



Mr J Worley
Head of Regulatory Services
Melton Borough Council
Parkside
Station Approach
Burton Road
Melton Mowbray
LE13 1GH

Dear Mr Worley

Please find below my comments on the emerging Local Plan and my objections on grounds of “soundness”.

The Local Plan has assessed the “sustainability” of the villages on a tick box, desk top exercise.
Evidenced information put forward by villages has been completely ignored by the Borough Council.

For Long Clawson:-

Culverts and Drainage

There are two culverted watercourses that run through the village. Both cause flooding, both are documented by Melton Council’s own commissioned reports to be undersized and unfit for purpose. These reports were written in 2004 for Claxton Rise and 2001 for The Sands. There are written records in the Parish Council files that go back 25 years highlighting these problems, together with photographs which have been sent to both the Borough and County Councils.

Raw sewerage bubbles up through the man hole covers in the main road in times of deluge. Road drainage systems are under sized for current volumes and the water now takes an over-land route through the village down the roads due to capacity problems.

The BT systems are now carrying water in a drain-like manner as there is nowhere else for it to go.

All of these problems have been evidenced with photographs and literature from Parish records only to be ignored.

Although SuDS systems may “seem” to not increase the flooding to these areas, what has not been taken into consideration is the geology of the village. Where the spring line that feeds these culverts comes up on the escarpment are sand deposits. These deposits are washed down the escarpment and silt the culverts and watercourses - sometimes in one day. Unless these SuDS systems are going to be serviced after every heavy rain event, one deluge could silt them to capacity and then they would be useless.

School

The school is:

Oversubscribed

On a very restricted site

In the middle of the conservation area

Surrounded by single-storey houses.

It is not feasible to put a two store extension on this site. In NPPF 8 (73) “*Access to high quality open spaces and opportunities for sport and recreation can make an important*

contribution to the health and well being of communities”

If the school is extended to accommodate the figures outlined in the Melton Plan, then this would give an outside play area of 3.14 m² in the winter months per child.

An extension to the school would only accommodate the house numbers proposed by the Local Plan and would not create any additional capacity. However, it would compound the other existing infrastructure problems within the village.

Traffic, Transport and Parking

In June 2016 the village - in conjunction with Leicestershire County Council - undertook a “Community Speed Watch Scheme”.

The report’s conclusions were:-

The volume of traffic travelling through the village is twice that of England and the East Midlands Region for **rural minor** roads and slightly higher than that of England and the East Midlands **urban** roads. Our **rural minor** road is already taking more traffic than an **urban road**.

This rural minor road is 2 miles long and incorporates 13 x 90 degree bends. The Highway’s Authority comments on the planning applications in Clawson ask Melton Borough to consider the cumulative effects of development within the village. In addition to this, there is the Doctor’s Surgery in the centre of the village. This surgery services 23 villages, all of which are under development, all of which will be putting added cars and parking requirement on the centre of the village which is before we have development ourselves. The surgery may be able to accommodate more patients but the village is not in a position to accommodate the additional parking and volume of traffic association by their expansion.

Under NPPF 32 this constitutes a “severe” highways problem.

The High Court recently rejected a challenge to refusal of planning in Cheltenham.

Mr Justice Holgate concluded “Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of the section (link or junction) of the strategic road network, or **they do not** increase demand for use of a section **that is already operating at over-capacity levels**”. The Speed Watch results evidence that over-capacity already exists in our road system.

The pavements throughout the village (we have measured them) are narrow and passing others cannot be achieved without stepping into the road. In the centre of the village and around the school, the pavements are used for parking. Access and egress for wheelchair and pram users is dangerous and is contributing to the isolation of some residents as they now consider it too dangerous to navigate the roads. This is not going to improve with more patients visiting the surgery and the addition of the planned development for Clawson, this will now start to ruin the quality of lives for some villagers.

All of the above information is **evidenced** in a Sustainability Appraisal and Evidence Base, undertaken on behalf of local residents in response to the grave concerns they have raised, a copy of which was submitted to the last Melton Plan consultation.

Yours sincerely

Melanie Steadman