

Independent Examination of the Craven Local Plan – October 2018

(Matter 4 – Spatial Strategy and Housing Growth)

(Matter 5 – Residential Allocations - Issue 4 – Strategy for Bentham – Tier 2 (Policy SP7))

Hearing Statement for Site HB024 – Land North of Lakeber Drive, High Bentham

Introduction

Edwardson Associates act for [REDACTED] in relation to proposed residential allocation HB024, which comprises Land North of Lakeber Drive, High Bentham. We are registered participants in the aforementioned Examination in Public. This is our Hearing Statement in relation to Site HB024.

For clarity, Site HB024 measures 0.872 hectares and offers a housing yield of at least 27 dwellings.

We support and fully endorse the Council's intention to allocate Site HB024 for residential development. The site has a willing landowner and is available to facilitate the Council's strategy for housing delivery in Bentham.

Matters, Issues and Questions

We note the Inspector's matters, issues and questions for examination in relation to Site HB024 and respond as follows: -

HB024 – North of Lakebar Drive

Q.11 How, and from where, will the site be accessed?

The site will be accessed from the South using Lakeber Drive. There is a well-established access here between two existing residential properties. The width, specification and visibility of this existing access are considered to be suitable for a development of 27 dwellings and to provide access for emergency vehicles to the adjacent Site HB052. It is expected that the County Highways Authority will confirm this. There is also a secondary access from Robin Lane to the East. The access from Lakeber Drive to the South will comprise the principal vehicular access to the site. The secondary access to the East off Robin Lane is narrower and therefore will be more suited to pedestrians and cyclists.

Q.12 What is the justification for requiring a means of access for emergency vehicles to be taken through the allocated site into site HB052? What about other vehicles and pedestrians / cyclists?

www.edwardsonassociates.com

Email: [REDACTED]

Paddock House

10 Middle Street South

Driffeld • East Yorkshire • YO25 6PT

Tel [REDACTED]

• Fax [REDACTED]

Proposed allocation HB052 proposes a yield of 118 dwellings with a single access point from Robin Lane. It is normally the case that for larger residential allocations of this nature the Highways Authority would require two points of vehicular access to ensure that emergency vehicles can obtain access to a large residential estate in the event that the principal means of access is blocked. We can confirm that our client has no objections to facilitating the provision of this emergency link through their HB024 land, likewise there are no objections to the provision of cycle and pedestrian linkages between HB052 and HB024. It would be expected that these sustainable linkages and connections would be considered and secured at the detailed design stage.

Q.13 Is it clear to decision-makers, developers and local communities how green linkages will be secured across sites HB024, HB044 and HB052?

Yes. There is an existing public right of way running along the western edge of HB024. This extends North and then North West where it is consumed into the proposed "Green Infrastructure Provision" (blue hatched area on the Submission Plan). This hatched area is clear in terms of its objective of ensuring provision of a sustainable green corridor linking HB024, HB044 and HB052 together. It appears sufficiently clear to the developers of all three sites that it will be incumbent within their respective layouts and designs to incorporate sustainable green corridor linkages with the two adjacent sites. The development management process can ensure this key design component is delivered.

Q.14 How does the Local Plan ensure that the three adjoining sites come forward in a consistent and coherent manner, having regard to emergency vehicle access and green infrastructure?

The Council can prepare a Masterplan Supplementary Planning Document to inform in more considered detail what will be expected in relation to sustainable green linkages and emergency access between the three sites. SPDs are a common mechanism used by Council's to ensure that specific strategic housing policy objectives are delivered satisfactorily and comprehensively. It is understood that developers will be required to adhere to these fundamental design principles. The development management process will manage and ensure this delivery. It is accepted that a degree of collaborative working between the developers of the three sites may be required.

Q.15 How does the Local Plan ensure that any potential delays in bringing forward the allocation does not prejudice the delivery of adjacent sites?

Our client is a willing landowner and has submitted the land bid with the clear objective and expectation that it will be developed if formally allocated. The site is unequivocally available for housing development once allocated and our client is firmly committed to the preparation and submission of a formal application to develop HB024 within a short space of time, and most certainly within a 5 year time frame. Our client understands and accepts the importance of facilitating provision of the green and emergency linkages to sites HB044 and

HB052. Nevertheless, Site HB052 has its own vehicular access and is large enough to deliver a reasonable quantum of housing in isolation using its Robin Lane access prior to reaching a point when connections with HB024 and HB044 are necessary. Likewise Site HB044 has its own means of vehicular access from Wesley Close and therefore has clear potential to be partially developed before merging with the other two sites.

Q.16 Is it clear to decision-makers, developers and local communities what is expected in relation to the management of surface water run-off?

Yes. The site will be developed having regard to paragraph 163 of the NPPF which advocates as a priority the incorporation of sustainable drainage systems.

Q.17 Is it clear to decision-makers, developers and local communities how the design will “take account of impacts on the Forest of Bowland AONB”?

Yes. There is existing built development on three sides to the East, South and West of the proposed allocation. Site HB052, an allocation for 118 dwellings is also proposed to the North of HB024. Any future development of HB024 will therefore be seen within the context of this existing development and the associated development of HB052 when viewed within the wider landscape. Sufficient screening can be introduced on the site boundaries, particularly the northern boundary which abuts the proposed “Green Infrastructure Provision”. The combination of this boundary landscape planting and strategic green infrastructure policy requirement will minimise any landscape character and visual amenity impacts of the development, including managing impacts on the Forest of Bowland AONB.

Conclusion

Edwardson Associates act for the owners of Site HB024. We are registered to participate in the Examination in Public to assist the Inspector with the consideration of the merits of this site.

The site confirms well with the prevailing settlement pattern, being framed on three sides by existing residential development and with a proposed residential allocation to the North.

The site is available for development as our client is a willing landowner who is committed to the preparation and submission of a formal planning application within a short time frame if the site is formally allocated. Furthermore, our client recognises the strategic importance to housing delivery in Bentham of HB024 in connection with HB044 and HB052 and is firmly committed to facilitating these important housing delivery policy objectives, inclusive of the green and emergency linkages set out within the Submission policy.

EDWARDSON ASSOCIATES

September 2018

