Road. Some of the buildings within the business park are up to 3 storeys in height.
- 3.2 The area is well located in terms of existing facilities and services, and due to its proximity to the urban area and town centre, a number of these facilities are within walking and cycling distance. The town centre is the nearest concentration of a wide range of facilities and services, including retail, GPs, restaurants and museum. St. Luke's Hospital is located in Leicester Road to the north western edge of Market Harborough and Market Harborough & District Hospital is located immediately to the north of Coventry Road, near the town centre.
- 3.3 The area has a number of schools located within close proximity, with Market Harborough Church of England Primary School, St Joseph's Catholic Primary School and Robert Smyth School, offering secondary and sixth form education (pupils aged 14 to 19), being the closest. Located further south is Welland Park Community College, which offers education for pupils aged 11 to 14.
- 3.4 The Grand Union Canal and towpath running along the eastern side of the SDA provides an attractive recreational environment, popular with walkers and boaters, and offers connection between the town centre and the wider surrounding countryside. Open spaces and facilities are also available nearby, including a cricket ground and pavilion, allotments and Welland Park, an important open space within Market Harborough to the west of the town centre.



Figure 3: Site Context Plan

CONTEXT

ACCESS / CONNECTIVITY

- 3.5 The SDA location and its proximity to strategic routes provide good connectivity and accessibility to the centre of Market Harborough and other urban areas, utilising a variety of modes of transport.
- 3.6 There are a number of public footpaths running across the site, providing sustainable linkages to the open countryside areas to the west and north-west. Two pedestrian bridges provide links to the eastern side of the Grand Union Canal and urban area. Further, a footway and on-carriageway cycle lane is provided on the eastern side of Harborough Road between the SDA and Market Harborough. A footpath and Sustrans cycle route number 6 runs adjacent to the eastern boundary of the SDA along the Canal towpath, offering linkages to the town centre and wider surrounding area.
- 3.7 Located adjacent to the B6047 Harborough Road and the A4304, the SDA is in a position to link into the existing transport network. All these routes offer regular bus services connecting the area to Market Harborough town centre, train station and Leicester.
- 3.8 In terms of vehicular routes, Harborough Road offers direct access to the town centre and other main roads and motorways. The B6047 Harborough Road leads to the A6, connecting Market Harborough to Leicester and the A14.
- 3.9 Market Harborough is served by a railway station, located approximately 2.7Km to the south east to the site, offering regular, direct connections to Leicester (about 17 minutes journey), Nottingham (under 50 minutes) and London (just over 1 hour). Bus route 44 offers hourly connections between the SDA and the station along Harborough Road / Leicester Road. Bus route 58 offers hourly connections from Lubenham Hill to the town centre.

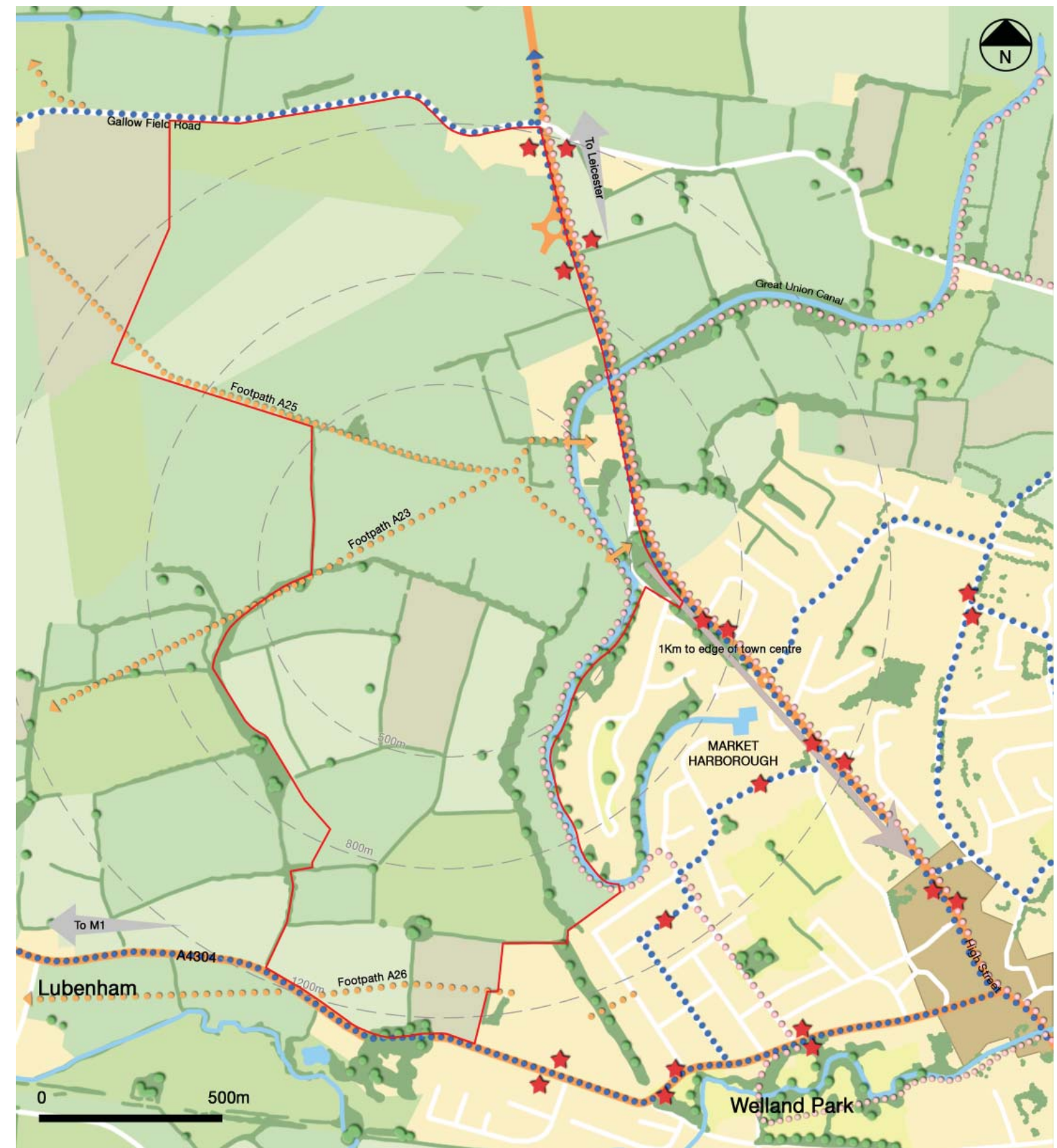
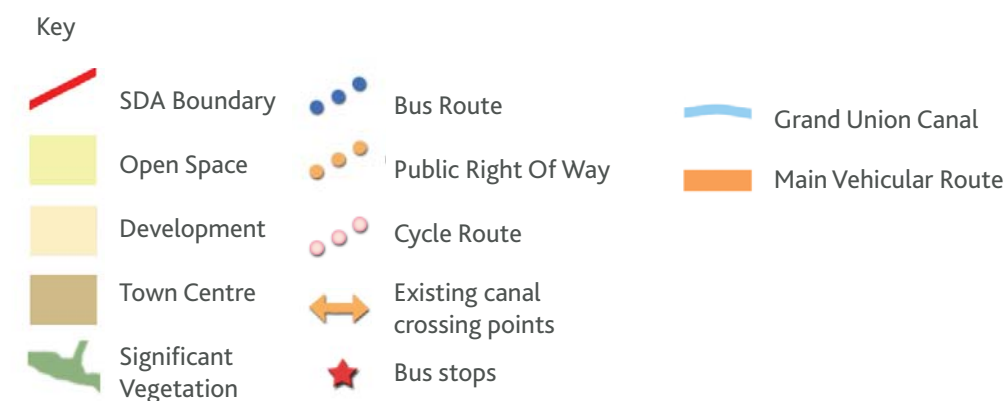


Figure 4: Transport Context Plan

CONTEXT

LANDSCAPE AND TOPOGRAPHY

- 3.10 The centre of the Market Harbourough is located within a basin with the prominent ridgeline extending around the west of the town largely screening views from the west approaching from Lubenham.
- 3.11 The town extends onto the high ground at The Woodlands but although this is part of the built up area of the town it is heavily wooded and residential development is generally concealed within the trees.
- 3.12 Within the SDA the landform varies considerably. In the southern half of the SDA the landform is undulating and contains two pronounced local hills as indicated on figure 5. The land then drops towards a small watercourse before rising again to the canal which forms the edge of the town.
- 3.13 The hills create a physical and visual barrier between the edge of Market Harbourough and Lubenham. The tops of these hills are prominent features in the local landscape and are visible from the eastern edge of Lubenham and from the north of the village and from the higher ground of Gallowfield Road to the north.
- 3.14 In the existing approach from Lubenham one is not aware of the presence of Market Harbourough to the east and hence the landform helps to provide a strong clear sense of separation between the two settlements.
- 3.15 Any development located on the top of these hills, or breaking the skyline in views towards the hills particularly as seen from the west would be both visually intrusive and have a negative effect on the character of the local landscape.
- 3.16 Further to the north west views also take in The Woodlands area of the town and there are distant views to The Woodlands from the Lubenham Hill between the hills.

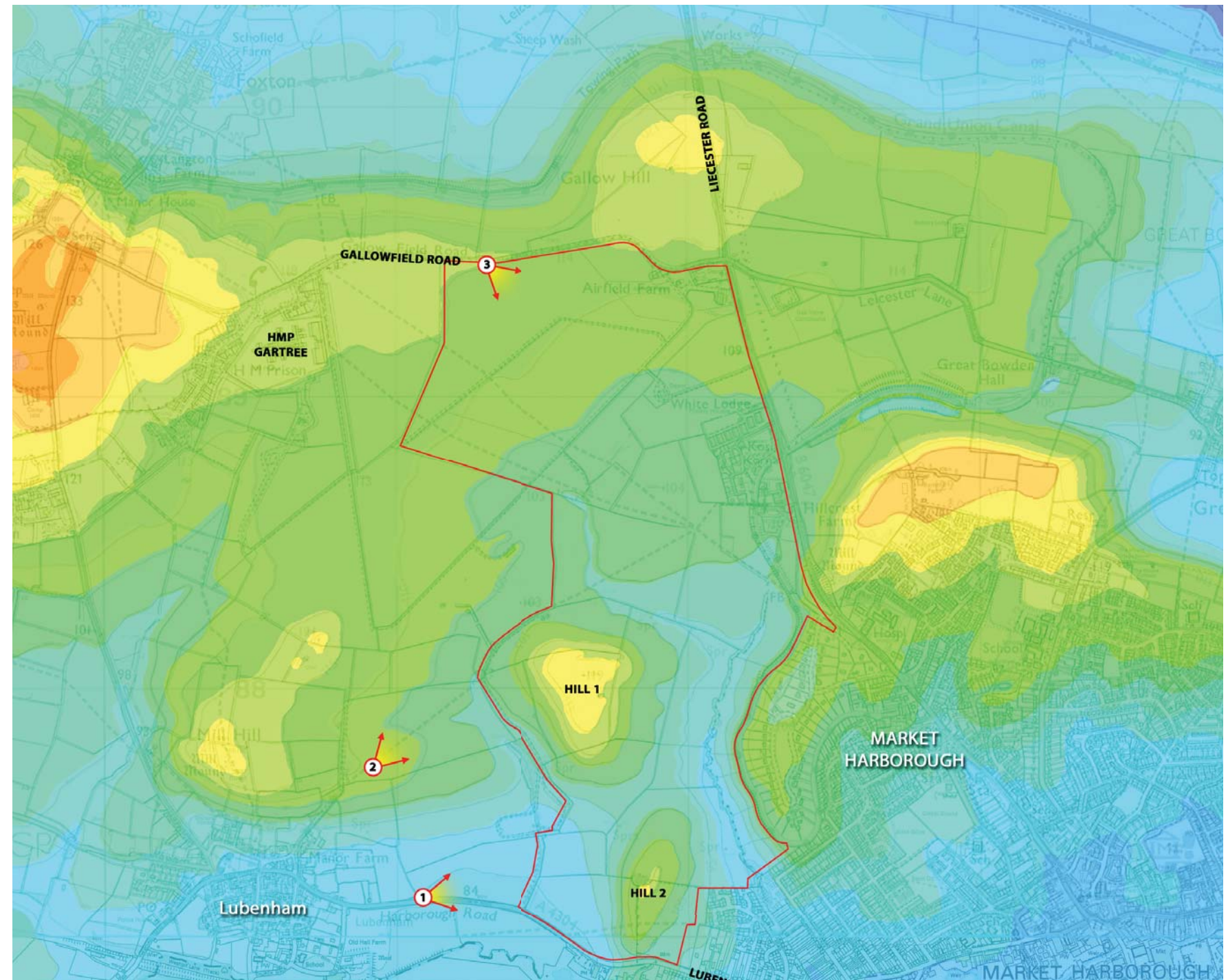


Figure 5: Contour Plan with SDA Options Boundary

Key	130-135m	110-115m	90-95m	70-75m
	125-130m	105-110m	85-90m	65-70m
	120-125m	100-105m	90-85m	
	115-120m	95-100m	75-80m	

CONTEXT



1 View from the edge of Lubenham looking east towards Market Harborough from the A4304 Harborough Road



2 View from footpath 23 north east of Lubenham looking north east



3 View from top of plateau to north west of the canal and SDA area largely obscured within shallow valley

CONTEXT

LANDSCAPE

3.17 The northern part of the study area is much flatter and forms part of a gently sloping plateau falling southward from Gallowfield Road. The complex of buildings at HMP Gartree is a major landmark on the highest ground to the west. This northern end of the study area is generally open and exposed having been cleared of its field boundaries to create an airfield in 1943. The northern edge of the study area on the higher ground is the most exposed. The committed employment development, Airfield Business Park, on the Harborough Road is partially developed and occupied and is prominent within the landscape (see photo 4). Greenacres Caravan Park occupies a site immediately to the south of this adjacent to the canal. The lower slopes of the plateau can more readily accommodate development which would be less prominent in the wider landscape.

3.18 The eastern boundary of the study area follows the B6047 Leicester Road and approaching Market Harborough, views into the heart of the site are restricted by garage buildings Greenacres and vegetation along the Grand Union Canal and woodland between this and the old course of the road (see photos 5 and 6).



4. Airfield Business Park



5. Looking north east to the garage on Leicester Road.



6. View from the canal looking north at The Woodlands.



7. View along the canal at The Woodlands.

3.19 The boundary then follows the canal as it hugs the contours of The Woodlands hillside with its distinctive parkland trees masking most of this low density residential area on the edge of the town.

3.20 Views from The Woodlands are restricted by long well wooded gardens running down to the canal. The canal and brook running parallel both have mature hedgerows (see photo 7).

3.21 In the south eastern corner the study area abuts the existing residential edge of the town with clear views from Lubbenham Hill and glimpsed views from several residential roads between the existing houses to the higher ground.

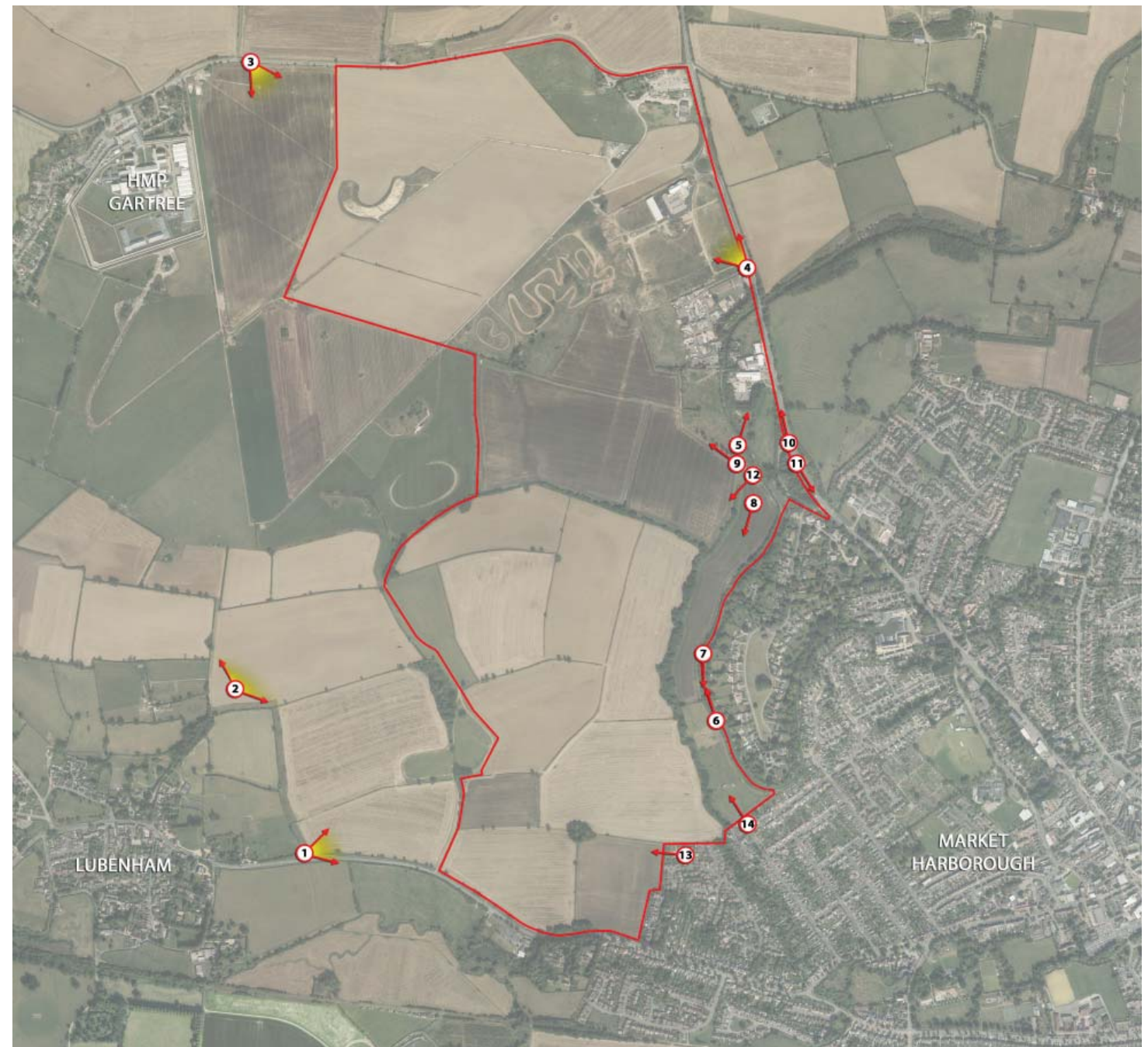


Figure 6: Photo View Points Plan

CONTEXT

LANDSCAPE

- 3.22 The course of the canal follows the contours with substantial embankments constructed on the western side to level the land for the watercourse and the towpath (see photos 8 and 9).
- 3.23 The canal is flanked by developed land on one side for most of its length within the SDA study area. The southern half adjacent to The Woodlands and a small section of the old Leicester Road a green gap and then Greenacres and the garage buildings. Planting screens much of this development especially in summer months.
- 3.24 There are two bridges over the canal affording views along its length and long views to the high ground to the west (see photos 10 and 11). New residential development should be set back from the ridgeline to preserve the natural skyline in western views.
- 3.25 Land immediately adjacent to the canal between the brook and the canal is deemed to be important to the setting of the conservation area and offers significant opportunities for Green Infrastructure with the potential for a country park.



8. View looking south - The land between the canal and the stream is important to the setting of the canal. Additional tree planting along the stream would screen new development.



9. The canal embankment on the night and the area with potential for a marina and canal focussed development



10. View from foot bridge looking south



11. View from the footbridge looking north

CONTEXT

GRAND UNION CANAL

- 3.26 The Grand Union Canal area running along the eastern boundary of the site is part of the Great Union Canal Conservation Area and is considered to be of historic, environmental and architectural importance. The conservation area includes the canal, towing path and hedgerow boundaries, the Market Harborough Basin (Union Wharf), surrounding buildings enclosing the water frontage as well as the frontage onto the Leicester Road and the Union Public House.
- 3.27 These waterways, associated tunnels, bridges and other structures built in the late eighteenth century represent an important achievement in terms of civil engineering and are of considerable historic and archaeological interest. Historically, the Grand Union Canal is significant to the rapid economic prosperity brought to the area during the Industrial Revolution, when used as part of a transport network to carry coal and iron. Once completed, the Canal provided an unbroken water transport link between the Midlands and London, giving 'special' significance to the 'Grand Union'.
- 3.28 The architectural importance of canal related buildings and structures are related to the age, purpose, quality, design and materials of construction. Mostly built between the late eighteenth century and early twentieth century, these structures demonstrate great craftsmanship and engineering skills. The character of the architecture is varied and distinct, generally of high quality, from typical brick and stone traditional forms through to fine ashlar stone, patterned brick and cast iron in prosperous urban areas. Although some structures are Listed, many of the unlisted buildings and structures are significant and of local interest in their own right with the more recent structures reflecting a significant chapter in the development of the canal network.
- 3.29 Originally developed for freight transportation, the principal use today is recreational with leisure activities such as fishing, walking, cycling, bird watching and boating.
- 3.30 The photos on this page provide an insight into the canal corridor conservation area, an introduction as to what contributes to the quality of the heritage resource and standards expected to maintain its high quality appeal. A careful balance is needed to safeguard the historic man made landscape of the canal site and activity and the inherent wildlife value of the inland waterway habitat. This is especially significant considering that this branch of the canal is located within the Harborough Arm Local Wildlife Site and plays a key role in the local and sub-regional green infrastructure network.



Canal character and road bridges



Architectural
Detail



Tow path edge
and foot bridges



CONTEXT

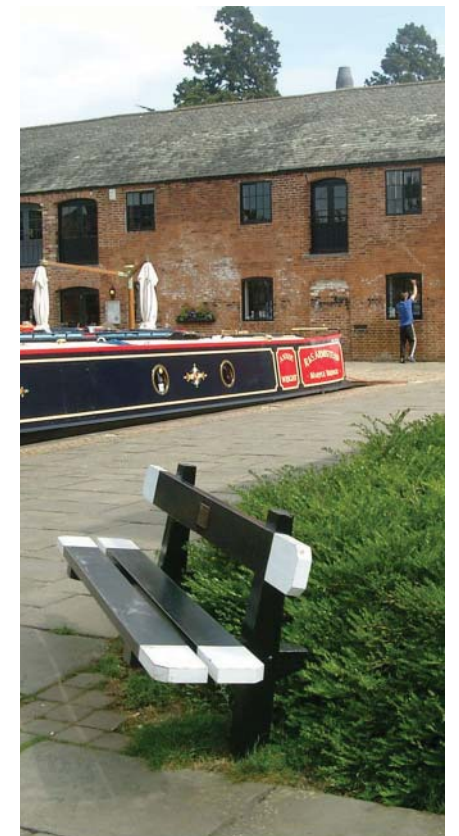


UNION WHARF

3.31 Union Wharf is the end canal basin complex of the Market Harborough arm of the Grand union canal, located to the north west of the town centre. The basin has recently been restored and redeveloped and sets a high standard of design and innovation and is an important recreation 'gateway' into the town centre.

3.32 The photographs (left) illustrate the built form in the waterways warehouse tradition facing onto and enclosing the basin with car parking and servicing set back behind. Note that the car parking area to the rear is at a lower level than the waterside frontage allowing for secure residents car parking below the housing. The built form is generally 2 to 3 storeys, with residential on the upper levels and mixed use commercial and leisure at the canal basin level facing onto the quayside water frontage. The building scale reflects that of traditional Nineteenth Century inland waterways architecture. In particular, the Grade II Listed warehouse to the east of the wharf should be noted.

3.33 Window and elevation openings are random with full building height glazed vertical openings reflective of goods hoist and original warehouse functional detailing. The photographs (right and below) illustrate the attention to detailing and, function and quality of the public realm treatment. This includes simple paving and stone set edge and mooring details, low level easily maintained edge low shrub landscaping, semi private residential frontal that can be personalised (sitting out area), café and bar quayside table area. Also note the themed public seating in the canal with reference to 'lock gate' tradition.



Built Character Areas in Union Wharf

CONTEXT

LOCAL CHARACTER

- 3.34 It is important that new development in the town respects and enhances the unique and distinctive character of Market Harborough.
- 3.35 Market Harborough is a market town rich in history and with a unique character. Together with its surrounding villages, the town presents some interesting streets and architecture.
- 3.36 There is a wide range of street types in Market Harborough and surrounding area from the broad, linear market street in Market Harborough to the typical village townscape of the surrounding villages. Built form is also varied, including a wide range of house styles including cottages, large detached and 3 storey town houses. Another defining characteristic of the area is the mix of building materials, with red brick, stone, light coloured render and slate often being used.
- 3.37 The local character analysis uses an audit of surrounding built form and building styles, aiming to inform the design of the proposed future development. It is considered that a design that reflects aspects of its context will have a positive identity that relates well to its surroundings.



MARKET HARBOROUGH TOWN CENTRE

- 3.38 Historic Market Harborough has a typical wide linear central market street with predominantly continuous 3 storeys built edge defining the edge of and enclosing the space (see below). The central island building and church beyond are buildings that are visually identifiable as major town centre landmarks. Although this is a town centre, the same principles apply to marking the centre of any proposed development. Plot width and building height proportion varies but essentially the block is a continuous terrace frontage on a back of pavement building line.
- 3.39 Most of the frontages in the centre are finished in pastel shade colour painted render or dressed stone elevation detailing. This is clearly illustrated in the photograph montage block (bottom left). Moving out of the centre the building revert back to red brick (bottom right), which illustrates a fine urban vernacular block. Note variation in roof detailing, pitched and hipped roofing, (generally at a slightly lower 30° angle) and introduction of polite architectural details such as dressed stone, parapet frontages and hidden roof structure from the street and vertical rather than horizontal rhythm emphasis to the street. Also note that access to the rear yards and alleys are by means of arched entrance through the building.



Built Form in Market Harborough

CONTEXT

MARKET HARBOROUGH SUBURBAN HOUSING

3.40 Hill Top Close is a small new-build scheme to the south of the SDA. The development includes a number of larger properties built with traditional materials of red brick, red tiles and grey slate. There is good use of dormer features, porches and chimneys and parking is well integrated into the building forms. Building heights are limited to 2.5 storeys. The scheme successfully calms traffic speeds through the use of a winding access road with tight bends and the placement of buildings close to the road edge (see images below).



3.41 There is a new area of housing along Leicester Road half way between the SDA and the town centre. These buildings add some variety and introduce some circular and arched features, Dutch gables and decorative eaves (see images below).



3.42 Farndon Fields is a large development located to the south east of the SDA. This scheme incorporates a mix of building types including 2-2.5 storey houses and 3 storey flats. Materials comprise of local vernacular red brick and grey slate but also include full or part rendered facades. The development makes good use of corner turning buildings and carriage arch entrances to rear parking areas. The scheme also integrates small areas of landscaping well (see images below).



3.43 The Woodlands is located to the east of the SDA on the opposite side of the Grand Union Canal. This area includes a mix of new and old buildings set in large plots. The properties are accessed along a narrow lane lined by verges and set back behind large front gardens. Building styles and materials vary with some bungalows included (see images above).



3.44 Other newer suburban developments close to the site include Farndale View (to the south of the SDA) and Kingston Way / Bates Close (to the east). Both demonstrate good use of local materials and features albeit laid out on over engineered estate roads (see images above).

CONTEXT

LUBENHAM

- 3.45 Lubenham is the nearest village south west of the SDA and west of Market Harborough. Buildings are predominantly a red brick and slate roofed with some white render. The photo below shows typical village 'main street' townscape, with one side harder urban quality with building line up against back of pavement, the other being softer, with grass verge and buildings set back behind front gardens. Note the strategic tree grouping punctuating the vista.
- 3.46 The photograph at the bottom below shows examples of gable end detailing, with both narrow depth 60° high and wider depth lower 45° angle pitch roofs. Chimney stacks are again important elements.
- 3.47 The photographs on the right illustrate variety in building heights from 1½ to 3 storeys. In Lubenham there is more dormer window detailing both flush continuation of front façade and set into roof pitch. These photos also illustrate examples of frontage boundaries – brick walling, hedge and wooden fencing.



GREAT BOWDEN

- 3.48 Great Bowden is a settlement immediately to the north of Market Harborough, focused around a series of linked 'village greens' at its centre. The photographs on this page illustrate the character and built form facing onto this central space sequence. The building edge is continuous comprising a varied range of vernacular cottage style form. All buildings are orientated with their frontages facing onto the greens. Variation in plot widths and heights to eaves (2 and 3 storeys) result in a varied building elevation. The random roofline and skyline silhouette also is an important element adding to the different character of the 'greens'.
- 3.49 Further variation is achieved by variation in building line, predominantly back of pavement, but some frontages set back behind low wall or railing fronted gardens. The building material is predominantly red brick with some local iron stone and white painted rendered finish. A combination of materials (brick and render, stone and render) helps to create a variety in elevation detailing.
- 3.50 The two photographs (left) show varied boundary treatment to front gardens, with low brick wall and trimmed hedge, and wooden railing fencing.
- 3.51 The below left examples include narrow depth wide plot frontage white rendered simple 3 bay cottage form with central door and vertical sash windows. Contrasting with simple 6 bay 1½storey terrace block in the tradition of almshouse built form. Fenestration is more vernacular type with smaller horizontal openings with emphasised lintel.
- 3.52 The photograph at the bottom of this page illustrates the importance of roof variation and attention to detailing, different materials (with mix of slate and plain tiles), orientation, step down rooflines, gable end pitch, plain and barge board verge finish, gable and dormer punctuations. It is worth noting the importance of chimney detailing which is essential to completing the townscape character.

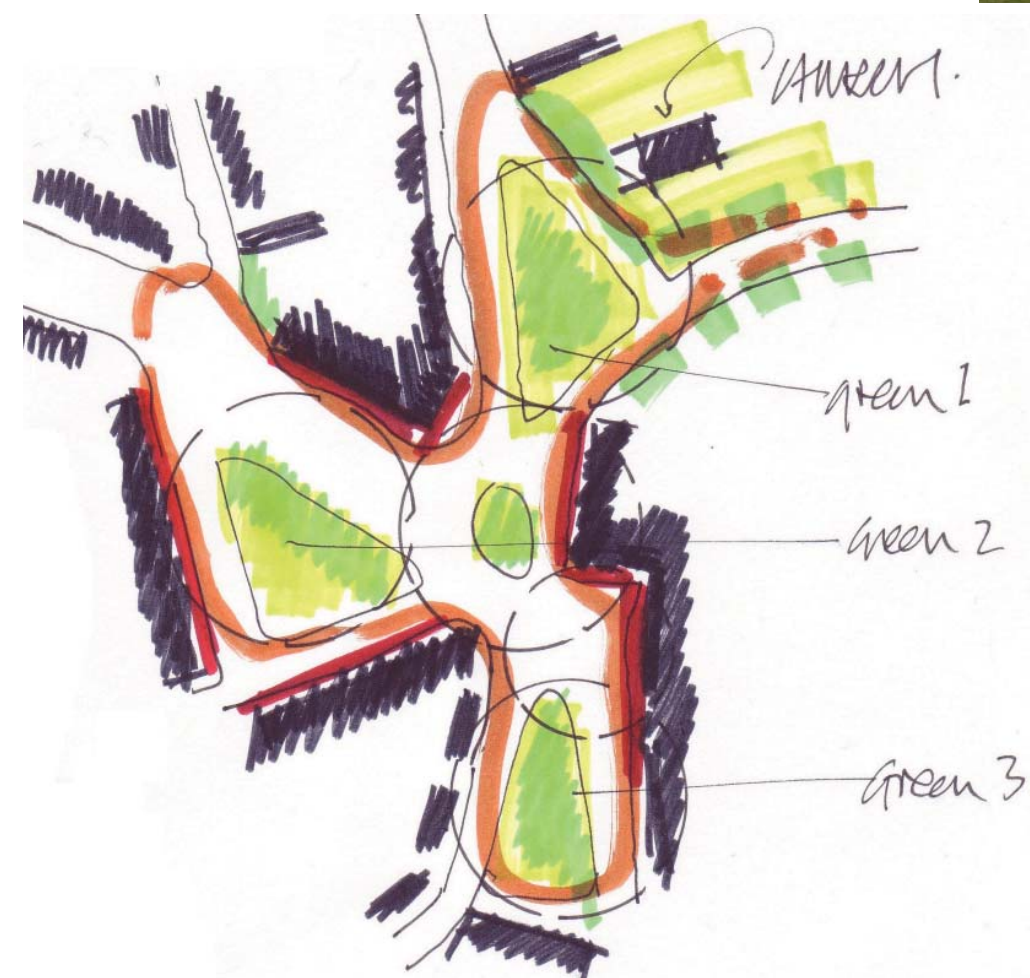


Built Form in Lubenham and Great Bowden

CONTEXT

GREAT BOWDEN VILLAGE GREENS

3.53 Great Bowden is one of the character villages in the Market Harborough area differing from its neighbours in that the village centre comprises a distinctive series of irregular shaped linked village greens rather than the more usual linear street space sequence focusing on a street junction. This provides a traditional village focus with a distinctive character and sense of place. Great Bowden's greens are 'triangles' rather than formal squares which adds to the organic informal character of the centre. Continuous built frontages in the form of linked cottages face onto this series of space creating an enclosed, contained and well defined village centre. The mixed use activity, shops, public house and church reinforce the visual message that this is the community focus. Mature trees planted on the greens contrast with the built edges and provide in townscape terms a vertical element focus. The greens are open grassed areas with unrestricted public access and an important part of the public realm. These are in the centre of the open space with local road access to the building frontages around the periphery. The through routes cut directly through the centre of the sequence away from the edges which take on a quieter quality more in keeping with residential character.



3.54 The plan (below left) illustrates this linked space sequence configuration in sketch form, showing through routes, built edge enclosure 'triangular greens' and the irregular resulting shape of the public realm of the village centre. The photograph montage (below) captures the character of the space and built edge enclosure.



FOXTON

3.55 This village is located to the north west of Market Harborough. Main Street, one of three central linear roads that run through the village, crosses the Grand Union Canal and becomes Gallow Field Road which is to the north of the SDA. The character of Main Street is contrasting. On one side of the street, detached housing is set back behind large front gardens. On the other side more joined up frontage is almost positioned at the back of the footpath with courtyards and culs-de-sac leading to further development behind.

3.56 The other linear streets are low key lanes with grass verges and tree planting on either side. The southern most lane, Swingbridge Street, includes a number of large detached properties set in generous landscaped plots.

3.57 Traditional materials within the village include red brick and grey slate with the occasional use of render and stone. These materials have been translated well between the original built forms and more recent new build housing. However, some development built in between does not harmonise as well with this vernacular.

3.58 Building height is limited to two storeys and includes bungalows. Rooflines are occasionally punctuated by dormers and chimneys and porches to front doors are common. Boundary treatments include a mix of high and low brick walls and clipped hedges.



Built Form in Great Bowden and Foxton

CONTEXT

APPLYING THE PRINCIPLES

- 3.59 The local character analysis has identified local building traditions that could be referenced in the proposed development. However the proposed development will be of modern construction and will make use of materials to ensure sustainable construction as well as a quality appearance. Therefore the following analysis considers how the local character translates in to a new development, using local and good practice examples. This illustrates residential development achieving character and sense of place using modern materials in a creative and sensitive way, reflecting the local building tradition.
- 3.60 The photos on these pages illustrate recent developments and includes housing built by the future developers of the SDA.
- 3.61 The photos below illustrate built form, scale, proportions, roof, skyline and street frontage detailing. Most of the development is 2 storeys with occasional 3 storey focal buildings. The application of the simple materials palette has been carefully thought out resulting in an individualistic collection of buildings creating a distinctive sense of place.



- 3.62 The photo above left illustrates treatment to a pedestrian link through the housing with rapidly maturing landscape detailing. The photos above right and directly below show successful frontage and edge detailing with a mixed use of low shrub planting, brick walling and iron railing treatment. Variety in frontage boundary detailing together with creative configuration of house types and materials add to creating a character rich built environment, suitable for integration and extension to an existing settlement. In many of the photographs, the retention and incorporation of existing trees as landscape features in the housing master plan helps to integrate the new development into its landscape context.

- 3.63 The photos below illustrates variety in built frontage with a mix of render and brick material palette.



- 3.64 The photos above shows wide building frontage to a street with arched entrance to internal parking court or a private parking space. This shows varied built form and contemporary use of materials fitting with the traditional East Midlands material palette. This concept could be used in the SDA, with reference to arched entrances in Market Harborough.