

## **Matter 6 Written Statement – William Davis Homes – HA63**

### **Question 6.16**

- a. Is the proposed scale of housing development justified, having regard to any constraints and the provision of necessary infrastructure?

The underpinning submission document SD-5 clearly justifies the proposed level of development directed towards Other Settlements as a whole, with no significant impacts noted that would outweigh the benefit of housing provision.

SD-5 further assesses individual sites in terms of overall impacts, with HA63 scoring well against all criterion, barring access to a Secondary School. However, given the Settlement's location in relation to the Charnwood College (1.8 miles), this would ultimately pose a limited constraint on any proposal.

The evidence base suggests an allocation of 50 dwellings within a Village of around 1,800 inhabitants that features local facilities including a Primary School, Post Office and general store is entirely appropriate; and would ultimately support the wider goals of paras 11 and 79 as set out within the Framework.

Additionally, HA63 directly satisfies Objective 1 as set out within the Local Plan; "providing communities with access to homes to suit their needs and providing affordable homes, including for rural communities."

- b. Is the allocation consistent with the development strategy in Policy DS1 and where relevant, does it take account of a made Neighbourhood Plan?

As set out with the response above, the proposal would accord with the development strategy in terms of the provision of homes and sustainable development.

Additionally, as there is no progression on a Neighbourhood Plan for Hathern, there are no local site-specific Policies to address.

- c. What is the likely impact of the proposed development on the following factors: • settlement separation and identity and landscape character; • biodiversity, green infrastructure including public rights of way and agricultural land quality; • heritage assets; • the strategic and local highway network and other infrastructure including health facilities, education, and open space; • air and water quality, noise pollution, land stability and flood risk

It is considered, for complete clarity, best to address each criterion directly

#### **Landscape Character**

Submission document SD-6 assess the site in terms of Landscape sensitivity and suggests there is the potential for "Minor positive effects" from any proposal; and "few of the key characteristics and qualities of the landscape are sensitive to change." Beyond this, there is a live application upon the site (P/21/1797/2) which has received no objections from statutory consultees in relation to landscape impacts.

### Biodiversity

SD-6 suggests a positive impact in terms of Biodiversity from development of the site, given it is predominantly in arable use and features no designations or classifications. William Davis have submitted a full Biodiversity Metric and are committing to entering an agreement with the Council to support on site and localised mitigation where possible.

### Green Infrastructure, Public Rights of Way (PROW) and Agricultural Land Quality

SD-6 suggests a neutral impact in terms of the loss of agricultural land. However, the benefits, in terms of the delivery of homes to support a Rural economy and provision of affordable homes would clearly outweigh this.

The live application layout and DAS promotes active travel, Green Infrastructure links and connections to the immediate and wider network. With no outstanding objections in this regard.

### Highway Network

The allocation would have no impact directly upon the SRN but would have a limited effect upon the immediate highway network. However, the live application is supported by relevant transport information to show this impact to be mitigatable and less than severe.

As part of the live planning application William Davis Homes have submitted a Full Transport Assessment and Road Safety Audit. With the findings showing the proposal to be entirely acceptable in Highway Terms and would support a modal shift from private car use, given its sustainable location.

### Infrastructure

Development of this scale within Hathern would have a positive effect upon local infrastructure. In terms of supporting the immediate economy, schools, and bus network. It is recognised within the submitted Plan that supporting the Rural Economy is important (para 3.220) and this is underpinned by the delivery of homes, both market and affordable.

Appropriate Section 106 sums are to be provided. With the draft agreement currently proposing to commit monies to Biodiversity offsetting, education, indoor and outdoor sports and recreation and waster services, as well as the on-site provision of affordable housing.

### Land stability

There is no evidence to suggest HA63 would have any adverse impact upon land stability. The application is supported by both Phase 1 and Phase 2 investigations which conclude the site is low risk for both geotechnical and contamination hazards

### Flood Risk

As the site is exclusively within Flood zone 1 and is subject to a live application with a Flood Risk Assessment supported by the relevant consultee it can be accepted there are no adverse impacts upon flood risk from the allocation or any emerging proposal.

- d. Are the development requirements clear and deliverable and are any further safeguards or mitigation measures necessary to achieve an acceptable form of development? Are any main modifications necessary for soundness?

It is considered the allocation Policy HA63 pass all tests of soundness, subject to removing reference to maximising linkages and replace with “at site HA63 that improves the linkages.” This is It is as simply *maximising* the linkages is entirely open to interpretation and ultimately may not be the most beneficial course of action in promoting sustainable movement. Particularly when balancing other factors such as landscape and biodiversity.

- e. Has any planning permission been granted for residential development and if so, what are the details?

Although Planning Permission is yet to be granted there is a live, full-detail application which has been submitted by William Davis Homes who intend build immediately post consent

Is there evidence to indicate that the site can be developed to provide sufficient linkages to the existing settlement?

As noted above the site is subject to a live application with a layout that responds to the surroundings and promotes safe and active travel to the amenities of the Village. The applications’ supporting documents show how the proposal provides connections to local amenities and facilities as well as offering a safe connection to the immediate Road network.

The supporting Design and Access Statement, which has not been the subject of any objections, notes new Pedestrian and cycle routes are integrated into the layout, providing connections in and around The Site and to the surrounding network of footpaths. The site benefits from directly adjoining 2 No. PROWs, an adopted footpath and purpose-built active travel route that adjoins the existing development to the Southwest (Daisy Bank) and adjacent Locally Equipped Area of Play.

This connectivity ensures bus stops, local services and employment areas are easily accessible for all users through a variety of transport modes. The application also proposes continuous pedestrian pathways through the development along residential streets and within areas of open space.