

MELTON BOROUGH LOCAL PLAN INQUIRY – January – February 2018

Representations by Long Clawson, Hose and Harby Parish Council

Pre-Submission Representor No: 61 (9 Representations)

Focussed Changes Representor No: 40 (8 Representations)

Thursday 1st February 2018

Matter 10 Infrastructure Delivery

- 1.1. No improvements have been suggested for infrastructure across the Parish, therefore the feedback from Pre-Submission Representor 61 remains as stated. For ease of reference it is attached as APPENDIX A hereto.

<p>REPRESENTATION: LONG CLAWSON – TRANSPORT INFRASTRUCTURE Long Clawson is a rural farming village and its main route through the centre has 13 right-angled bends. The village Primary School and the doctors' surgery servicing 23 Vale of Belvoir villages are on this road. The footpath network through the village is narrow and broken. All of these factors cause significant traffic congestion and affect pedestrian safety through the village at key times of day. Access roads to and from the village are also rural with high traffic throughput for a rural location, including HGV's to local major businesses as evidenced by Community Speedwatch in 2016. Investment is required in the road infrastructure, ensuring all roads can support the weight of vehicles with suitable traffic calming for a rural farming community. The footpath network through the village needs to be improved to cope with the additional traffic generated by, and people living within, the new housing. Public parking at the village centre also needs rationalisation and improvement where possible. These are essential infrastructure improvements to an already struggling rural community. Documentary and photographic evidence of these issues is available if/when required. Not consistent with NPPF paras 31-35</p>
<p>SUGGESTED CHANGE TO LOCAL PLAN Introduce investment proposals to Appendix 1 for Long Clawson, from combined public resources and developer contributions (and/or CIL) to cover upgrades to existing road and footpath infrastructure, and a package of integrated traffic management and calming, and speed reduction measures</p>
<p>REPRESENTATION: LONG CLAWSON – Flooding & Drainage Long Clawson lies at the foot of an escarpment with a clay base. Flash surface water has been in evidence in the village for over 30 years and MBC reports in 2003 and 2007 showed the inadequacy of the existing sewers and culverts both in maintenance and capacity. There is no investment shown in this infrastructure despite the significant housing increase proposed for the village in sites that are above stream of these known issues. This is essential infrastructure as described in EN2, Priority 1. Documentary and photographic evidence of these issues is available if/when required. Not consistent with NPPF paras: 93-104</p>
<p>SUGGESTED CHANGE TO LOCAL PLAN Introduce investment proposals to Appendix 1 for Long Clawson, with a developer contribution to cover upgrades to existing sewerage and culvert networks at The Sands and Claxton Rise.</p>
<p>REPRESENTATION: HARBY – TRANSPORT INFRASTRUCTURE Harby is a rural village of agricultural origins. It is approached by long straight roads enabling high traffic speeds, but internally it is mostly served by narrow and circuitous lanes, some with limited footways and limited/non-existent protection for pedestrians. The additional 98- 117 houses included in the proposed five new Housing Allocations (under LP policy C1(A)), and possible additional development from the former Millway site, will add to existing traffic and pedestrian safety conflicts on Nether Street/Main Street, School Lane and Boyers Orchard, along which there are several narrow pinch points and obstructing on-street parking, but all of which cater for the local Route 24 bus service. Investment is required in the local road infrastructure, ensuring all roads can support the weight and movement of vehicles with suitable traffic calming for a rural farming community. The footpath network through the village also needs to be improved to cope with the additional traffic generated by, and people living within, the planned new housing. Not consistent with NPPF paras: 31-35</p>
<p>SUGGESTED CHANGE TO LOCAL PLAN Introduce investment proposals to Appendix 1 for Harby, from combined public resources and developer contributions (and/or CIL) to cover upgrades to existing road and footpath infrastructure, and a package of integrated traffic management and calming, off-street parking and speed reduction measures.</p>
<p>REPRESENTATION: HOSE – TRANSPORT INFRASTRUCTURE Hose is a small rural village of agricultural origins, mostly served by narrow and circuitous lanes, some with very limited footways and limited/non-existent protection for pedestrians. The additional 57 houses included in the proposed new Housing Allocations (under LP policy C1(A)), together with commuter and delivery traffic to/from the about-to-be-extended and re-occupied former steel works (100+ employees), will add to existing traffic and pedestrian safety conflicts on Bolton Lane and Canal Lane and elsewhere through the village. Investment is required in the local road infrastructure, ensuring all roads can support the weight of vehicles with suitable traffic calming for a rural farming community. The footpath network through the village needs to be improved to cope with the additional traffic generated by, and people living within, the planned new housing. Not consistent with NPPF paras 31-35</p>
<p>SUGGESTED CHANGE TO LOCAL PLAN Introduce investment proposals to Appendix 1 for Hose, from combined public resources and developer contributions (and/or CIL) to cover upgrades to existing road and footpath infrastructure, and a package of integrated traffic management and calming, and speed reduction measures.</p>