

For official use only	
Respondent Ref:	Representation Ref:
Name/Organisation:	CLAWSON HOSE & HARBY PARISH COUNCIL

PART B: YOUR REPRESENTATION (This section will need to be completed for each representation made. Please photocopy or download from the council's website Part B of the form as required.)

3. Which part of the Melton Local Plan: Pre-Submission Draft does your representation relate to? (Please enter the paragraph/policy number)

Paragraph: Policy: Policies Map:

4. Do you consider that the Melton Local Plan: Pre-Submission Draft is? (Please tick the appropriate box)

1. Legally Compliant: Yes No
2. Sound: Yes No
3. Complies with Duty to Co-operate: Yes No

**The considerations in relation to the Local Plan being "sound" are explained in paragraph 182 of the National Planning Policy Framework. If you have entered "No" in relation to 4(2), please go to question 5. In all other circumstances, please go to question 6*

5. Do you consider that the Melton Local Plan: Pre-Submission Draft is unsound because it is not any of the following? (Please tick the appropriate box)

1. Positively Prepared 2. Justified 3. Effective 4. Consistent with National Policy

6. Please give details of why you consider the Melton Local Plan: Pre-Submission Draft is not legally compliant or is unsound or fails to comply with the Duty to Co-operate. Please be as precise as possible. If you wish to support the legal compliance or soundness of the Melton Local Plan: Pre-Submission Draft or its compliance with the Duty to Co-operate, please use this box to set out your comments. (Please continue onto a separate sheet if you require more space)

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

7. Please set out what change(s) you consider necessary to make the Melton Local Plan: Pre-Submission Draft legally compliant or sound, having regard to the test you have identified at 5 above where this relates to soundness. (NB Please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this change will make the Melton Local Plan: Pre-Submission Draft legally compliant or sound. It will be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible. (Please continue onto a separate sheet if you require more space)

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.

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PART C: WHO YOU REPRESENT

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Other (Please state)	<input type="text"/>		

Do you want to have further involvement in the Melton Local Plan? (Please tick the appropriate boxes)

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If you wish to be notified at the address/e-mail provided in Part A when the Inspector's Report is available to view	<input checked="" type="checkbox"/>
If you wish to be notified at the address/e-mail provided in Part A when the Melton Local Plan is adopted	<input checked="" type="checkbox"/>
If you/your organisation wish to be included in future consultations on the Melton Local Plan	<input checked="" type="checkbox"/>
If you/your organisation do not wish to be included in future consultations on the Melton Local Plan	<input type="checkbox"/>

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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

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HARBY SITE ALLOCATIONS

The PC supports the LP's general aim of a minimum of an additional 98 dwellings for the village over the plan period. However, the proposed 5 firm site allocations would deliver some 117 dwellings and would leave unresolved the question of the former (and derelict) Millway Foods site on Colston Lane. The PC OBJECTS to the LP's identification of HAR6 as a Reserve housing site under policy C1(B) for up to 60 dwellings, as being likely to lead to an unsustainable increase in the supply of housing and additional population and car borne traffic from a peripheral and poorly accessed location, remote from the village centre. The PC is also concerned about the number of houses proposed for the adjacent sites HAR4 and HAR5 (a combined total of up to 50 dwellings) as being not in keeping with the character of this edge of village location and the nearby low density dwellings. Not consistent with NPPF paras 29-38, 109-125, 126-141, 93-104

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Delete Reserve site HAR6 and reduce the indicative number of dwellings from HAR 4 and HAR5 to 40 in total. This would still achieve the LP's OAN requirement for the village.

NB The PC would also point to the outstanding appeal on the Millway site for which the Inspector's decision is anticipated in mid-late January 2017. In the PC's view, once the appeal is determined, MBC will need to review this element of the LP in any event. The PC would expect to be consulted on such a review in view of the likely implications for the village over the remaining 20 year plan period and the need to ensure consistency with the PC's emerging parish Neighbourhood Plan.

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