

CONTEXT

APPLYING THE PRINCIPLES

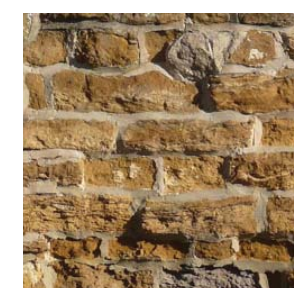
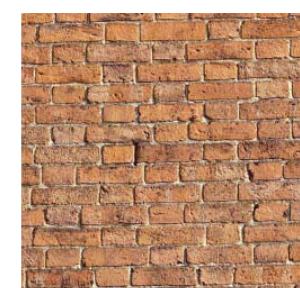
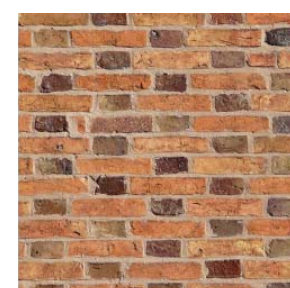
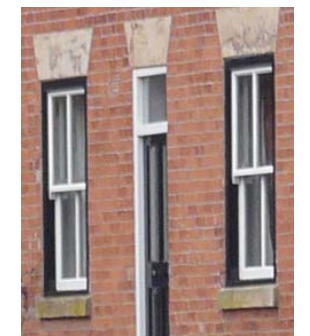
3.65 The photo to the right shows good grouping showing continuous building frontage. This built form reflects the continuous frontage of higher density development found in traditional surrounding village centre townscape. Variation in plot frontage width, heights to eaves and ridge line all reflect good townscape and urban design principles. Materials including the red brick, slate and plain tiling reflects the local building palette.

3.66 The photo to the right shows good streetscape detailing with variation in building orientation, gable ends facing onto the street punctuating the street frontage. The corner building gable end provides a visual stop to the street and a focal element terminating the street enclosure. This photograph also shows the use of walls in conjunction with the building frontage enclosing the street. Variation in skyline silhouette is a deliberate design consideration along with integral chimney stacks reflecting local village vernacular.

3.67 The photo below right shows frontage treatment with off street parking within the housing plot. The surface treatment to the pavement enhances this as a pedestrian priority residential street. Important to note is the use of the low trimmed hedgerow to define the edge of the public realm and provide an interface with the semi-private threshold of the residential plot.

3.68 The photo bottom right shows a good example of a residential shared surface private drive serving a residential grouping. The frontage is shared surface with integral frontage car parking bays. Variation in architectural detailing of the different plot treatment adds to the townscape character of the grouping. This example also shows a single aspect street type with interface to a green countryside edge.

3.69 The photo below shows frontage detailing showing built enclosure and wide plot frontage. This is reflective of local village form in the Market Harborough area (for example Great Bowden). Fenestration size and proportions also reflect local vernacular tradition. Although the frontage is open, the fencing and landscaping gives some privacy and definition to the plots.



APPLYING MATERIALS

3.70 The photos below illustrate the principal building palette for the Market Harborough area and its rich colour and texture combinations. This gives a range and palette of materials that could be reflected in the development, but through the use of modern materials.

Above: Roofing

Right: Fenestration

Left: Walls

CONTEXT

OPPORTUNITIES

3.71 The bullet points on the following two pages have been identified as opportunities and constraints of the site.

- Provision of new community, leisure and recreation facilities.
- Grand Union Canal - opportunity to create canal side leisure facilities and gives unique character to site.
- Degraded land - a portion of the site is located in a former airfield and lost most of its original hedgerows and trees, offering the opportunity for new planting and to increase the biodiversity in the area.
- Low lying land adjacent to canal - opportunity to create a marina offering attractive leisure facilities to both new and existing communities and mooring facilities on the canal network.
- Footpaths - site offers a number of footpaths, encouraging walking and facilitating connection to the surrounding area.
- Towpath - offers attractive canal side walk, long distance walking route and access to Foxton Locks.
- Potential Green Corridor - opportunity to create an attractive, publicly accessible Country Park serving the wider area, incorporating flood meadow attenuation ponds and increasing biodiversity alongside the canal.
- Existing hedgerows - incorporated where possible to create green links
- Existing crossing points to be retained, allowing connection to the east of the canal and Market Harborough. The proposed eastern access to the site offers the opportunity to create a feature bridge allowing pedestrian and vehicular access to Town Centre.
- Main access points directly off Harborough Road, Leicester Road and Lubenham Hill, with access to the existing transport network and wider area.
- Improvements to public transport with the opportunity for a bus route through the site.
- Plan out crime and antisocial behaviour in a new residential layout.
- Provision of employment.

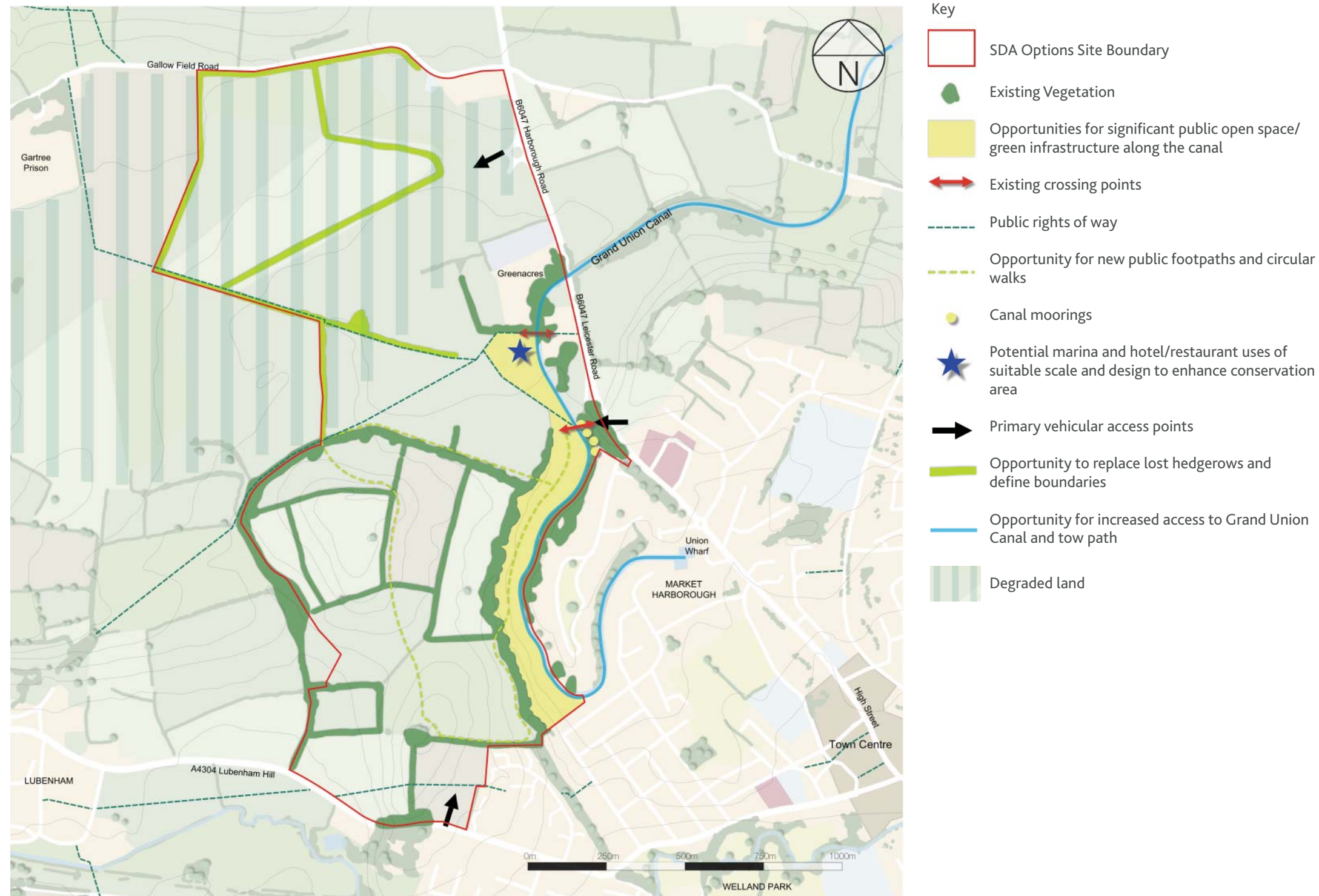


Figure 7: Opportunities Plan

CONTEXT

CONSTRAINTS

- Gas main - running along the northern boundary of the site, the gas main and its easement need to be considered during the design stage.
- Edge to open countryside - to be carefully designed and create a positive edge.
- Existing development edge - to be considered at design stage in order to minimise impact to residents and create a positive edge
- Prominent higher land - visually exposed areas and steep landform may exclude development
- Views into site - south eastern corner of site visually exposed from existing housing to east
- Distant views into site - surrounding higher ground offers distant views into site
- Existing trees and hedgerows to be retained.

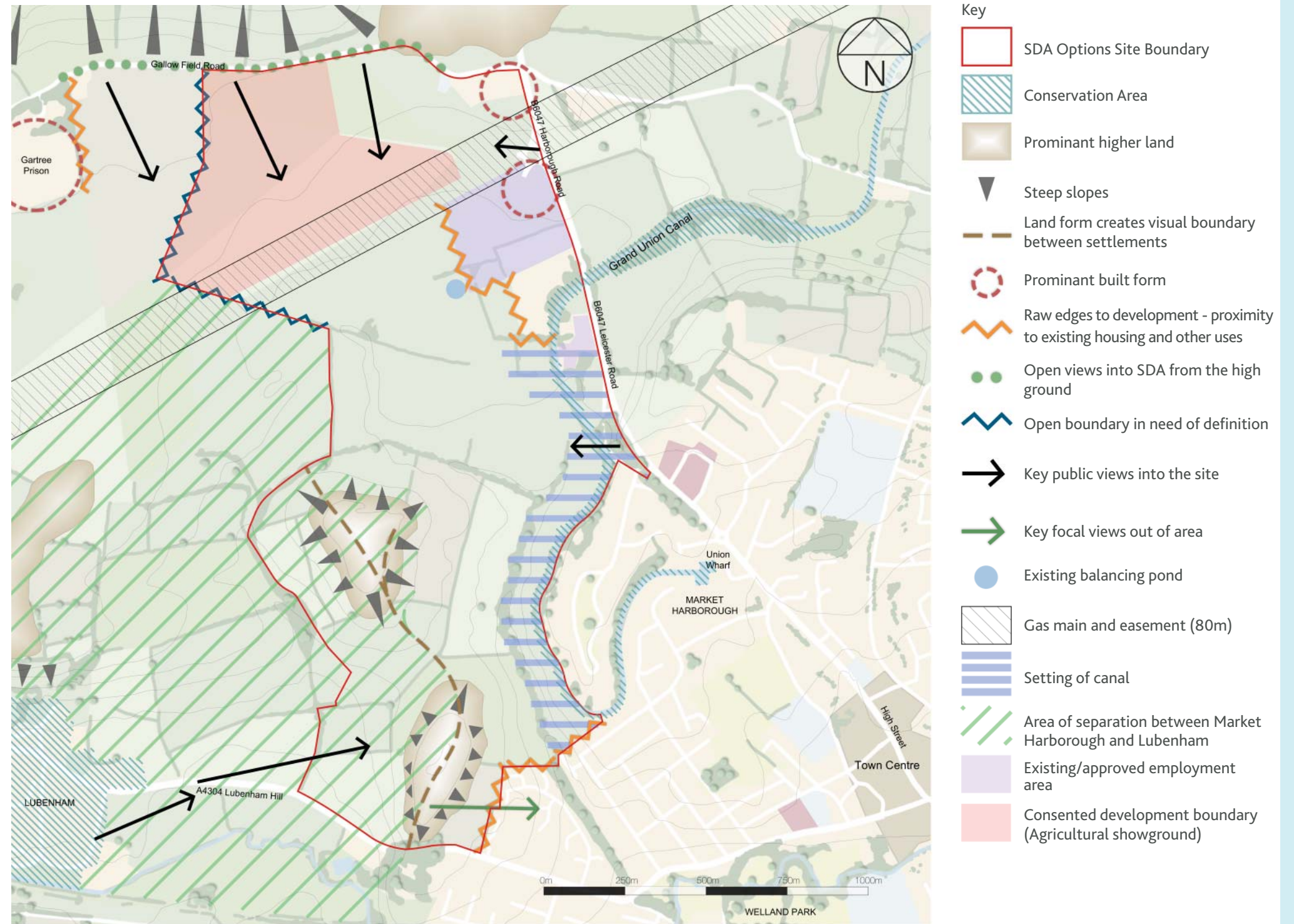


Figure 8: Constraints Plan

DESIGN

DEVELOPMENT CONCEPT

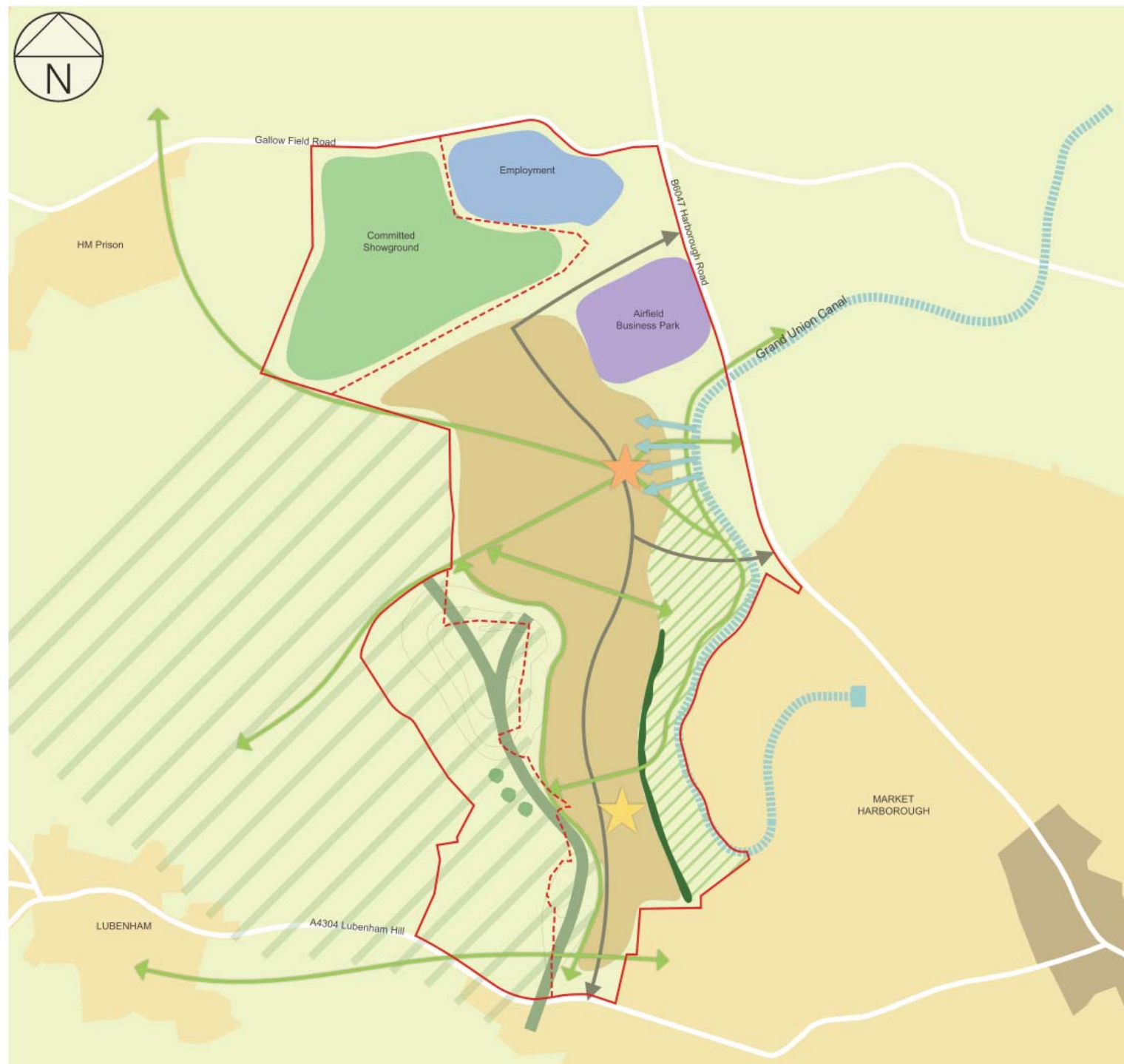




















Figure 9: Development Concept Plan

Key

-  SDA Options Site Boundary
-  Refined SDA Development Boundary
-  Residential development on lower ground with positive frontages on to open spaces
-  Market Harborough and Town Centre
-  New employment opportunities
-  Existing employment opportunities
-  A social centre for the new community with local facilities: shops, pub, restaurant, school and sports facilities. Located to serve both new and existing residents in the town.
-  Grand Union Canal
-  Secondary Local Facility
-  Higher ground and ridgeline. Preserve the countryside edge to Market Harborough and enhance the landscaping along the ridgeline
-  Area of Separation
-  Footpaths - Create circular walks and access to the countryside
-  Provide a link road within the developed area
-  Provide linkage between primary local centre and canal by creating new leisure uses such as a marina / pub / restaurant
-  Major green space and retention of fields along the Grand Union Canal to preserve the setting of the conservation area and contribute to green infrastructure
-  Preserve and enhance significant vegetation along the brook
-  Woodland screening on lower ground
-  Contours

DESIGN

SDA MASTERPLAN

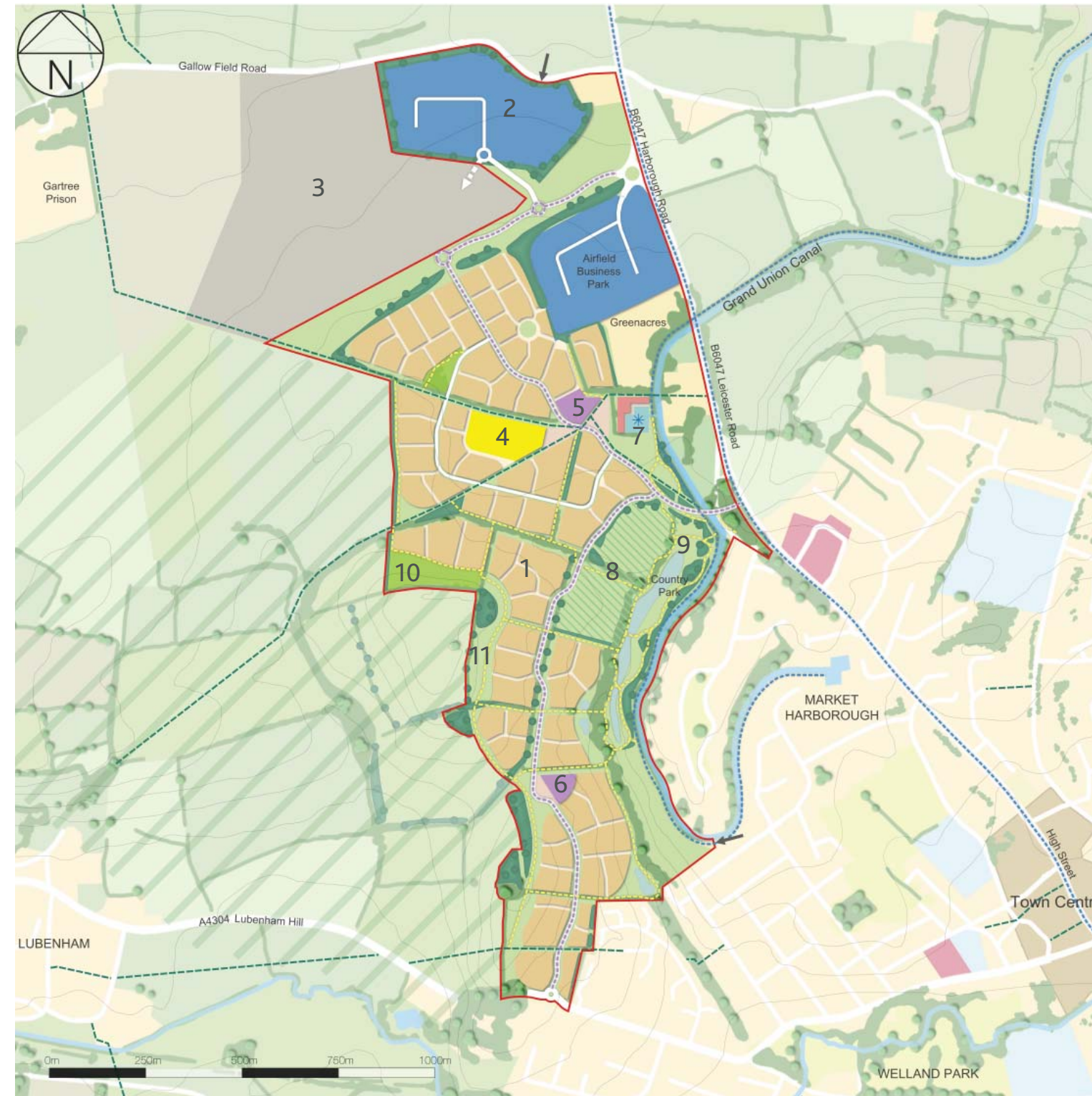


Figure 10: SDA Master Plan

Key Components of the Master Plan

1. Capacity for a maximum of 1,500 residential dwellings
2. New employment land
3. Agricultural showground
4. Primary school with entrance square
5. Local centre with community facilities
6. Additional community uses
7. Marina development including a hotel, restaurant and townhouses
8. Village green with sports pitch provision
9. Country park
10. Allotments
11. Amenity Greenspace

Key

	SDA Site Boundary		Public Rights of Way
	Existing Residential		Existing Cycleway (On tow path along canal)
	Residential		Proposed Cycleway
	Employment		Proposed Footpath
	Local Centres		New Planting
	Showground		Allotments
	Primary School		Balancing Ponds / Wetland / Flood attenuation
	Marina		Contour Lines at 5m intervals
	Hotel and Restaurant		Sports Provision
	Pedestrianised Area		Potential for Footpath/Cycle Connection
			Area of separation

DESIGN

Design Vision

- *Preserve the rural countryside setting and area of separation between Lubenham and Market Harborough*
- *Respect the amenity of neighbouring residential areas by the careful siting and design of new development and structural landscape planting*
- *Preserve and enhance the canal conservation area and it's setting and exploit the opportunities for green infrastructure and enjoyment of the canal*
- *Create a linked community which is distinctive, with it's own facilities but linked to the heart of Market Harborough*
- *Design a community focus with the neighbourhood centre school parks sports and marina which is welcoming to both new and existing residents*
- *Create a new country park for Market Harborough alongside the canal*
- *Retain the existing landscape features throughout the site using these as a basis for a network of footpaths, green links and open spaces*
- *Create a wide variety of linked open spaces, allotments, play space, green links, sports pitches, canal and hilltop walks, community gardens, small squares and the country park.*
- *Create a link road that will connect Lubenham Hill and Harborough Road and offer access to the development*
- *Design a number of housing character areas to create variety, responding to the road hierarchy, the local centres, the canal and the interface with countryside and country park*
- *New buildings to reflect the character of the town and surrounding villages by using local colour, form, materials and architectural detailing as an inspiration for new housing design in accordance with requisite sustainable design policy*
- *Provide a sustainable mix of uses with community facilities, local employment and a variety of housing to meet local need*
- *Create safe streets and open spaces with good informal surveillance and active street frontages*
- *Create a walkable neighbourhood with traffic free connections for pedestrians and cyclists creating safe routes to school and links to the town and the wider countryside*

LAND ZONING AND USES

4.1 The land zoning for the development within the SDA can be broken into three broad categories:

- Built Uses
- Roads
- Open Space and Green Infrastructure

4.2 The built uses category can be further refined into the types set out below. Where these relate positively to the key objectives for the SDA as set out on page 4 of this document these objectives are reproduced and the text explains how the objectives are to be met.

RESIDENTIAL DEVELOPMENT

- *To meet strategic housing requirements, incorporate a maximum of 1,500 dwellings where up to 30% are affordable units.*

4.3 The SDA master plan offers sufficient land to deliver a maximum of 1,500 dwellings. This is required to meet strategic housing requirements and is provided within approximately 60ha of net developable land. This area includes all dwellings and garages, access roads, parking, private gardens, play areas and small areas of open space. Up to 30% of the proposed dwellings should be affordable units in line with the council's affordable housing policy.

4.4 The delivery of a maximum of 1,500 dwellings across the area identified as suitable for development equates to an average density of approximately 25 dwellings per hectare. There may be opportunities to build higher densities around the local centre/s and along the link road. In contrast, there may be opportunities to build lower densities in more visually sensitive areas of the site.

4.5 The residential areas should be designed to a high quality and should integrate successfully with the vernacular of Market Harborough. Different character areas should also be developed to add contrast and variety. In this respect, the character assessment section of this document should be considered.

4.6 The parameters for the residential element of the SDA master plan have been set to provide adequate housing whilst minimising visual impact of the development when viewed from outside the SDA.

4.7 These parameters also help to define an area of separation between proposed development and Lubenham.

DESIGN

LOCAL CENTRE/S

- *To protect, enhance, and incorporate additional accessible community services, facilities, open space and infrastructure.*

- 4.8 A local centre has been placed at the heart of the SDA master plan at the point where many public rights of way converge. In addition, other footpath routes as well as the link road with cycleway lead to the local centre offering a choice of ways to travel there. Other community and leisure uses have also been located close to the local centre to help generate activity and reduce multiple car trips. There will also be a secondary local centre provided further to the south.
- 4.9 The SDA master plan identifies two sites providing local services to the community. The first is a 0.6ha site in the northern half of the layout, close to the marina development. A further 0.4ha site is also provided offering facilities to those at the southern side of the site. The local centres have capacity to provide a number of small shops offering uses such as a pharmacy, newsagents, off-licence, local convenience store, bakery, café, fast food takeaway, hairdressers, drycleaners etc. Community uses could include a dental surgery, place of worship or children's day nursery. Ultimately these uses will be subject to demand.
- 4.10 Building heights for the local centre should be between 2 and 2½ storeys although there is an opportunity to increase some buildings to 3 storeys to provide a landmark element.

EMPLOYMENT AREAS

- *To contribute to the provision of employment to meet the needs of the town to 2031.*

- 4.11 The SDA master plan has identified a 13.4ha area to the north of the site for new employment. This site will contribute to the provision of employment land to meet the districts needs to at least 2028. The site is relatively open in landscape terms and would require careful design to minimise visual impact. New hedgerow and tree planting around the edges and within the development will be a requirement.
- 4.12 The proposed use classes will incorporate B1, B2 and B8. It is envisaged that the new business units could be similar in mass, scale and style as the committed Airfield Business Park buildings proposed further south.
- 4.13 The proposed employment area will be accessed from the link road, supplemented with a public pedestrian access to Gallowfield Road. The link road will also be designed to include pedestrian and cycle access into the employment area.

THE PRIMARY SCHOOL

- 4.14 The 2 form entry primary school is shown located at the heart of the development, close to existing public rights of way and the proposed local centre. It is also close to the link road, offering convenient journeys by cycle or bus. The site is approximately 1.97ha (final size to be agreed) with an additional entrance square at the front of the school. The building itself should be no higher than 2 storeys and designed to appropriate standards to satisfy the local education authority. The school will include indoor sports in a community hall on a dual use basis.

MARINA DEVELOPMENT

- 4.15 A marina development has been proposed as part of the SDA master plan, bringing the Grand Union Canal into the heart of the development. This area, which is approximately 0.35ha, could include a small marina with moorings for some 25 canal boats and three permanent houseboat moorings enclosed by associated leisure and residential development.
- 4.16 A hotel and restaurant have been proposed to increase activity and combined with the adjacent local centre there is an opportunity to offer a concentration of amenities for the new community. Townhouses have also been proposed overlooking the new canal basin.
- 4.17 It is envisaged that the hotel could provide up to 50 rooms in a 2 storey building. The townhouses would be 3 storeys in height. A marina of this size has the capacity to accommodate up to 28 moorings.
- 4.18 The marina is located next to the northern footbridge and is close to existing and proposed footpaths as well as the canal towpath ensuring easy access by foot and cycle. There is also vehicular access proposed directly from the link road.

AGRICULTURAL SHOWGROUND

- 4.19 An area adjacent to the northern part of the SDA has planning permission for an agricultural showground. The proposed link road will provide access to the showground including links for pedestrians and cyclists.

OPEN SPACE AND GREEN INFRASTRUCTURE

- *To protect, enhance, and incorporate additional accessible community services, facilities, open space and infrastructure.*

- 4.20 All proposed open space typologies will be designed to council standards and requirements. This land zone can be further split into the following types:

GRAND UNION CANAL SETTING

- 4.21 Development within the SDA should be set back to respect the setting of the canal. The canal corridor is designated as a conservation area so any proposal should seek to enhance the canal setting.

COUNTRY PARK AND AMENITY GREENSPACE

- 4.22 A Country Park is provided within the SDA masterplan to the east adjacent to the canal. This offers a network of footpath routes providing an attractive setting to the canal and access to the towpath. A further amenity greenspace is located around the ridgeline to the west of the SDA. Again, a series of footpaths will provide access and the hill in the centre will offer views into the development. The master plan proposes linked circular walks between the two. These spaces are made up of amenity

and semi-natural greenspace typologies, as defined by Council policy. The Country Park will help ensure the amount of greenspace provided meets, and may possibly exceed, that required by Council standards.

VILLAGE GREEN / SPORTS PROVISION

- 4.23 A village green/recreation ground has been placed in the centre of the SDA master plan, close to the bridge access from Leicester Road. This green will provide a setting to the development on entry from Leicester Road with development fronting on the western side.
- 4.24 This area covers approximately 6.6ha and has capacity to provide several pitches including a cricket pitch. Like other community uses, the green is well served by footpaths and cycleways.
- 4.25 A community hall is required which could provide sports changing facilities. It may therefore be appropriate to locate this on part of the playing field land or it may be provided as part of the primary school campus.

PLAY AREAS

- 4.26 Equipped play area should be provided within the development in accordance with the council's standards and requirements. Small play areas such as LAP's should be discreetly incorporated into housing areas and adjacent open spaces. Larger areas of play such as LEAP's and NEAP's should be more strategically placed so that they are easily accessible and overlooked but do not impact on residents amenity.

ALLOTMENTS

- 4.27 Two areas for allotments are proposed within the SDA master plan that will offer residents the opportunity to grow their own fruit and vegetables. They are located close to residential areas and footpath routes.

PEDESTRIAN SQUARES

- 4.28 Several hard landscaped pedestrian areas have been designed into the SDA master plan that will provide a setting to the various community uses proposed. A pedestrian friendly environment links the local centre to the marina and the primary school offering a seamless transition from one use to another. A further square would be located adjacent to the additional local facility.

AGRICULTURAL

- 4.29 Land to the west of the SDA area is not required for development and would remain in agriculture and form part of the Area of Separation.

RETAINED VEGETATION AND PROPOSED WOODLAND PLANTING

- 4.30 Existing vegetation will be retained and enhanced where necessary and new tree, hedgerow and woodland planting is proposed within the landscape strategy to minimise visual impact and enhance the setting of the residential area and the public realm. For more details on this please see the landscape section of this document.

DESIGN

CHARACTER AREAS

- To protect and enhance the District's distinctive characteristics and settlement separation.

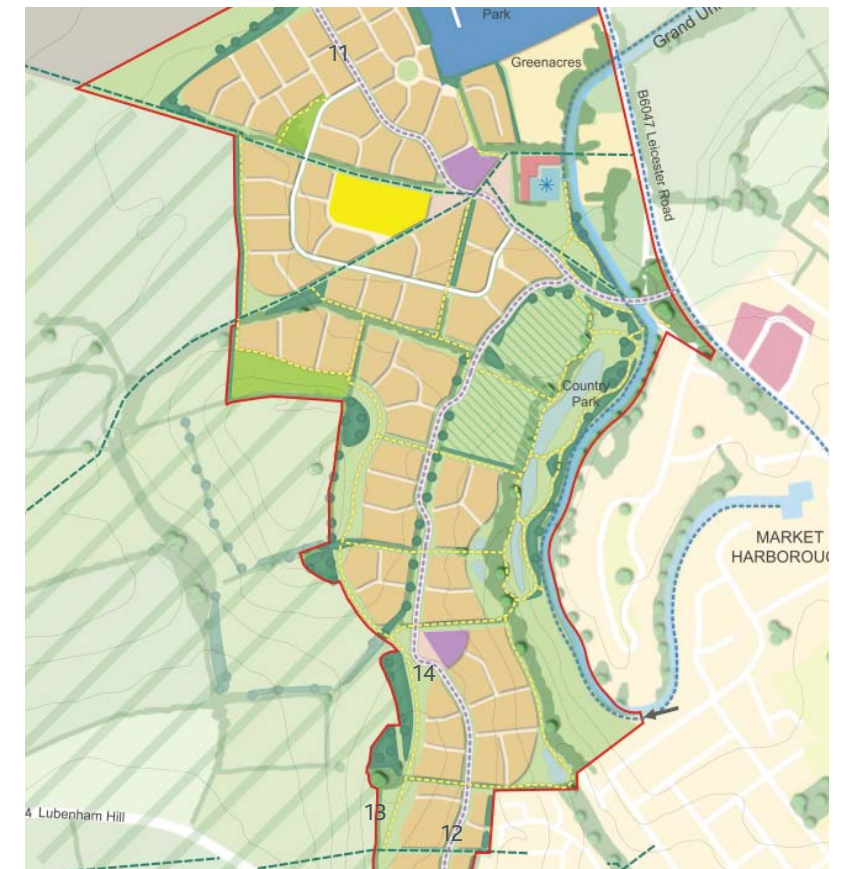
4.31 The analysis and understanding of local character will play an important role in the design of the SDA. Market Harborough and its surrounding villages have a unique character with interesting street patterns and buildings. The proposed development and the distinctive character areas therein will seek to respond to this context and interpret the scale, grouping, features and materials of the area using a modern approach. The illustrations on this and subsequent pages give an impression of how these character areas could look but are purely indicative at this stage.

4.32 Traditional building forms and patterns can be reproduced in low key areas of the scheme whilst 3 storey town houses can be placed in linear locations such as the link road. The arrangement of single storey outbuildings could give cues as to how garages are designed.

4.33 Vertical rhythm can be achieved using contemporary forms and materials so long as the building elements are carefully integrated and well proportioned. Interesting rooflines can be generated using both traditional and modern forms.



Figure 11: Higher density section of the link road on approach to Main Local Centre



Character / View Location

THE LINK ROAD

4.34 The functional role of the link road will be to provide access to the SDA and to serve the proposed development within. However, the character of the link road will differ along its journey through the development.

4.35 On entry from Lubenham Hill the link road will be fairly low key, in keeping with the low density nature of this part of the development. Large detached houses will face onto the new roundabout, similar in character to the existing properties lining Lubenham Hill. A mix of detached and semi-detached two storey dwellings with on-plot parking will sit behind a tree lined verge which will continue along the link road throughout the development.

4.36 Further into the SDA, the link road could serve areas for potentially higher densities and taller buildings, for example close to the local centre. These parts of the link road will contain more continuous frontage including 2, 2.5 and 3 storey buildings (see figure 11, above left). The development here will closely frame the link road with some small front gardens with planting. The housing will include a mix of broad and narrow frontages. There will be a mixture of on street parking between the avenue trees and some small courtyards within the blocks.



Figure 12: Lower density section of the link road to the south

Acknowledgement: this image was supplied by Landmark Planning

DESIGN



Figure 13: Potential development related to the southern ridge

Acknowledgement: this image was supplied by Landmark Planning

LUBENHAM HILL

4.37 The development along the western edge of the SDA will be designed to limit any visual impact from the west. The southern area in particular will require work to site levels to achieve this. When built the housing will sit comfortably below the ridge line, only visible from the top of the hill (see figure 13, above). The change in levels will set dwellings back from the site edge creating the opportunity for good sized green corridor of open space.

SOUTHERN LOCAL CENTRE

4.38 This secondary centre will provide an opportunity for shops and services to serve the local community and is located along the link road for direct access by all modes of transport. Subject to market demand, this local centre could include small shops and community uses. The frontage will provide a continuation of the residential development along one side of the link road which will overlook open space on the other. This feature will provide quick and easy links to and from the open spaces along the western edge and the countryside beyond.

4.39 At this point the link road kinks to provide a pedestrian space between the road and the building frontage. This space will provide an attractive setting to the community uses and can act as a local meeting point for residents. The space will be landscaped with trees and will incorporate limited on-street car parking (see figure 14, right).



Figure 14: Illustrative view of the southern local centre

DESIGN

CHARACTER AREAS

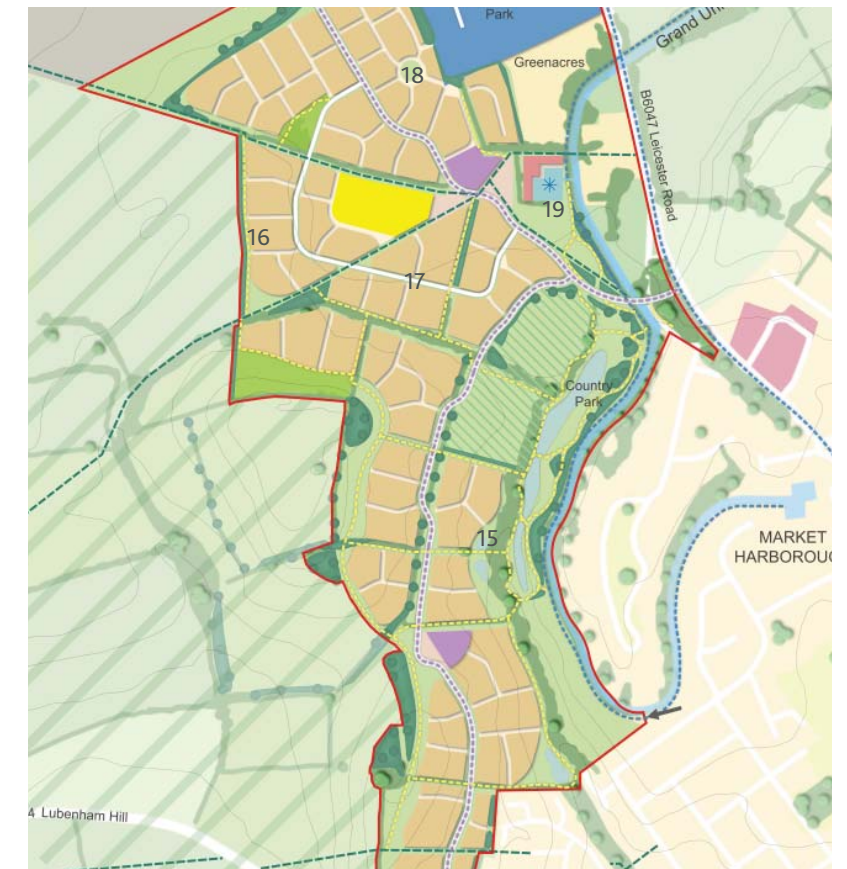
COUNTRY PARK EDGE

4.40 On the central eastern part of the SDA, housing will have a direct interface with the country park. It will be important that housing here has a positive visual impact on the open space. Housing here will be medium density and limited to 2 storeys. Frontage will be broken up with landscaping added to help integrate the housing and provide a transition between built development and open space.

4.42 The country park will include balancing ponds which will obviously provide flood alleviation but will also enhance habitats for local wildlife. It is envisaged that these areas will be seasonally wet and dry during some parts of the year. Footpaths will be provided throughout the country park to allow movement during wet periods and a footpath will be provided alongside the brook. These measures will ensure that the country park can be enjoyed by local residents all year round (see figure 15, below). The attenuation ponds will work by collecting water during heavy periods of rainfall and then releasing it slowly into the adjacent watercourse.



Figure 15: Illustrative view across the country park



Character / View Location

COUNTRYSIDE EDGE

4.41 These will be the quiet and leafy areas along the western fringes, housing will be at a lower density with more detached properties served by drives with on plot parking and front gardens. Houses will generally have broad frontages - drives for access - with the smaller equivalent housing in quiet lanes back from the edges of the development. The random nature of local development will be reflected in the layout with a variety of roof heights and styles. Mostly 2 storey housing (see figure 16, right).



Figure 16: Illustrative view along the countryside edge

DESIGN

CHARACTER AREAS



Figure 17: Illustrative view along a secondary street

SECONDARY STREETS

4.43 Set back from the link road, this area will be at a medium density with a mix of detached, semi detached housing and some small terraces. There will be a mix of building materials here as with the link road. The scale and grain of development will be more open with front gardens enclosed by walls hedges and fences. Mostly 2 storey housing (see figure 17, above).

CIRCUS

4.44 A more formal arrangement of houses forms the central feature for this area with a terrace of housing enclosing a central green. This area will be a medium density and will have a mix of narrow and deep frontages and mostly two storey housing. Terracing will feature mainly around the Circus itself, with looser building forms making a transition to other areas (see figure 18, below).



Figure 18: Illustrative view from within the circus

MARINA AND LOCAL CENTRE

4.45 The marina would be flanked by a small hotel, a pub restaurant and a row of wharfside town houses. The new development would use the Union Wharf in the centre of Market Harborough as a design reference, but would interpret this appropriately for the setting adjacent to open space and a more rural section of the canal. Whilst the marina edge adjacent to the hotel would incorporate hard landscaped public realm, potentially used for outdoor dining, the edge to the open space to the south would be of a softer, landscape design incorporating reed beds (see figure 19, below).



Figure 19: Illustrative view looking towards the marina

4.46 The marina facilities could complement the main local centre, which together would provide a focus for community activity on the site. The marina and local centre would be linked in terms of their design and use. In between the two there would be a public square planted with trees. The design of the link road as it passes through this area would ensure that vehicle speeds are slow and the pedestrian is prioritised, linking the local centre to the marina through shared surfacing materials. The local centre would provide convenience shopping amongst other community uses. The marina would bring the activity of the canal into the heart of the development and could also encourage tourism in the area, provide a place for local people to visit with good walking access from the town along the towpath. There is a lot of demand for moorings and the Canal and River Trust have given approval in principle for a new marina in this location.

DESIGN

GENERAL LANDSCAPE ASPIRATIONS



SPORTS



COUNTRY PARK



IMAGINATIVE PLAY



GREEN LINKS



MARINA



ALLOTMENTS



DESIGN

LANDSCAPE STRATEGY

- *To protect and enhance the existing historic and natural environment and biodiversity.*

4.47 Market Harborough is located within a basin, with a section of prominent ridgeline extending around the west of the town. Although flattening out towards the north, this obscures long distance views of the town from Lubenham. This relationship needs to be protected through appropriate location of development and suitable structural landscaping as appropriate. The Area of Separation proposed for the land west of the ridgeline to the west of the town will preserve the visual identity and setting of both Lubenham and Market Harborough.

A – Sports Ground on flattest ground in central position visible from the new bridge and easily accessible for new and existing residents.

B – New marina/basin and waterfront park to capitalise on the unique character of the Grand Union Canal.

C – Country Park, meadows and open spaces alongside the canal to preserve the setting of the conservation area and contribute to the Harborough green infrastructure strategy. Provide links to the towpath and circular walks onto the high ground to the west.

D – Allotments.

E – Retain and enhance vegetation along the brook with additional planting of forest scale indigenous trees.

F – Retain and enhance the north south hedgerow with additional forest scale indigenous tree planting to soften views from the east.

G – Strategic open space/nature reserve along the south western edge of the development between Lubenham and Harborough to provide a naturalistic countryside edge to development. Retain and enhance hedgerows on high ground with additional tree and copse planting, provide footpaths and circular walks to the canal and the towpath.

H – Woodland and copse planting on lower ground to the west to screen views from Lubenham Hill.

I – Woodland blocks along the ridge to screen views.

J – Residential development to provide a positive frontage to the hill top parkland.

K – Hedgerows retained within the layout to provide green links through the residential areas providing circular walks.

L – New hedgerow and boundary planting around development to the north on the former airfield site.

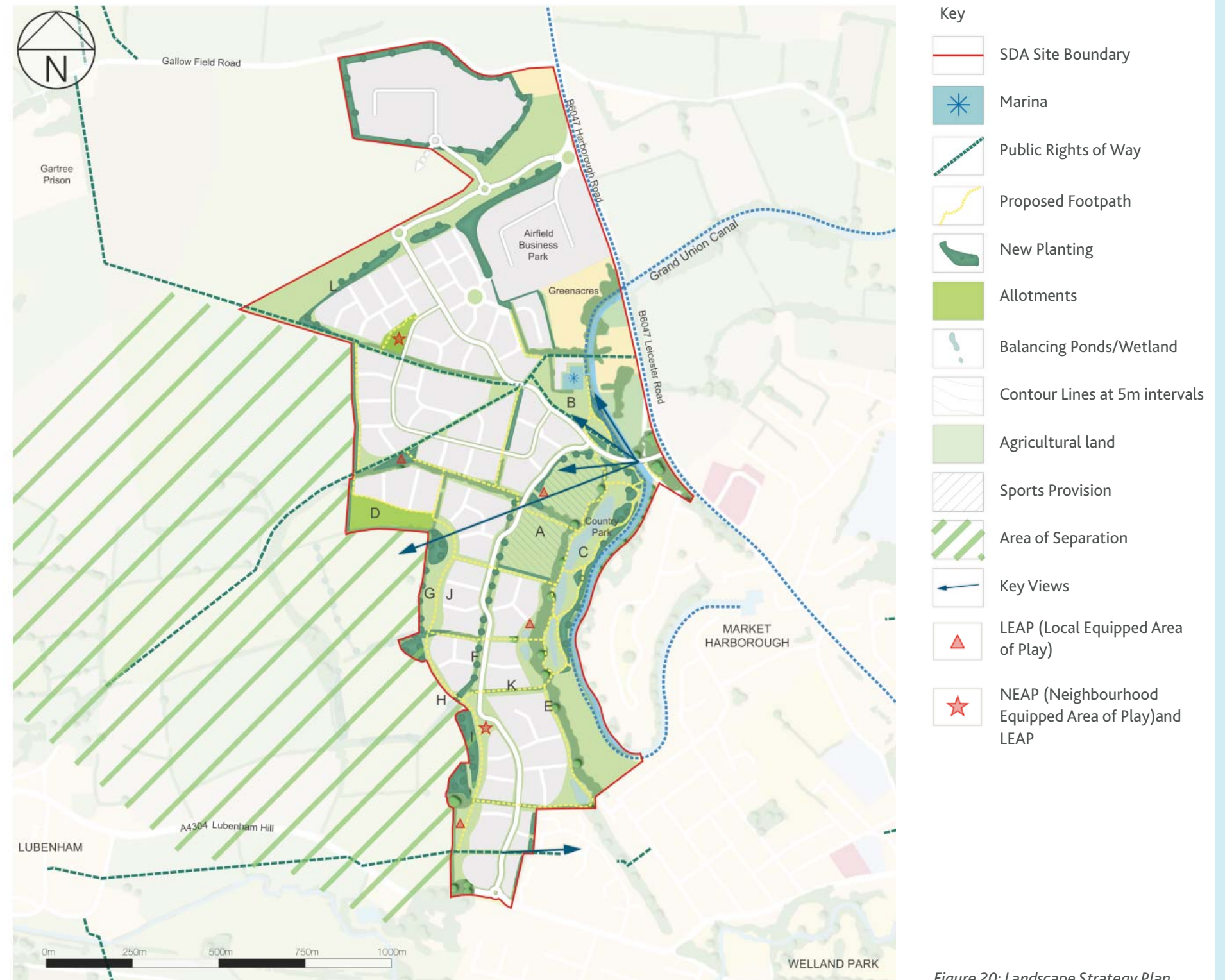


Figure 20: Landscape Strategy Plan

DESIGN

LANDSCAPE STRATEGY



Figure 21: Section A-A1

4.48 Development in close proximity to existing residential properties would be designed to minimise any negative impact on amenity. The country park to the east of the SDA will provide a buffer which at its narrowest point will still provide adequate separation (see figure 21, above).

4.49 The development to the south of the SDA should be designed to avoid views above the ridgeline thus protecting long distance views of town from the west and maintain the rural character (see figure 22, below).

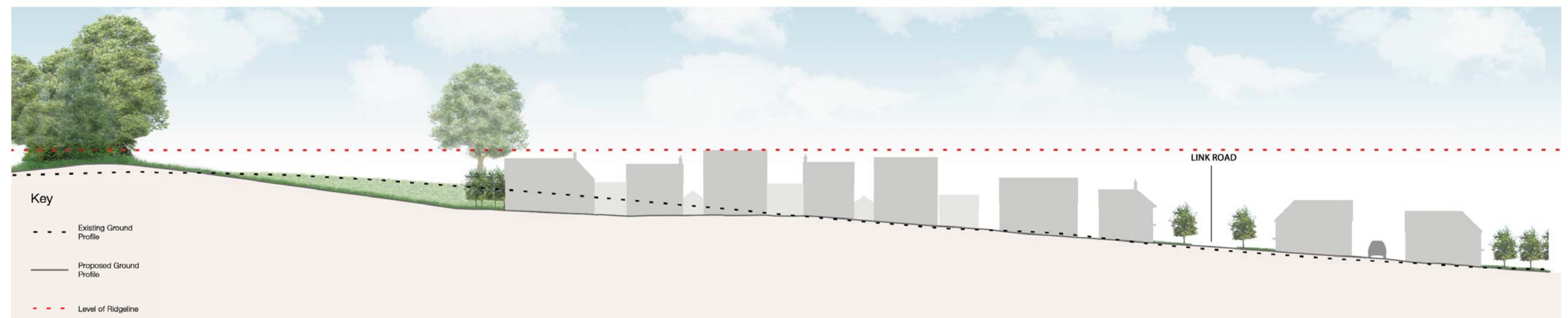
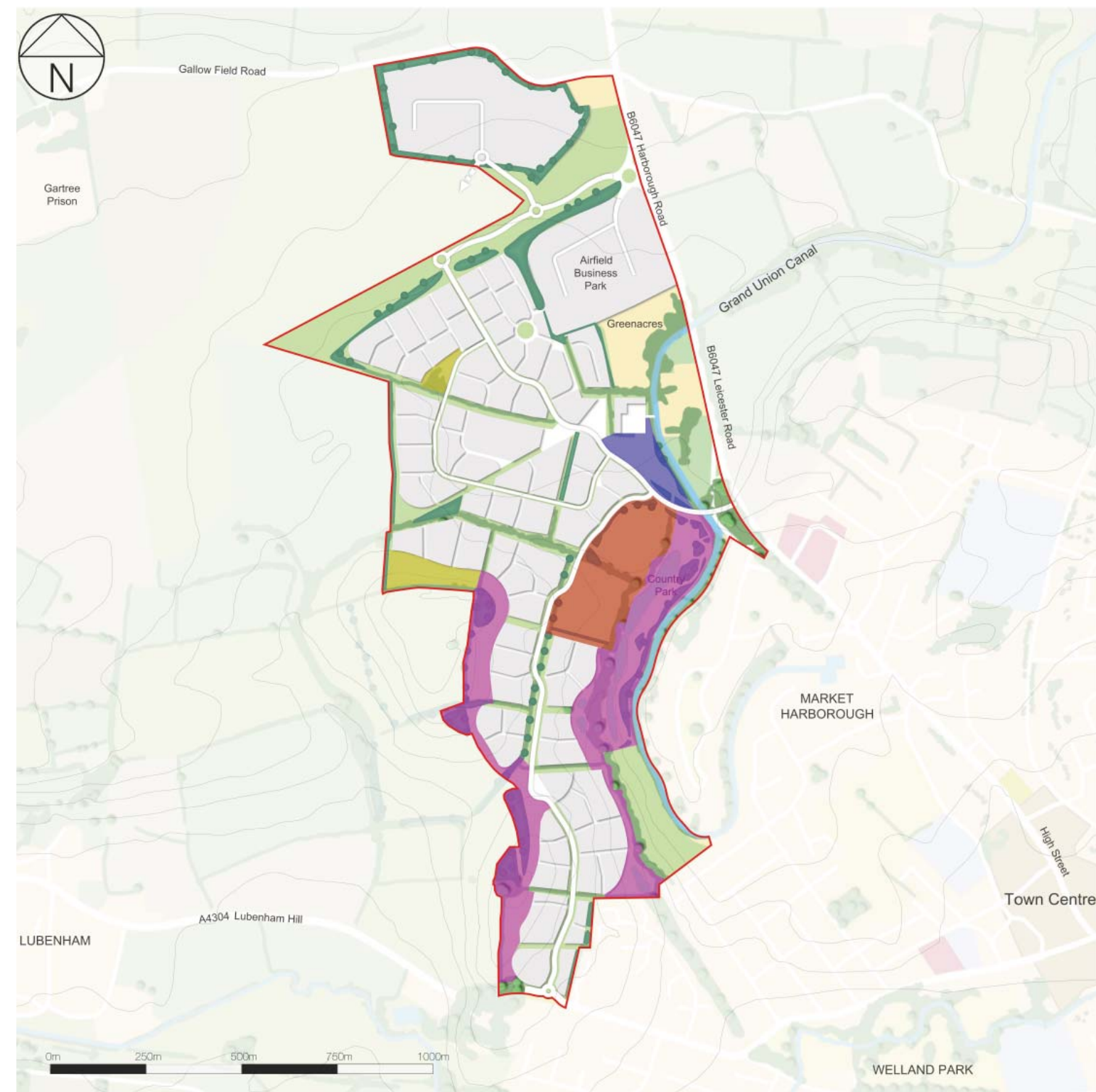


Figure 22: Section B-B1

DESIGN



Key

- SDA Site Boundary
- Allotments
- Parks and Gardens
- Sports Facilities
- Amenity and Semi-Natural Greenspace

PUBLIC OPEN SPACE

- *To protect, enhance, and incorporate additional accessible community services, facilities, open space and infrastructure.*

4.50 The SDA master plan will provide the necessary amounts of public open space as set out in the HDC Open Space Strategy. These typologies are as follows:

- Allotments - 0.35 ha per 1000 population
- Parks and Gardens - 0.5 ha per 1000 population
- Sports Facilities - 1.6 ha per 1000 population
- Amenity Greenspace - 0.9 ha per 1000 population
- Semi-Natural Greenspace - 1.5 ha per 1000 population
- Provision for Children and Young People - 0.3 ha per 1000 population
- Cemeteries and Churchyards - 0.4 per 1000 population

4.51 The master plan assumes a density of approximately 25 dwellings per hectare which would generate 1,500 dwellings. Open space quantities are calculated at an occupancy rate of 2.3 occupants per dwelling. The amounts of public open space expected to be delivered within the SDA are as follows:

- Allotments - 1.21ha
- Parks and Gardens - 1.73ha
- Sports Facilities - 5.52ha
- Amenity Greenspace - 3.11ha
- Semi-Natural Greenspace - 5.18ha
- Provision for Children and Young People - 1.04ha
- Cemeteries and Churchyards - 1.38ha

4.52 The plan on this page shows the broad areas that these typologies would be best located. These areas would amount to a slight over-provision in public open space. Provision for Children and Young People is not indicated separately on the plan as it would be absorbed within other typologies. The requirement for Cemeteries and Churchyards can be provided off site.

Figure 23: Open Space Plan

DESIGN

ACCESS

- *To reduce the environmental impact of road traffic and encourage alternative modes of transport.*

4.53 The access strategy for the SDA should be designed to balance the environmental impact of road traffic and encourage alternative modes of transport.

4.54 The key elements essential to the success of any access strategy will be:

- Integration of existing public rights of way;
- Retention and / or enhancement of existing connections into the site;
- Provision of new footpaths and cycleways;
- Pedestrian and cycle access to the Grand Union Canal towpath;
- Access from the Harborough Road roundabout, a bridge crossing from Leicester Road and new roundabout from Lubenham Hill;
- Traffic calming measures on and off-site; and
- Provision for access by buses.

CYCLING AND WALKING

4.55 The new development should be designed to incorporate the network of existing public rights of way that run through the SDA. A natural focus for activity and concentration of development will be in the northern part of the site where there is a concentration of local facilities and public open spaces and several footpath routes converge. This will make trips to local facilities from within the development and surrounding areas easier and more appealing.

4.56 Currently there are two narrow footbridges within the SDA that cross the Grand Union Canal. The northern footbridge should be retained, offering an established route into the heart of the development. The pedestrian route over the southern footbridge will be replaced by the new bridge over the canal. The existing pedestrian bridge will be demolished. Once the bridge is open it would increase connectivity between the SDA and Leicester Road which leads into the town centre.

4.57 As part of any bridge design, connections with existing public rights of way and the canal towpath should be considered as well as provision of new / enhancement of existing footpaths and cycle routes. Safety of all users including those using boats on the canal should also be considered. The new bridge would create an interchange offering users a choice of routes and ways to travel. The design of the bridge will be important within the conservation area (more details regarding the bridge design are included later in this section).

4.58 To the south of the SDA there are opportunities to attractively integrate the existing public right of way.

4.59 New footpaths should be designed that provide links between local services and offer leisure routes around the public open spaces. Footpath routes should be well lit and sign posted and, wherever possible overlooked by building frontage.

4.60 Cycleways should be provided along the main link roads, providing access to the local centre/s and employment areas. Sufficient cycle parking and storage facilities should be provided where necessary. The new cycle routes combined with the existing provision along Leicester Road and the towpath will provide an extensive cycle network in this part of Market Harborough.

4.61 The SDA should provide a choice of safe and convenient pedestrian and cycle routes leading to Leicester Road and Lubbenham Hill with existing public rights of way preserved on their existing alignment where possible. Further new links will also be required through the proposed Country

Park. These measures will seek to encourage residents of the SDA to walk and cycle to and from local facilities and services and the town centre. The Leicester Road has an existing cycleway which links with the Town Centre which provision on the SDA can provide linkage to. Similar cycleway provision from the Town Centre currently stops at the junction of Coventry Road/Lubenham Hill and this will be required to be extended along Lubenham Hill to the SDA site access/Link Road (see Figure 24, opposite). A pedestrian / cycle access point is also proposed leading from Gallow Field Road into the new employment area. Initiatives will be included in the Travel Plan that will promote walking and cycling as much as possible.

VEHICULAR ACCESS

4.62 Vehicular access to the SDA should be taken from the following points (see Figure 24, opposite):

- A) A proposed roundabout from Lubenham Hill (A4304);
- B) A proposed junction from Leicester Road (B6047); and
- C) The existing roundabout junction on Harborough Road (B6047).

4.63 The main link road should run through the site between primary access points A, B and C. This route will offer a connection between Harborough Road and Lubenham Hill whilst providing direct access to proposed residential areas as well as community and leisure uses. The road will be lined by active frontages and will be residential in character and slow in speed. The link road should have a 6.75m wide carriageway with one 2m wide footpath and one 3m wide shared footpath / cycleway separated from the carriageway by a verge. On-street parking could be integrated into the verge in short runs together with other direct private points of access.

4.64 A further primary access, point B, via a bridge crossing from Leicester Road will not only provide vehicular access into the SDA but it will allow residents to conveniently reach the town centre by walking, cycling, driving or by bus. Its location within a conservation area will mean that the bridge would require sympathetic design with its height above the canal and the sloping embankments (required on the western side) carefully considered.

4.65 Four alternative options have been considered to point B, as shown on Figure 24. These were assessed against the impact on the Grand Union Canal Conservation Area; land ownership constraint; impact on existing land uses (e.g. displacement of homes and businesses); physical constraints (e.g. existing trees or ecology); effectiveness in securing a viable public transport corridor; and highway safety considerations. Point B was shown to be the only deliverable and acceptable option against these criteria; it is controlled by the developers; it has no significant impact on the Conservation Area, highway safety, land use and other physical features. Furthermore it would be the most effective option in securing a viable public transport corridor and direct pedestrian/cycle linkage to the town centre.

4.66 At the northern end of the link road, access will be required into the agricultural showground. Along this stretch of the link road between each roundabout, the road should be curved to help control vehicle speeds. This link road also provides a suitable point of access in to the new employment designation. Provision of land for employment uses may generate HGV traffic. It will not be ideal for this type of traffic to use the link road. It may therefore be desirable to restrict HGV movements along the link road at a later stage, e.g. through weight restrictions. Such weight restrictions are already in place through Lubbenham, Foxton and Great Bowden, restricting HGV movements, except for access. It may be necessary to look at further measures such as enhanced signage to assist in the enforcement of these restrictions.

4.67 As well as serving development within the SDA, the link road will also mitigate the impact of growth in the area. It will offer routes for local traffic e.g. between Lubenham and Great Bowden, providing an alternative to travelling through Market Harborough and Foxton.

4.68 The line of the link road, particularly in the southern half of the development would need to be plotted carefully in order to reduce visual impact from the west. The link road should therefore be placed where indicated on the SDA master plan. Care should be taken to minimise any disruption to the landscape of the SDA and mitigating planting should be added where necessary. For more information on this, please see the landscape section of this document.

4.69 The position and junction types of the link road will need to create a functional arrangement that does not restrict the free flow of traffic along the existing highway routes. The link road will be integrated into the heart of the proposed residential areas and should therefore not be considered as a bypass. Some frontage development will be desirable as at Lubenham Hill.

4.70 The road will need to be designed to calm traffic and offer safe crossing for pedestrian to ensure that the link road does not become a barrier to movement. Measures such as a change in priority, physical features, varying street dimensions and occasional reduced visibility may help to slow vehicle speeds. Appropriate crossing points should be placed at suitable locations along the link road to provide safe movement for pedestrians. A formal pedestrian crossing should also be provided on Leicester Road to offer easier access to St. Luke's Hospital - this has been confirmed as the site where new GP facilities are committed and due to open in 2014. These facilities have been confirmed as sufficient to meet future demand from the SDA. For further information developers should consult Manual for Streets and the 6C's Design Guide.

4.71 In order to provide a sustainable development, bus services should penetrate the site and run along the link road. Ideally bus stops should be located within 400m from all dwellings, making bus travel an attractive choice. The use of raised kerbs, shelters and real-time information displays could also be adopted.

4.72 Discussions have taken place with local bus operators and it has been agreed that current services could be diverted via the SDA along the link road between points B and C. A local service will also be required to link the remainder of the SDA to the town centre and local amenities.. During construction, temporary facilities should be provided on site to enable safe access to public transport. Links to the external footpath and cycle network will also be provided at the earliest opportunity. Specific details would be agreed as part of any planning permission.

4.73 A Travel Plan should also be produced that would offer incentives and promote sustainable travel. The aim could be to reduce single occupied vehicle trips in favour of alternative modes of transport.

4.74 The access strategy should also be designed to be inclusive so that all routes into and around the SDA are available to all users regardless of age or ability. Widths and gradients of footpaths should be considered along with the appropriate specification of street furniture, materials and finishes.

4.75 Development within the SDA will provide a maximum of 1,500 new dwellings and a population of 3,450 new residents, assuming 2.3 persons per household. Car ownership is predicted to be 1.3 vehicles per dwelling which would potentially generate around 1,950 cars (source: 2011 Census).

4.76 Development within the SDA will influence traffic flows in nearby villages, including Lubbenham, Foxton and Great Bowden. Off-site traffic mitigation measures will be required, e.g. through Great Bowden to include signage and road markings. The link road should be made available for public use whilst housing is being built, subject to phasing.

DESIGN

4.77 Mitigation works are proposed within Great Bowden with the introduction of a traffic management scheme. The aim of this will be to increase journey times through the village to the extent where alternative routes become more attractive. Further improvements are also proposed in the town centre.

CONNECTIVITY

- *To ensure that a good level of connectivity is achieved with the Town and other nearby areas, especially by sustainable means of travel.*

4.78 Any development within the SDA must consider the strategic connections that would conveniently link places, influencing residents to use more sustainable modes of transport than private cars. Efforts should be made to prioritise pedestrian and cycle movements and access to public transport.

4.79 New development should be designed to provide two types of footpath network. A network of hard paved well lit routes for walking at all times of the day offering safe direct access between destinations and to residential areas and also a network of country footpaths linking the open spaces.

4.80 Local facilities and services should be located so that they are easily and conveniently accessed along well lit and overlooked streets and paths. In particular there should be safe routes to the proposed primary school and easy links to employment areas.

4.81 New footpaths should be direct to create a network of walking routes within the SDA and beyond, towards the town centre and neighbouring settlements. Bus services should run along the proposed link road with a cycleway running alongside the same route. The network of streets within the development should also contribute to connectivity, offering a choice of safe, overlooked routes to key destinations.

4.82 The development should also provide a network of green links and walks and link in with existing public rights of way. This network will be unsurfaced for the most part and unlit offering the scope for country walks and dog walking and links to nearby villages and the wider countryside.

4.83 There should be a coherent and legible hierarchy of road types within the development with the link road being the primary type. This will help to reinforce the link roads status within the street hierarchy. Although this road will handle the highest volumes of traffic, it should be designed to calm traffic and be pedestrian and cyclist friendly. Some frontage development should be included and also the use of street trees.

4.84 Further secondary roads should be designed to identify them as residential streets with vehicle speeds of 20mph. where appropriate, streets should be treated as spaces for community interaction and not designed as standard road types, and the use of shared surfaces and home zones should be considered. For further information developers should consult Manual for Streets and the 6C's Design Guide.

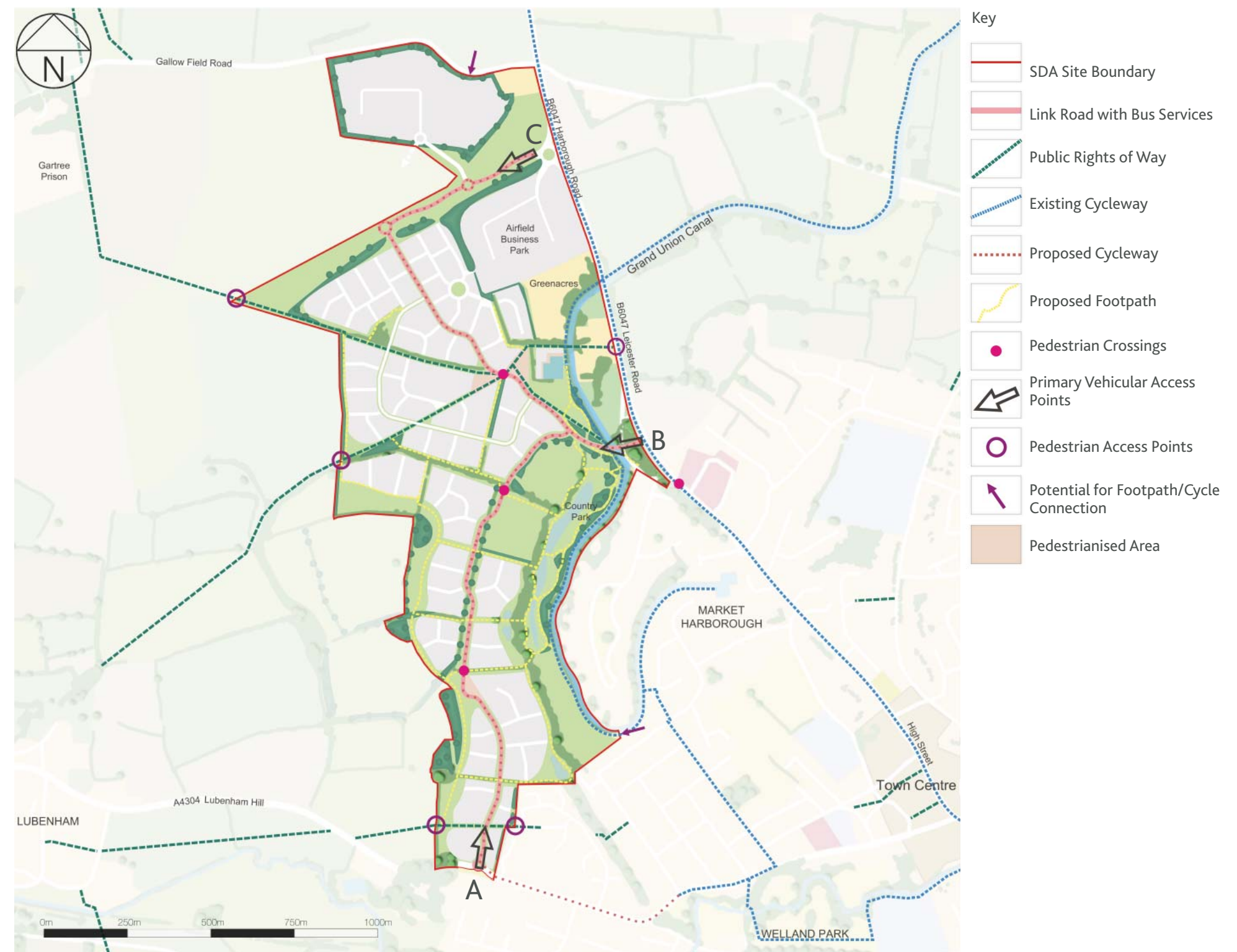


Figure 24: Access Plan

DESIGN

BRIDGE DESIGN

APPEARANCE PARAMETERS

- *To protect and enhance the District's distinctive characteristics and settlement separation.*

4.85 The engineering design parameters of the bridge will dictate its dimensions, alignment, size and massing. However, the detailed choices for colour, finishes, detailing and parapet design will have a significant effect on the design.

Key design objectives are deemed to be:

- 4.86 To minimise the visual impact of the raised approach to the bridge on the western side with an appropriate landscape scheme
- there is a significant change in levels as the land drops away to the west of the bridge. This results in a long elevated approach that cuts across the landscape at right angles to the canal (see Figure 25, below). The landscape scheme for the approach should aim to integrate the embankment into the landscape of the new parkland that is to be created along this stretch of the canal.

4.87 To create a pleasant visual and tactile experience for users of the towpath

- the width of the bridge should be taken into account in determining the finishes for the underneath and internal walls of the bridge. The towpath is relatively narrow and the actual colour touch and feel of the walls will be important.

4.88 To create a pleasant experience for users of the canal

- for boaters a key feature will be the ceiling/underside of the bridge and the amount of light. The height of the bridge in relation to the boats and depth of clearance means that there will be a distinct sense of rhythm passing the steel beams on the underside of the bridge. There are opportunities for producing a colour scheme, traditional for many bridges or for ornamentation of the beams through the inclusion of text for instance or metal work. The passing from light to dark is part of the experience of travelling through bridges and tunnels along the canal system.

4.89 To exploit opportunities for individuality within the design

- cladding materials
- public arts, ornamentation
- railing design
- the underneath - pattern, colour, ornamentation
- acoustics

4.90 To facilitate views along the canal from the bridge from vehicles and pedestrians and cyclists

- the canal at Market Harborough is, to a great extent hidden away and not immediately apparent. One advantage of the development is the opportunity to open up views along the canal. It is therefore considered important to consider railings as an option for the parapet. Whilst these must comply with TD 19/06 and take into account Leicestershire County Council and Canal and River Trust standards, there are examples of bespoke designs which are somewhat less utilitarian. Again there is the opportunity for colour in this element of the design.

4.91 To consider inclusion of historical interpretation within the design

- For example the bridge across the river Thames adjacent to the Globe theatre has some slate plaques depicting engravings of the ice fair held on the river when it froze in the 1500's. The Thames barrage has an interesting wall sculpture which depicts all the levels of the reaches along the Thames and all the bridges.



Figure 25: Section A-A: Long section from Leicester Road to edge of housing



LOCATION PLAN - SECTION AA

DESIGN

BRIDGE DESIGN

4.92 In order to understand the potential scale and design of the bridge and associated works, an artist's impression and a series of photomontages have been prepared. The photomontages seek to demonstrate that the bridge along with new and existing landscaping can be successfully integrated and offer an attractive and functional feature within the conservation area.

Acknowledgement: all computer generated images within the bridge design section of this document were prepared by FPCR.

Photomontage
Viewpoint
Location Plan



Figure 26: Artist's impression of bridge elevation



Viewpoint 1: The Proposed Park - Sports Field

Before



After

DESIGN

BRIDGE DESIGN

Photomontage
Viewpoint
Location Plan



Viewpoint 3: View south along the canal towpath

Before



After



Viewpoint 2: The Proposed Park - Meadow

Before



After

DESIGN

BRIDGE DESIGN

Photomontage
Viewpoint
Location Plan



Viewpoint 4: View north along the canal towpath

Before



After



Viewpoint 5: View south from the location of the proposed marina

Before



After

DESIGN

DESIGN PRINCIPLES AND CONTEXT

HOUSING SIZE AND TYPE

4.93 The housing proposed for the SDA should seek to provide a mix of housing types, sizes and tenures which will reflect the identified need for the area in accordance with Strategic Housing Market Assessment. The provision of a range of dwellings will create a diverse community together with a mix of local facilities and open spaces will maximise the opportunity for interaction, thus fostering the development of a new sustainable community.

BUILDING HEIGHTS / NUMBER OF STOREYS

4.94 The majority of the development will be 2 to 2.5 storeys with the exception of the link road and gateways / landmarks which will contain some 3 storey elements. In addition depending on landscape constraints or housing need, there may be a need for bungalows. The townhouses located adjacent to the marina will be equivalent to 3 storeys in height, similar to the waterfront units at Union Wharf.

4.95 The hotel and pub restaurant will be a maximum of 3 storeys. The local centre will be a mix of 1 to 3 storeys dependent on market requirements. The school will be a maximum of 2 storeys, designed to county standards. Proposed employment buildings will be no higher than 2 storeys.

4.96 In terms of the range of scale of the buildings, the following indicative scale parameters give an indication of the upper and lower limits for the heights of the buildings proposed.

	Upper Limit	Lower Limit
Residential (1 to 3 storeys) *	11m	4.5m
Marina development	13m	7m
Local centre/s	13m	7m
School	10m	3m
Employment	12m	7m

* The maximum height of dwellings on Lubbenham Hill will be 9m.

DENSITY

4.97 Dwellings numbers are to be a maximum of 1,500 although options have been explored for up to 1,800 dwellings. From the development areas shown on the master plan this will result in an overall average density of approximately 25 dwelling per hectare across the site, although it is accepted that densities across individual areas will vary.

4.98 There may be opportunities to build pockets of higher densities around the local centre/s and along the link road. In contrast, it may be necessary to build lower densities in more visually sensitive areas of the site.

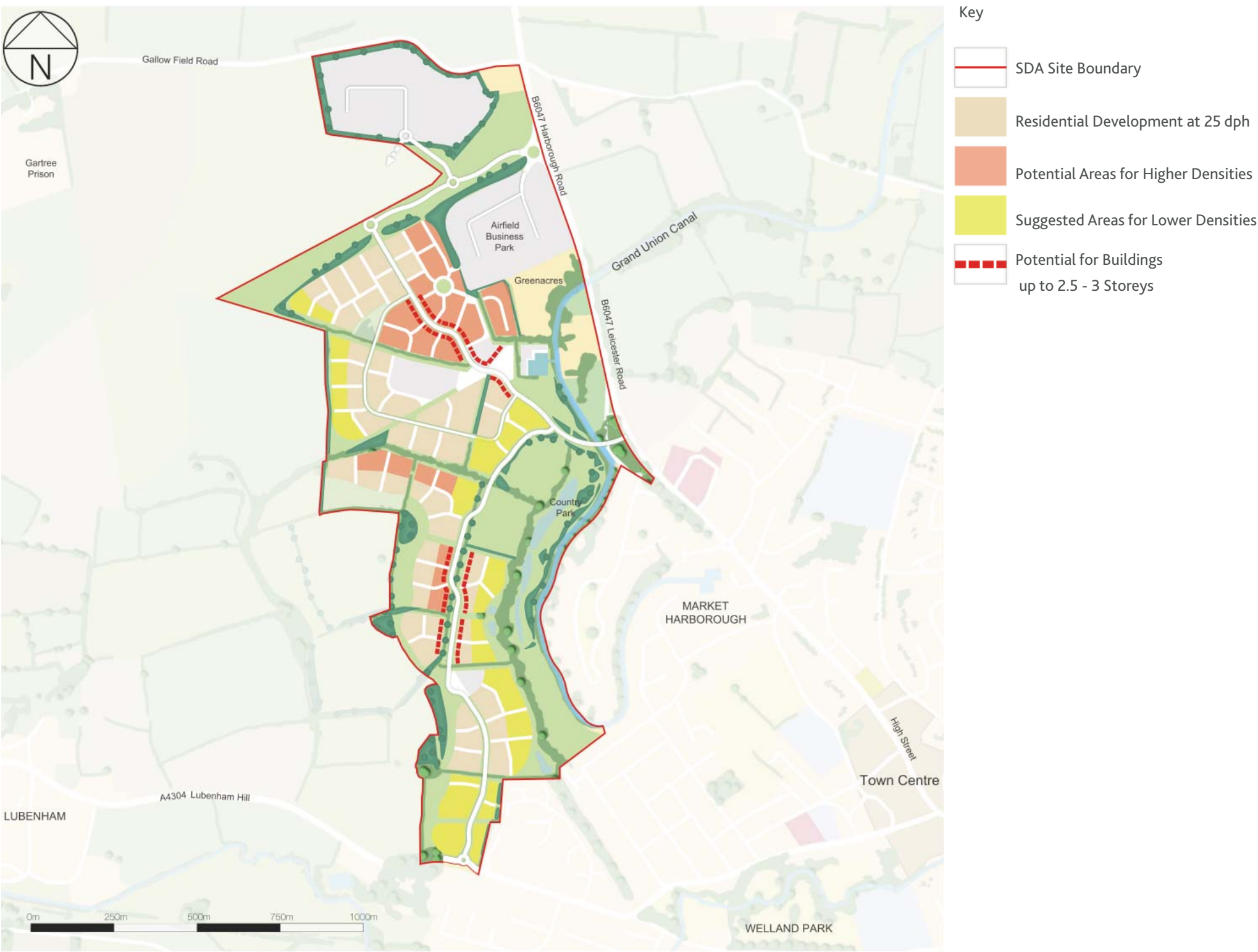


Figure 27: Densities and Building Heights Plan

DESIGN

TOPOGRAPHY AND VIEWS FROM PUBLIC VANTAGE POINTS

- *To protect and enhance the District's distinctive characteristics and settlement separation.*

4.99 The area of separation has been defined to preserve visual and physical separation and preserve the setting of both Market Harborough and the village of Lubenham. It defines a development boundary which will respect the sensitive ridgeline to the west. Mitigation measures should include the siting of development away from the ridge line and could include some subtle re-forming of the land to site houses at a lower level.

4.100 The landscape strategy has been formulated to preserve the amenity of views for everyone by preserving open land, retaining and enhancing existing landscape features, providing new areas of open space and specifying areas for new hedgerow and woodland planting.

4.101 The reinstatement of hedgerows and tree planting in the northern area of the SDA will be key to integrating new development into the wider landscape.

- *To protect and enhance the existing historic and natural environment and biodiversity.*

BIODIVERSITY

4.102 Retention and enhancement of the ecological and amenity value of the site will be achieved through the planting of native species, retention of trees, hedgerows and ponds and provision of open spaces.

4.103 Existing trees and hedgerows provide nesting and foraging habitats for local wildlife and should be retained where possible. Any removal of trees internally and externally must be restricted to that which is essential to accommodate safe access. Any loss of trees and hedgerows should be compensated for through equivalent landscape planting using locally native species. Retained hedgerows should also be gapped up using locally native species.

4.104 Ponds and watercourses on the site should also be retained where possible as they increase diversity and provide suitable nesting and foraging habitats for fauna and increase habitat links across the site. New balancing features offering rainfall, ground water and surface water catchment will create seasonal variations in water levels and thus attracting a variety of fauna.

4.105 The establishment of new open spaces and areas of planting combined with the retained vegetation will offer a network of foraging corridors for wildlife. Bird and bat boxes could also be added to trees or designed into buildings to offer nesting habitats.

COMMUNITY FACILITIES

4.106 The main local centre provided in the SDA master plan will offer facilities for use by the community. No details regarding the type and size of uses have been agreed but any buildings must be designed to be flexible and cater for a number of uses over their lifetime. In addition, a further secondary local centre site will provide an expansion to the community offer.

GOOD DESIGN AND COMMUNITY SAFETY

- *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.*

4.107 Any new development proposed in the SDA should be designed to high standards using established urban design principles (e.g Building for Life 12). The design should enhance and make the most of existing features such as the canal to create unique places for new and existing residents to enjoy.

4.108 Any design should also be informed by Manual for Streets, the 6C's Design Guide and by Secure by Design principles that will seek to achieve a place that feels safe and is safe. Design features should include buildings that overlook public spaces offering natural surveillance, avoiding blank walls facing onto public spaces or parking areas and well lit and overlooked vehicle, pedestrian and cycle routes.

4.109 Special consideration should be made where new development is built close to existing residential properties. New dwellings should be set back from the boundary so that any potential negative impact on the amenity of existing residents is kept to a minimum. Existing boundary vegetation could be augmented to assist this. Figure 28 gives an illustration of the nature of the setback expected adjacent to Field Head Close. The landscape buffer will be expected to be provided here during the first planting season following the grant of outline planning permission. No storage or siting of compounds will also be permitted in this area of the site.

4.110 A Neighbourhood Plan is being prepared for the Parish of Lubenham. Once adopted, the Neighbourhood Plan may contain guidance that can inform the detailed design of and decision making on development proposals within the SDA.

BUILDING SUSTAINABILITY

4.111 In order to meet Policy CS9 and Building Regulation requirements a balance will be struck between seeking to reduce energy use by fabric energy efficiency measures and producing energy from new technology. The precise approach to be adopted will be determined by increasingly enhanced Building Regulations, particularly post 2016.

4.112 New buildings should incorporate renewable energy generation, where appropriate. The Council will expect the developers to explore these opportunities with The Sustainable Harborough Challenge including for instance solar water heating, photovoltaics, and ground and air source heat pumps.



Figure 28: Illustrative edge treatment to Fieldhead Close

FLOODING AND DRAINAGE

- *To ensure both existing and new development are not at risk of flooding.*

4.113 According to latest data from the Environment Agency, the SDA is not at risk from flooding. The use of sustainable urban drainage systems (SUDS), such as balancing ponds and permeable paving should ensure that discharge rates of runoff are maintained at or below current Greenfield levels.

ARCHAEOLOGY, WASTE AND TRAVEL PLAN

4.114 These issues will be addressed in requirements for future applications.

DESIGN

PHASING

4.115 The phasing plan (figure 29 and diagrams of phased progression figure 30) show the sequence of development and associated triggers for delivery of key infrastructure. These triggers are shown related to the number of dwelling completions on site but will be subject to market conditions. However it is assumed that there will be at least four housebuilders on site delivering an average of 160 dwellings per year in total.

4.116 It adopts the principle that development should be progressed at the northern and southern ends of the site at the same time. The size of both of these first phases is dictated by the numbers that can reasonably be served from a single point of access with the objective of delivering the link road at an early stage.

4.117 Each phase is to provide associated public open space and infrastructure in tandem with new housing. Some infrastructure eg balancing ponds may have to be delivered in advance of the phasing pattern shown in figure 29 subject to detailed design.

4.118 Land for the marina, main local centre and primary school is to be made available for development in Phase 2. Land for the secondary local centre would be made available for development in Phase 3. Figure 30 gives a further illustration of the likely timeframe for delivery of these facilities based on the build rates set out above. It gives an indication of the time by which certain facilities will open but it is not intended that these are detailed phasing triggers. It is expected that the school should be provided at the earliest opportunity, which will be subject to the intentions of the Local Education Authority. The community hall will also be expected to be opened as early as practicable. The facility will be for multi-purpose and designed to encourage a wide range of potential activities from parent and toddler groups to a place of worship (ecumenical and not reserved for just one religious group).

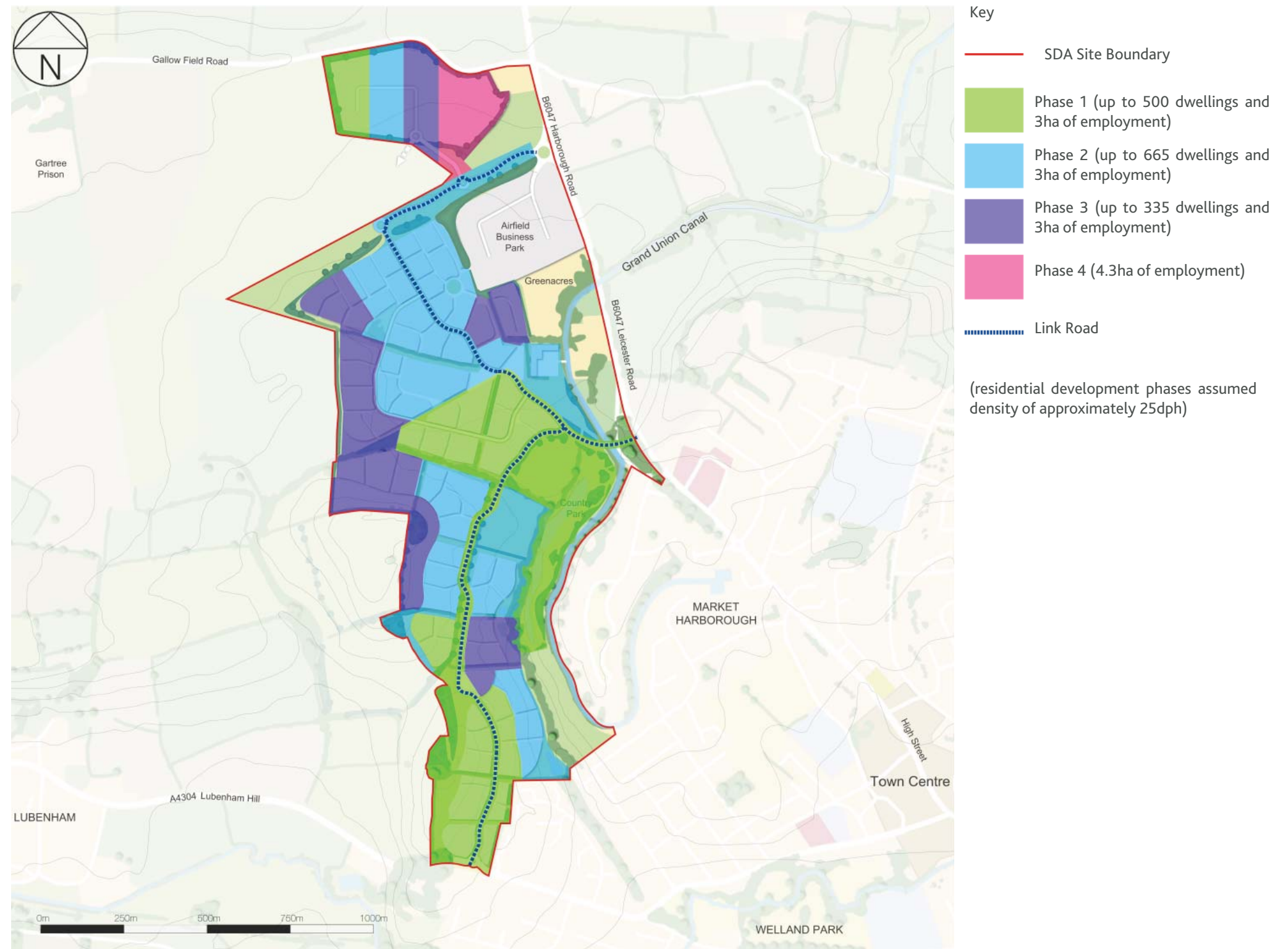


Figure 29: Phasing Plan

DESIGN

PHASED PROGRESSION AND TRIGGERS

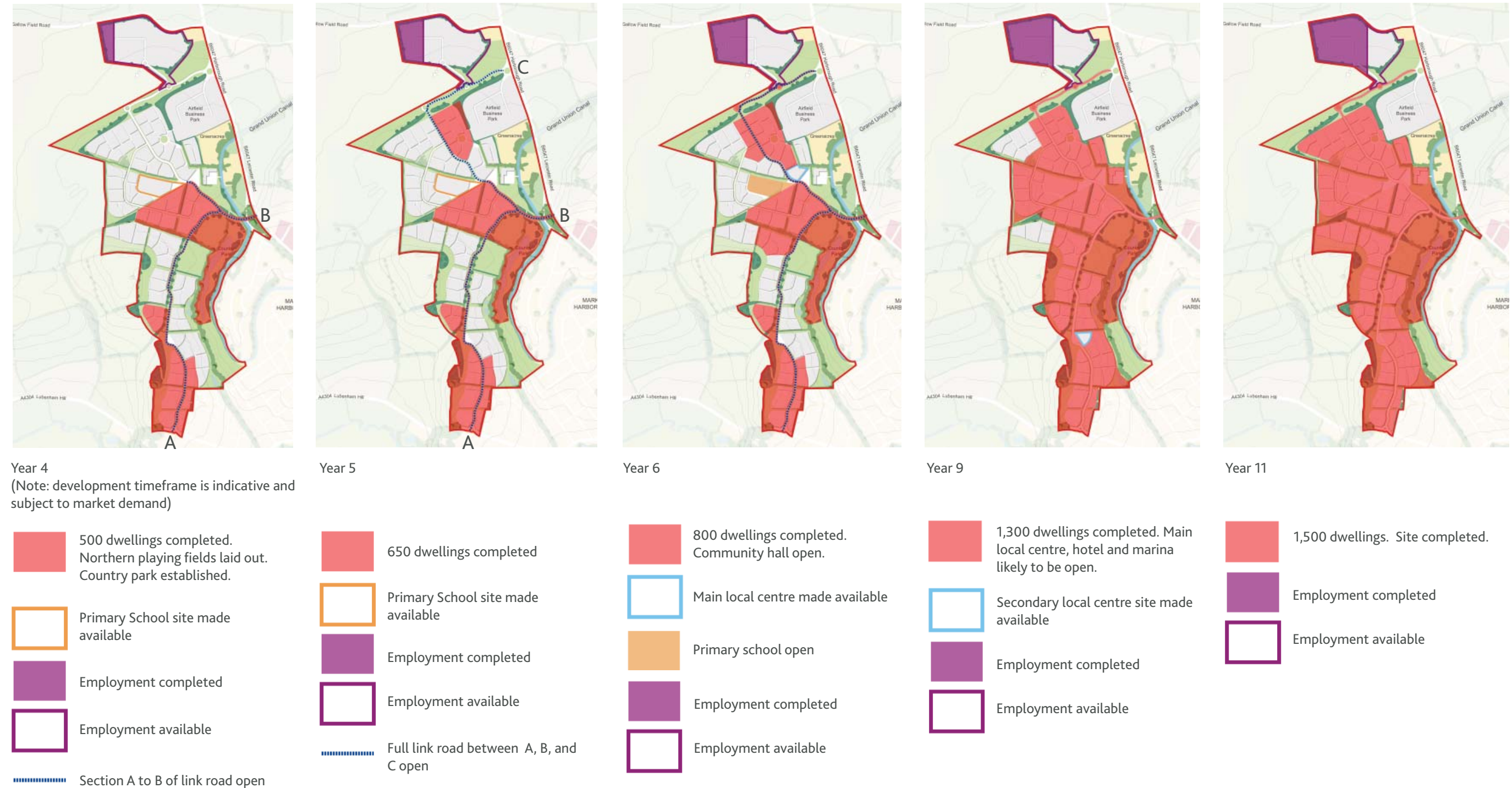


Figure 30: Phasing Progression and Triggers

SUBMISSION REQUIREMENTS

5.1 The information required to be submitted in support of any planning application is set out in the National List and Local List. Depending on the type and scale of the development this may include:

- Relevant plans including site layout, elevations
- Planning Statement
- Design and Access Statement
- Flood Risk Assessment
- Transport Impact Assessment
- Ecological Survey and Report
- Archaeology
- Tree Surveys
- Heritage Impact Assessment
- Noise Assessment
- Air Quality Assessment
- Travel Plan

S106

5.2 Development within the SDA will need to be supported by appropriate infrastructure, services and facilities. There will be a combination of investment in provision within the SDA and elsewhere within Market Harborough.

5.3 Core Strategy Policy CS12: Delivering Development and Supporting Infrastructure provides a framework against which future development will be assessed and to help ensure that appropriate measures are taken to mitigate the impacts of development and ensure that the necessary infrastructure to accompany development is provided.

5.4 Appendix 2 of the Core Strategy sets out an infrastructure Schedule identifying the types of infrastructure, services and facilities that may be required to support new development. This information has been reviewed and updated in preparation of this Masterplan. Figure 31, right, sets out a full listing of the potential improvements in infrastructure, services and facilities to be delivered by the SDA. The Council is required to ensure that any such measures, where they are to be delivered by means of a Section 106 obligation, meet a number of statutory tests, i.e. they are necessary to make the development acceptable in planning terms, directly related to the development; and fairly and reasonably related in scale and kind to the development (under the terms of CIL Regulation 122). In addition, the Council is required, under the terms of the National Planning Policy Framework, to ensure that development in any plan is not subject to such a scale of obligations, and policy burdens, that their ability to be developed viably is threatened. With this in mind, the listing of infrastructure in Figure 31 gives a ranking of the relative importance of different measures which will be considered by the Council, along with the statutory tests set out above, in determining the heads of terms for Section 106 agreements to be attached to future planning permissions, in the light of any viability evidence which is presented by the developers. During these considerations the detailed timing of infrastructure delivery will also be reviewed to test whether items such as the school can be brought forward in the programme without adverse impact on scheme viability.

5.5 Not all of the measures listed in Figure 31 are specifically Section 106 items as some will be delivered either as an inherent part of the development e.g. the marina and employment land, or subject to market forces, e.g. commercial uses within the Local Centres. These are also highlighted accordingly in Figure 31. The measures are also coded to provide an instant indication of the degree to which the measures can be expected to have a benefit to wider areas of the town.

Ranking

1 = Essential Infrastructure

2 = Provision to be subject of further viability/testing against statutory provisions

3 = Delivery inherent within the scheme

4 = Delivery subject to market demand

Benefits

D = Development only

TW = Wider benefit to the town

5.6 It is recognised that to secure the wide range of community benefits from the development as listed in Fig 31 a series of complex agreements will be necessary. However, it is considered that a comprehensive mechanism for delivery can be achieved within the context of an adopted master plan. The detail of such agreement is for the planning application stage as is common elsewhere with major development schemes.

Ranking	Measure	Benefit Coding
1	Link Road	TW
1	Contribution to costs of Great Bowden Traffic Calming	TW
2	Contribution to costs of Town Centre Improvements	TW
1	Subsidy for provision of new or diverted Bus Service/ Services and provision of bus stop infrastructure	TW
1	Travel Plan Coordinator	D
1	Travel Packs/ Bus Passes	D
1	Improvement of Cycle and footpath links	TW
1	Provision of Primary School on site	TW
1	Contribution to cost of Secondary School improvement off site	TW
1	Provision of Parks and Gardens on site	D
1	Provision of semi-natural Greenspace (Country Park) on site	TW
1	Provision of other Amenity Greenspace on site	D
1	Provision of sports pitches on site	TW
1	Provision of Children's play areas on site	D
2	Provision of allotments on site	TW
1	Provision of Community Building with two court badminton hall	TW
1	Provision of land reserved for development of Local Centre	TW
2	Provision of Cemetery on site or contribution to cost of provision off-site	TW
2	Provision of 30% Affordable Housing	TW
2	Contribution to costs of improvement of Civic Amenity Facility	TW
2	Contribution to costs of improvement of Library Facilities	TW
2	Contribution to additional costs of policing or provision of Police Post on site	TW
3	Provision of land for Employment uses on site	TW
1	Provision of Sustainable Urban Drainage	D
3	Provision of Marina	TW
4	Employment Uses	TW
4	Hotel, restaurants, shops and other commercial services	TW

Figure 31: SDA Infrastructure and Community Facilities