

David Wilson Homes East Midlands (Fleckney F1)

Harborough Examination Matters, Issues and Questions

Matter 7: Locating Development in the Right Place

Issue 2: Key Development Sites

1. **Are the following proposed residential development/mixed use and employment allocations justified, based on up-to-date evidence, effective, and consistent with national policy?**

Yes, it is considered that Fleckney Site F1: Land north of Kilby Road and land west of Longgrey (150 homes) is justified, based on up-to-date evidence, effective, and consistent with national policy. David Wilson Homes (DWH)'s is promoting 'Land North of Kilby Road and land West of Longgrey, Fleckney' (Site F1) which is proposed to be allocated within the consultation plan. DWH strongly support the proposed allocation of Site F1. The Site is immediately adjacent to Fleckney and is in a sustainable and accessible location. DWH, since the Site has been proposed as a draft allocation, has received a resolution to grant on an outline planning application submitted on the draft Site Allocation for up to 170 dwellings (reference 25/00515/OUT). This demonstrates that the Site is acceptable in planning terms and will be delivered in the early part of the plan period. We consider that it would be helpful from a consistency point of view for the reference in the final adopted plan to be amended (via main modifications) to reflect the 170 dwellings.

Additional Site-Specific Questions

Fleckney

Site F1: Land north of Kilby Road and land west of Longgrey (150 homes) Policy SA01

1. **Would proposed housing site allocation F1 have an adverse impact on traffic congestion and road safety in the area?**

This Site would **not** have an adverse impact on traffic congestion and road safety in the area. This is demonstrated in the Local Plan's own Evidence base documents.

Harborough District Council's (HDC's) Site Selection Methodology Appendix 4: Stage 4 Technical Assessments comprises an assessment of sites to identify sufficient land in the most appropriate locations to meet the Development Strategy growth requirement for each settlement.

The Site is assessed in two parcels (Land to the West of the Longgrey (8055) and Land North of Fleckney Fields / Land north of Kilby Road (10042). For both parcels their retrospective assessments conclude that the Site is in keeping with the scale of development identified within the Development Strategy for Fleckney and states that the *'Site is of Low-Moderate landscape sensitivity and there are no significant flood risk issues. Archaeology requires further consideration as identified as a medium risk area. In common with other sites at Fleckney, the site is Grade 3 agricultural land. The site is well related to the existing built form of Fleckney. The site is considered an appropriate location for development...when compared with other locations and sites around the village. The site is well placed in terms of the scale to contribute to delivering the identified housing growth in the emerging Local Plan for Fleckney. The site is a preferred allocation'*. There are no concerns related to highways raised, whereas for some of the other sites assessed this is raised as a specific potential issue.

Furthermore, Site F1 received a resolution to grant on the outline planning application submitted at HDC's Planning Committee Meeting on 2 December 2025 (reference 25/00515/OUT). The submitted highways work and highways response from Leicestershire County Council confirmed that the Site would not have an adverse impact.

The Planning Committee report (paragraph 4.2)¹ concluded the following: ***'The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be***

¹<https://cmis.harborough.gov.uk/cm5/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/5966/Committee/883/Selecte dTab/Documents/Default.aspx> - Planning Applications for Consideration PDF

unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024)' [Savills Emphasis].

Paragraph 6.3.12 of the Committee report states:

- *"The proposed access arrangements are acceptable subject to conditions to secure the development is implemented in accordance with the submitted details.*
- *The assessment of trip distribution, assignment and junction capacity assessments in the Transport Assessment is appropriate. No mitigation is needed at junctions within the study area.*
- *In terms of Highway safety, no trends in the number, location or type of Personal Injury Collision are recorded within the study area and the Highway Authority is satisfied that the development proposal would not exacerbate the likelihood of such incidents occurring.*
- *The applicant's forecast level of cycling from the development is accepted together with the site constraints*
- *The proposed off-site pedestrian improvements are acceptable and appropriate.*
- *The Travel Plan (as amended) is acceptable and should be secured by condition".*

Paragraph 6.3.12 confirms that *"it is considered that the application has demonstrated that the proposed development **can be carried out without any demonstrable harm to the highway network.** The proposal is therefore considered to be in accordance with Policies GD8, IN1 and IN2 of the Harborough Local Plan and Policies F12 and F13 of the Neighbourhood Plan in respect of highway considerations"* [Savills Emphasis].