

## Market Harborough Strategic Development Area Masterplan

## Options Consultation

## Summary of Consultation Responses (Stakeholder Responses) July 2012

Organisation	Which of the four residential based options do you favour and why?	Which of the two commercial options (F or G) do you favour and why?	Are there any additional issues you feel have not previously been considered regarding the SDA?	Any further comments or map illustrations
Edward Garnier MP SC001	<p><b>Option A</b> as;</p> <ul style="list-style-type: none"> <li>- reservations about a link road – probably be too narrow to be a bypass and will cause traffic congestion and safety issues</li> <li>- wish to see none but the lightest development at Airfield Farm with the showground provision and low level employment buildings</li> <li>- concerned excessive development will cause irreparable damage to the visual outlook and wider environs as well as</li> </ul>		<ul style="list-style-type: none"> <li>- Need to consider the skyline from the west approaching from Lubenham – were the most intrusive development permitted the integrity of the towns boundaries would be spoilt by a skyline of roofs and chimneys</li> <li>- The concerns of Anglian Water need to be taken into account</li> </ul>	

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	the amenity and ecological value of the land in question			
<b>English Heritage</b>  <b>SC002</b>	<b>Option A</b> because;  - it does not affect Lubenham Hill & Lubenham (with perhaps the suggested tweaks to landscape impact suggested on pg 3 of the consultation document) - concerns at the proposed development of Lubenham Hill with its associated impacts upon the separation of the settlements and the character of Lubenham village (with its various heritage designations)	<b>Option E</b> appears most appropriate to the character of the site & strong agricultural economic base of the area.	A brief overview of the site suggests that Lubenham Hill may contain significant below ground archaeological remains and the significance of such features should be explored in line with the advice of the County Council Development Control Archaeologists.	
<b>Environment Agency</b>  <b>SC003</b>	<b>No preferred option</b> - no specific concerns in relation to various options and already engaged in the application		The following apply to all options; - The SDA lies in flood zone 1, therefore no concerns in relation to land uses - A flood risk assessment will be required for applications >1ha in	

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			<p>flood zone 1 – there are a number of ordinary watercourses and springs and the canal poses a potential flood risk</p> <ul style="list-style-type: none"> <li>- The treatment and control of surface water run off should provide a level of betterment incorporating the use of a range of SuDs techniques</li> <li>- The river Welland is a DEFRA Water Framework Directive</li> <li>- No concerns over ground water and contaminated land</li> </ul>	
<p><b>LCC Historic &amp; Natural Environment Team</b></p> <p><b>SC004</b></p>	<p><b>Option A</b> because;</p> <p>- it is the only one which currently allows the retention of the valley, hills and springs in their natural form, and limits encroachment of the new urban area to the north.</p>	<p>Options F &amp; G lie within the former extent of Market Harborough airfield and are known to have both standing &amp; buried archaeological evidence related to its operation. Recent archaeological investigation has also indicated the</p>	<p>1. Further survey work is required to;</p> <p>a) Establish the important wildlife areas and those areas suitable for habitat creation</p> <p>b) Establish the character &amp; significance of the know &amp; potential heritage</p>	

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	<p>- area benefits from completed assessment of its archaeological interest (for existing / planned development proposals). In addition to avoiding impact to identified archaeological remains on Lubenham Hill.</p> <p>- options B-D all include substantial areas of current un-assessed landscape likely to retain a significant but as yet unsubstantiated archaeological interest.</p> <p>The various options cover, or impinge on physically or visually, an area that has known historic and natural environment value, including archeologically sites, extant remains of the old airfield, sites for protected species, and recently unearthed fossils and stratigraphy that may be of regional if not national importance. In addition the landform and geomorphology are of interest, involving a valley,</p>	<p>survival of earlier prehistoric &amp;/or Roman remains within the airfield boundary, warranting careful consideration in any future development context.</p>	<p>assets, including pre-historic, Roman &amp; Anglo-Saxon buried archaeological remains, standing &amp; buried structures associated with the airfield and the historic landscape.</p> <p>c) Evaluate the geological &amp; geomorphological resource.</p> <p>Subject to the above being completed the key features identified need to be preserved, recorded or otherwise mitigated and accommodated as per the normal detailed planning process, using the expertise &amp; methods known to be successful - executed to the highest industry standards. Special consideration should be given to sustaining / enhancing heritage assets incl.; buried remains, boundaries &amp; buildings, to creating new habitats / restoring &amp; extending</p>	

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	<p>small hills, a spring line and its position as a side valley into the larger Welland catchment.</p> <p>- contract geologist, Gill Weightman from Weightman Associates reports that the area between the proposed development in Option A and the A4304 should be considered a Candidate RIGS site. <b>Consequently the geological opinion supports option A as the preferred option.</b></p>		<p>traditional ones, and protecting and important discovered geological &amp; geomorphological features.</p> <p>2. The geomorphology, the hills, valley and spring line, have both scientific and aesthetic interest and should be retained in as complete a state as possible</p> <p>3. To retain the current character of the area north of Lubenham it will be necessary to retain the existing network of lanes, which would inevitably be used by the new development leading to and from the west, which could be used to bypass most of Lubenham with a minimum of new road-building, if their limited capacity was accepted so as not to attract other traffic.</p>	
Leicestershire County and Rutland PCT	<p><b>Option D</b> as it:</p> <ul style="list-style-type: none"> <li>- includes additional open space;</li> </ul>	<p><b>Option E</b> as it is closer to residential areas and increase employment and</p>	<p>Feel range of options consulted upon is too limited.</p>	<p>Facilities to encourage healthier lifestyles (pavements, open spaces,</p>

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<b>SC005</b>	<ul style="list-style-type: none"> <li>- provides facilities;</li> <li>- is sensitive to the landscape character.</li> </ul> <p>Important to undertake a health impact assessment, to consider:</p> <ul style="list-style-type: none"> <li>- design, which can have an impact on physical and mental health eg lack of accessible pavements, cycle paths etc could lead to sedentary habits and obesity.</li> <li>- Urban sprawls affect mental health and can lead to depression</li> <li>- Community design impacts some people more – with the elderly, low income communities and children more prone to suffer with illhealth as a result of poor design</li> </ul>	improve the economy.		leisure facilities, health services, schools, shopping). Transport, employment opportunities, protection of important countryside, separation between MH and Lubenham. Need to ensure new development have a positive not negative impact on health (though eg incr in RTAs, anxiety and depression, air pollution). Health Impact Assessments useful way of identifying complex relationships between impacts and improve communication between local health, transport and planning depts. And improve design.
<b>Leicestershire Police, Architectural Liaison Officer</b>		Any employment development in this area, which is well outside the town centre may generate the need for additional policing infrastructure and		Information has been supplied on the Airfield Farm application about the extent of necessary mitigation required to ensure policing infrastructure keeps pace

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SC006		will comment further once preferred option is known.		with new development. A further round of consultation may be necessary once preferred option is known, to gain a picture of infrastructure costs.
Lubenham Parish Council  SC007	<p><b>Option A because:</b></p> <ul style="list-style-type: none"> <li>- provides 1,000 houses within a compact area;</li> <li>- provides the necessary services and facilities;</li> <li>- an additional 300 houses could be provided on the showground area or to the south of the SDA;</li> <li>- provides for separation between MH and Lubenham, but would like this formally designated within the SDA;</li> <li>- alternative options showing a link road to the A4304 is unacceptable due to an increase in traffic in Lubenham and MH town centre.</li> </ul> <p>Suggest the route of the previously safeguarded Lubenham by-pass should</p>	<p><b>Option F</b> (if Option E is no longer available), because:</p> <ul style="list-style-type: none"> <li>- provides for business use, but does not increase the area already designated for development.</li> </ul> <p>Consider need showground to be questionable and alternative uses should be considered.</p> <p>Serious concerns about inclusion of additional development plus the showground due to increased traffic through Lubenham.</p>	<p>Suggest the need for a link road which would bypass Lubenham, following the route of the high pressure gas pipeline and coming out between Lubenham and Theddingworth at Marston Turn. This would:</p> <ul style="list-style-type: none"> <li>- alleviate traffic through MH town centre;</li> <li>- provide access to new development without compromising village;</li> <li>- take traffic away from Great Bowden;</li> <li>- remove heavy business traffic from the new business area from outside Foxtan school and MH.</li> </ul>	<p>A separation area between MH and Lubenham should be defined, with no roofs visible in views from Lubenham.</p> <p>Further requirements:</p> <ul style="list-style-type: none"> <li>- medical facilities;</li> <li>- schools</li> <li>- allotments;</li> <li>- indoor and outdoor recreation;</li> <li>- extinguished footpaths replaced;</li> <li>- rainwater harvesting, green roofs and energy efficient houses.</li> </ul>

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	be used as a link between the B6047 and A4304. This would alleviate traffic difficulties in Lubenham, Lubenham Hill and Foxton School.			
<b>Market Harborough Civic Society</b>  <b>SC008</b>	<b>Option A;</b> <ul style="list-style-type: none"> <li>- the secondary access needs to be reconsidered, possibly towards Leicester, and prefer a roundabout</li> <li>- needs to be an in depth consultation and appraisal of traffic routes and management</li> </ul>	<b>Option G</b>	<ul style="list-style-type: none"> <li>- Better bus service needed including a bus to the railway station</li> <li>- Better road signage will be needed</li> <li>- A medical centre and school will be essential</li> </ul>	
<b>Market Harborough Medical Centre</b>  <b>SC009</b>	<b>Supports all 4 options, preferring C/D.</b> Medical Centre currently operates from Coventry Road, but in 2014 will open a branch surgery on St Luke's hospital site, so well placed to serve the SDA area. Favour a concentration of development in the SDA			



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	<p>area, rather than being dispersed across a number of sites across the town. Do not feel that a GP surgery on the SDA area is necessary as could serve the additional population from existing premises with Section 106 monies to increase capacity of existing facilities. Estimate that 1,800 houses could bring an additional 5-6,000 patients (on top of existing 23,600 patients served from MH and surrounding villages). With these dwellings being developed and occupied over a long period of time, feel this is manageable and will provide additional employment opportunities as extra medical, nursing and admin staff will be required.</p>			
<p><b>Anglian Water</b> <b>SC010</b></p>	<p>I have summarised our position for the different options below;</p> <p>Anglian Water has, through discussions with the developer, undertaken an appraisal on the Airfield Farm site to consider</p>			

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	<p>the infrastructure requirements associated with a total of 1147 properties. A drainage solution has been identified which includes connection to the gravity sewer to the east of the site via an onsite pumping station and rising main.</p> <p>Accordingly, option A for 1000 dwellings would reflect the modelled scenario and be accommodated with the identified off-site reinforcement. Increasing the number of dwellings (Options B to D) or additional flows through commercial premise (option F and G) would require further modelling for both the sewerage network and impact on the Sewage Treatment Works. Market Harborough Sewage Treatment Works has capacity for Option A, significantly increasing the proposed number of dwellings would require further assessment.</p> <p>Before we can appropriately assess Option E we would require further clarification</p>			

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	<p>regarding proposed animal waste disposal.</p> <p>We trust surface water management will be implemented in accordance with Part H of Building Regulations and not require connection to the sewerage network.</p>			
<p><b>Wright, Margaret (on behalf of Foxton PC) (Foxton)</b></p> <p><b>SC011</b></p>	<p><b>Option B or C</b> as;</p> <ul style="list-style-type: none"> <li>- both options provide a link road through, this is essential to mitigate traffic problems in surrounding areas due to the lack of access from the SDA to the M1, A1 and A14.</li> </ul> <p>Both options provide sufficient housing for the plan period, thus removing the uncertainty of where the balance would be situated</p>	<p><b>Option F;</b></p> <ul style="list-style-type: none"> <li>- however, there should be no further B2 development permitted due to noise, and B8 must be excluded due to the need for high buildings to deliver it</li> </ul>	<p>If the showground proposal comes forward, there are concerns over the noise to be generated.</p> <p>The development should be landscaped so it is hidden from view from the north of the site and the surrounding areas should be protected from light pollution.</p>	

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