1

Matter 1: Legal requirements and the Duty to Co-operate

1.2
There are no Sustainability Appraisals for Long Clawson, Bottesford, Waltham or Asfordby. These are designated as the main settlements outside Melton and they have been allocated 15% of the housing requirement in the Borough.

The Council quotes the NPPF in their Settlement Roles, Relationships and Opportunities - *"that development is distributed in a way that is commensurate with the role and services provided by different settlements and the ability of infrastructure to cope with additional growth."*

The sustainability for Long Clawson has been inadequately assessed on a tick-box, desk based exercise consisting of a point-scoring system based wholly on the facilities and amenities available within the village. The highest scoring villages are listed above. At no point has the ability of the villages infrastructure to cope with this additional growth been assessed. Furthermore, no assessment of road capacities, transport link and public transport has been made ouside of Melton town.

Long Clawson undertook its own Sustainability Appraisal after grave concerns were raised by local residents about the impact of proposed development on the village. We were very careful to back our Sustainability Appraisal with "factual" evidence which included:-

photographic proof - with time and date
Community Speed Watch - undertaken in conjunction with and supervision from Leicestershire County Council
historic culvert survey reports and recommendations taken from the Council's **own** records
Parish Council correspondence with the Council on flooding problems dating back 20 years
Maps and widths of pavements
School statistics (Leicestershire County Council) and measurements/observations

See Appendix 1 & 2.

We presented this information to the Council in May 2016. We received no response. This was re-sent again in November 2016, backed with a 400 signature petition from the villagers in support of its contents. To date, we have had no response to this, no challenge to the information contained within and no dialogue on how to move forward from this point. We also sent a copy in response to the first consultation on the Plan - I trust you are in receipt of a copy. We have since also hand delivered copies to all of the members of the Planning Committee who, we were informed, were told to ignore it. This is hardly community dialogue at its best.

Continued/...

In summary, our Sustainability Appraisal evidences the following:-
Claxton Rise Culvert - 120m long, passing under residential areas and the main road running in a south to north direction.
At least 8 flooding incidents, causing property flooding since 1965.
Pick Everard Report dated 2004, commissioned by the Council concluded that the culvert was undersized and unfit for purpose.
No long-term recommended remedial action has ever been taken.
The Sands Culvert - 193m long, passing under the heart of the village with a high density of housing and amenities, running in a south to north direction.
A 30 year history of flooding, the intensity, depth and frequency of which has increased dramatically since 1992. All the contributing factors to this are associated with the additional housing in the village.
Major flooding occurred in 1998, 1999, twice in 2012, once in 2013 and twice in 2016 - causing property flooding. This is now averaging a severe flood every 3 years over the past 20 year period.
The Council's own Environmental Committee Report 2001 on this culvert recommended as a long-term solution "upstream flood storage and replacement of existing culvert".
No long-term recommended remedial action has ever been undertaken.

In addition, we have experienced raw sewerage bubbling up through the road man-hole covers into the flood water, roadside surface water drains taking an overland route down the main road and water bubbling up through the BT conduits in the pavements - all indicative of over-capacity problems. Photographic evidence with time and date were provided and are available. We invited the Local Lead Flood Authority to the village to assess the drainage and asked them to look at one of the problematic road drains. They confirmed that it was neither blocked nor silted - just beyond its capacity.

Speed Watch - LCC
The conclusion from the results of the Community Speedwatch were:-
"the volume of traffic travelling through the village is <u>twice</u> that of England and of the East Midlands Region for rural minor roads".

In addition to this volume of traffic, our main road which, unlike others, passes directly through the centre of the village, is 3 km long with 13 x 90 degree bends. The pavements are narrow (map was provided with regulation measurements) and two pedestrians cannot pass without one of them stepping out into the road. We have a high volume of articulated farm machinery and industrial traffic, which regularly passes through the centre of the village, frequently mounting the kerbs on the 90 degree bends. The village road is already beyond its capacity and is dangerous.

Under NPPF 32, this would constitute a severe highways problem. Leicestershire County Council, Highways, in their consultations documents on every planning application for Clawson ask the Council to take account of the cumulative effect of development within the village - to our knowledge, this has not been done.

Continued/...

In a recent high court case, Mr Justice Holgate gave an indication of "severe" under NPPF 32 as "*development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a 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*."
We are already operating at over-capacity levels - taking twice the regional average.

The Doctor's Surgery is situation in the centre of the village. It services 23 villages, many of which, in their own right, are targeted for housing development. This is already increasing the volume of traffic and parking demands in the centre of the village. On the East End, close to the surgery and other amenities, the parking is so bad that cars are now mounting the pavements to pass as there are no pull in places due to parked cars. This is the situation even before more houses are built.

Long Clawson Primary School
The school is at capacity. It was at full capacity in 2016/17 academic year and is slightly under capacity this current academic year. This fluctuating pattern is likely to continue and any additional housing will put pressure on the school.
The school itself is on a very restricted site in the middle of the Conservation Area. The Governor's have indicated that they could accept a modest increase in pupil numbers without an extension. To accommodate the housing allocation that the Council requires from Long Clawson, an extension will need to be built, putting more pupils on an already restricted site. The cost of such an extension is significantly above the normal developer contributions towards schooling. Building an extension may solve the capacity problems, but the increase in houses will compound the other existing infrastructure problems and the parking problems around the school.

If an over capacity situation arose as a result of more housing development, the suggestion of bussing children to another school in the surrounding area would be unacceptable and unsustainable; it would likely deter potential house buyers with young families.

Lack of Sustainable Transport
The local bus, which runs from Melton to Bottesford and back, arrives in Melton at 8.20 at the earliest. This is not practical for onward travel by bus or train from Melton to a higher employment centre such as Nottingham or Leicester. The Council erroneously considers Long Clawson to have "good" transport links giving a score of +3 on their tick box exercise. They consider that Hose has an inadequate transport link and scores 0. It is the same bus! Harby has garage services, which is completely missing from their scores. We have been given +2 points for a petrol station which no longer exists. Harby and Hose do not appear to have been given a score for having a cemetery but Long Clawson has. This analysis is <u>ALL</u> that the Council has used to identify areas to take the most development, and is the foundations for the rest of the Plan.

Continued/...

The Long Clawson, Hose and Harby Neighbourhood Plan has highlighted the unsustainability problems within the villages, but we have no choice but to work to the housing numbers we have been given by the Council.
We strongly feel that we should not be taking any development until all of our sustainability issues have been rectified.

As a combined three village Parish Council, we were told by the Council to produce one Neighbourhood Plan (NP) to cover all three villages - Clawson, Hose and Harby.
We strongly feel that as one NP group, we should not have been given individual allocations for housing and instead have a parish wide number. As Hose and Harby are now over their allotted numbers, any surplus could be used to reduce the Long Clawson figures. As we are co-dependent villages, development in Hose and Harby will inevitably impact on the infrastructure of Long Clawson, especially the doctors surgery and parking.

Our Neighbourhood Plan goes to referendum on 15th February 2018 and, therefore, now carries more "weight" than the Local Plan, which it is in accordance with.

Unfortunately, all of the Long Clawson development sites were put forward to one Planning Meeting on 4th December 2017, after it was decided we go to referendum.
One of the sites, recommended as a "reserve" in both the Neighbourhood and Local Plan, *should the additional need for housing ever arise in the future*, was given a PERMIT.
The site that should have been given a permit - in accordance with both the Neighbourhood and Local Plan was indicated to become a "reserve" site by the committee, who were told this was not possible.
We have no confidence, in the Council's Planning Committee, who should be according with the nearly complete Local and Neighbourhood Plans. A number of us, having spent two years producing our Neighbourhood Plan, had to watch its contents quashed by certain members of the Planning Committee, and we now doubt that the Council has the ability to deliver or follow any plan whatsoever, which the committee has proven by going against the NP and Local Plan (which they voted in favour of) and then voted against its contents on this reserve site. After witnessing this debacle, we question whether some of the current Planning Councillors are fit to deliver the policies and aims within this Local Plan.

Long Clawson

Evidence Base

Grade II listed windmill and public house.

INDEX

Evidence Base

WATERCOURSE IMPROVEMENTS

CLAXTON RISE

LONG CLAWSON

030643/R003/ DATE: 12 July 2004

PICK EVERARD

CONSULTING ENGINEERS ARCHITECTS SURVEYORS

Halford House Charles Street Leicester LE1 1HA Tel 0116 223 4400 Fax 0116 223 4411

CONTENTS

Watercourse Improvements, Claxton Rise, Long Clawson

Clarification of recommended proposal following further topographical, CCTV and service surveys.

1.0 EXECUTIVE SUMMARY

1.1 Property numbers 2 and 3 Claxton Rise flood frequently. Most seriously No. 2 floods internally. There have been at least 8 recorded flooding incidents since 1965.

1.2 The open watercourse which drains the agricultural land to the south of the village is culverted between No. 2 and 3 Claxton Rise. When flows exceed the capacity of this culvert property No. 2 with the lowest floor level is reported to flood internally up to 375mm deep.

1.3 The condition and location of the existing culvert is not suitable for refurbishment and continued use.

1.4 Existing services will need to be diverted to allow the installation of a new pipe or box culvert.

1.5 The construction cost of the preferred option is £255,750, this includes for upsizing the entire culverted section from the headwall at the rear of No. 3 Claxton Rise to the downstream headwall to the north side of West End road, and the necessary service diversions.

1.6 The construction cost of Section 1, the length in private land (predominantly No. 2 Claxton Rise) is £69,750. Sections 2 and 3 in Claxton Rise and West End road, which may be highway drainage, have a construction cost of £166,000. The estimated total cost of the works excluding service diversions is £235,750.

1.7 A sum of £80,000 has been included in the Council's capital programme for Section 1 of the work. However, only to replace this length of culvert would not solve the flooding problem as the culvert in Claxton Rise and West End is also under capacity and needs to be increased in size.

2.0 INTRODUCTION

2.1 The watercourse is in a natural valley to the south of Long Clawson, having a catchment of some 53.5 hectares. In the past, prior to the construction of Claxton Rise, part of the watercourse was piped across West End, the main thoroughfare through the village. Subsequently, a tributary serving the west of the catchment, including Coronation Avenue, was also piped and connected to the main pipe at a location to the rear of 2 Claxton Rise. The small cul-de-sac development known as Claxton Rise was built in the 1960s and the culverted watercourse passes between Nos. 2 and 3. It is reported that during the planning process it was determined that the piped watercourse between No. 2 and 3 needed to be upsized, but it appears this work was never carried out.

2.2 Since that time there has been ongoing discussion between Melton Borough Council, Leicestershire County Council, Long Clawson Parish Council and the residents as to the ownership and responsibility for the piped watercourse. Flooding to Nos. 2 and 3 Claxton Rise has occurred on several occasions. The severity and areas of the flooding depend on the rainfall intensity and duration. The last serious flooding occurrence was 18 July 2001. Internal property flooding only occurs at No. 2 Claxton Rise.

2.3 The Melton Borough Council has discretionary powers under the 1991 Land Drainage Act to carry out improvement or maintenance works to a watercourse in private ownership. In conjunction with the Environment Agency, Melton Borough Council are the local land drainage authority and as such have been approached to solve this flooding issue.

2.4 Following recommendations made in our original Watercourse Improvements Report dated 23rd February 2004, Melton Borough Council issued instructions for a detailed service and topographical survey in conjunction with a CCTV survey to be undertaken.

These have now been completed, Drainage 2000 undertaking the CCTV survey and Geotech Surveys Limited the service and topographical survey.

2.5 This report further clarifies the situation, following the availability of CCTV and topographical survey information, examines the problems of the preferred option and recommends a solution together with estimated costs.

2.6 Plan No. 030643/C/005 appendixed to this report shows the layout and location of the existing and proposed culvert.

3.0 IDENTIFIED PROBLEM

3.1 The identified problem is typical of a rural area where a large agricultural catchment discharges to an old undersized piped watercourse causing property flooding. The open watercourse discharges to the culverted section in the rear garden of No. 3 Claxton Rise via a recently constructed headwall and trash screen. The pipe between No. 2 and 3 Claxton Rise is a 450mm diameter concrete pipe which connects to a larger sized brick culvert in Claxton Rise, eventually crossing West End and returning to open watercourse adjacent to Holly Tree Lane.

3.2 Flooding to No. 2 Claxton Rise is caused by overland flow via the gardens of No. 3 Claxton Rise and 23 West End once the rainfall volume exceeds the capacity of the 450mm diameter pipe. The rear garden at No. 2 Claxton Rise is considerably lower than the adjoining gardens hence the excess flows discharge over the garden retaining walls causing both garden and internal property flooding.

3.3 Flow calculations using the rainfall runoff method for a 100 year flood give a flow of 1.3 cumecs (1300 litres/sec). It is considered that this may be more accurate for a small catchment of this area than the statistical method. It has been calculated that the piped culvert needs to be a 750mm diameter from the inlet screen through to Claxton Rise and from this point downstream a 1350mm × 500mm box culvert is required between Claxton Rise and West End outfall.

3.4 The existing culvert has a capacity of 230 l/s at its worst point and is thus undersized for the majority of its length. Consideration has been given to replacing or duplicating the upstream lengths of the culvert using directional drilling techniques. Service details have been sourced and some service diversions will be required in Claxton Rise and West End to accommodate any improvement works.

3.5 No soil investigation work has been undertaken.

4.0 SITE INVESTIGATION

4.1 A walk-over inspection of the catchment has confirmed the area to be 53.5 hectares or thereabouts.

4.2 It is noted that a new inlet wall with trash screen has recently been installed in the rear garden of No. 3 Claxton Rise. Access to the inlet of the piped watercourse is restricted and can only be approached via the rear gardens of No. 3 Claxton Rise or Willow House off the Melton Road. The downstream headwall in West End has a 800mm brick arch with one 300mm diameter pipe and 2No. 150mm diameter pipes. It is assumed the 150mm diameter pipes serve local highway gullies; the 300mm dia sewer appears to be an overflow from the public foul sewer system.

4.3 The route of the upstream 450mm diameter culvert is located between Nos. 2 and 3 Claxton Rise and lies in a diagonal direction, close to the rear of No. 3 and close to the front of No. 2. The distance between the front of No. 2 and 3 is approximately 4.5 metres and the distance at the rear is approximately 6.5 metres.

4.4 The findings from the CCTV survey are as follows:-

Location	Length	Survey Findings	Comments
Inlet to Manhole S1	41m	450mm diameter claywave pipe with multiple fractures and cracks. Encrustation of some joints. There are 4 No. connections.	Pipe unsuitable for continued use due to location, condition and insufficient capacity.
S1 – S2	21m	5.3m 450mm dia claywave pipe 13.8m 600m dia claywave pipe joined by buried brick chamber of approximate 2.0m length. The 450mm dia section contains cracks and light encrustation. The 600mm dia section contains minor root ingress and 2 No. connections.	The 450mm dia pipe is unsuitable for continued use due to condition and insufficient capacity. The 600mm dia pipe is in satisfactory condition for continued use but does not have the required flow capacity.

S2 – S3	44m	This length is constructed in brick, part of which is a 700mm high brick arch and with a flat bottom (4.7m) the remainder is of circular construction approx 700mm dia. The length contains missing bricks, fractures and displaced bricks. There are two service ducts passing through the culvert. There are 4 No. connections.	The whole length requires major refurbishment and services diverting to avoid restrictions within the culvert. The culvert does not have sufficient gradient to cope with the required discharge.
S3 - Outfall	16.6m	This length is constructed as an 800mm high brick arch with a flat bottom. The length contains missing bricks, displaced bricks and fractures. The line deviates. There is a service duct passing through the culvert. There is 1 No. connection on this length.	The whole length requires major refurbishment and a service diversion.

4.5 The topographical and services survey has confirmed that there are a significant number of services and sewers located in the highway known as West End. To enable a new culvert to be installed it will require diversion of the surface and foul wafer sewers, telecom, water and gas services.

5.0 OPTIONS

Due to the anticipated pipe size requirement to cope with the calculated flow and the route of the existing piped watercourse, directional drilling is not an appropriate solution and therefore has not been considered in this review of options.

5.1 Option 1

Duplicate existing piped watercourse from inlet headwall via property No. 23 West End using 675mm diameter pipe. Downstream lengths in West End to be 1350 x 500mm box culvert.

Discounted due to potential for sterilising building land and protracted land easement negotiations.

5.2 Option 2

Provide upstream storage of peak flows.

Discounted due to land purchase and access route difficulties, and the need for Melton Borough Council to be responsible for the storage ponds maintenance and operation. Annual maintenance fee estimated to be £1,500.00 pa.

5.3 Option 3

Duplicate existing piped watercourse from new inlet headwall located behind No. 4 Claxton Rise to downstream section of 750mm diameter. Downstream lengths in West End to be 1350 x 500mm box culvert.

Discounted as being more expensive than Option 6 because of the depths of excavation involved and greater disruption to the highway and residents.

5.4 Option 4

Bunding the property.
This option has been discounted since any diversion of the flood water through bunding would be likely to cause flooding to No. 1 Claxton Rise and the highway. Continued vehicular use of the drive and garage at No. 2 Claxton Rise would be unachievable.

5.5 Option 5

Purchase of No. 2 Claxton Rise.
The Council may consider the purchase of the property as an alternative solution.

5.6 Option 6

Replace existing piped watercourse between Nos. 2 and 3 Claxton Rise using open cut construction 750mm diameter pipe downstream lengths in West End to be 1350 × 500mm box culverts.

Option 6 is the preferred option, principally because there are no route negotiations or land acquisition problems associated with the route. Clearly, the ownership of land should not be an issue where the pipe crosses land of the people suffering the flooding.

A significant length of the culvert is located in the public highway and as such it is likely to be the highway authority responsibility. The existing brick culvert is in poor condition and undersized and that a contribution to its improvement needs to be pursued with the Highway Authority.

Cost of Preferred Option

Section 1	Inlet to MH A – MH B	750mm diameter pipe in gardens No. 2 and 3 Claxton Rise. (45m)
Section 2	MH B – MH D	750mm diameter pipe Claxton Rise. (26m)
Section 3	MH D – Outfall	1350 × 500mm box culvert in West End including service and foul sewer diversions. (64m)

The estimated costs for the individual sections are given below.

Section 1 £69,750

Section 2 £37,500

Section 3 £148,500

6.0 BREAKDOWN OF OPTION COST

	Description		Cost £
1	Feasibility	- Consultant	3,000.00
		- Topographical Survey & Services	4,800.00
		- Boreholes	2,000.00
		- Trial Holes	3,000.00
		- CCTV	500.00
		Subtotal	13,300.00
2	Design Consultant		16,000.00
3	Support costs Melton Borough Council		2,000.00
4	Construction Contract		235,750.00
		- Service Diversions	20,000.00
		Subtotal	255,750.00
5	Supervision		7,000.00
		Total	294,050.00

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 Consideration has been given to retaining the existing brick culvert between S2 and the outfall (60.6 metres) but due to the condition throughout its length, the service ducts crossing through it; its reduced capacity created by refurbishment and the refurbishment cost at approximately £800-900 per metre, its recommended that the refurbishment option is not pursued.

7.2 The length downstream of the inlet to the buried manhole in Claxton Rise is only 450mm dia and lies in a diagonal direction between Nos. 2 and 3 Claxton Rise. This length requires upsizing and locating centrally between the two properties in the garden of No. 2.

7.3 Length manhole S1 and S2 is a combination of 450mm and 600mm dia connected together via a buried brick chamber under the east side footpath of Claxton Rise. The 600mm dia pipes are in reasonable condition and consideration has been given to retaining the use of this length of pipework with a second sewer installed alongside to accommodate the maximum flows. The new sewer would need to be 450mm dia and require special entry and exit manholes.

7.4 An estimate for the cost of providing a new 450mm sewer and associated connections indicates no advantage over providing a new single 750mm dia pipe between the inlet and the proposed box culvert manhole D.

7.5 It is estimated that the box culvert between proposed manhole D to the outfall will need to have internal dimensions of 1.35 × 0.5m. The reason why a box culvert is required from manhole D to the outfall is due to the available gradient and discharge capacity of circular pipes. The use of large circular pipes is restricted by the existing ground level.

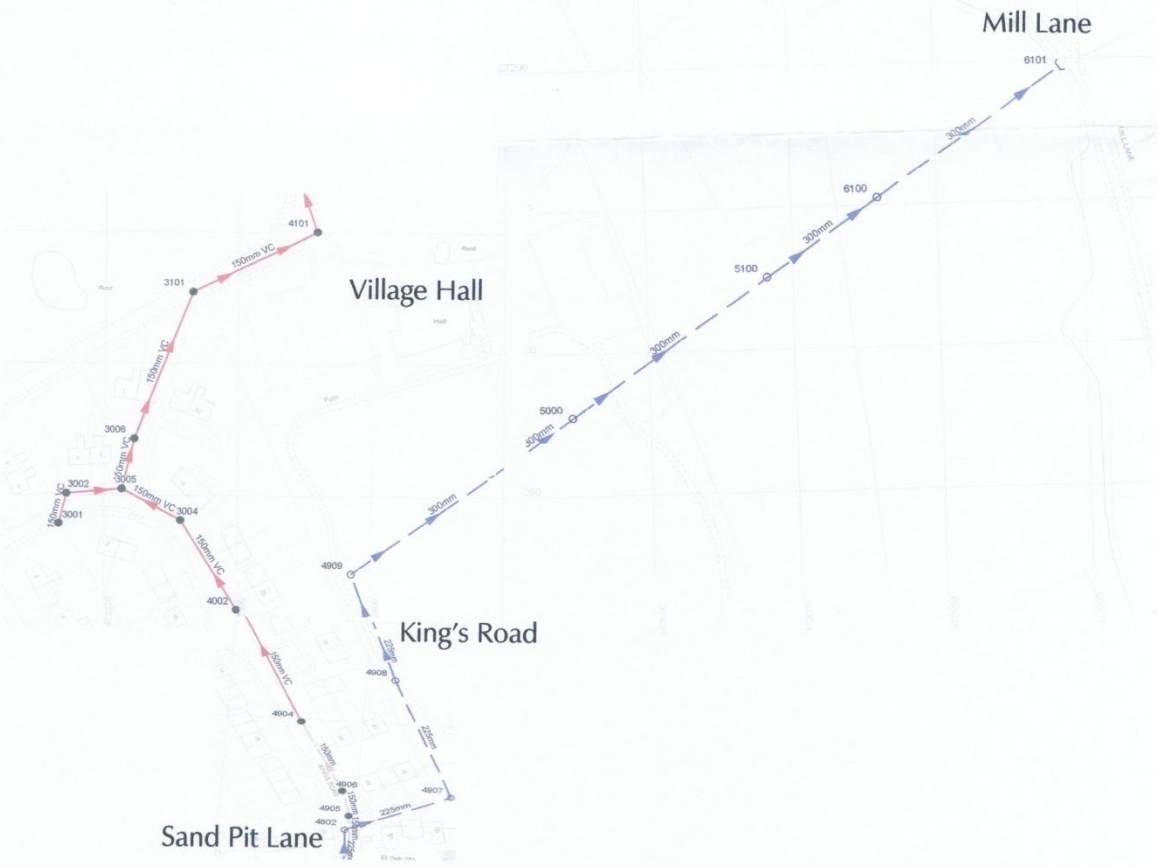
7.6 The location of a culvert this size will require several service diversions, a redirection of the public foul sewer and manhole and the removal of the existing brick culvert.

7.7 Consideration could be given to extending the open watercourse in to the garden of No, 2 Claxton Rise and locating the screen and headwall there. Thus the party suffering most from internal flooding would be most likely to check that the screen and headwall was clear of debris.

7.8 Option 5, the purchase of No. 2 Claxton Rise by the Council, may be an alternative solution worth consideration. This would provide the opportunity to raise the floor levels preventing internal flooding, but it is considered that the existing downstream piped culvert would still be inadequate.

7.9 Option 6 with the potential to phase and share responsibility for its cost and future maintenance provides the Council with the most favourable option.

SEVERN TRENT - LAND DRAINAGE MAPS
SK7227SE, SK7227SW, SK7227NW



300 mm pipe installed in 1992 to drain problem areas on Kings Road/Sand Pit Lane, (reports of subsidence on new properties) with discharge directly to the Mill Lane brook. Subsequently, problems with drainage on the new village hall site were also added on to this system recently.

EN77/00

ENVIRONMENTAL COMMITTEE

17 JANUARY 2001

FLOODING AT THE SANDS, LONG CLAWSON

REPORT OF THE MANAGER OF ENGINEERING SERVICES

1. PURPOSE OF THE REPORT

1.1 To advise Members of the results of investigations into flooding at The Sands, Long Clawson and to recommend to Policy & Resources Committee approval of a supplementary estimate of £3,000 for the installation of a trash screen.

2. BACKGROUND

2.1 Flooding of The Sands and Mill Lane, Long Clawson occurred on the 10 April 1998 and 16 January 1999 affecting 10 properties including the medical surgery.

2.2 At the Environmental Committee on the 10 November 1999 a supplementary estimate was approved for 3 manholes to be constructed on the line of an existing culvert to enable access so than an internal survey to be carried out as part of flooding investigations.

2.3 Results of flooding investigations carried out to date were presented to the Parish Council on the 20 November 2000, and having being considered by the Parish Council short-term remedial action has its support.

3. RESULTS OF FLOODING INVESTIGATIONS

3.1 The source of all local flooding is from the local watercourse.

3.2 There is a considerably large catchment area which gives a significant surface water run off into the watercourse.

3.3 Internal inspection of an old culvert passing through the central part of the village revealed a partial blockage near its centre, reducing existing capacity. The exact nature of the blockage has yet to be determined.

3.4 There are several bridges on the watercourse upstream of the culvert which obstruct peak flows and which may need to be removed or replaced to minimise the possibility of out of bank flow.

3.5 An existing trash screen at the entrance to the culvert is not adequate and because of its design often restricts incoming flows.

3.6 **Options for flood relief**

Further investigations into the hydraulic capacity of the existing culvert and the catchment flows for a 1 in 100 year event have yet to be made.

Long-term solutions include upstream flood storage and replacement of the existing culvert.

Short-term solutions which complement long-term solutions include:

a. Remove the blockage from within the culvert.
b. Provide a new trash screen on the upstream end of the culvert.
c. The downstream headwall is in a poor state of repair and should be replaced to avoid the possibility of it collapsing and causing a blockage.
d. A 200m length of the watercourse immediately upstream of the culvert should be cleaned to minimise the possibility of out of bank flow.

4. RECOMMENDATIONS

4.1 **The Manager of Engineering Services be authorised to carry out the short term solutions a. c. and d. as in 3.6., subject to available budget.**

4.2 **The Policy & Resources committee be asked to approve a supplementary estimate of £3,000 to install a new trash screen.**

4.3 **That capital programme project appraisal Form A be approved for inclusion in the Capital Programme.**

Simon Smith
Principal Engineer

Background Papers: File LD3/4
Report EN55/99

Committees/SGS – Env Ctte 17.01.01 – Flooding at Long Clawson

EXECUTIVE SUMMARY

Melton Borough Council carried out a flood study following flooding at the Sands, Long Clawson on 10 April 1998 and 16 January 1999.

The watercourse running through the culvert under the Sands was surveyed. This information was used to produce a computer simulation of the watercourse using hydraulic modelling software.

The hydraulic model was subjected to the 24 design storms of varying duration and intensity. Flooding was observed to occur at several locations, including the entry to the culvert under the Sands.

The following **short-term** measures are recommended:

- The blockage near the centre of the culvert should be cleared. This will increase the level of protect from flooding during a storm with a 1 year return period to flooding during a storm with a 2 year return period;
- The trash screen at the upstream end of the culvert should be replaced. The replacement screen should have a minimum area of $13m^2$. The front bars should be inclined at an angle of 45 degrees, running inline with the flow;
- The downstream headwall should be replaced to avoid the possibility of a collapse, which could cause a blockage;
- The 200m length of watercourse immediately upstream of the watercourse should be cleared to minimise the possibility of out of bank flow.

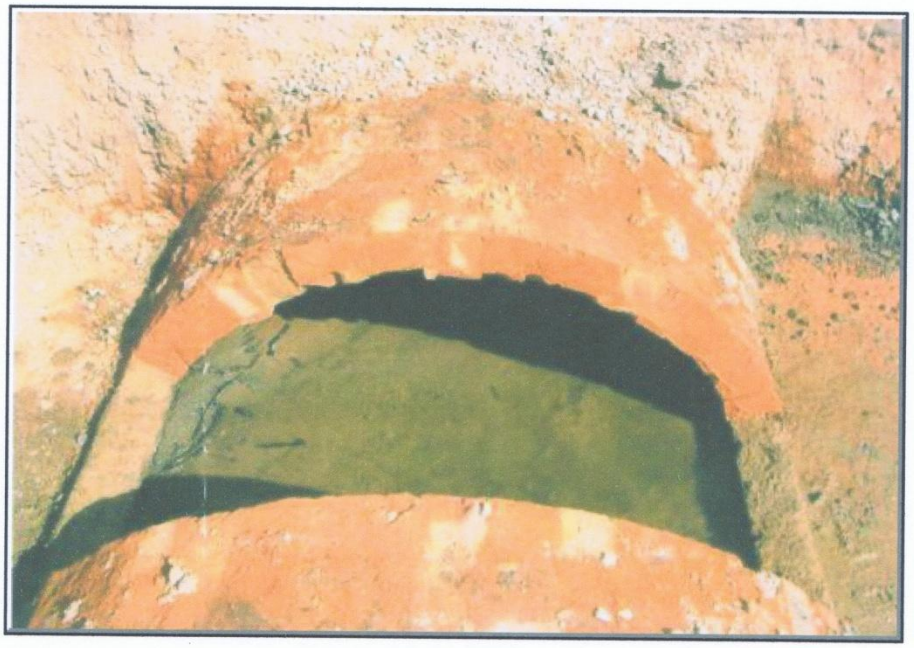
The following **long-term** measures are recommended:

- To give a 1 in 100 year level of protection the culvert should be upsized from 1100mm to 1350mm;
- The bridges immediately upstream of the culvert should be removed or replaced with 1350mm diameter culverts to minimise the possibility of out of bank flow.

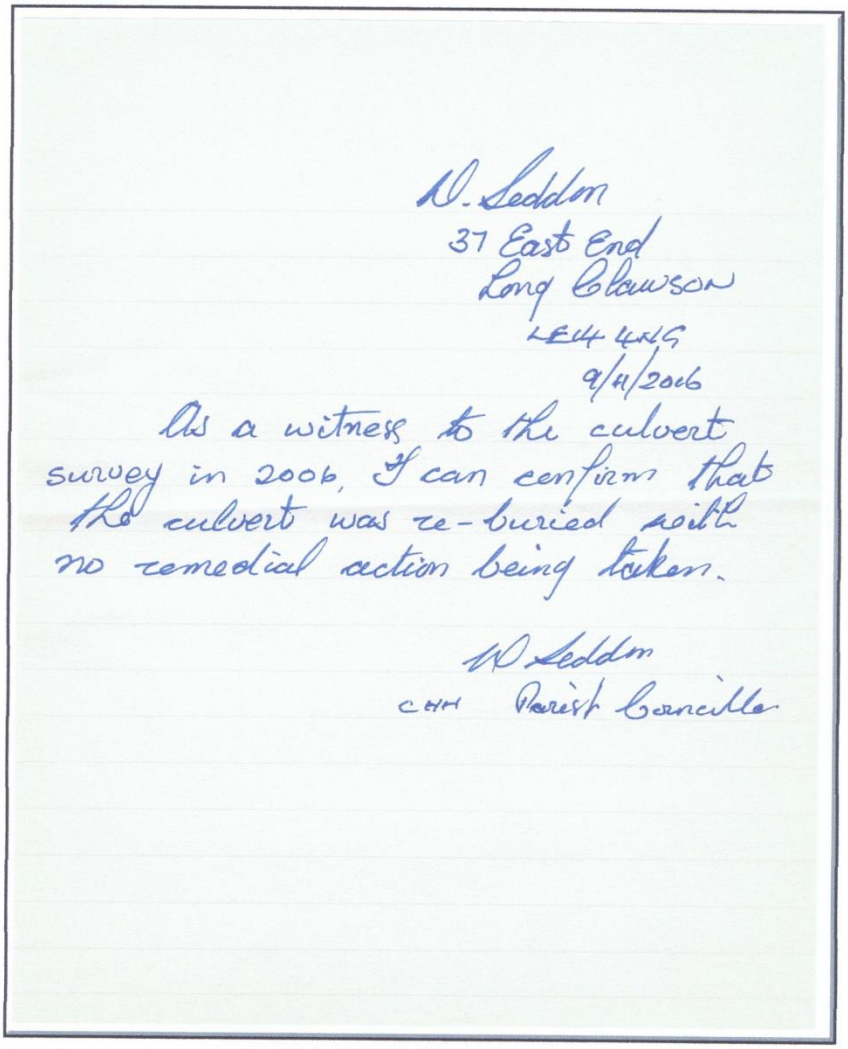
2006 - culvert dug up and inspected.

It was found to be half full of hard set silt.

No remedial action was taken before reinstatement.



2006 - Parish Councillor, Mr W Seddon, witnessed that no remedial action was undertaken before the culvert was reinstated.



W. Seddon
37 East End
Long Clawson
LE14 4NG
9/4/2016

As a witness to the culvert survey in 2006, I can confirm that the culvert was re-buried with no remedial action being taken.

W Seddon
CHH Parish Councillor

Parish Schools -	Capacity at each school	2015/16 enrolled pupils	2016/7 enrolled pupils	Natural Birth Forecast 2021	Approved planning application impact 2021	2021 total forecast	% resident pupils who attend their village school	2015/16 enrolled pupils who reside in the catchment
Long Clawson P.S	**105**	102	107	110	4	**114**	**89**	**95**
Hose P.S.	**77**	59	63	67	6	**73**	**89**	**69**
Harby P.S.	**105**	81	90	97	7	**104**	**94**	**63**
				Data provided by Leicestershire County Council - Nov 2016			New data provided Nov 2016	

MS OUTLOOK RESPONSE TEMPLATE

Please send your response by MS Outlook to Matthew Billings

or by email to matthew.billings@leics.gov.uk

To: Head of Planning Chief Executives	From: Director of Children and Family Services
Planning Control FAO: Andrew Tyrer Extn: 58223	Date: 28th January, 2016

NOTIFICATION PROCEDURE ON EDUCATION DEVELOPER CONTRIBUTIONS

DEVELOPER/S:	PEGASUS PLANNING GROUP DAVIDSONS DEVELOPMENTS LIMITED & MR K AND MRS R EGGLESTON
LOCATION:	SAND PIT LANE, LONG CLAWSON
PROPOSAL:	RESIDENTIAL DEVELOPMENT OF UP TO 55 DWELLINGS
REFERENCE NO:	2016/0032/06
LCC OFFICER'S NAME:	JULIE MUDDIMER

I would advise that the above proposal would result in the following service requirements, for which contributions should be sought from the developer.

Please note

- **This analysis is produced on the most up to date figures available at the time which are subject to change and may affect any future requests.**
- **DFE Cost Multipliers were last updated January 2009. At the present time we are still using these figures. However if there is any change we will update these figures accordingly.**
- **If the configuration of the site should change, we must be consulted again.**

How we calculate a contribution

When calculating an education contribution we use the following figures based on DFE cost multipliers which were last updated January 2009:

Sector	DFE amount per pupil	Pupil ratio per house	Pupil ratio per flat/apartment
Primary	£12,099.01	0.24	0.043
11-16	£17,876.17	0.167	0.027
Post 16	£19,327.90	0.033	0.005
Contributions for Special Schools are made on developments of 250 houses or more with at least 2 bedrooms			
Primary (Special Schools)	£54,445.00	0.00156	No claim made
Secondary 11-19 (Special Schools)	£83,707.00	0.00318	No claim made

This request for an education contribution is based on 55 houses and 0 flats/apartments with two or more bedrooms. No claim is made on one bedroom dwellings. Based on the table above, this site generates:

Sector	Number of Pupils generated by the development	Number of Pupils for forecasting purposes	Number of S106 funded places in area discounted
Primary	13.20	14	0
11-16	9.19	10	0
Post 16	1.82	2	0
Primary Special	N/A		
Secondary Special	N/A		

To assess whether there is a claim for an education contribution we look at the current net capacity figure against the average of the two year and four year forecast number on roll figures including housing gain. The catchment school forecast figure includes housing gains from this development.

NB Our forecasting figures are rounded up to the nearest whole number. However when a claim is made it is based on the number of pupils generated by the development to the nearest two decimal places.

Primary School Sector Requirement £159,706.93 (See map attached)

The site falls within the catchment area of Long Clawson C of E Primary School. The School has a net capacity of 105 and 133 pupils are projected on the roll should this development proceed; a deficit of 28 pupil places (of which 14 are existing and 14 are created by this development. There are currently no pupil places at this school being funded by S106 agreements from other developments in the area to be discounted.

There are no other primary schools within a two mile walking distance of the development. A claim for an education contribution is therefore justified.

In order to provide the additional primary school places anticipated by the proposed development the County Council would request a contribution for the Primary School sector of 159,706.93. Based on the table above, this is calculated the number of deficit places created by the development (13.20) multiplied by the DFE cost multiplier in the table above (12,099.01) which equals £159,706.93.

This contribution would normally be used to accommodate the capacity issues created by the proposed development by improving, remodelling or enhancing existing facilities at Long Clawson C of E Primary School. However the school occupies a very constrained site in a conservation area of the village and it will not be possible to accommodate further children at the school without a significant capital investment. The only option to provide any additional places at the school would involve removing the mobile classroom and replacing it with a permanent building to include one additional classroom space; this would provide 25 additional places. However the cost involved is disproportionate to the number of places being provided, and the cost is well in excess of any S106 contribution received.

Whilst the Authority does not object to the housing proposals it is vital that the District Council takes a more strategic view of long term cumulative impact of housing developments in this area with the regard to the education provision. In its current location the school is not able to expand to accommodate the additional children. If the scale of development outlined in the draft local plan is to proceed then the Council should seek to identify a site within the village for a new primary school, and in discussion with the County Council identify a funding strategy to provide the school.

Link to 13 December Cabinet meeting (scroll to item 10 on the agenda for the Melton Local Plan report) -

http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4608&Ver=4

work would be sought from the developer(s). To expand John Fernley College would also require additional land.

- Build a new 600 place secondary school in the town. This would require a site of approximately 5ha to be set aside by developers, but it would have the added benefit of future proofing secondary provision, in terms of further growth and demand for places. The cost to provide a 600 place secondary school is currently £17million.
- Expand John Ferneley College by a further 600 places at an estimated cost of £10.99million, educationally this does not offer a good solution as it makes the school approximately 1700 places, which is very large in comparison to Long Field at 800 places. Typically Leicestershire Schools are in the range from 600 to 1000 places. Of equal importance consideration needs to be given to the significant movement of pupils across the town to access the John Fernley campus, and the availability of adjacent land to enable expansion.

Policy C1 – Housing allocations

Primary provision

13. Development of the Primary and Secondary Rural Centres will require a s106 contribution to meet the cost of expanding the existing schools within the villages named. Many of the schools in these locations occupy very constrained sites, with some located in conservation areas and/or having buildings of architectural value and have limited potential for expansion. Two examples are Long Clawson and Somerby. In such circumstances it would be appropriate for the County Council to seek from developers the full costs of expanding schools rather than a contribution based on the yield rates and cost multipliers, this is set out for example in the response to application 2016/0709/06 Back Lane, Long Clawson. In such circumstances the County Council would wish to see the contribution paid at a very early stage of development to ensure the early availability of places as new housing becomes occupied. If this is not achievable or possible then the County Council may also seek an additional contribution to cover transport transitional costs for pupils to nearby schools having a place, until such time as the new accommodation is available in the locality. This may in part be mitigated if trigger points for s106 contributions are met early in each development. The issue relating to sequencing and timing of housing developments is critical to these rural locations, and it is essential to count the cumulative impact of developments when planning for the provision of additional school places.

Secondary provision

14. Rural developments will either fall within the catchment area of the Melton town secondary schools, and would be considered as part of the Secondary options outlined above, or within the catchment area of the Bottesford Belvoir High school, which based on current forecast pupil numbers is capable of expansion to accommodate the additional pupils from development in these areas.

COMMUNITY SPEED WATCH

SCHEME FEEDBACK

DATE AND LOCATION OF SCHEME: **LONG CLAWSON 9/5/16 – 4/6/16**

Total number of vehicle information checked by the police: **301**

Total number of letters sent that met the criteria: **221**

NOTE: *Variation in the above two figures is dependent on several factors including;*

N/T - *No trace of the vehicle, usually wrong number or make doesn't go with the number*
Out Town - *Vehicle is registered more than one county away*
Other - *Typically a lease or hire car.*
(Experience shows the driver at the time rarely gets the letter)

Summary of speeds across all locations:

Highest recorded speed:	56 mph
36+ mph:	153
40+ mph:	147
50+ mph:	19
Total:	319 (Includes repeat offender speeds)

NOTE: *Figures above may show a degree of variation to the numbers used by the police this is due to repeat offenders etc.*

NOTE: *Police Traffic Management advised Local Police Beat Team that enforcement would be useful.*

COMMUNITY SPEED WATCH SUMMARY - LCC HIGHWAYS COVERT DATA

Back Lane, Long Clawson (CSW_Site B) Site No: 00020705 Site Reference: 00020705 BEFORE CSW

Speed Summary (Mon to Fri)-Limit 30 Mph From 18/04/2016 To 23/04/2016 Channel: Northeast bound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13
12H, 7-19	785	33.2	27.8	5.5	1	14	10	37	158	356	167	21	0	0	0	0	0
16H, 6-22	890	33.2	27.8	5.4	1	14	10	43	174	404	191	22	0	0	0	0	0
18H, 6-24	903	33.2	27.8	5.4	1	14	10	44	178	408	193	22	0	0	0	0	0
24H, 0-24	910	33.2	27.8	5.5	1	15	10	44	179	410	194	22	0	0	0	0	0

Back Lane, Long Clawson (CSW_Site B) AFTER CSW

Speed Summary (Mon to Fri)-Limit 30 Mph From 04/07/2016 To 09/07/2016 Channel: Southwest bound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13
12H, 7-19	772	29.7	24.6	5.1	0	0	18	19	84	336	256	46	0	0	0	0	0
16H, 6-22	872	29.7	24.7	5	0	0	18	24	87	374	302	50	0	0	0	0	0
18H, 6-24	882	29.7	24.8	5	0	0	18	24	87	375	307	50	0	0	0	0	0
24H, 0-24	896	29.7	24.8	5	0	0	18	24	87	380	314	51	0	0	0	0	0

COMMUNITY SPEED WATCH SUMMARY - LCC HIGHWAYS COVERT DATA

Site No: 00020706 Site Reference: 00020706 BEFORE CSW
West End, Long Clawson (CSW_Site C)
Speed Summary (Mon to Fri)-Limit 30 Mph From 18/04/2016 To 23/04/2016 Channel: **Westbound**

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13
12H, 7-19	1039	20.9	18.1	3.9	29	16	119	730	140	1	0	0	0	0	0	0	0
16H, 6-22	1192	20.9	18.1	3.9	33	16	135	832	164	2	0	0	0	0	0	0	0
18H, 6-24	1208	20.9	18.1	3.9	34	16	136	842	166	2	0	0	0	0	0	0	0
24H, 0-24	1229	21	18.1	3.9	36	16	138	852	173	2	0	0	0	0	0	0	0

Site No: 00020706 Site Reference: 00020706 AFTER CSW
West End, Long Clawson (CSW_Site C)
Speed Summary (Mon to Fri)-Limit 30 Mph From 04/07/2016 To 09/07/2016 Channel: **Westbound**

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13
12H, 7-19	1007	25.2	21.7	3.8	0	1	6	49	304	586	57	0	0	0	0	0	0
16H, 6-22	1154	25.2	21.7	3.8	0	1	8	58	337	676	66	0	0	0	0	0	0
18H, 6-24	1164	25.2	21.7	3.8	0	1	8	58	340	684	66	0	0	0	0	0	0
24H, 0-24	1186	25.2	21.7	3.8	0	1	8	59	344	700	70	0	0	0	0	0	0

COMMUNITY SPEED WATCH SUMMARY - LCC HIGHWAYS COVERT DATA

Site No: 00020706 Site Reference: 00020706 BEFORE CSW

West End, Long Clawson (CSW_Site C)

Speed Summary (Mon to Fri)-Limit 30 Mph From 18/04/2016 To 23/04/2016 Channel: **Eastbound**

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13
12H, 7-19	1022	20.9	17.8	3.9	6	35	192	644	133	4	0	1	0	0	0	0	0
16H, 6-22	1161	20.9	17.9	3.9	6	40	218	728	155	4	0	1	0	0	0	0	0
18H, 6-24	1185	20.9	17.9	3.9	6	40	220	742	162	4	0	1	0	0	0	0	0
24H, 0-24	1196	20.9	17.9	3.9	6	40	221	745	162	4	0	1	0	0	0	0	0

Site No: 00020706 Site Reference: 00020706 AFTER CSW

West End, Long Clawson (CSW_Site C)

Speed Summary (Mon to Fri)-Limit 30 Mph From 04/07/2016 To 09/07/2016 Channel: **Eastbound**

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <1Mph	Bin 2 1-<6	Bin 3 6-<11	Bin 4 11-<16	Bin 5 16-<21	Bin 6 21-<26	Bin 7 26-<31	Bin 8 31-<36	Bin 9 36-<41	Bin 10 41-<46	Bin 11 46-<51	Bin 12 51-<56	Bin 13
12H, 7-19	1020	25.5	22	3.8	0	0	1	49	290	574	97	0	0	0	0	0	0
16H, 6-22	1168	25.5	22	3.9	0	0	1	60	330	645	113	0	0	0	0	0	0
18H, 6-24	1191	25.6	22	3.9	0	0	1	60	336	658	118	0	0	0	0	0	0
24H, 0-24	1227	25.5	21.9	4	0	0	3	76	345	663	120	0	0	0	0	0	0

COMMUNITY SPEED WATCH SUMMARY - LCC HIGHWAYS COVERT DATA

Waltham Lane, Long Clawson (CSW_Site A) Site No: 00020704 Site Reference: 00020704 **BEFORE CSW TRAVELING INTO THE VILLAGE**

Speed Summary (Mon to Fri)-Limit 30 Mph From 18/04/2016 To 23/04/2016 Channel: Northbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13
12H, 7-19	521	40.2	33.5	6.7	0	0	4	23	29	96	164	127	50	4	0	0	0
16H, 6-22	594	40.5	33.9	6.7	0	0	4	23	30	105	176	154	63	6	0	0	0
18H, 6-24	608	40.5	34	6.7	0	0	4	23	30	106	179	158	66	6	0	0	0
24H, 0-24	615	40.5	34	6.6	0	0	4	23	30	106	182	161	66	6	0	0	0

Site No: 00020704 Site Reference: 00020704 **BEFORE CSW - TRAVELING OUT OF THE VILLAGE**

Waltham Lane, Long Clawson (CSW_Site A)

Speed Summary (Mon to Fri)-Limit 30 Mph From 18/04/2016 To 23/04/2016 Channel: Southbound

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13
12H, 7-19	548	45.4	36	8.8	0	1	2	26	28	100	106	102	94	57	10	2	0
16H, 6-22	601	45.5	36.1	8.7	0	1	3	26	29	108	116	113	102	62	12	2	0
18H, 6-24	606	45.5	36.2	8.7	0	1	3	26	29	108	116	114	103	63	12	2	0
24H, 0-24	612	45.5	36.2	8.7	0	1	3	26	29	108	117	115	103	63	13	2	0

Overview of Traffic and Car Usage for Long Clawson

During June 2016 a Community Speedwatch Programme was undertaken in the village and the opportunity was taken to count the number and type of vehicle per hour. These have been compared with the DFT statistics for the East Midlands 2015 figures, using their calculations to compare vehicles per day.

Road	Long Clawson	East Midlands minor rural roads	East Midlands urban rural roads	England minor rural roads	England minor urban roads
Melton Road	2.25	1.1	2.1	1.1	2.2
Hickling Lane	2.2				
West End - East End	1.9				
Waltham Lane	1.2				

Figures are Thousand vehicles per day taken from the DfT Table TRA0302

Thus it can be seen that Melton Road and Hickling Lane as well as the road running through the village have equivalent traffic or higher that URBAN rural roads in both East Midlands and England. Only Waltham Lane carries the average level traffic for a non classified rural road.

Observations

1. Melton Road seems to be used as a through road to the north (Melton to Nottingham and the A46) and Waltham Road seems to used as a through road to and from the south (Melton and Six Hills to A52). The traffic on MeltonRoad and Hickling Lane drops at the weekend indicating that this level is due to commuter traffic.

2. However, observations of traffic travelling towards the village from Hose, suggests most carry on travelling through the village rather than exiting up Waltham Lane. Without number recognition technology we are not be able to track direction of travel accurately.

3. The main entry roads to the village showed considerable speeding. At the start of Speedwatch around 14% vehicles were doing more than 36 mph inside the 30mph despite braking when they saw us on both Melton Road and Hickling Lane.

4. On Waltham Lane an average of 25% were speeding by Birley's garage, many doing more than 45mph and quite a few doing 50mph plus. However, the volume was less at all times of the day.

5. A high proportion of vehicles drive through the village at all times of the day and weekends (193ph at peak times). This includes afternoon school run times. Given the number of vehicles parked and on the road at school times, it is clear the vast majority of parents drive their children to school.

6. The Speedwatch team only record those travelling at more than 36mph and whilst we recorded a number of people travelling over this speed in the village, many were doing over 30 and were driving too fast for the road conditions.

Census Information relevant to Traffic Analysis and Planning

taken from the 2011 census stats

1. Car Ownership in Long Clawson 16-74 year olds

11% no car
37% 1 car
52% 2 or more cars

Average car ownership 1.6 per household

Davidsons figures worked out on 1.3. Using current data there would be an additional 17 cars to be considered.

2.Transport to Work

71% of residents in Long Clawson work. Of these:

10% work at home
0.6% cycle to work
1% travel by bus
77% travel by car
10% walk
0.4% other

The questionnaire completed by Long Clawson residents at an open evening also showed that 70% commute to areas over 15 miles from the village. Of the remaining 30% - half are self employed working from home, leaving only 15% working within Melton or the Vale or retired.

The Central Bus no 24 bus service that runs through the village, quoted as providing sustainable transport for links to places of work, runs from Bottisford to Melton Mowbray Monday to Saturday only. The first bus to Melton Mowbray is 8:03 arriving in Melton at 8:23. This is perhaps in time for some to start work in Melton but would not allow anyone to get train connections to arrive at work in normal core times. The last bus to Melton is at 18:13 and the last bus home from Melton is 18:40.

Observations

1. There is already a higher than average level of traffic in the centre of the village and a further 88 cars will only worsen this. **"The UK government states that it is committed to sustainable development - essentially that the current generation satisfies its basic needs and enjoys an improving quality of life without compromising the position of future generations.** A significant increase in traffic would further reduce the quality of life for people living in the village - increasing noise and vibration (many houses are built on the actual road side and have no foundations due to their age)

2. A sustainable development assessment must take account of the way people live today, particularly in the mobility of the job market and new working patterns. The need for stability for a family and support for childcare and schooling arrangements has resulted

in families choosing a place to live, close to relations, that offers a hub from which to commute to a wide area for work or to work from home.

3. Long Clawson is 2.8 miles from the nearest A road and has a limited local bus service. It is surrounded by unclassified roads that carry a high volume for such roads travelling at high speed (there have been 5 serious accidents this year on Melton and SixHills Roads). Cycling to work is not a safe option and given the distances people live from work, impractical.

4. A car is essential to take part in any evening entertainment or sport in Melton or weekend activity or sport played usually on Sundays. The proposal, under sustainable transport, that people can be encouraged to use buses is impractical and current practice and behaviour shows it to be an unrealistic expectation. Rural residents have to drive.

Christine Larson
Speedwatch Co-ordinator
CHH Neighbourhood Plan Advisory group

Foot Note

Speeds on Waltham Lane - Birley's
We are now in receipt of the traffic survey from the supplier and the average speeds adjacent to the garage is approximately

N Northbound · Average - 32mph over a 7 day 24 hour period
· 85 % ile – 39mph
S Southbound · Average - 33mph
· 85 % ile - 41mph

Interesting results - this is a covert counting rather than high viz and shows the true speed of traffic.

31-11-2015, 10.11 AM

The Sands
The pavement can be found under the parked cars.
An emergency exit for the Surgery is on the building on the left.
Cars are parked in front of this exit. Wheelchair users would not be able to escape the building via this doorway in the event of an emergency.

31-11-2015, 10.11 AM Main road through the village centre.

31-08-2016 10.11 AM and 11.25 AM

The junction between Mill Lane and the main road. Illustrating visibility at junction and parking on village green. Visibility to the left is 35 metres and to the right is zero. This would give a 3 second window to see cars on the left travelling at 20 mph and no window to cars coming from the right. Out of the two junctions on The Sands, this is the safest one to exit from.

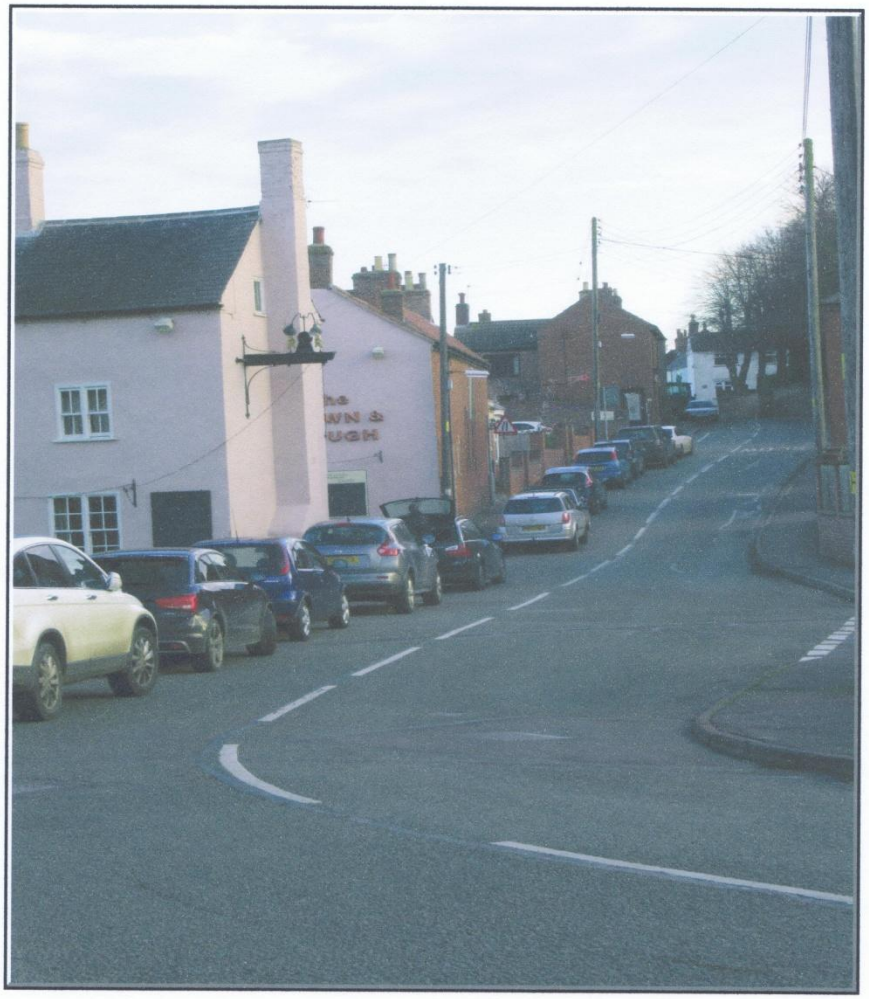
23-08-2016
Parked ambulance blocking the access from Mill Lane to the main road.

23-06-2016
Main road blocked by ambulance. The police were called to come and move it so the waiting bus and backed-up traffic could get through.

21-12-15, 3.10 PM
Main Road (Back Lane), looking away from the centre of Long Clawson.
School on the right hand side.

Crossing point between two paths at the junction of School Lane.

21-12-15, 3.10 PM
Main Road (Back Lane), looking towards the centre of Long Clawson.
School on the left hand side.
These two pictures illustrate the parking between two 90° bends.



1-12-2015,
9.30 AM

The main road, from The Sands (village centre) looking up East End. Parked cars (left) over junction (right).

Looking down East End to the same junction.

Leicestershire County Council

RESPONSE OF THE LOCAL HIGHWAY AUTHORITY TO CONSULTATION BY THE LOCAL PLANNING AUTHORITY

DETAILS OF APPLICATION

Planning Ref No:	2016/0303/06/HCON
CE/EN Ref:	Refer to Geomap
Application Address:	Land And Buildings North, Canal Farm, Pagets End, Long Clawson
Parish:	Clawson, Hose and Harby CP
Applicant:	R D Chandler
Brief Description of Development:	Outline. Demolition of agricultural buildings, construction of up to 40 dwellings, improvements to existing access, formation of surface water attenuation pool and associated infrastructure, provision of public open space and landscaping.

GENERAL INFORMATION

County Council Member: Mr. J. B. Rhodes

Road Class: Adopted - Class C

Other Information: District Planning Officer: Louise Parker. 16/00303/OUT.

Class C7302 - Canal Lane. C7301 - Hose Lane. Pagets End - Unadopted. Footpaths G42, G43.

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority advice is that the residual cumulative impacts of development are severe in accordance with Paragraph 32 of the NPPF and the Local Planning Authority is advised to consider a refusal on transport grounds for the reasons outlined in this report and
(i) Safe and suitable access to the site cannot be achieved for all people.
(ii) Improvements cannot be undertaken within the transport network that cost effectively limit the significant impacts of the development

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ADVICE TO LOCAL PLANNING AUTHORITY

Site Access

The proposed development will result in an increase in traffic turning at the junction of Canal Lane with Hose Lane which lacks adequate forward visibility splays through the junction. As such a vehicle waiting to turn right from Hose Lane into Canal Lane has inadequate forward visibility to see oncoming traffic and a vehicle approaching the junction along Hose Lane, would have inadequate forward visibility to see a vehicle waiting to turn right. Although the Transport Statement says that visibility splays are in excess of 59 metres, in practice due to the overgrown vegetation within the highway verge, the available forward visibility splays are well below that level and below a level considered safe.

Cont....

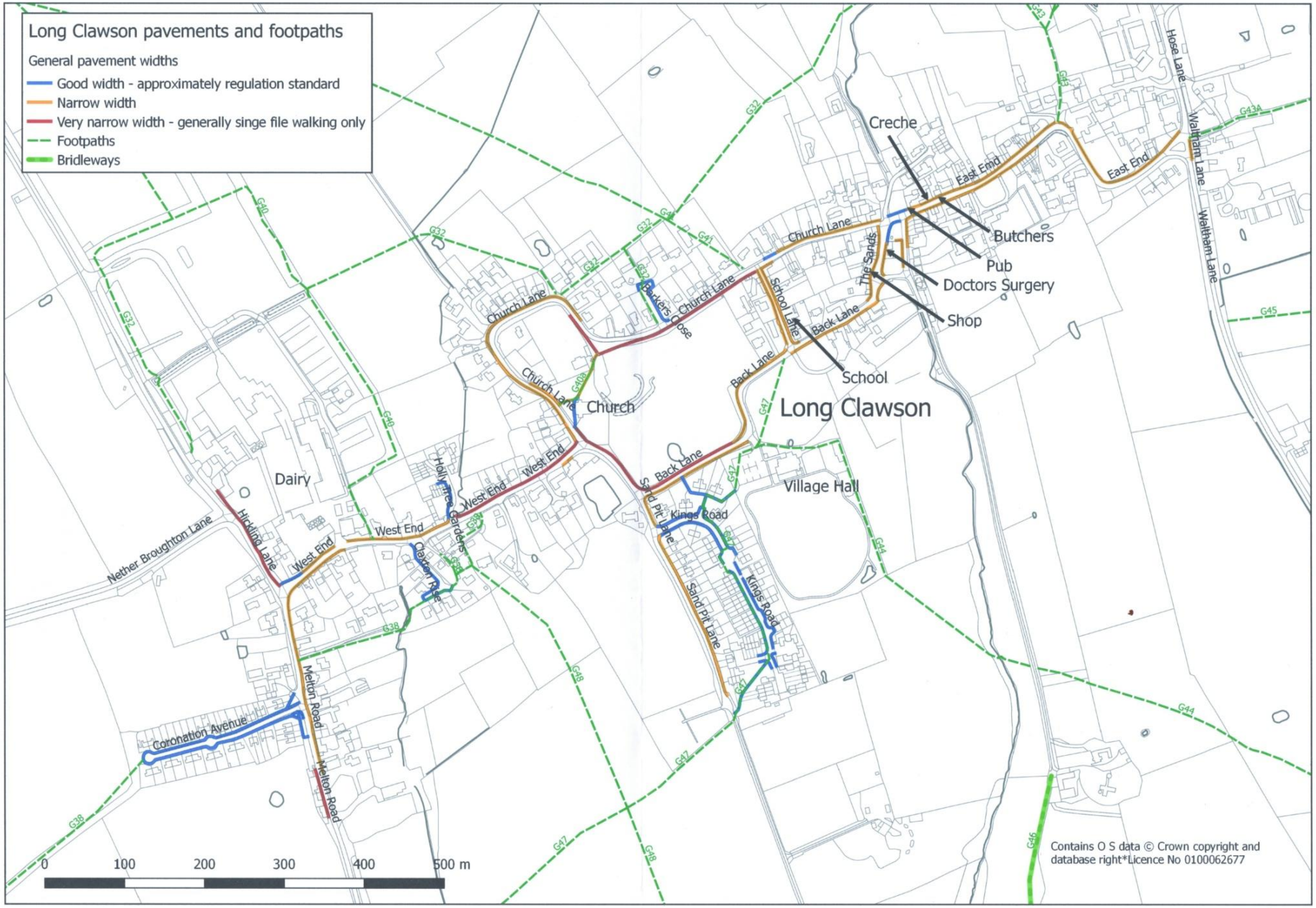
There is no footway provision along Canal Lane to enable future residents to be able walk safely along the highway into the village, and as such could lead to increased vehicle movements as walking would be a less desirable alternative. Whilst the proposal shows a pedestrian link to a public footpath, the public footpath does not have a suitable surface to allow year round use and does require users to cross stiles, which would deter and in some instances prevent use by certain users such as those with mobility issues or the disabled. As such this route cannot be considered as providing a safe, convenient and all weather route for pedestrians from the site into the village.
The fact that there is not a viable pedestrian link into the village is therefore likely to lead to increased vehicle movements from the site into the village centre, this would involve vehicles using a particularly problematical length of East End, which due to the alignment and on street parking problems would be a cause of concern from a highway safety point of view..

Reasons For Refusal

The proposed development would be likely to lead to an increase in traffic using the substandard junction of Canal Lane with Hose Lane. The site is located where there are no separate footway facilities for future residents to walk safely from the site back into the village. It is therefore considered that the development would be likely to create increased dangers for highway users to the detriment of highway safety.

Date Received	Inspector	Signed Off
23 May 2016	Duncan Clarke	9 June 2016

Note: Response provided by the Local Highway Authority under the delegated authority of the Director of Environment and Transport.


Long Clawson pavements and footpaths
General pavement widths
Good width - approximately regulation standard
Narrow width
Very narrow width - generally singe file walking only
Footpaths
Bridleways
Long Clawson
Creche
Butchers
Pub
Doctors Surgery
Shop
School
Church
Village Hall
Dairy
Hose Lane
Waltham Lane
East End
Church Lane
The Sands
School Lane
Back Lane
Barkers Close
West End
Holly Tree Gardens
Claxton Rise
Sand Pit Lane
Kings Road
Hickling Lane
Nether Broughton Lane
Melton Road
Coronation Avenue
0
100
200
300
400
500 m
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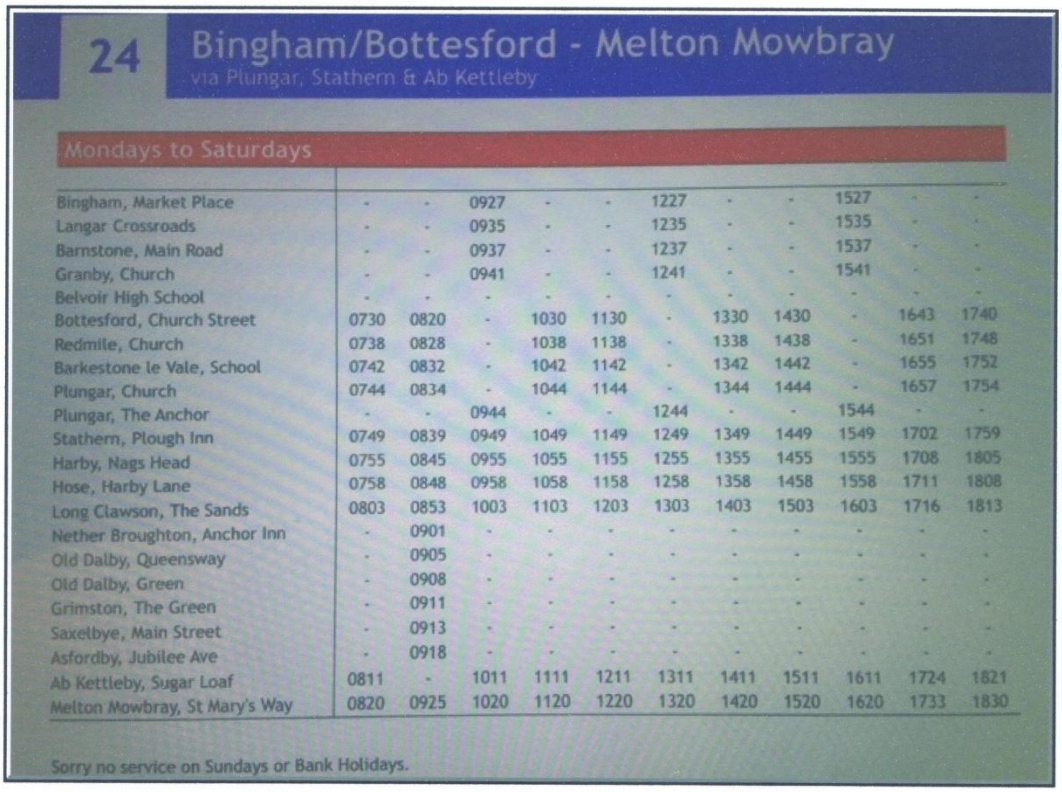
Current bus timetable for Long Clawson.



24 Bingham/Bottesford - Melton Mowbray

via Plungar, Stathern & Ab Kettleby

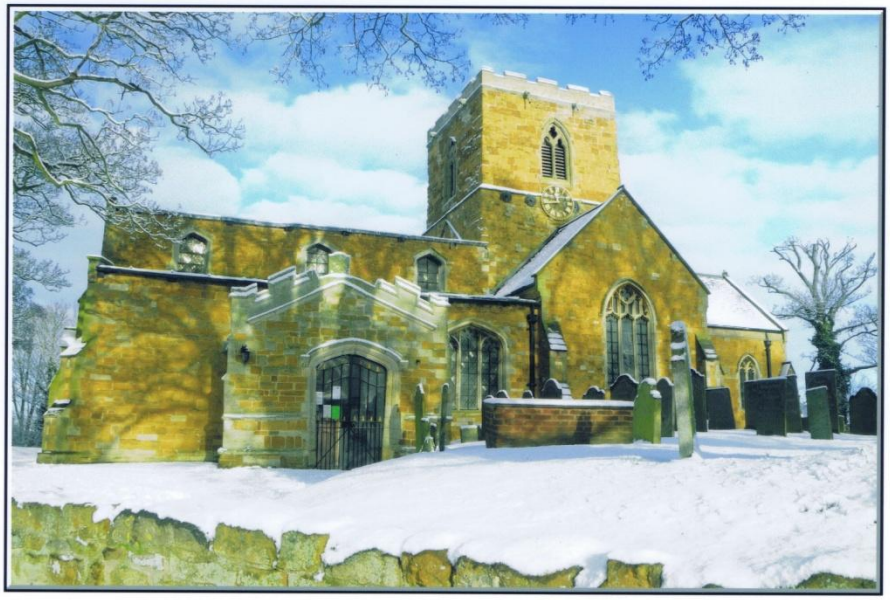
Mondays to Saturdays

Bingham, Market Place	-	-	0927	-	-	1227	-	-	1527	-	-
Langar Crossroads	-	-	0935	-	-	1235	-	-	1535	-	-
Barnstone, Main Road	-	-	0937	-	-	1237	-	-	1537	-	-
Granby, Church	-	-	0941	-	-	1241	-	-	1541	-	-
Belvoir High School	-	-	-	-	-	-	-	-	-	-	-
Bottesford, Church Street	0730	0820	-	1030	1130	-	1330	1430	-	1643	1740
Redmile, Church	0738	0828	-	1038	1138	-	1338	1438	-	1651	1748
Barkestone le Vale, School	0742	0832	-	1042	1142	-	1342	1442	-	1655	1752
Plungar, Church	0744	0834	-	1044	1144	-	1344	1444	-	1657	1754
Plungar, The Anchor	-	-	0944	-	-	1244	-	-	1544	-	-
Stathern, Plough Inn	0749	0839	0949	1049	1149	1249	1349	1449	1549	1702	1759
Harby, Nags Head	0755	0845	0955	1055	1155	1255	1355	1455	1555	1708	1805
Hose, Harby Lane	0758	0848	0958	1058	1158	1258	1358	1458	1558	1711	1808
Long Clawson, The Sands	0803	0853	1003	1103	1203	1303	1403	1503	1603	1716	1813
Nether Broughton, Anchor Inn	-	0901	-	-	-	-	-	-	-	-	-
Old Dalby, Queensway	-	0905	-	-	-	-	-	-	-	-	-
Old Dalby, Green	-	0908	-	-	-	-	-	-	-	-	-
Grimston, The Green	-	0911	-	-	-	-	-	-	-	-	-
Saxelbye, Main Street	-	0913	-	-	-	-	-	-	-	-	-
Asfordby, Jubilee Ave	-	0918	-	-	-	-	-	-	-	-	-
Ab Kettleby, Sugar Loaf	0811	-	1011	1111	1211	1311	1411	1511	1611	1724	1821
Melton Mowbray, St Mary's Way	0820	0925	1020	1120	1220	1320	1420	1520	1620	1733	1830

Sorry no service on Sundays or Bank Holidays.

Long Clawson

Sustainability Appraisal



Grade II* listed Manor House & Church, Long Clawson

INDEX

Sustainability Appraisal

SUSTAINABILITY APPRAISAL - CULVERTS

INTRODUCTION

Long Clawson sits at the base of an escarpment.
The underlying strata of the village is predominantly clay; rendering permeable drainage impossible.
There are three main watercourses which run through the village in a south to north direction.
These watercourses are all fed by a network of natural springs, originating at the head of the escarpment.
The natural springs which feed them are also fed by ditches, dykes and smaller, seasonal springs further down the escarpment through the village and thence into the alluvial plains to the north of the village towards the Vale of Belvoir.

Two of these watercourses are in low-lying areas within the village; one at Claxton Rise and the other at The Sands.

Water naturally drains to these two low points.
Both of these areas have culverts running underneath the village and road systems.
Both of these areas have a known, documented history of property flooding.
Both of these culverts have been acknowledged in Melton Borough Council surveys as being undersized and unfit for purpose.
Both of these areas are now at critical mass due to unchecked village infill, inadequate drainage management and no investment over the past 30 years.

CLAXTON RISE

Extracts from the Pick Everard Report dated 12 July 2004 – commissioned by Melton Borough Council (full copy attached - Evidence Base Pages 1 - 9).

This culvert is 120 metres in length, passing through gardens, under the main road and out through Holly Tree Lane.
The watercourse is in a natural valley to the south of Long Clawson, having a catchment of some 53.5 hectares.
There have been at least 8 recorded flooding incidents since 1965, resulting in property flooding.
The condition and location of the existing culvert is not suitable for refurbishment and continued used.

The options put forward to Melton Council at the time were as follows:

OPTION 1
Duplicate the existing piped watercourse and replace with a 675 mm pipe.
DISCOUNTED due to potential for sterilising building land and protracted land easement negotiations.

OPTION 2
Provide upstream storage of peak flows. DISCOUNTED due to land purchase and access route difficulties, and the need for Melton Council to be responsible for the storage ponds maintenance and operation. Annual maintenance fee estimated to be £1500 pa (2004).

OPTION 3
Duplicate existing piped watercourse from new inlet headwall etc.
DISCOUNTED as being more expensive than Option 6.

OPTION 4
Bunding the property (No 2 Claxton Rise).
DISCOUNTED since any diversion of the flood water through the bunding would be likely to cause flooding to No 1 Claxton Rise and the highway.

OPTION 5
Purchase No 2 Claxton Rise (property that floods).
The Council may consider the purchase of the property as an alternative solution.

OPTION 6
Replace existing piped watercourse between Nos 2 and 3 Claxton Rise using open cut construction 750 mm diameter pipe downstream lengths in West End to be 1350 x 300 mm box culverts.
Option 6 is the preferred option, principally because there are no route negotiations or land acquisitions problems associated with the route. Clearly, the ownership of land should not be an issue where the pipe crosses and of the people suffering the flooding.

Please note, that a 30% increase in culvert diameter to allow for climate change has not be calculated into these figures.
TO DATE NO LONG-TERM REMEDIAL ACTION HAS BEEN TAKEN ON THIS CULVERT.

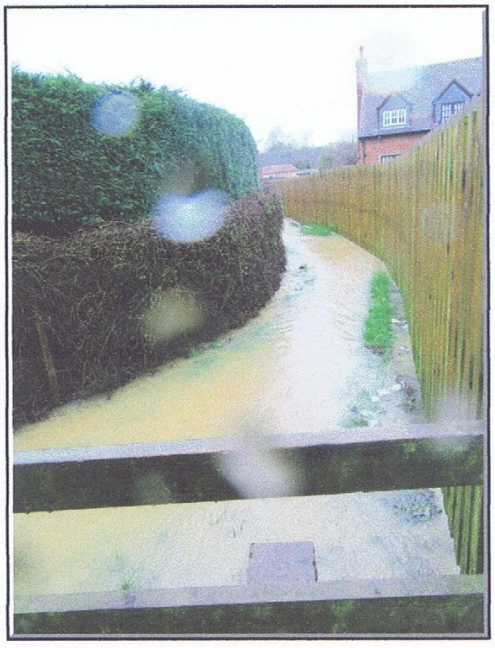
In addition to the problem on the Claxton Rise culvert, water from fields to the south of this site, where the ridge and furrow have been ploughed out and natural ponds filled in, drainage from arable fields on the escarpment is now taking an over-land route, through gardens, garages etc on West End and flooding the main road through the village making the road impassable for several hours. Again, this is now threatening property flooding to the same area, but different houses. This has happened three times in 2016 - 9th March, 14th June and 15th June.

An increase in village infill within the catchment of this watercourse will only compounded this problem further.

Development opposite this site (Holly Tree Lane), in what used to be a farm yard, has now also started to suffer highway flooding.

15-06-2016
View from Holly Tree Lane onto the main road at Claxton Rise junction. The water is flowing from the fields at the back, down the footpath and through the gardens and into the road, flooding the main road and Holly Tree Lane.

09-03-2016
Run off from fields at the back of Claxton Rise, towards the main road. Flowing down the footpath.



THE SANDS CULVERT

This culvert is 193 metres long and passes under the centre of the village.
The catchment area for this culvert is 171.2 hectares.

This culvert has a long history of flooding. Within the past 30 years the intensity, depth and frequency of flooding has increased due to the following:-
1992 – Severn Trent installed a 300 mm land drainage pipe from Sand Pit Lane/Kings Road area which drains water directly into the stream that feeds this culvert – this was done as a new development site was suffering subsidence due to the boggy conditions of the ground and natural spring activity (see Evidence Base, Page 10)
1998 – first major flood to the centre of the village. Property flooding.
1999 – second major flood to the centre of the village. Property flooding.
2001 – Melton Council Environmental Committee report dated 17th January 2001 (Results on Flooding Investigations) (Evidence Base Pages 11 - 13), and concludes:-
The source of all local flooding is from the local watercourse.
Considerably large catchment area which gives a significant surface water run off into the watercourse.
Internal inspection of an old culvert passing through the central part of the village revealed a partial blockage near its centre, reducing existing capacity.
There are several bridges on the watercourse upstream of the culvert which obstruct peak flows and which may need to be removed or replaced to minimise the possibility of out of bank flow.
Options for flood relief – Long-term solutions included upstream flood storage and replacement of the existing culvert
15 YEARS LATER AND NONE OF THE ABOVE HAS BEEN INSTIGATED.
2006 – Second culvert survey undertaken by Melton Council. The culvert was found to be 50% blocked with silt. This silt was left in-situ and the culvert reinstated (Evidence Base Page 14).
2006 – Eight house development built at the outlet side of this culvert. A brick wall was built to protect the properties which is where the flood water used to drain across to farm land at the rear. This wall now acts like a bund and the flood water cannot exit the centre of the village.
The road level was raised slightly to this development, helping to retain water in the centre of the village. This road has an impermeable coating.
2007 – Surface water drainage problems at new Village Hall on Back Lane. A land drain was installed onto the Severn Trent system that was installed in 1992, increasing the flooding to the village.
2012 Third and fourth major flood to the village. Property flooding.
2013 Fifth major flood to the village. Property flooding.
2016 Three flooding events to the village dated 9th March 2016, 14th June 2016 and 15th June 2016.

In addition to these problems, as a result of development within the village, we now have problems with raw sewerage bubbling up into the main road and contaminating the flood water. Please see picture of children playing in this flood water.

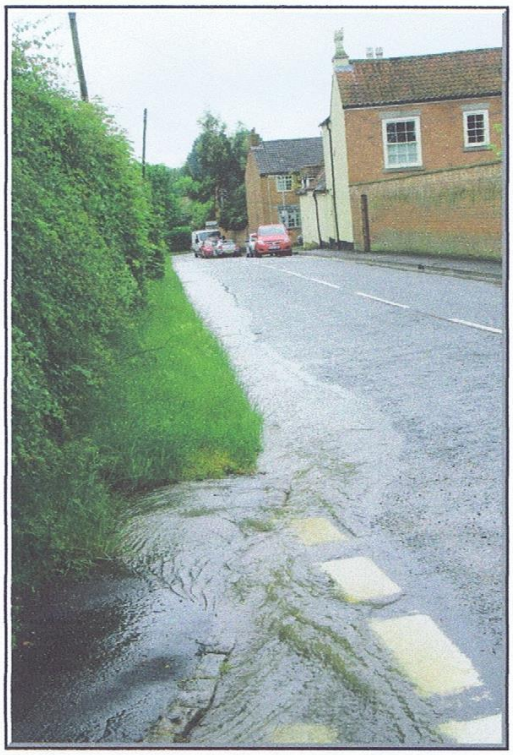
14th & 15th June 2016, Main Road at The Sands. Raw sewerage bubbling up into the flood water.

2012
The main road at The Sands area. Impassable for traffic. Children playing in the water.

2012
Mill Lane.

The surface water drains on Back Lane can no longer cope with the volume of water entering them and, like Claxton Rise, now take an overland route to The Sands area.

09-03-2016
Surface water drain overflow from Kings Road/Back Lane area, taking an overland route, via School Lane, down the main road to The Sands.



The BT systems throughout the village are now also taking surface water drainage, which is also bubbling up into the main road.

09-03-2016
The Sands. Water bubbling up through the BT manholes. This also happens on Mill Lane.

SUMMARY

- The culverts are undersized and unfit for purpose, which Melton Council has known about for some 15 years or more. *Ref: Parish Council correspondence.*
- No long-term solutions to these problems has been undertaken to alleviate property flooding.
- A 30% increase in culvert diameter, to allow for climate change has not been factored into their historical calculations.
- The surface water drainage systems are no longer sustainable or fit for purpose and now take an over-land route. In some instances this water is now draining through the BT conduits within the village.
- The sewerage system, which also takes some surface water drainage, is unsustainable and no longer adequate or fit for purpose, bubbling up in the centre of the village after heavy rainfall. <u>This is a major health hazard.</u>
- These systems are all suffering from a long-term lack of maintenance and no investment.
- There are now several more properties which are close to flooding in times of deluge.
- The village, through development, has doubled in size in the past 30 years. There has been no improvement/investment on any of these systems in that time.
- In Melton Council's Strategic Flood Risk Assessment, Page 23, 4.1, "Historic Flooding" and again on Page 29, 4.5 there is no mention of flooding in Long Clawson, which is evidenced here by their own reports. However, in Appendix 1 of the Melton Plan, page 34 it states *"There continues to be evidence that surface water drainage need to be addressed before further sites are developed"*. It should also include here the culverted watercourses as it is not just surface water that is causing the flooding.

MELTON COUNCIL CONTINUE TO PUT APPLICATIONS FORWARD FOR LONG CLAWSON, DESPITE A MEETING ON 29th MAY 2016 WITH MELTON BOROUGH COUNCIL'S REPRESENTATIVE, MR P REID, WHEN THESE FACTS, FIGURES AND DOCUMENTED PROOF WERE PUT FORWARD. OUR ALLOCATION OF HOUSING HAS INCREASED SINCE THIS TIME. TO DATE NO REMEDIAL ACTION HAS BEEN TAKEN.

Without major investment to the infrastructure of the village, this situation will only worsen. We are unlikely to get such sums from Section 106 contributions.

SUSTAINABILITY APPRAISAL - SCHOOL

INTRODUCTION

Long Clawson C of E Primary School sits in the heart of the village. It is a vital community asset and acts as a meeting place for new parents who can connect with others within the fabric of the village.

This school is already over-subscribed.

The projections from Leicestershire County Council Education Authority are that by 2021 this school, without further development within the village, will be beyond its capacity (Evidence Base, Page 16).

A portacabin was installed over a decade ago; as a temporary measure to solve a long-term problem. The school cannot expand for the following reasons:-

- As this site is constrained, there is no room to expand and no adjoining land is available.
- There is insufficient Section 106 contributions to build a new school (estimated cost at £4m).
- The school is within the heart of the village's conservation area.
- The school sits on a prominent, elevated site within the village scene, surrounded by bungalows, as such, a two storey extension is not feasible (estimated cost £1.4 million).
- There are no other primary schools within a 2 mile walking distance of this village.

Leicestershire County Council Education Authority's comments on recent planning applications: 16/00303/OUT, 16/00032/OUT & 16/00833/OUT (Evidence Base, Pages 17 - 18).

Excerpt from the Leicestershire Education Authority on one of these applications reads:-

"The site falls within the catchment of Long Clawson C of E Primary School. The School has a net capacity of 105 and 133 pupils are projected on the roll should this development proceed; a deficit of 28 pupil places (of which 14 are existing and 14 created by this development). There are currently no pupil places at this school being funded by S106."
"This contribution would normally be used to accommodate the capacity issues created by the proposed development by improving, remodelling or enhancing existing facilities at Long Clawson C of E Primary School. However, the school occupies a very constrained site in a conservation area of the village and it will not be possible to accommodate further children at the school without a significant capital investment. The only option to provide any additional places at the school would involve removing the mobile classroom and replacing it with a permanent building to include one additional classroom space; this would provide 25 additional places. However the cost involved is disproportionate to the number of places being provided, and the cost is well in excess of any S106 contribution received.

Whilst the Authority does not object to the housing proposals it is vital that the District Council takes a more strategic view of long term cumulative impact of housing developments in this area with the regard to the education provision.

In its current location the school is not able to expand to accommodate the additional children. If the scale of development outlined in the draft local plan is to proceed then the Council should seek to identify a site within the village for a new primary school, and in discussion with the County Council identify a funding strategy to provide the school."

From a Leicestershire County Council meeting on Tuesday, 13th September 2016, in their response to Policy C1 - Housing Allocation, Primary Provision 13, the County Council state (Evidence Base, Page 19):-

Many of the schools in these locations occupy very constrained site, with some located in conservation areas and/or having buildings of architectural value and have limited potential for expansion. Two examples are Long Clawson and Somerby. In such circumstances it would be appropriate for the County Council to seek from developers the full costs of expanding schools rather than a contribution based on the yield rates and cost multipliers, this is set out for example in the response to application 2016/0709/06 Back Lane, Long Clawson. In such circumstances the County Council would wish to see the contribution paid at a very early stage of development to ensure the early availability of places as new housing becomes occupied. If this is not achievable or possible then the County Council may also seek an additional contribution to cover transport transitional costs for pupils to nearby schools having a place, until such time as the new accommodation is available in the locality.

IN CONCLUSION

This school is already over-subscribed.
The projected birth rate to 2021 gives a deficit in school places of 14 by 2021.
Melton Borough Council continues to ignore this problem; it has not put forward a feasible or sustainable solution.
One suggestion is that developer contributions will hire a bus to "ship" these young children to nearby schools, where capacity is presumed to be available both now and in the future - this is contrary to NPPF **8 Promoting Healthy Communities**:

72. The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.
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 children are sent to neighbouring schools, this will create a fragmented community.

If we are to build our current allocation of 127 houses within the near future to secure Section 106 contributions to fund an extension, this will overload this unsustainable village.

127 houses would create the need for 31 more pupil places at the school. In addition to the 14 places already short, this gives a total of 45 extra pupil spaces on an already constrained school site.

If the school is extended to accommodate this, it give a roll of 150 pupils. If the grass play area (not used in winter months) and climbing frames (not used in wet or frosty conditions) are subtracted from the total outside play space, this gives a hard standing area of 471 m2 (taken from Google maps). This means each child will have an outside play area of 3.14 m2.
There are no canteen facilities at this school and meals are shipped in from a nearby school.

SUSTAINABILITY APPRAISAL TRAFFIC AND TRANSPORT

BACKGROUND

Long Clawson is one of three villages in the Parish of Clawson, Hose and Harby. It is a relatively remote rural Parish just north of the Belvoir Escarpment in the Vale of Belvoir and about 8 miles north of Melton town.

There are no major roads but one unclassified minor road, narrow in places, going from the A52 near Bottesford to the Six Hills Road at Ab Kettleby, which links all three villages together. The villages, therefore, lie on a line between the A1/A52 in the east and the A46/A606 to the north-west of the Parish.

In recent years this unclassified minor road (bordered by dykes and having no pavements or kerbs), has become a 'short cut' for traffic travelling in an east-westerly direction to and between these main arterial routes. This has created a higher volume of non-local traffic (a rat run) travelling at speed through the villages. It has also increased the numbers of commuters who choose to live in the village as it offers an ideal location to various centres of employment.

TRAFFIC

Long Clawson is a village with one main, minor road passing through it - comprising 13 right-angled bends - the majority of which are blind bends that all through traffic must navigate. Whilst it might be assumed that traffic would be calmed by so many bends, in fact, many cars speed between the corners. HGV's and other large vehicles, which are wider than half the road, often mount the kerbs or cut corners as they are too large to negotiate the bends and also need to avoid on-coming traffic.
Residents voiced their concern at a village consultation event in 2015 and as a result voted to carry out a Community Speed Watch Scheme. (Evidence Base, Page 20).

SPEED, VOLUME AND WEIGHT

a) Community Speed Watch

Residents supported a Community Speed Watch (CSW) that was carried out during April/May 2016. (Evidence Base, Pages 21 - 24).

Results showed that:-

- The volume of traffic travelling through the village is twice that of England and the East Midlands Region rural minor roads, and slightly higher than that of England and the East Midlands Region urban roads.
- Vehicles travelled at excessive speeds approaching and entering the village.
  For example: 319 vehicles were recorded as speeding over the course of 4 weeks, the highest speed was 56mph.
  >48% were travelling between 36-39mph,
  >46% were travelling between 40-49mph and 6% over in the 50mph,
  On Waltham Lane, 25% of vehicles entering the village were speeding.
- On Melton Road, 14% of vehicles entering the village were speeding.
- Traffic on Back Lane, between two blind bends, averaged 28 mph over a stretch of 150m. Despite there being a 7.5t weight limit, significant numbers of HGV's (average 10 per hour) use the road as the shortest route.
- A high proportion of vehicles travel through the village at all times of the day and weekends (193 per hour at peak times). This includes afternoon school run times.
  Given the number of vehicles parked on the road at school times, it is clear that the vast majority of parents drive their children to school (Evidence Base, Page 31 - 32).
- The Police Traffic Management advised the Local Police Beat Team that enforcement would be useful. (Evidence Base, Pages 25 - 27).

b) Weight

- Farm diversification and the Dairy expansion has led to increases in HGV traffic. The Dairy now supplies major supermarkets, which collect in 41t articulated lorries and milk container collections have also increased.
- Two farm diversification businesses, one packaging wholesale bird seed and the other being an HGV depot, have also brought additional HGV traffic onto these unclassified roads, which were never built to take the volume and weight of these vehicles.
- This results in the collapse of water pipes on the Melton Road on a regular basis, so that burst mains are a frequent problem.
- The use of 31t tractors and trailers has increased since the government approved the increase in weight and they now travel through the village at 25mph plus. These vehicles take up more than half the width of the village road - something the Government may not have considered when the new rules were introduced in 2015. These vehicles are frequently seen to mount the pavement, especially on blind bends.

c) Lack of Investment in infrastructure

Despite the increase in heavy industrial traffic, the expansion of the Dairy from a farmers' co-operative to a major food manufacturer, and the 55% increase in housing development in the past 25 years, there has been no investment in transport management or infrastructure in Long Clawson. There has been no improvement in roads, so that coping with the traffic is now a significant problem.

d) Historical Foundations

In parts of the village a number of homes are small 18th century terraced houses built directly onto the street frontage and frequently built without foundations. Residents complain of many HGV vehicles being taller than their homes and there is continual noise and vibrations as vehicles pass. There are also two Grade 2* and 15 Grade 2 listed buildings along this narrow road - many of these also abut the road. Further traffic will damage these national assets for future generations.

CONGESTION

Visibility

Along the narrow through road, with its many bends, there is a need for on-street parking due to homes fronting onto the road having no off-road parking. Visibility is frequently restricted for long stretches (100-200m), especially in early mornings and at school collection/drop-off times. This has resulted in a number of accidents. The back-up from this congestion subsequently blocks the village centre. (Evidence Base, page 28 - 29).

- Long Clawson Village Centre is regularly grid locked.
- In the centre of the village (The Sands and East End) is the village shop, deli, Vale Medical Practice (serving 23 villages across the Vale), village pub and creche, which forms part of the Conservation Area. As expansion from development across the catchment of the Medical Practice increases, so, exponentially, are the number of cars coming to park in the village.
- None of these amenities have dedicated parking, although the Vale Medical Practice rents a small piece of land for staff parking on Mill Lane. This is inadequate for the 20+ staff employed.
- Housing in the village centre is mainly historic terraced cottages with no parking spaces. Whilst there is a general car park with 14 spaces next to the Surgery, these spaces are frequently used by village residents, staff and patients, and as a result the village centre is severely congested during peak times and when the surgery is open (8 am - 6 pm).
- Emergency ambulances visit the surgery, pharmacy deliveries, double parked cars and dropping-off patients with disabilities, frequently delay buses, HGV's, delivery vans and stop farm vehicles for 5 to 30 minutes at a time. (Evidence Base, page 30).
- The shop owners and pharmacy often have to double park to unload as cars are parked on both sides of the narrow road and side roads to visit the shop and surgery, narrowing the lane to one cars' width. Such congestion and manoeuvring makes it hazardous for pedestrians and detracts from the Conservation Area.
- Pavements and village greens are frequently parked on. Junctions are often parked over or blocked, compromising the visibility splays onto the main village road (Evidence Base, Page 29).
- Access and egress to pavements is blocked for wheelchair and pushchair users, isolating the more vulnerable in our community. Stepping out to cross the road from in-between parked cars is hazardous and we have had several near-miss incidents.
- Residents cannot access or exit their own driveways. Older houses, which are built up to the pavement have problems with parked cars in front of their own doors (which is of particular concern if you need an ambulance and cannot stretcher the patient out). Larger vehicles outside these houses block the daylight.

School Parking

- The entrance to the school is on School Lane, a small narrow road (less than 2 car width) that links Church Lane with the main through-road, Back Lane.
- The entrance is protected by yellow zigzags to prevent parents parking and blocking School Lane, the lane being too narrow to allow a vehicle to pass a parked car. Those that park on the lane park partially on the pavement, blocking it.
- There is no parking at the school.
- Long Clawson School is a significant generator of car trips during morning and afternoon opening and leaving times and Back Lane has about 30 cars parked for 20-30 mins on alternative sides of the road on either side of the School Lane Junction on opposite sides of the road, up to the blind bends. This effectively makes this stretch of Back Lane single file, and visibility for pedestrians and vehicles is severely restricted, resulting in a number of accidents, (reported to LCC Highways). (Evidence Base, Pages 31 - 32).
- Parents have been encouraged to walk to school or park at the village hall car park - 100m away. However, the nature of the blind bends, high hedges, and speed and size of traffic (HGV's and modern tractors) make parents reluctant to walk to school on the intermittent pavements or to cross the road by the village hall, between two blind bends.

The main road through the village is rendered single track for most of the day. (Evidence Base, page 33).
Reference Leicestershire County Council Highways response to Planning Ref: 0303/06/HCON
"The fact that there is not a viable pedestrian link into the village is therefore likely to lead to increased vehicle movements from the site into the village centre, this would involve vehicles using a particularly problematic length of East End, which due to the alignment and on street parking problems would be a cause of concern from a highway and safety point of view" (Evidence Base, Page 34 - 35), re planning application 2016/0303/06/HCON.
With this point in mind, as the surgery expands its capacity, it will increase both the number of staff and patients - all of which will be entering the village from either the East or West End, both of which are already untenable for the existing volume of traffic.

Residential Parking for New Developments
Recent developments have not taken sufficient account of current car ownership and developments have been built with inadequate parking spaces for residents, their children and visitors. This has resulted in further on-street parking and further congestion.

National Policy (NPPF) indicates that parking standards are influenced by the accessibility of the development, the availability of public transport, the size and type of property and local levels of car ownership. A rigid parking standard is not therefore appropriate and a flexible, site specific approach needs to be considered. This will enable account to be taken of the fact that both the percentage of households with a car and the average number of cars owned by each household is higher in Long Clawson than in the Borough as a whole.

PEDESTRIAN SAFETY

- The through-traffic has a clear impact on road safety, particularly between the junctions of School Lane and the Village Hall. Given the range of vehicles traversing Back Lane, including 31t tractors and trailers, large HGVs, buses and dairy milk tankers, this is of particular concern. When cars are parked on Back Lane (for drop-off/pick-up) they cause a severe 'pinch point' and pedestrian safety concerns, at a point where the pavement switches from the south to the north side of the road directly at the junction with School Lane. The crossing from the footpath on the school side to the Village Hall is effectively on a right angle bend with high hedges where good forward visibility is limited.
- Parents/carers reluctance to walk to school can also be attributed to the pavements alternating from one side of this through road to the other across the village and the pavements being too narrow (1m) to walk along two abreast or to wheel a pram and have a child by one's side. This means trusting a young child to walk alone in front and trusting they won't trip or veer into the road if on a bike. The situation is made worse by the speed and weight of the traffic passing these narrow footpaths which creates an up-draft of air that can make a child or elderly person unstable. (Evidence Base, page 36).
- This equally applies to those in wheel chairs and on mobility scooters. There are no pavement 'dismounts' so these mobility vehicles have to drive on the road, sharing it with large volumes of cars and HGV's.
- The large HGV's and modern tractors frequently mount the pavements, especially at the corners, to make way for on-coming traffic.

If such barriers can be satisfactorily addressed, traffic calmed, and weight restrictions enforced, then the likelihood of people allowing their child to cycle or walk to reach key local destinations, such as the school, leisure and recreation facilities and village shops, will increase.

QUALITY OF LIFE

In a village consultation event in 2015, concern was expressed that the volume and speed of traffic, and the increasing numbers of HGV vehicles, was seriously affecting the quality of life in the village. The UK government states that it is '*committed to sustainable development - essentially that the current generation satisfies its basic needs and enjoys an improving quality of life without compromising the position of future generations'*. A significant increase in traffic would further reduce the quality of life for people living in the village - elevating noise, pollution and vibration from as early as 6 am (many houses are built on the actual road side and have no foundations due to their age).

Long Clawson is a medieval village dating back to Saxon times. It has a significant Conservation Area covering much of the village centre. It has one of the highest numbers of listed buildings and one of the only Grade 2* listed houses in the Borough (2 x Grade 2*, 15 x Grade 2 listed buildings and an Ancient Monument). It is well known as a tranquil place for residents of the borough to come and walk up to the Mill and the escarpment to see the whole of the Vale of Belvoir.

The NPPF recommends that such assets need protecting for future generations but developing the village with large scale urban type developments in one short period will destroy this tranquility and these assets will be lost for future generations.

PUBLIC TRANSPORT

In its Local Plan Pre-Submission Site Assessment of Long Clawson, Melton Borough Council describes Long Clawson as having 'good access to transport choice'. It should be noted that the exact same public transport bus (which services the other villages) is described as 'limited' in their assessments (Evidence Base, page 37).

The limited public transport available in the village makes car ownership essential and goes against the NPPF guidelines of sustainable development.

The HOURLY No 24 bus service operates on a Monday to Saturday from 8:00 am to 6:30 pm. These times are not adequate to link with Melton train station for commuting to work further afield, and the lack of services in the evenings and weekends means that adults and families with no vehicle of their own are unable to access work or leisure and sports facilities outside of Melton. This is extremely isolating for those without their own transport and limiting for anyone on shift-work. The bus does, however, provide an essential service to the elderly and students (see Evidence Base Page (as above).

This limited bus service is not an attractive alternative for a car and therefore car ownership in the village and the Vale as a whole is high. The 2011 Census reported that:-

- 53% of Parish households own more than two cars or vans
- 5% have more than 4 cars or vans
- only 10% of households did not own a car

Adding more homes to the village will increase the volume of cars, further exacerbating the congestion, pedestrian safety, and quality of life for residents.

The car provides the principal mode of transport for residents in the village.

The 2011 Census showed that:-

- 77% commute by motorised vehicle
- 12% work mainly from home
- 8% walk or cycle
- only 3% use public transport

Residents report commuting to Derby, Newark, Nottingham, Leicester, Peterborough and London.

Melton Borough Council have suggested that residents should walk, cycle or take public transport to work. However, the A606 is reached via a steep, unclassified, unkerbed and unlit lane on which HGV's travel and has seen several severe accidents this year. This road is dangerous to walk, horseride or cycle on; especially in the winter during commuter times.

It is 15 miles to Grantham Station (no bus service available), and the first bus in the morning would not get to Melton in time to walk to the train station to commute to Leicester for normal hours. There is also no public transport service link to Old Dalby - the second largest employment area to Melton or to Nottingham.
This cannot be described as 'good access to transport choice' nor is it sustainable transport.

IN CONCLUSION

- The centre of the village is beyond its capacity with parked cars.
- The levels of parking are now hazardous to both pedestrians and other road users.
- The Quality of Life is critically affected by these transport and traffic infrastructure weaknesses and should be addressed before further development by undertaken.
- The **Quality of Life** for residents living in the village is negatively affected by the volume, speed and weight of transport now experienced, making the village unsafe, unhealthy and noisy.
- The village is UNSUSTAINABLE from a pedestrian, transport and traffic perspective.
- The roads and pavements, and the architecture of a traditional historical rural village, are unable to cope with the current situation, even before more development is considered.
- No attractive or viable alternative to owning your own vehicle to access work, leisure, or essential services is available.
- Almost **no investment in traffic infrastructure** has been made over the past 20 years despite:
  - an increase of 170 homes, built with inadequate parking;
  - the trebling in size of the Dairy, and the expansion of the Surgery to serve 23 villages

SUSTAINABILITY APPRAISAL - HOUSING
Objections to housing allocations proposed MBC Local Plan

What drives MBC housing Planning:-

- The NPPF requirement in Melton Borough is for 5 years deliverable housing supply plus 20%, for past under-performance – 245 houses per year in the whole of the Borough for the term of the Local Plan (2016-2036). This will still apply even if we have an approved Local Plan.

- The "New Homes Bonus" incentive is offered by the government to provide new homes. Melton has £1+million allocation from the government for 2016/2017. The incentive is equal to the local tax on the new property for 6 years but this may be reduced to 4 years in latest government information. If there is no Melton Local Plan, or if planning is granted on appeal, the payment may not be paid or it may be reduced. There is a financial reward for planning departments to approve planning applications. This money can be spent as the council sees fit – not necessarily on housing or infrastructure.

- MBC is obliged to provide for 5 +20% years of deliverable housing, which is a rolling requirement whether there is a new plan or not. Once the requirement is achieved, the Local and Neighbourhood Plans carry weight on the quantity, location and type of housing. Until then, if an application is rejected, any appeal will be decided under the NPPF Guidance Rules. This does not respect village envelopes and other unique local character and objectively assessed, lack of sustainability issues. As there is no cost for appealing to a planning application; if refused the applicant is likely to appeal and planning will be decided by an Inspector based purely on the NPPF guidance – where the benefit of new housing usually outweighs local objections – and if planning is granted MBC could lose its "New Homes Bonus" payment.

The present situation in Melton Borough appears to be:-
There are a number of very large planning applications in the pipeline which would easily meet the 5+20% deliverable housing target but not in the short term due to the requirement for improving infrastructure, power, sewage, roads, flood control etc.

In the short term (24–36 months), Melton local planning is focussed on building on small sites which they perceive to not require improvements in infrastructure (which is not the case in Long Clawson) and are mainly located in the 12 Service Centres and 7 Rural Hubs - a total of 1,831 dwellings.

Impact on Long Clawson
Long Clawson was initially allocated 110 dwellings, but due to a lack of SHLAA sites in the **"short term"** in Asfordby a further 17 were added to Long Clawson's allocation making 127 new houses. Asfordby has had a new by-pass and a flood relief system installed and is also close to planned and existing areas of employment.

Long Clawson, by contrast, has had no investment in infrastructure over the past 20 years. It is suffering from Primary school overcapacity, flooding, traffic, parking problems and a doctors surgery which is under pressure as it serves 23 villages in the Vale.

The current Long Clawson new housing allocation is 127 houses +15% windfall sites = 146 houses in total.

The MBC Planning Department appears to have an agenda to "dump" as many houses in the surrounding villages to achieve its 5 +20% year housing requirement in an attempt to achieve control of development within Melton Town. This plays into the hands of developers who can achieve a premium on housing prices due to the desirability of village locations. This is evident from reports that MBC Planning Department is pushing developments in villages at maximum site capacity to be built in a short time frame.

Since 1981, development in Long Clawson has been at an average rate of 5 houses per year. Now the proposal for Long Clawson is to develop sites of 40 to 50 houses – a total of 146 houses in a 5 year period – 29 houses per year instead of 5 to 6 houses per year spread over the 20 year term of the New Local Plan. This is unsustainable and will threaten social cohesion in the village.

Unbalanced allocation
In the new Local Plan the only Service Centres allocated for development south of Melton – where it is estimated most employment is based – are Somerby and Wymondham with a total of 117 houses.

However, Service Centres to the north and west have been allocated a total of 1,150 houses. Does this make sense?

The over-development north of Melton was an issue raised by the Government Inspector when rejecting the soundness of the Core Strategy (old Local Plan) in 2013. Why has this been ignored?

This is Not Planning or compatible with the aims of the NPPF –
We are missing an amazing opportunity
There is a great opportunity for MBC to showcase to the country an environmentally sustainable Garden Village of 2,000 - 3,000 houses at Six Hills.

By allowing this to proceed, there would be sufficient development to protect the villages where the infrastructure is already overloaded and unsustainable from short-term over-development.

The Garden Village would be:

- Next to the A46 – which connects to all the major routes in the UK and local areas of employment South and North of Leicestershire.
- It could support a doctors surgery, primary school, leisure facilities, pub and retail outlets.
- If built in a responsible way, the housing could have very high environmental credentials by using electrically powered ground or air source heat recovery systems allowing the houses to be totally electrically powered. The Ecotricty wind and solar farms are next to the site along with the biomass plant 3.5 miles away could supply nearly all the power required for the development. This would offset the present transmission losses that these renewable energy supplies are suffering at present due to their remote load centre connections.

CONCLUSION

For Long Clawson to become a sustainable Primary Rural Location, we will need:-

- A new school on a site appropriately sized for the number of pupils.
- Two new culverts - to prevent property flooding from these watercourses.
- Replacement of old, undersized surface water drainage and sewerage systems through the village.
- Relocation of Vale Medical Practice to a site with adequate parking and room for expansion - which can take on the future development needs across its catchment area.
- A relief road (small by-pass), between Hose Lane and Hickling Lane to take through traffic away from the village.
- New, wider pavements that meet current regulations to encourage sustainable travel within the village.

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