

FEBRUARY 2024

VISION DOCUMENT
Bowden



Vale

MARKET HARBOROUGH

A Sustainable
Location for Growth

VISION

Creating a new self-sufficient neighbourhood to the east of Market Harborough. With placemaking at its heart Bowden Vale will deliver new beautiful, energy efficient homes, alongside new community infrastructure; significant areas for public recreation; habitat creation; and biodiversity enhancements.

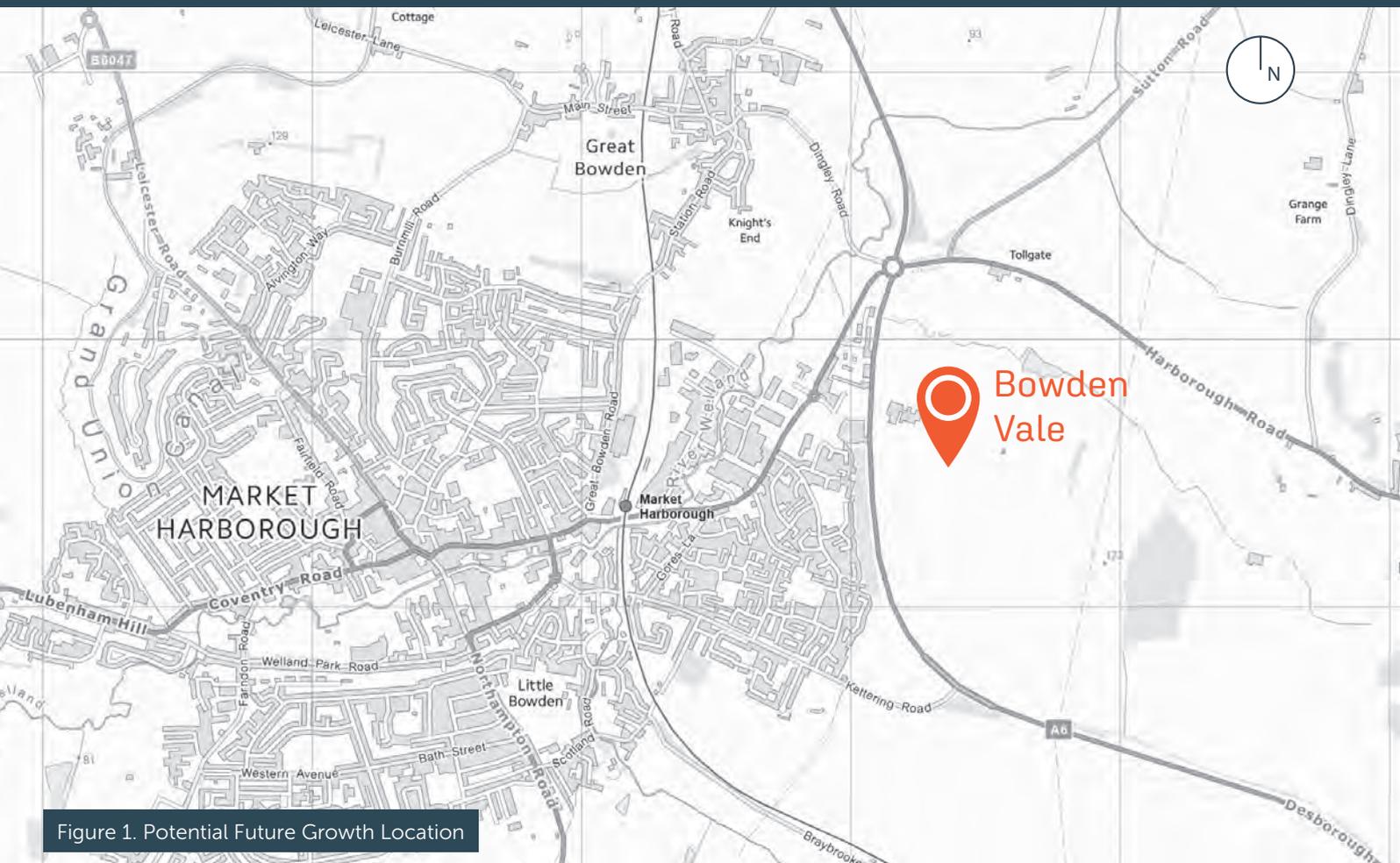


Figure 1. Potential Future Growth Location

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Revision	D
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2023 Median house prices Harborough District Vs Regional Average.

Introduction

This document presents Catesby Estates' proposals for a new comprehensive mixed use residential allocation on land within Harborough District to the east of Market Harborough (Figure 1). It is submitted in response to Harborough Council's Regulation 18 Issues and Options Public Consultation.

The settlement of Market Harborough has a prodigious history dating back to its formation by the Saxons. Over time it has grown and evolved from village to thriving and prosperous town.

Market Harborough is a place accustomed to innovation, change and evolution over its history. Key events, such as the creation of the market (1204), the establishment of local trades in the town, the arrival of the canal (1809) and then the railway (1850) are features that have supported the town's continued growth and prosperity as an important town in the East Midlands.

Key towns like Market Harborough are experiencing particular pressure on the availability and affordability of housing stock, as well as some associated services.

This document presents the real opportunity to deliver a new innovative and sustainable mixed use neighbourhood for Market Harborough. **The new neighbourhood could provide circa 1,000 new high quality homes, supporting retail and community services and facilities.** The new neighbourhood would be set within an enhanced and complementary landscape and well connected by public transport and active travel routes. This new neighbourhood will make a significant contribution to identified housing needs while continuing to support the continued prosperity of the town and wider District.

About Catesby Estates

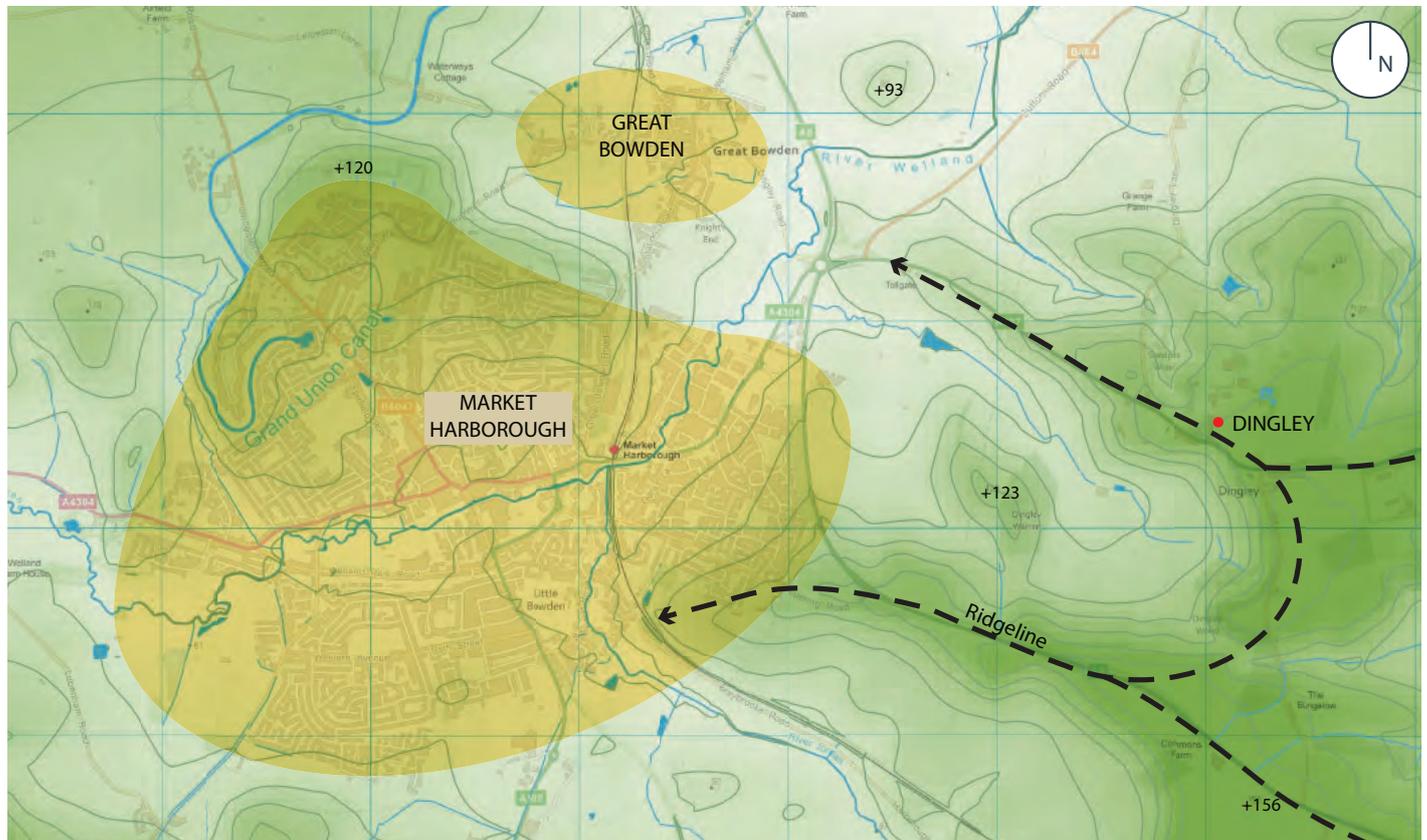
Catesby Estates is a specialist strategic land promotion and infrastructure business working to plan and deliver sustainable and community focused developments where house-builders want to build and people want to live.

As a leading promoter of large scale strategic sites, Catesby Estates are proud of the sustainable communities we design and the quality of place-making subsequently delivered.

Catesby Estates and its parent company Urban&Civic were acquired by the Wellcome Trust in 2021. This has strengthened our position in the market as leading specialists in strategic housing delivery.

Why here?

The logical direction for future growth...



1. The Valley Settlement

1. The Valley Settlement & Topography:

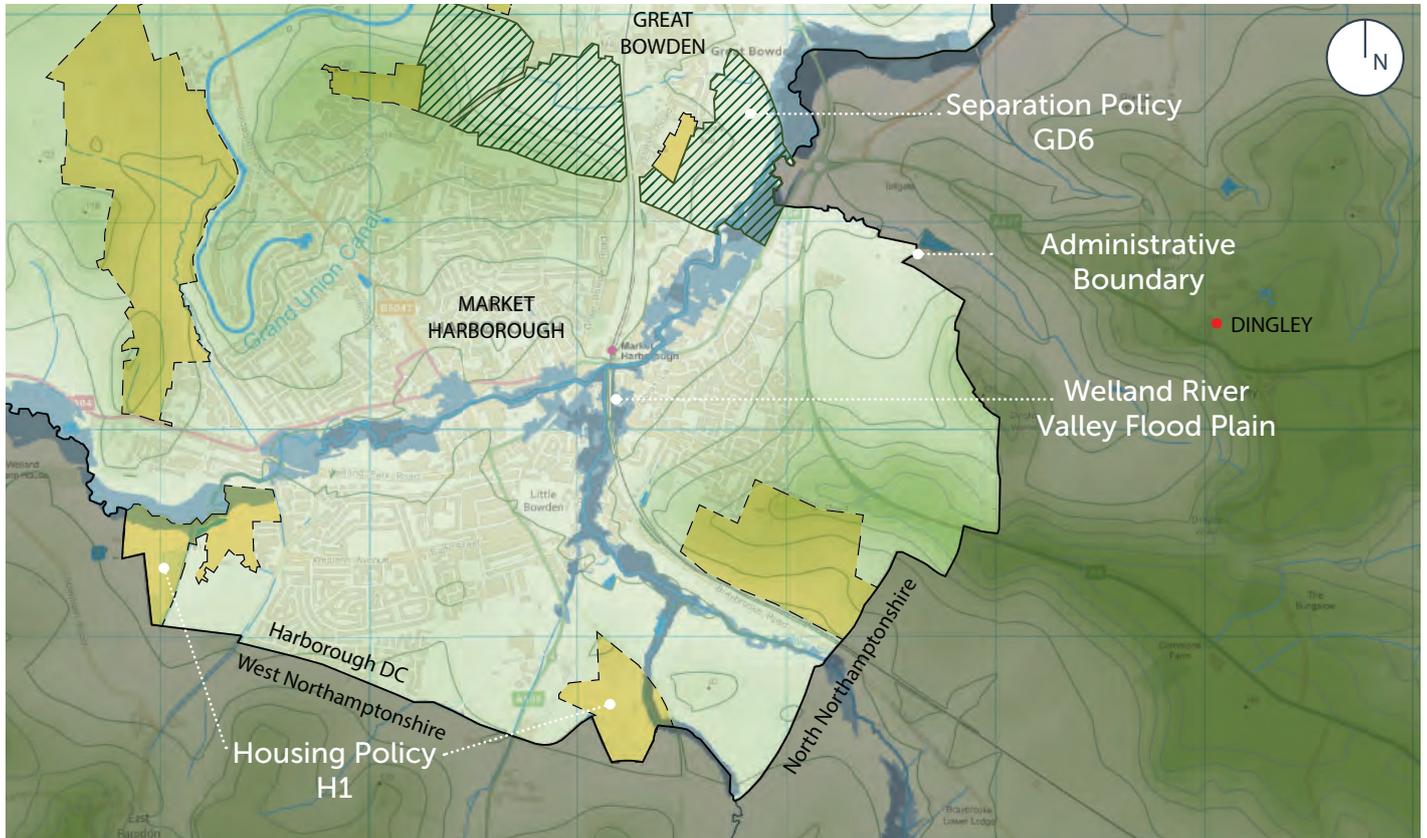
Market Harbour is a predominantly valley settlement formed around the River Welland and its tributaries.

The valley and town is visually contained by surrounding ridges and hills. Two distinct ridgelines lie to the east of the town and align with the historic movement routes of Harbour and Desborough Roads.

The nearby villages of Great Bowden and Lubenham also lie within the same Welland River Valley. The topographical conditions alongside active flood plain helps to retain a distinction between Market Harbour and these local villages.

The hamlet of Dingley is distinct from Market Harbour due to its woodland character and elevated hilltop location east of the town.

RECOMMENDATION: Future growth of Market Harbour should respect the pattern of development on the lower valley contours; avoid coalescence with neighbouring Welland valley villages; and avoid encroachment onto the upper valley sides and ridgeline. Utilising these principles will retain the future identity of Market Harbour as a distinctive valley settlement.



2. Environmental Constraints

2. Environmental & Policy Constraints

Looking to the areas of undeveloped river valley, there are additional restrictions informing the placement of future settlement growth:

- a. The active flood plain associated with the River Welland and its tributary watercourses. This limits the locations that are easily accessible for meaningful or comprehensive future developments.
- b. Administrative Boundary. The Harborough District Council Boundary is tightly drawn around the southern and eastern parts of the town where some of the most extensive areas of valley are available. This restricts valley growth locations.

c. Policy Designations. The Harborough District Local Plan (2011 - 2031) identifies, amongst other things:

- Housing Commitments and Housing Allocations (Policy H1). The majority of these sites are complete or currently under construction and have occupied available valley locations.
- Areas of Separation (Policy GD6). This policy seeks to protect the identity and distinctiveness of nearby settlements such as Great Bowden.

Why here?

The logical direction for future growth...



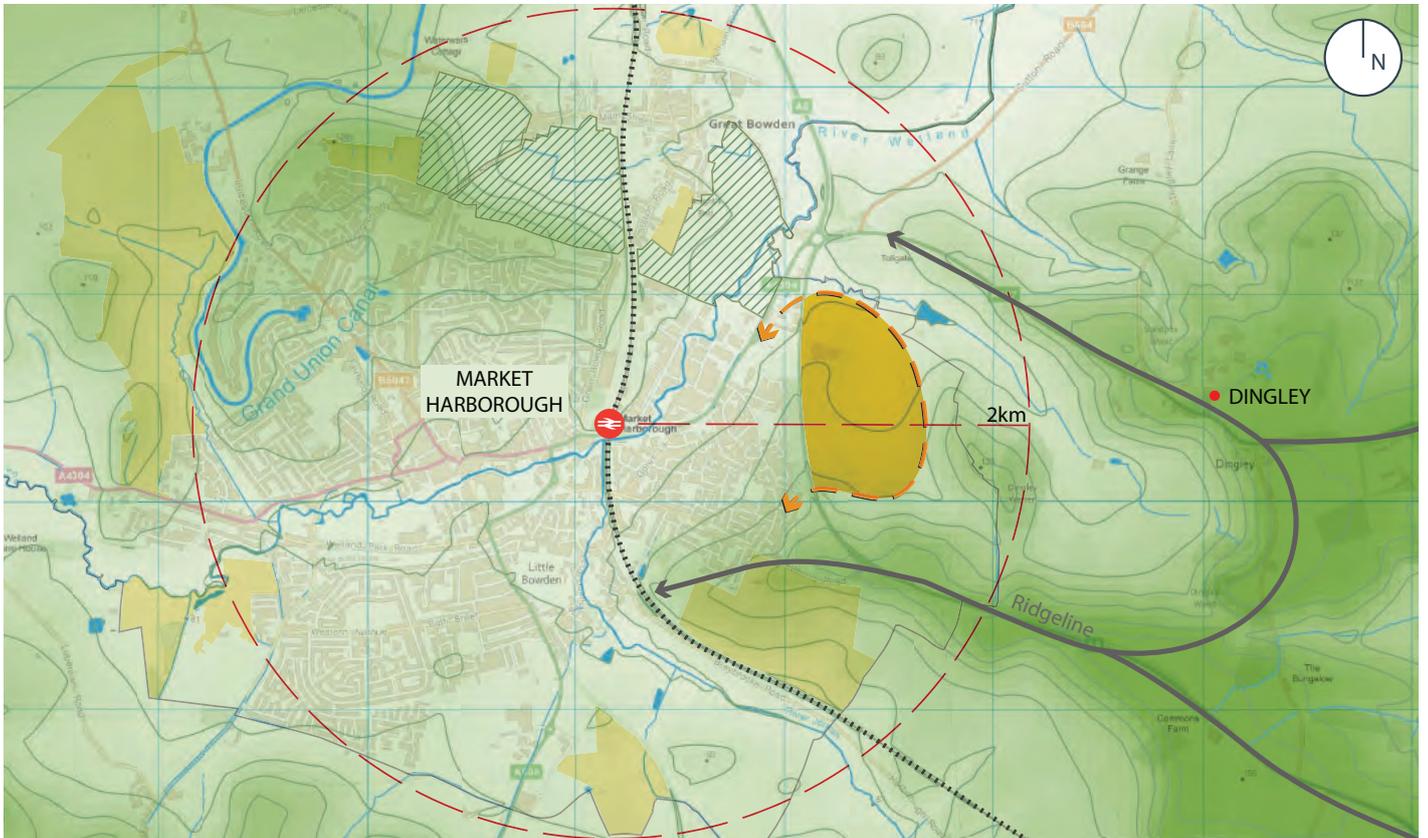
3. Access to Sustainable Transport

3. Access to Sustainable Transport

The majority of Market Harborough and Great Bowden is located within a 2km direct line radius of Market Harborough train station.

Market Harborough station provides easy commutable access to London St Pancras (average journey time 1 hour 8 minutes) via Kettering, Wellingborough, Bedford and Luton. The station also provides services to Nottingham (36 - 45mins) via Leicester (15mins) and Loughborough (24mins).

RECOMMENDATION: Future growth around Market Harborough should seek to be within the 2km radius of the train station continuing the established pattern of the settlement and supporting access to sustainable movement options.



CONCLUSION

CONCLUSION: The logical direction for future growth

Combining the three preceding spatial analysis diagrams confirms that the next natural and logical growth location is located to the east of the town.

Settlement growth in this location will positively:

- Reflect and support the established Welland Valley settlement pattern.
- Work within the topographical form and established landscape, thereby retaining the identity of Market Harborough as a contained and distinct valley settlement.
- Keep new development out of and away from the Welland River Valley Flood Plain.

- Retain separation from Great Bowden.
- Work within the administrative boundary of Harborough District Council.
- Offer a meaningful and self-sufficient new neighbourhood within a 2km catchment of a highly sustainable public transport corridor.

The following pages explore and refine proposals for this location in further detail.

Why here?

Land Availability

Catesby Estates have control over circa 138.68Ha/ 342.69ac of land to the east of Market Harborough (Redline boundary).

It is recognised that the land holding is split across the two administrative boundaries of North Northamptonshire Council and Harborough District Council.

This document is prepared for Harborough District Council's Regulation 18 Issues and Options Consultation and as such the focus for this document and development will be on that part of the land holding falling within Harborough District Council only (shaded light red). This area totals **circa 93.87Ha / 231.96ac**.

Where there may be some future opportunity / spatial benefit in developing any part of the land holding within North Northamptonshire this will be indicated in this document but is not relied upon for the purposes of delivery or appropriateness of development within Harborough District.

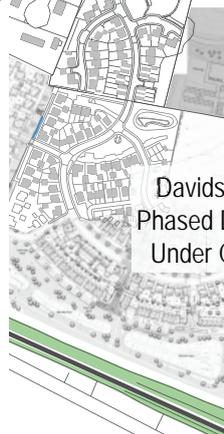
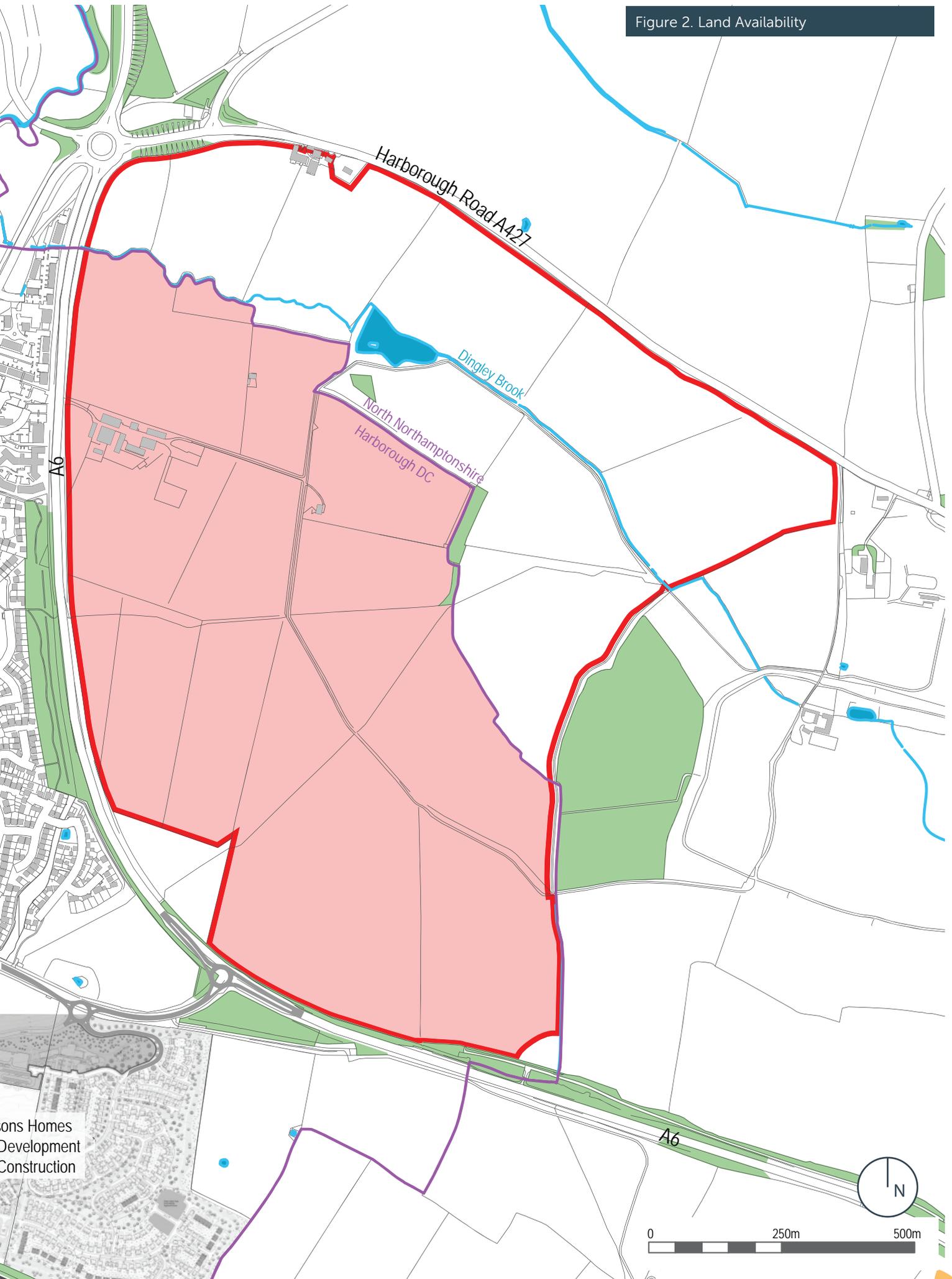


Figure 2. Land Availability



ons Homes
Development
Construction

Proximity to Services & Facilities

Named in the 2023 Sunday Times Guide as one of the 'Best Places to Live', Market Harborough boasts a wide range of services and facilities. The services available support its status as the principal town in the District and as a sub-regional centre in Leicestershire.

Figure 3 shows how the potential growth location is extremely well placed in terms of proximity and therefore potential walkability and cycleability to a wide range of services and facilities. Amongst other facilities, the town centre falls within 2km and the railway station within 1km of the edge of the Site.

-  Settlement Growth Opportunity Area
-  Available Land Holding Extents
-  Mixed Use Development Under Construction
-  400m Direct Line Distance
-  Public Right of Way (PRoW)
-  Market Harborough Railway Station
-  Railway Line
-  Nearest Bus Stops to Site
-  National Cycleway
-  Primary School
-  Secondary School
-  Public Open Space, Sport & Recreation
-  Allotments
-  GP Surgeries
-  Community Facilities
-  Local Retail, Food & Drink
-  Town Centre (Mixed Uses)
-  Industrial / Employment

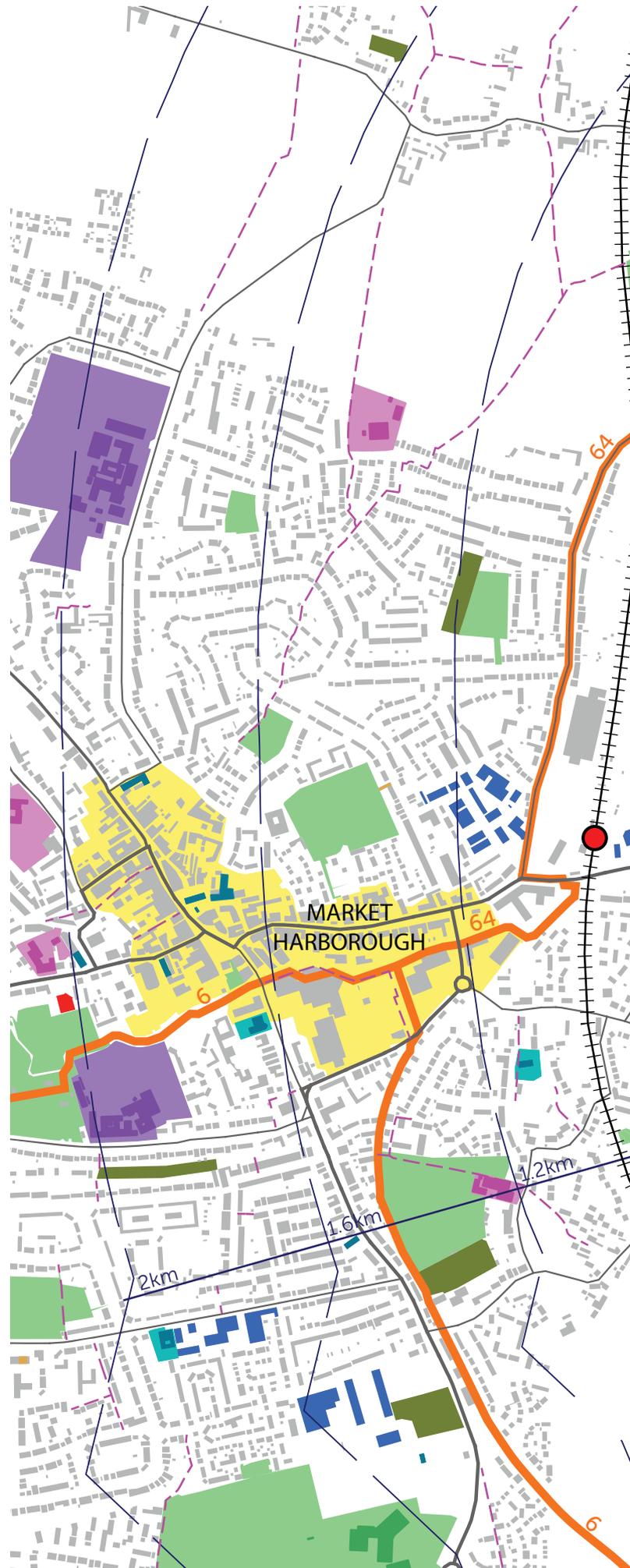
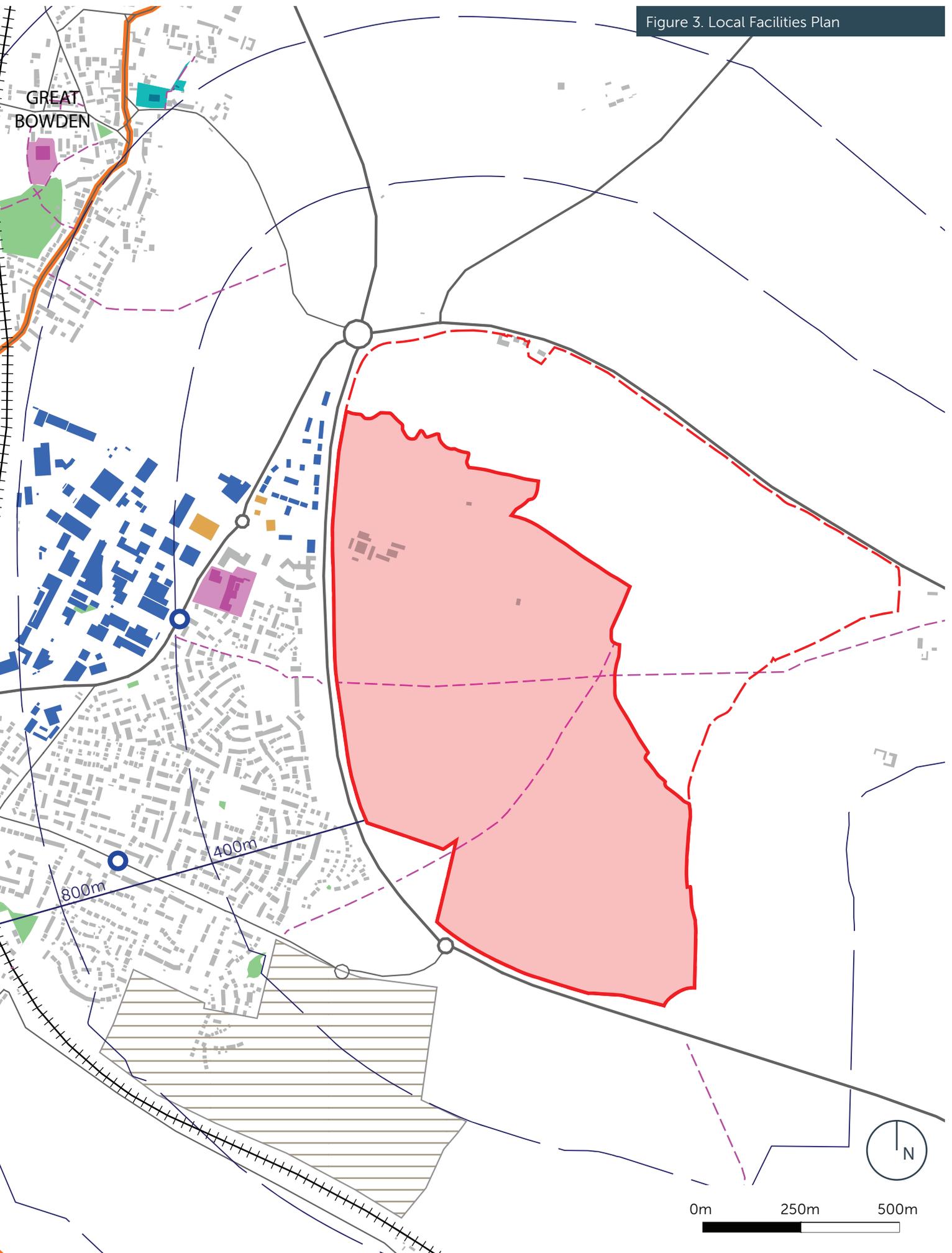


Figure 3. Local Facilities Plan



The Site's Features

Looking at the Site in detail confirms the following environmental and engineering features that will require careful consideration. These are also illustrated at Figure 4.

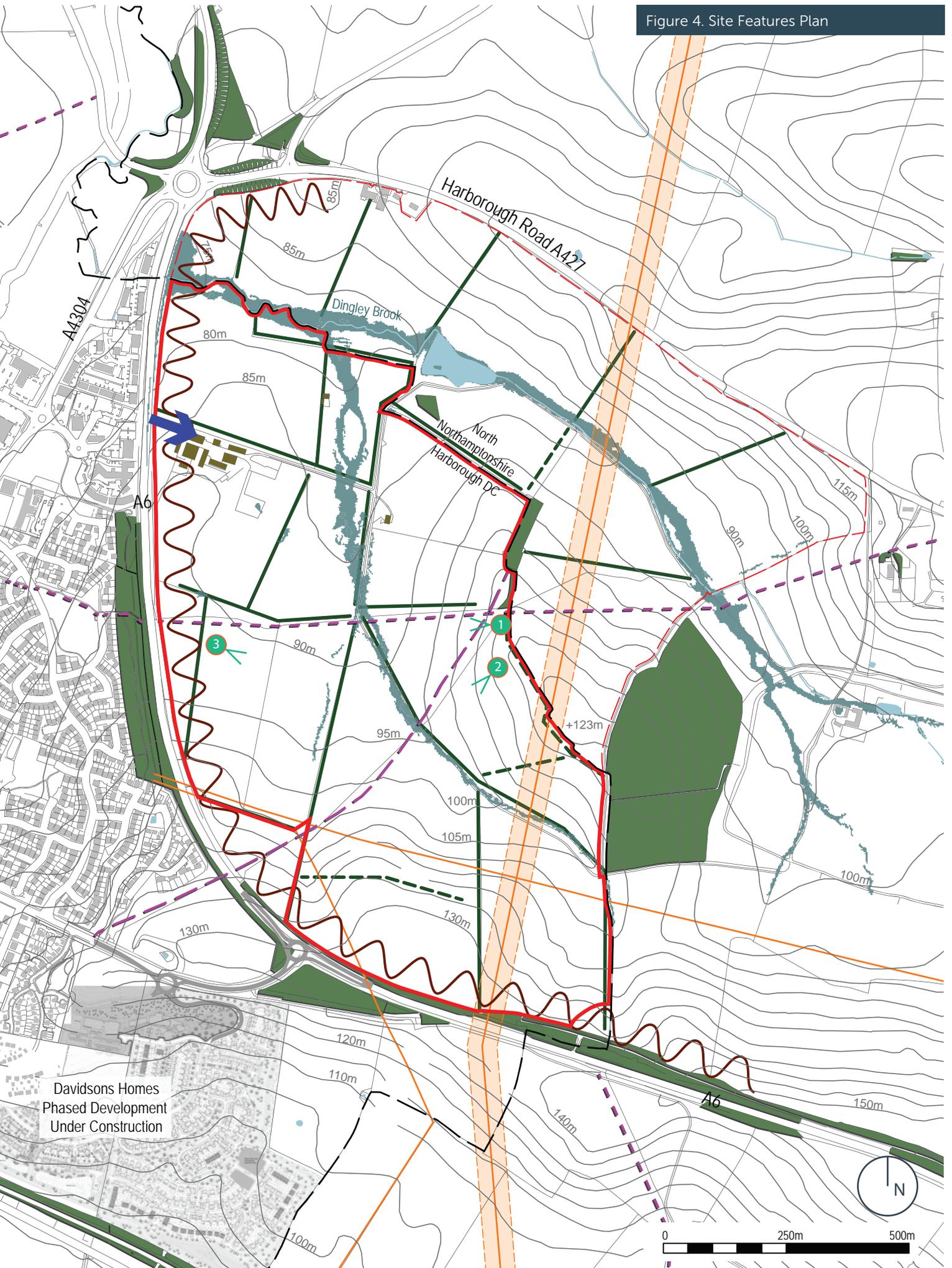
Feature	Summary of Findings / Influences
EXISTING USES & VEHICLE ACCESS	The Site comprises several fields of arable land and pasture. Lodge Farmyard is accessed from the A6 Bypass and comprises a collection of 19th and 20th century agricultural sheds, barns and a dwelling house.
TOPOGRAPHY & LANDSCAPE CHARACTER	A thorough Landscape and Visual Appraisal (February 2024) has been prepared by LDA Design and is submitted under separate cover. Findings from the analysis work have informed the design approach adopted throughout this document. A landscape strategy plan has also been derived from this work and is provided at page 18 & 19, this informs the concept design at Figure 7.
A6 BYPASS	The A6 Bypass route (built in 1994 as single carriageway with an up hill climbing lane), is perceived locally as an edge to Market Harborough. However, it is a man made and arbitrary settlement boundary. The A6 is a noise source, with levels immediately adjacent to the road measured in excess of 55dBA but quickly dropping below that within the Site.
PUBLIC FOOTPATHS / BRIDLEWAYS	A public footpath route crosses the Site and the A6 linking Dingley and Market Harborough. No crossing features are evident on the A6 and walkers are required to negotiate a highway barrier on the western side of the highway. A bridleway diagonally crosses the Site and A6 and provides connections to Kettering Road.
HEDGEROWS & TREES	All the fields are defined by hedgerows and intermittent hedgerow trees. Historic mapping analysis indicates where fields have merged over time and some hedgerows have been lost.
WATERBODIES	The Dingley Brook flows from east to west along a small part of the Site's northern boundary. It is a tributary to the River Welland.
FLOODING	The Site is within EA flood zone 1 and is not subject to flooding from sea or rivers. The Site is subject to areas at higher risk of surface water flooding. The areas are localised to the topographical 'valleys' and the Dingley Brook corridor.
UTILITIES	High voltage overhead power lines cross the south eastern part of the Site. A 30m no build easement is required to these cables. Lower voltage cables pass east to west across the southern portion of the Site. These can be rerouted as part of any future development.
ECOLOGY AND HABITATS	The field margins are likely to be of elevated ecological and habitat value compared with the arable and pasture fields.

Legend:

-  Settlement Growth Opportunity Area
-  Wider Land Holding Extents
-  Administrative Boundary
-  Existing Contours (5m Intervals AOD)
-  Existing Woodland
-  Existing Waterbodies
-  Areas at High Risk of Surface Water Flooding
-  PRoW - Footpath
-  PRoW - Bridle Path
-  Existing Vehicular Access
-  Existing Agricultural Buildings
-  Overhead High Voltage Electricity Cables with 30m easement either side.
-  Low Voltage Cables to be Diverted
-  A6 Unattenuated Noise Source (55dB+)
-  Existing Historic Hedgerow Patterns
-  Lost Historic Hedgerow Patterns
-  Photo View Points and Direction



Figure 4. Site Features Plan



What is here?

Photo Analysis

St. Dionysius
Church Spire
Town Centre

Public Right of
Way



1. View looking west towards Market Harborough

A6 Bypass/ Desborough Road



2. View looking south towards A6/ Desborough Road and ridge line

Public Right of Way

Dingley Warren



3. View looking east towards Dingley Warren

Market
Harborough

A6 Bypass

Lodge Farmyard

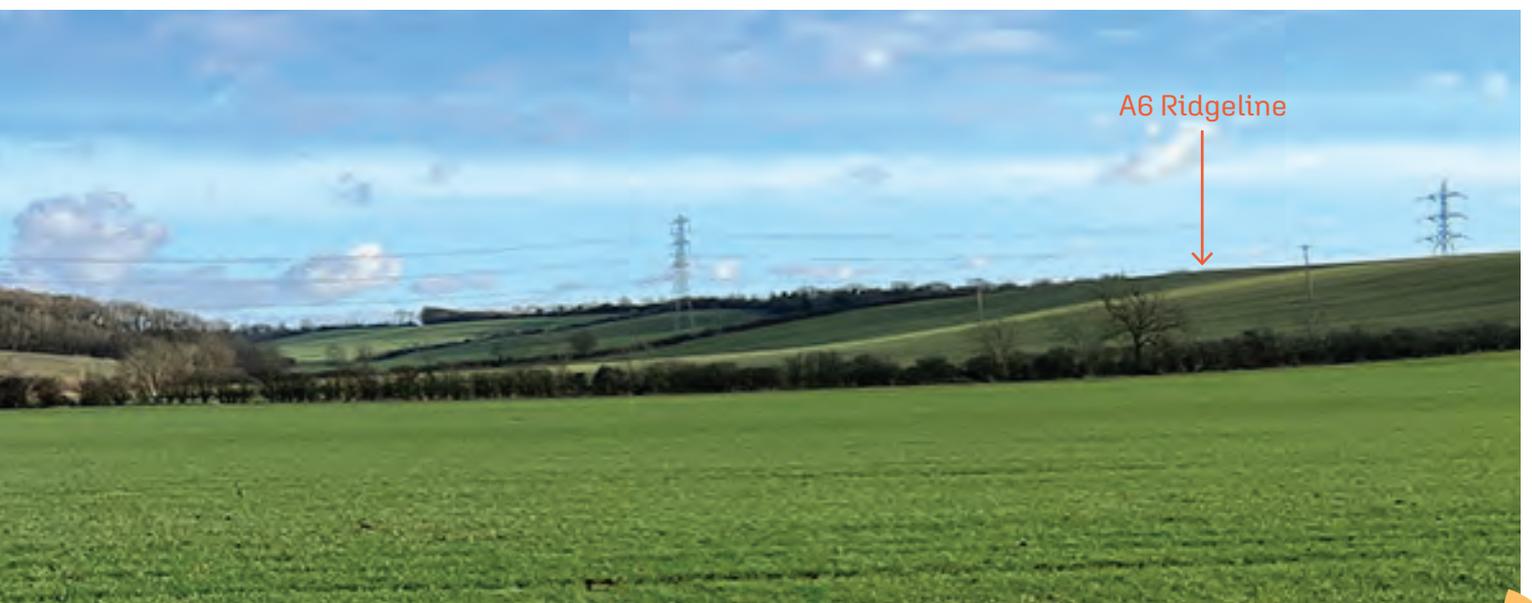
Great Bowden



Bridleway



A6 Ridgeline



The Opportunity

Positive Integration

Analysis of the Site and context has identified a series of potential opportunities and benefits which development of the Site can deliver. These are described below and illustrated at Figure 5. Achievement of the benefits will help to positively integrate the Site into Market Harborough while delivering a new high quality neighbourhood.

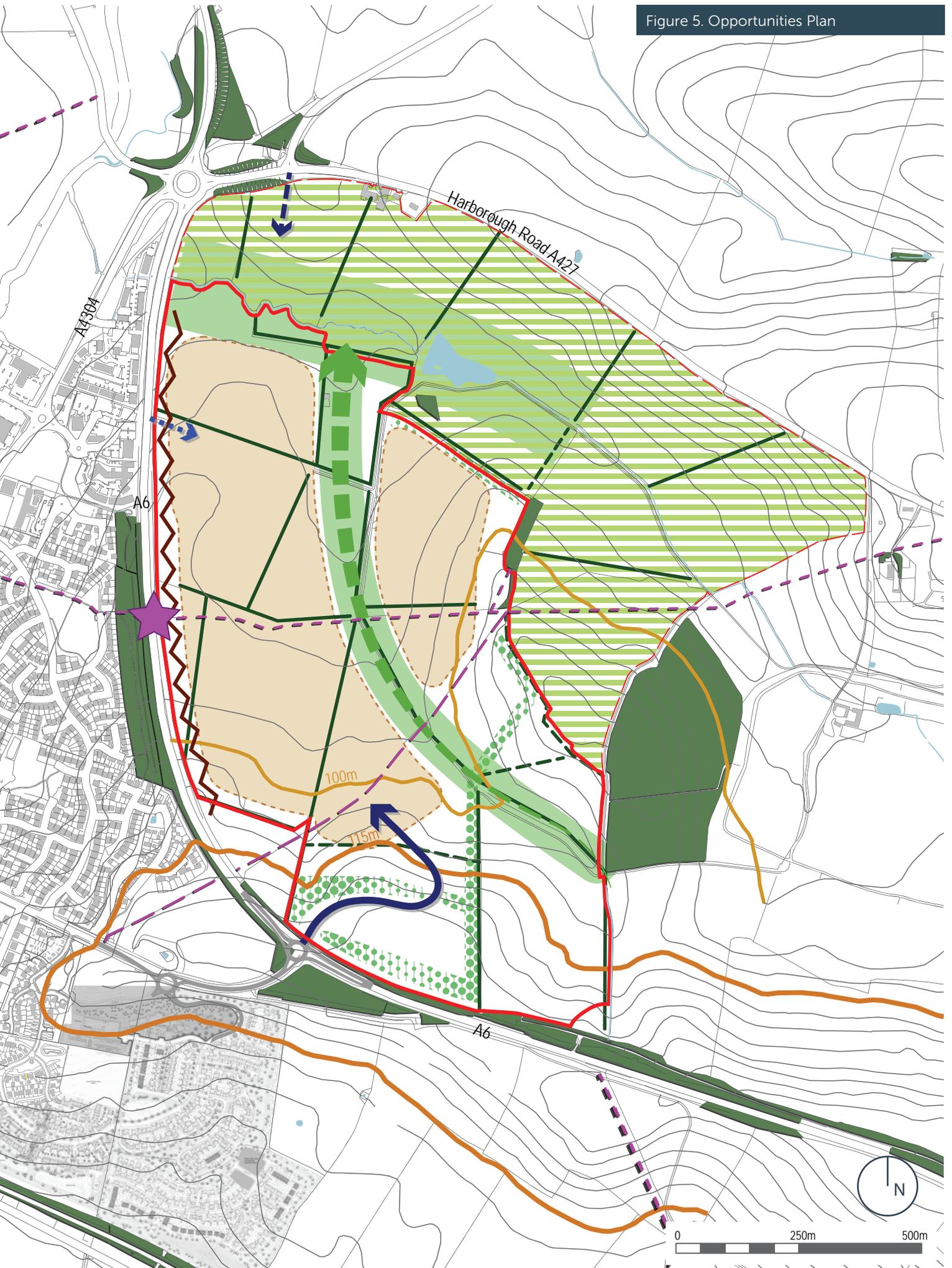
Opportunities	
TOPOGRAPHICAL CONTAINMENT	<p>Reflecting the existing patterns of settlement within the Welland Valley, contain the majority of proposed development within the 80m to 100m contours.</p> <p>Lower density, sensitively designed development may be possible between the 100m and 115m contours.</p> <p>New woodland planting to be considered on higher ground alongside the A6 and connecting existing landscape features.</p>
VEHICLE ACCESS	<p>A new 4th arm from the existing A6 / Kettering Road roundabout, providing all modes access into the Site, including for future bus services.</p> <p>Downgrade the existing Lodge Farmyard access to emergency access only.</p> <p>Explore a future potential access from the A427 / Harborough Road (not essential).</p>
ENHANCED A6 PEDESTRIAN, CYCLE CROSSING	<p>Deliver a grade separated pedestrian and cycle bridge over the A6 bypass on the alignment of the existing PRoW to facilitate easy access to and from the town and railway station.</p>
INTEGRATE AND ENHANCE EXISTING PROWS	<p>Integrate the existing Public Rights of Way (PRoW) into the proposed public realm.</p> <p>Create new footpath and cycle routes throughout the Site supporting leisure and commuting uses.</p>
EXISTING AND LOST HEDGEROW NETWORK	<p>Preserve and integrate the existing landscape features into the proposed public realm to maintain ecological corridors and add instant maturity to the public realm of the development. Provide new hedgerow and landscape networks connecting existing corridors.</p>
ENHANCE VALLEY LANDSCAPE AND DRAINAGE	<p>Positively enhance the existing valley as a distinctive landscape corridor, connecting new public open spaces, as well as facilitating and mitigating surface water drainage.</p>
ENHANCED ECOLOGY & BIODIVERSITY	<p>New planting and open spaces will support enhanced ecological and biodiversity corridors across the Site.</p>
ACOUSTIC MITIGATION	<p>Inclusion of an acoustic barrier parallel to the A6 where required, to improve the sound environment for future users on the Site.</p>

Legend:

-  Settlement Growth Opportunity Area
-  Wider Land Holding Extents
-  Existing Contours (5m Intervals AOD)
-  Existing Woodland
-  Existing Waterbodies
-  Ecology, Landscape & Surface Water Drainage Infrastructure Routes
-  Potential Developable Areas
-  Enhanced Pedestrian/ Cycle Crossing
-  Site Access - All Modes
-  Emergency Access Only
-  Potential Future Access Opportunity
-  Potential New Woodland Planting
-  Retained Agricultural Fields
-  Existing Hedgerows to be preserved
-  New Hedgerow Features to be considered
-  Noise Attenuation Feature to A6
-  PRoW - Footpath
-  PRoW - Bridleway
-  Generally Development Contained within 100m Contour
-  Additional Potential Development Contained within 115m Contour



Figure 5. Opportunities Plan



Landscape Strategy

LDA Design prepared a Landscape and Visual Appraisal (LVA) which is submitted under separate cover with the representations. The study analyses the Site and its context in terms of landscape and visual matters to guide the design proposals and provides a landscape strategy to ensure the proposed development sits appropriately within its surroundings.

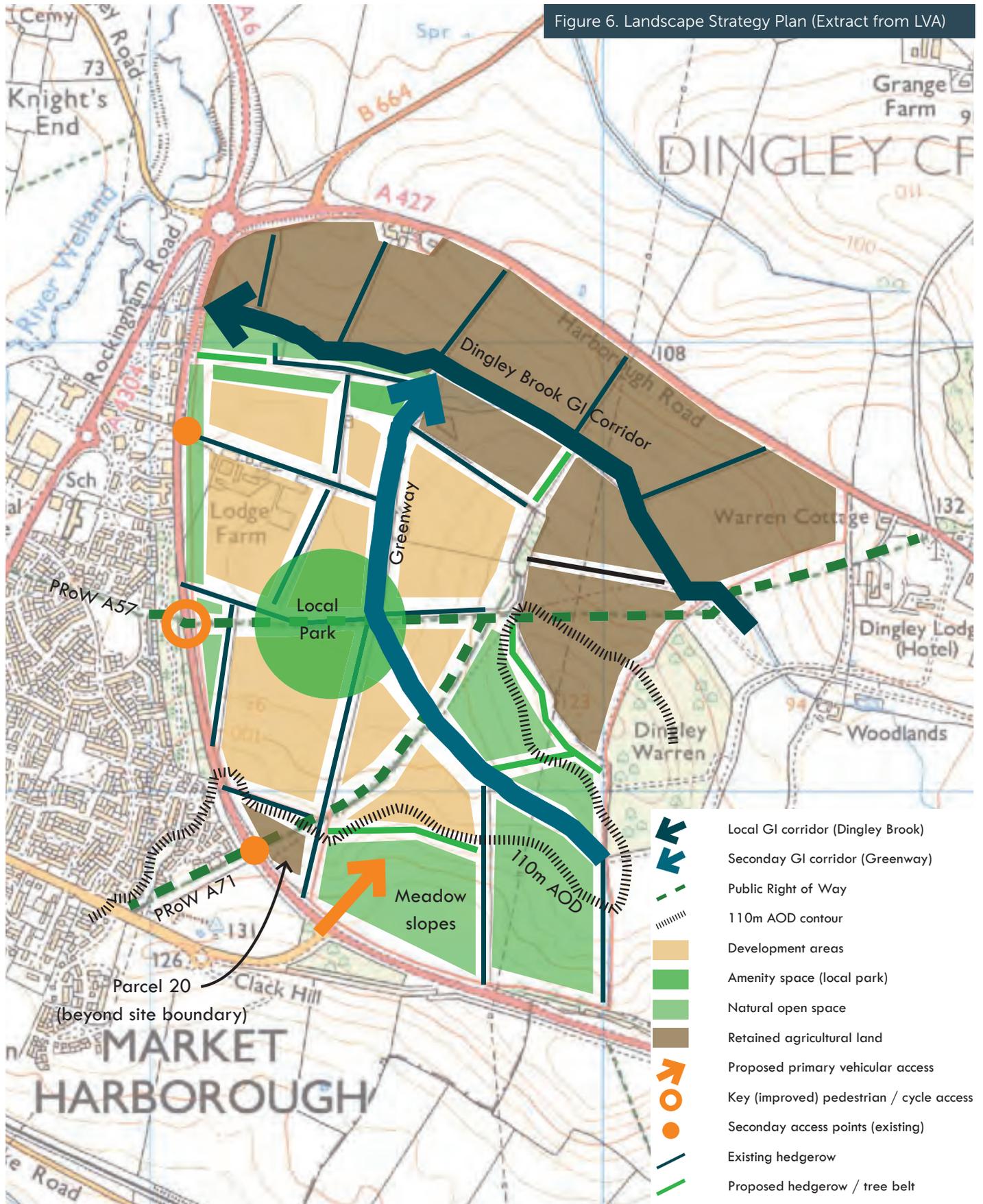
Figure 6 illustrates the proposed landscape principles for the Site, intended to inform the proposed development strategy and ensure proposals respond to and integrate with the Site's landscape context. The approach seeks to deliver a range of Green Infrastructure (GI) benefits by enhancing biodiversity and improving access to nature, open space and all the associated health and wellbeing benefits.

Key Design Considerations:

- Enhance Dingley Brook Local GI corridor, feeding into River Welland Strategic GI corridor. Brook corridor to be buffered by areas of accessible open space, to include play areas, SuDS features and amenity space.
- Create secondary GI corridor (Greenway) associated with shallow valley that runs through the core of the Site. This would contain retained hedgerows and ditches, SuDS features, pedestrian and cycle network and local amenity space.
- Retain Public Rights of Way (PRoW) on existing alignments and improve access across A6 via dedicated pedestrian/cycle crossing associated with PRoW A57.
- Locate key public open space at the intersection of public footpath A57 and secondary GI corridor. This local park would be located on lower lying, level terrain to accommodate play space, sports pitches and community events.
- Locate development areas within the local landscape character area known as 'Lodge Farm Valley Slopes'¹, approximately up to the 110m contour, to preserve the legibility of higher slopes, Clack Hill and the ridge along the Site's southern boundary.
- Buildings on the lower lying ground to be predominantly 2 and 2.5 storey, with occasional 3 storey elements. Buildings located on slopes above the 95m contour to be two storey, in keeping with adjacent developments associated with Clack Hill.
- Hedgerow framework should be retained where possible, with development areas set within the framework to provide structure to the new neighbourhood. There is potential to reinstate lost hedgerows through new hedgerow planting, particularly within the southern portion of the Site, enhancing ecological networks.
- At the eastern and southern edges of proposed development areas, hedgerows (existing and proposed) can be enhanced with tree planting serving as tree belts to visually contain the outer edges of the settlement, stitching in to existing woodland, and providing a transition to the countryside.
- Retain agricultural land within the wider site area, beyond Harborough District boundary, creating a rural buffer between Market Harborough and Dingley.
- At the southern edge of the Site associated with the ridge of higher ground, field parcels would become grassland meadow slopes, contributing to the Site's Biodiversity Net Gain requirements. The boundary between the A6 and development edge would also serve as a peripheral landscape connecting to Dingley Brook. These areas would contain an informal path network, providing residents access to natural open space.

¹ Market Harborough Landscape Character Assessment and Landscape Capacity Study (2009)

Figure 6. Landscape Strategy Plan (Extract from LVA)



Illustrative Concept

Responding to the analysis of the Site, Figure 7 illustrates a potential development configuration representing sustainable growth for Market Harborough in the form of a landscape led, well connected, mixed use neighbourhood of up to 1,000 new homes, a 2 form entry primary school and a local centre / community hub.

Legend:

-  Settlement Growth Opportunity Area
-  Wider Land Holding Extents
-  Notable Contours
-  Existing Woodland
-  Existing Waterbodies
-  Overhead HV Electricity Cable
-  Site Access - All Modes
-  Emergency Access Only
-  Potential Future Access Opportunity
-  PRoW - Footpath
-  PRoW - Bridleway
-  Enhanced Pedestrian / Cycle Crossing
-  Developable Areas (Medium Residential Density)
-  Developable Areas (Low Residential Density)
-  Primary Movement
-  Secondary Movement
-  Public Realm Spaces
-  Focal Residential Buildings
-  2FE Primary School
-  Mixed Use Local Centre / Community Hub
-  Green & Blue Infrastructure Network & Public Open Spaces
-  Destination Park (incl. children's play, formal sports pitches, changing and parking)
-  Children's Play
-  Additional Formal Sports Pitches
-  Allotments
-  Retained and New Hedgerows
-  New Woodland Planting
-  Ecological / Biodiversity Enhancement Areas
-  Acoustic Barrier (where required)

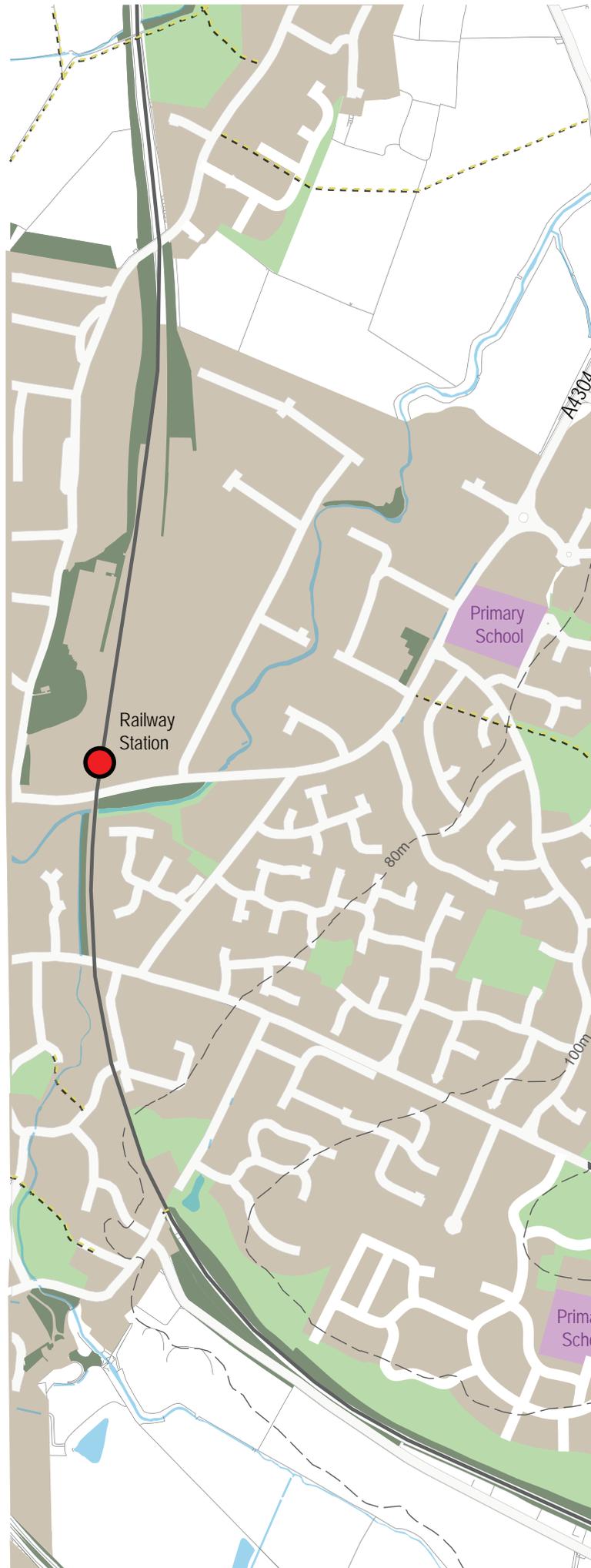
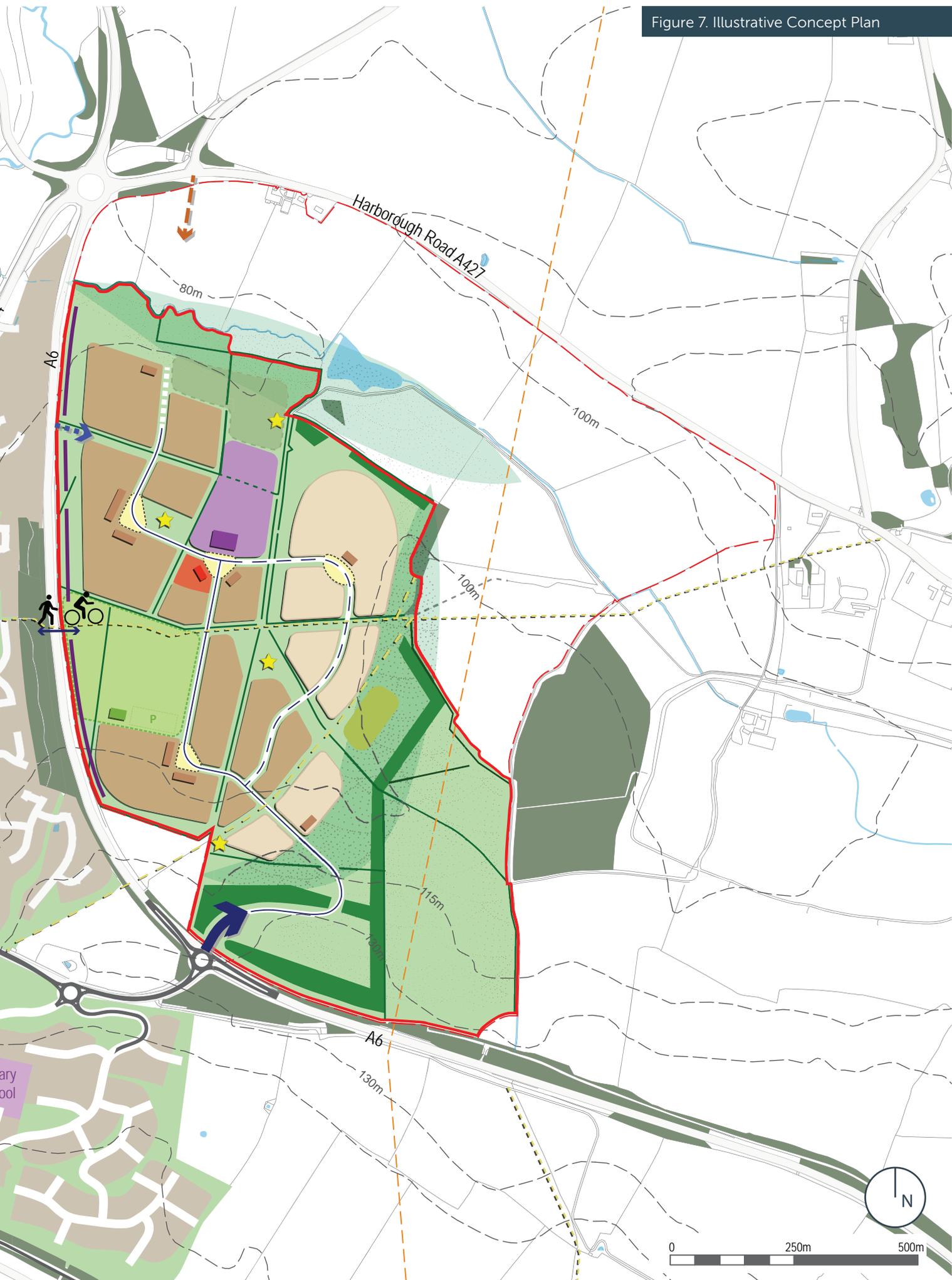


Figure 7. Illustrative Concept Plan

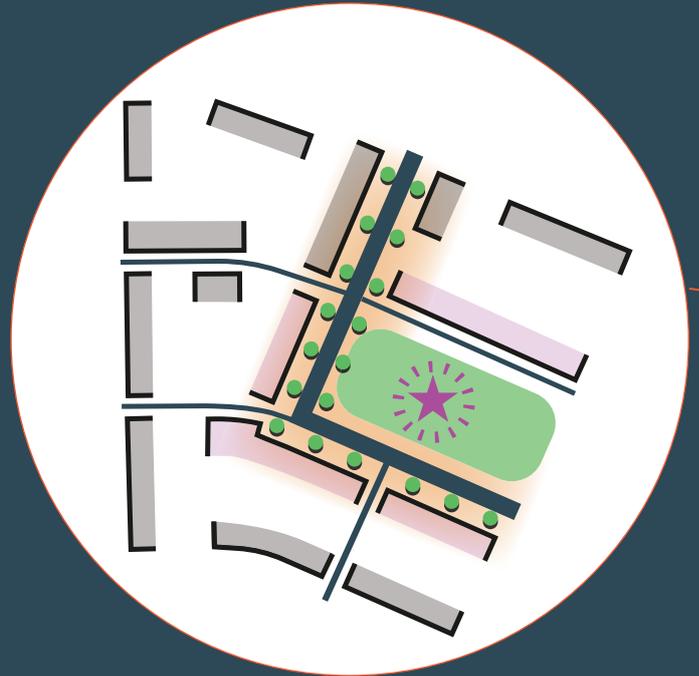


Distinctive & Beautiful Character Areas

The following distinctive layout variations will be proposed within the development as a direct response to site position, topography and landscape characteristics. At the detailed design stages beautiful, sustainable homes will be delivered through use of, but not limited to, detailed architectural design codes, design review, and inclusion of areas for custom building.

Formal Core

- More formal perimeter block layouts with formal streets.
- Medium and higher densities appropriate particularly around the mixed use areas and adjacent to primary streets.
- 2 and 2.5 storey buildings appropriate with occasional 3 storey buildings to act as landmarks or around focal spaces.
- Buildings to be aligned parallel to the street with near continual build lines.
- Active and distinctive frontages addressing the public realm, creating a sense of safety and security.
- Formal tree planting within the public realm and particularly along the primary streets.

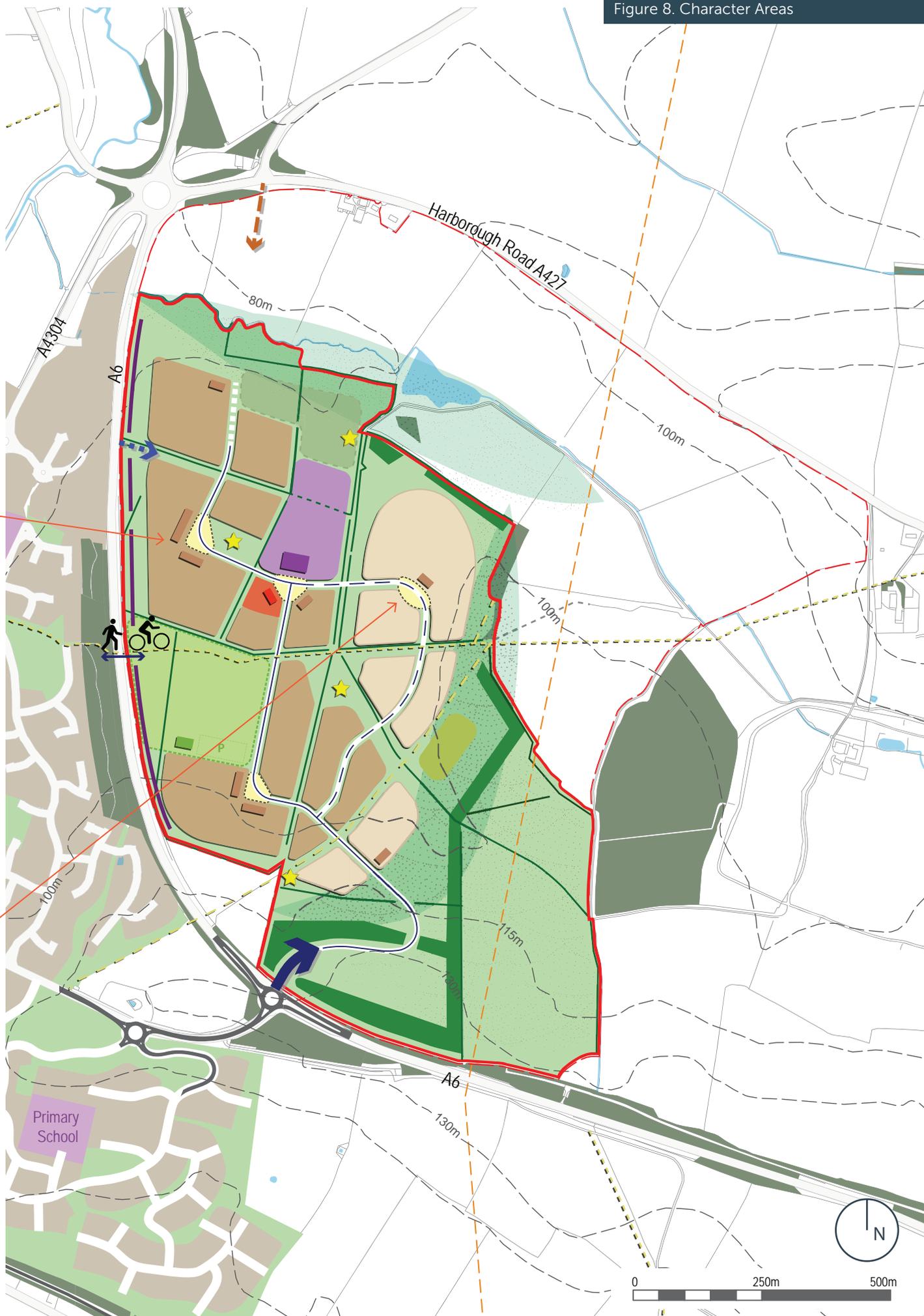


Rural Edge

- Organic development layouts based around informal green streets.
- Low density development, particularly where dwellings will address landscape and open spaces.
- Maximum 2 storey development in this zone.
- Dwellings positioned in varying orientations set back from the street.
- Development broken up by incidental green spaces and planting creating informal village greens.
- Landscape used to create a softened transitional zone between built form and adjacent countryside.



Figure 8. Character Areas



Illustrative Movement

PJA have undertaken transport and access analysis. This is submitted under separate cover. Figure 9 illustrates the key movement links that can be created to support sustainable access to existing and future services and facilities.

Pedestrian and Cycle Connections

The provision of a new grade separated pedestrian and cycle bridge over the A6 Bypass will be delivered to support easy movement between the Town, the Train Station and the Site.

New pedestrian and cycle routes will be provided throughout the Site both within the street network and through the proposed open spaces.

Utilising the existing field track, a Greenway will be provided offering movement from north to south through the site linking open spaces, community uses and PRoW.

Bus Links

A new bus service will be provided to connected the development with the town centre, provided at a minimum of two buses per hour. To accommodate this, the primary road through the site will be designed to accommodate a bus route.

Legend:

-  Settlement Growth Opportunity Area
-  Wider Land Holding Extents
-  Site Access - All Modes
-  Emergency Access Only
-  Potential Future Access Opportunity
-  Potential Pedestrian Link
-  PRoW - Footpath
-  PRoW - Bridleway
-  Enhanced Pedestrian / Cycle Crossing
-  Primary Movement Route
-  Secondary Loop
-  Potential Bus Route
-  Proposed Internal Pedestrian / Cycle Links
-  Proposed Greenway
-  Developable Areas
-  2FE Primary School
-  Mixed Use Local Centre / Community Hub
-  Destination Park

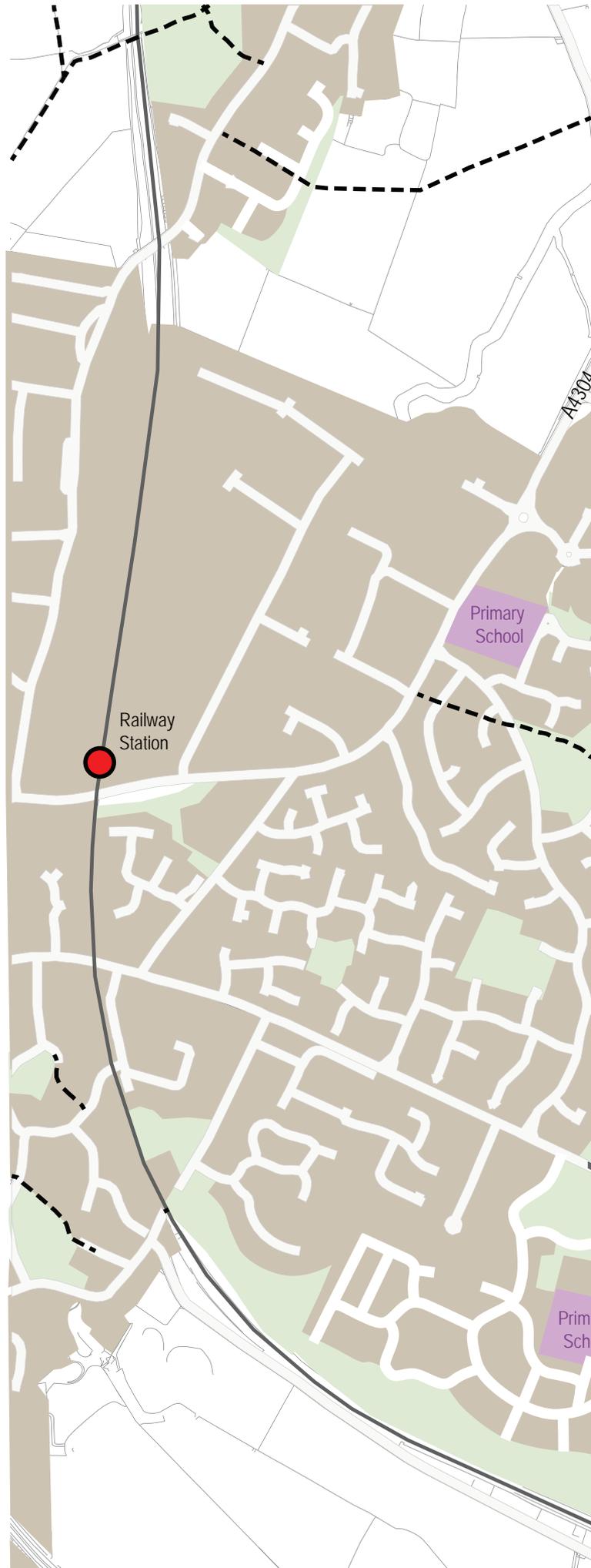
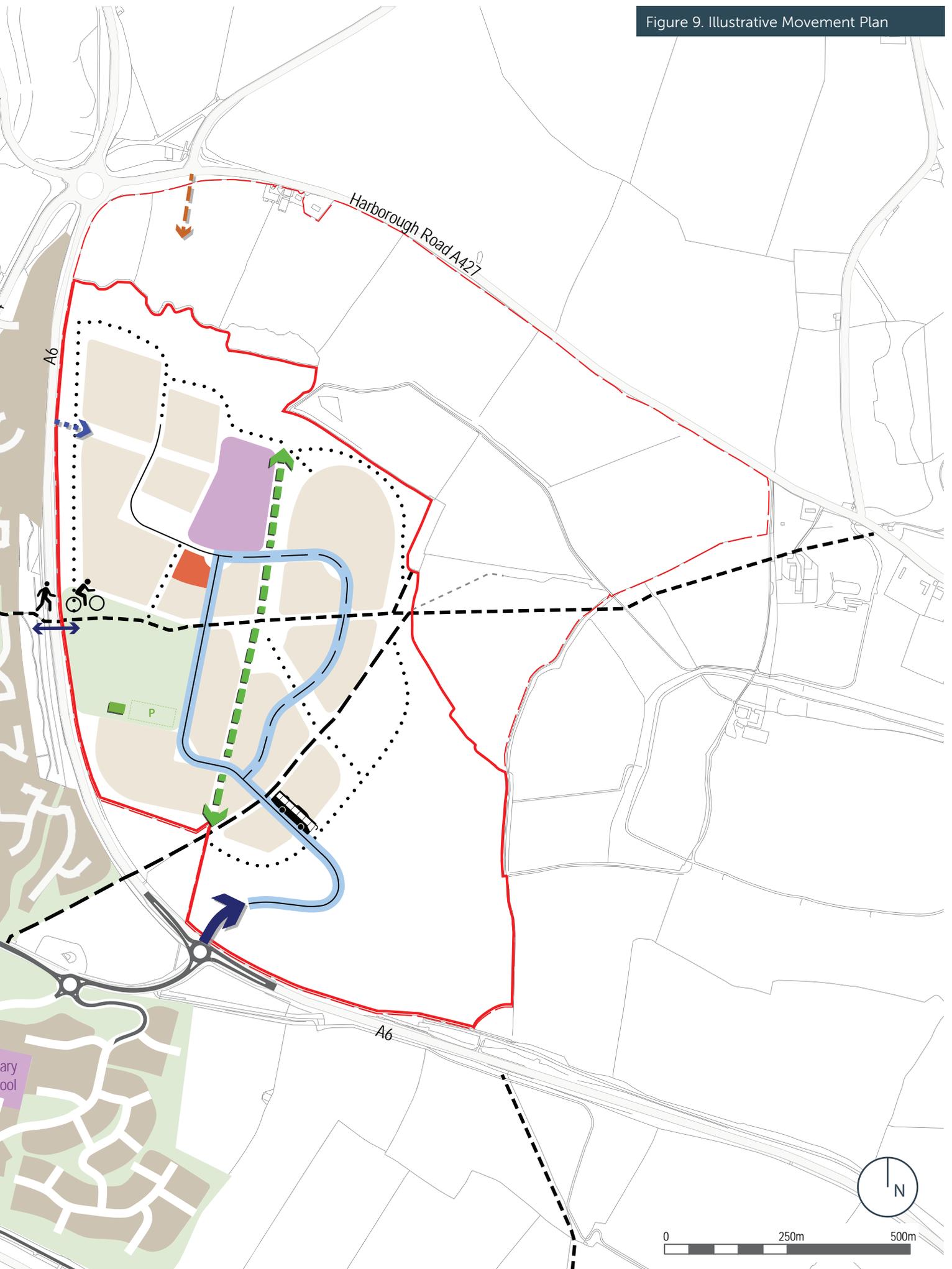


Figure 9. Illustrative Movement Plan



Climate and Energy

Recognising the inherent sustainability of the site, an exciting opportunity also exists for a 'step-change' in responding to climate change.

Two main considerations:

1. How the future proposals respond and adapt to the effects of climate change which are already set in motion, such as increased temperatures, flood risk and a decline in biodiversity; and
2. How the development mitigates its own impact on future climate change, in particular through reducing CO₂ emissions.

This page explains how the development will be 'climate proofed' and made energy efficient and low carbon.



Climate Proofing

1. **Layout and orientation of development** - balancing the benefits of minimising heat loss in winter with the risk of excessive solar gain during the summer;
2. **Drainage** - designing with future climate in mind, appreciating that Bowden Vale is likely to be subject to hotter, dryer summers, wetter winters and prone to more extreme weather events. Implementation of a sustainable drainage strategy, incorporating natural solutions such as swales and ponds to attenuate rainwater, will provide resilience to future flooding whilst providing a wealth of ecological, amenity and well-being benefits.
3. **Water** - by minimising water consumption, land at Bowden Vale will be resilient to and further mitigate its contribution towards a warming climate. Opportunities for rainwater and greywater harvesting will be explored as well as other building-level solutions for reducing demand for potable water, such as low flow fixtures and fittings, leak detection and flow control devices.
4. **Adopting a natural capital based approach** - through the protection and provision of trees and woodland to provide shade and reduce wind speeds, encourage carbon sequestration. Provision of opportunities for local food production such as allotments and other community growing space.

Energy Efficient, Low Carbon Homes and Buildings

As well as considering the resilience to climate change, future development will mitigate its future impact, in particular the amount of carbon emissions associated with the development.

All homes and buildings will be constructed to the highest levels of sustainability, in accordance with the Future Homes Standard and the Councils' expectations for net zero carbon construction. Homes built to the Future Homes Standard will be future proofed with low carbon heating and high levels of energy efficiency and will be 'zero carbon ready', meaning that no retrofit work will be needed for them to have zero carbon emissions as the electricity grid decarbonises.



What Next?

National and local planning policy seeks to ensure that sufficient land is available in the most appropriate locations to increase housing supply, support growth and boost home ownership.

Reflecting its sustainable location and connections, the land to the east of Market Harborough is one of the most suitable locations available to accommodate new mixed-use growth.

The Site is available for development and is promoted by an established land promoter with a demonstrable track record of delivery within the region. The Site can make a significant contribution to housing supply and should be identified for allocation in the emerging Harborough Local Plan.

Opening up the Opportunity

Our emerging concept for land to the east of Market Harborough has been shaped by a desire to create a vibrant, liveable growth area within a sustainable location. The proposals seek to:

- Reinforce an outstanding quality of life and community, by providing a range of complementary uses and amenities, and in particular, providing an extensive landscape and open space framework offering opportunities for all to lead a healthy and active lifestyle.
- Support sustainable modes of movement to access work, visit local services and facilities in and around Harborough; and to also access the surrounding countryside.
- Nurture a healthy, varied economy that harnesses benefits of proximity to Market Harborough while creating new and supporting existing diverse work opportunities in the local area.
- Respond to the challenges and mitigating the effects of climate change.

Growth at Market Harborough could also help finance improvements to the existing infrastructure bringing wider benefits to the long term function of the locality.

Catesby Estates are committed to fully engaging with the local community and stakeholders to discuss and develop the emerging concept for Bowden Vale. We would welcome the opportunity to further engage with Harborough District Council to facilitate the appropriate strategic allocation.

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