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No	Plan Section or Policy number	Village	Comments	Response	Proposed amendment
			Improve flow of document and eliminate repetition.	Swap order and numbering of H4 and H5 Combine S2 and H3 S1 not required	H4 in now Windfall and H5 Housing Mix S2 & H3 combined into new H3 S1 deleted
			Avoid confusion with Melton Local Plan which has reused some site codes from previous plans	All site names in the NP to remain as Reg 14 and add NP prefix to identify all NP sites and distinguish from LP sites if required	Add NP prefix to all NP site codes
17	5 Policies Pg. 20 5 & Pg. 29	LC	In previous paragraphs within the introduction there is highlighted the congestion problems on the road systems, surface water drainage problems and sewer capacity which 'are of concern' - surely this statement contradicts the 'sustainable development' if it is evidenced that these systems within our community are already beyond their feasible capacity. A Sustainability Appraisal together with an Evidence Base was undertaken in December 2016 by Clawson in Action on behalf of the village. Within this document there is clear and concise 'evidence' that the existing infrastructure within the village is beyond capacity, this includes:- Property flooding from 2 undersized culverts Surface water drain capacity, which now takes an overland route Sewerage capacity which now bubbles up in the main road School capacity, which we are now beyond with no 'sustainable' solution Village parking both at the school and the village centre which gridlocks the village volumes of traffic, which are TWICE that for other rural roads in the East Midlands, coupled onto a road system that has 13 x 90 degree bends, heavy traffic flow from the two major employers in the area and current weight restrictions in Hickling and Nether Broughton which has increased our volumes and weights of traffic Footways along these busy roads that are narrow and do not allow for safe pedestrian access to the facilities and amenities This Appraisal was back by a petition signed by 400 village residents who support this analysis. I think it unreasonable that the Neighbourhood Plan should blindly accept the allocation of 127 houses and accommodate this when it is obviously clear that Long Clawson is unable to 'sustainably' deliver such a number.	Noted – but NP must not conflict with LP Strategy which identifies Long Clawson as a sustainable village. There have been no statutory objections to the NP on these areas. The NP is to be revised to take the lower HEDNA numbers (170 houses per annum across the Borough) as the minimum. This is a reduction of 30%. Allocation site design codes and NP policy will help ensure that essential new infrastructure is provided with larger new developments. This is not so possible with incremental 'organic' growth The PC will continue to work with statutory agencies and service providers to improve the infrastructure of the villages in the Parish.	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.
17	Policies LONG1-8	LC	Pg. 29 Site allocations Considering the existing parking problems throughout the village, the main road with its 13 sharp bends, any cars from new developments which overflow onto the main road would present a real hazard for pedestrians and drivers alike. With this in mind, I believe that these larger developments of 10 houses or more, should provide a 'community' parking	Noted – refer to Policy T4 which seeks generous residential parking standard. Consider minor amendment to clarify.	Change Policy T4 wording: - edit Header to: "PARKING" and in 2nd para preface with

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			area for visitors and delivery vans which I feel is particularly pertinent as we move into a new age of internet shopping and home delivery.	The NP also rejects development proposals which result in the loss of car parking and identifies a community action to advise on the form and design of car parking.	<i>“For Residential development adequate off-road parking.....etc.</i>
19	Background and context	Hose	Background & Context I am unclear as to whether the neighbourhood plan is the correct document to set this out it, but on the assumption that it is, I believe that it would benefit from setting out in more detail the consequences of the Neighbourhood Plan not being accepted, and the ramifications of any further delays in getting the Neighbourhood Plan in place	Noted – but the NP is not the place for such a statement.	No Action to NP. NPAC to consider communication needs.
36	CA CF1 & CF2 p80	Harby	Agree that developer contributions should be sought in respect of: New Village Hall in Harby; Education provision. Important to keep village school in each village and reduce need for children at primary age to ‘commute’ Village Hall in Harby needs to be relocated/redeveloped. Any land sold by Parish Council should be first taken to the relevant village for consideration, funds realised should remain within the affected village	Noted. PC to progress as required	No action
35	CA CF1 p80	Harby	Harby Village Hall needs re-building	Noted	No action
27	CA ENV1	Harby	There are open spaces of land which were quoted in the last village plan for Harby. At the bottom of Green Lane there is a parcel of land on the opposite side of Stathern Lane which should remain a green area. Also on Stathern Lane an area either side of the new developments adjacent to the old Manor House should remain as above. These were called open views into the countryside. There is also a field adjacent to field 9677 next to the last of the row of houses. These open views are most important for residents to be able to be part of the rural scene and not to be surrounded by buildings. It is noted that the village hall and the area of green land is not included in the plan on p59. This should be included. Also important are the green triangle on junctions in Hose and Harby. These should remain and be included	Disagree. Firstly, the last village plan appears not to have been completed and was not based on a rigorous, evidence-based approach. The areas in question (including ‘Walker’s Farm’) do not meet the criteria set out for Important Open Spaces (see p56 of draft plan) because: <ul style="list-style-type: none"> • they have no public access • they are not (and are unlikely ever to be) used for recreational or educational purposes • they have very little historical or wildlife significance Re open views, please see Policy ENV8 which stresses their importance.	No action

				<p>The area of land beside the Village Hall ('The Leys') is not on the map (Env Fig 6) because it has been designated a Local Green Space (see Env Fig 1).</p> <p>'Green triangles' have not been included as they do not meet the criteria for Important Open Spaces and in addition they are not considered to be sites likely to be developed.</p>	
45	CA ENV1	Harby	Must protect leisure areas	Agreed. All have a designation in the plan.	No action
39	CA ENV1 p59	Hose	Is clarification possible as to the fact that the small paddock shown in white behind the bus shelter on Harby Lane, Hose and adjacent to other Important Open Spaces coloured in yellow on the plan is not also included as an Important Open Space? I have been resident in the village for most of my life and both the paddocks coloured yellow on Fig 7 and small paddock shown in white have been used in the same way as the same type of grazing land. Until being removed these areas, I understood to have been outside the village envelope for planning	This paddock only narrowly failed to score highly enough to qualify as an Important Open Space. Compared with adjacent paddocks it is the least accessible, and scores slightly lower for recreational/educational use, history and wildlife.	No action
19	CA T1 p84	Hose	A short & frequent bus service that went to Cotgrave where further buses could then be caught to Nottingham should be considered	Noted – CA.T1 addresses	No Action
19	CA T2 p87	Hose	In relation to Hose, there are the following other thoughts regarding traffic management and crime reduction. I believe that the village would benefit from some form of crossing over Harby Lane to the village hall (perhaps where the footpath to Church Close meets Harby Lane) with a separate pedestrian access to the village hall at that position; ? Hose only has three vehicle routes in to it (Harby Lane provides two routes with Meadow Lane providing the final), and therefore ANPR cameras on these entrances to the village could be useful at deterring criminals and/or tracing vehicles using the roads at the times that crimes are committed	Noted – Policy T2 and CA.T2 can embrace these concerns and suggestions	<p><i>Add to CA.T2(b) : "and consider provision of safer pedestrian crossing to Village Hall."</i></p> <p>NPAC to consider subsequent process once NP is adopted to promote Community Actions on local Traffic Management issues.</p>
2	CF1	LC	re Long Clawson Village Hall. Please include Registered Charity Number 1096772.	Agreed	Add to Community Facilities Table 1:

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					<i>Registered charity number: 1096772</i>
41	CF1	LC	The doctors surgery is not big enough to cope will all the new patients and the school is at capacity	Noted PC to continue dialogue as required	No action
44	CF1	Hose	Improvements to schools and community buildings could be done with developer contribution and that contribution matched by parish and borough funds	Noted. Priorities for PC funding are outside the remit of the NP.	No action
17	CF1 p78b)	LC	This statement needs greater clarification, for example, if the Surgery in Clawson (which has already outgrown its premises and causes severe congestion problems) decided to relocate to larger premises, I do not think they should be forced to have their capital (the building) tied up for twelve months, as they will need this money to fund a new site. Secondly, to market this building as a 'commercial' site would not alleviate the existing parking problems in the centre of the village - it could well make them worse.	Noted. Policy allows for acceptable replacements and need not tie up capital. The aim is to safeguard facilities that have become marginal over time. Limited actions to improve LC surgery parking are addressed under Policy CF4, Transport Polices and Community Actions but an overall solution was not found during the consultation for the NP.	Suggest wording change to make aims clearer Include public houses as community facilities Add to Community Action T2: <i>"The PC will continue to liaise with the Long Clawson Surgery and Pharmacy and the other local authorities and local bodies (e.g. Village Hall and Primary School) to resolve parking and loading difficulties resulting from growth, including by examining opportunities for traffic management and revised car parking arrangements."</i>
3	CF2 ps79-80	Harby	In Harby provision is needed to extend the burial ground at St Mary's Church. At the present rate of usage, available spaces are estimated to last another 16 years.	Noted. Is this level of demand supported by hard evidence?	Review demand and supply for Harby burial space at first

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					NP review (due in 5 years' time).
45	CF2	Harby	Would like to see a small meeting room/café/wine bar in the Colston Lane development	Noted	No Action
19	CF2 p79	Hose	I agree with the principal of the policy, but I have concerns with the way that it is worded and how it may be interpreted. Does this policy relate only to applications that solely relate to community facilities (e.g. an application for a new village hall), or does it relate to any development that might have a tag along community benefit - for example, if a 1000 house development was proposed with a new park bench for the enhanced community facility. If it is meant to cover the latter, does this need to be more stringent to ensure that developers don't simply make token gestures to get more favourable planning consents?	Noted. The policy relates only to the provision of new or enhanced facilities not larger developments. Developer Contributions (mainly for new housing proposals) should be proportionate to size of development – this aim is supported by MBC LP Policy IN2 and NP Policy DC1 (and by national regulations)	No action
44	CF3	Hose	The re-siting of schools and community buildings, or combining the two, nearer existing sports facilities/areas would make for more efficient use of both. This could be done with parish funds as well as fundraising and developer contribution	Noted. Priorities for PC funding are outside the remit of the NP.	No action
19	CF3 p81	Hose	Point (b) of the current proposal is that there should be 'no net loss of land used for recreation at the school'. I consider that might be too rigid and prevent worthwhile developments at the schools. In my view, there might be times when it is appropriate to lose some recreation space, particularly if the work makes the remaining space more usable. Should this consideration more properly be a matter for the school governors rather than the Neighbourhood Plan? Point (c) states that developments should be of similar '.. character, scale and form to the current building'. This effectively ties any development to being a particular and historic type of construction which might not always provide the best solution for a site. I would prefer to have developments that were compatible with the current character, scale and form of the current buildings but not necessary restricted to being of the same type.	Noted. Developer Contributions (mainly for new housing proposals) should be proportionate to size of development – this aim is supported by MBC LP Policy IN2 and NP Policy DC1 (and by national regulations)	Reward to say significant loss of recreation space
30	CF3 p81	LC	The long term approach for school places needs to be considered a priority. Current thoughts of "extending" Long Clawson school would only cover one proposed development needs. If the total number of new houses is to be the allocated 127 then a new site for the school needs to be seriously considered, with all that entails. Provision also needs to be given to a pre-school	Noted. MBC and PC to continue dialogue with LCC.	No action
32	CF3 p81	LC	School needs more buildings/rooms and more space. Just building over the playground is not good	Noted. MBC and PC to continue dialogue with LCC.	No action
33	CF3 p81	LC	A new primary school may be needed to serve Long Clawson or the entire Parish. In future years a new school might be a long term economical option	Noted. MBC and PC to continue dialogue with LCC.	No action

			(some counties already adopt a Super Head system). Hickling primary school age pupils seem able to cope without a village school		
34	CF4	Harby	<p>The Vision Statement mentions protection of the safety of pedestrians. P14 Movement and Parking mentions localised congestion and pinch points. P19 states "...supporting the move to a low carbon economy" as part of its larger health and wellbeing ambitions P82 CF" requires new developments to restrict noise, fumes, smell or other disturbance to residential properties P84/87 T1 & CAT1 & T2 concerns wellbeing and health. These issues are linked and I would like to believe that we can improve current air quality not just where new development is concerned. One example is noise, fumes and smell from buses and bus routes. The bus route through Long Clawson is through the heart of the village; there is no viable alternative route. The route through Hose bypasses the central residential areas. The route through Harby diverts from the main roads and winds through the heart of the village. Firstly, this adds to the congestion through Harby's narrow residential roads, designed for an earlier age, and forces buses to navigate round may parked vehicles. When a bus meets another bus coming in the opposite direction, or a delivery van, or bin-lorry, or other large vehicle, through these narrow streets with obstacles, there is a problem... I have seen this many times and the NP underlines this fact on p83. Secondly these buses are diesel powered and the diesel fumes are tangible. Diesel pollution is commonly accepted now as a harmful pollutant. When idling at a stop, in the midst of a residential area, the air quality is poor. With two bus stops directly outside my house I can testify to this. There is a viable solution to this. Can the NP influence the re-routing of the bus to reduce pollution in residential streets? Can the NP influence and encourage cleaning up bus exhaust (additional exhaust filters or replacing smoky old buses with electric powered buses)?</p>	<p>Noted Bus routes are outside remit of NP</p> <p>Air quality is a concern in the NPPF (para 124). We have used a policy elsewhere that says 'AIR QUALITY - Planning decisions should take account of the impact on air quality in the Plan area, supporting proposals which will result in the improvement of Air Quality or minimise reliance upon less sustainable forms of transport'.</p>	No action
17	CF4 p82	LC	<p>The parking in the centre of the village blocks the main road and presents a hazard to pedestrians. As stated, this surgery caters for 23 villages, as expansion is happening across its catchment so will patient numbers and, exponentially, staff numbers at this site. I would suggest an on-going dialogue with the practice to alleviate existing problems which are already a nuisance to local residents. One suggestion would be to offer bonus incentives to ride-share schemes, the use of public transport or the morning use of the Village Hall car park for their non-essential staff. Their waste disposal wagons arrive between 5 and 5.30 am and sit on the main road for 5 - 10 minutes, engines running outside the terraced houses as they haul the large bins across the road. A shredder wagon comes every month at 7.30 am, blocking Mill Lane and proceeds to sit there for 20 minutes and shreds their waste. Coupled with our drives being parked over or parked on, the dropped kerbs now being used</p>	<p>Noted. PC has sympathy with these comments but also wishes to foster continued provision of good quality local health services benefitting the community.</p> <p>Limited actions to improve LC surgery parking are addressed under Policy CF4, Transport Policies and Community Actions but an overall solution was not found during the consultation for the NP.</p>	<p>Add to Community Action T2: <i>"The PC will continue to liaise with the Long Clawson Surgery and Pharmacy and the other local authorities and local bodies (e.g. Village Hall and Primary School) to resolve parking and loading</i></p>

			as parking spaces and the sheer volume of cars in the centre of the village blocking the main road we are already beyond the remit of this policy. I do not see why developer contributions should be sought to alleviate the problems of a privately owned business. Pg. 84 In previous paragraphs throughout the Neighbourhood Plan it states “walking and cycling outside of the village is not a viable alternative to a car” and then go on to state that “only 3% of residents use public transport”. This somewhat contradicts the need for Policy T1 - in its own words it is a waste of time and money	Developer contributions may be relevant as additional houses proposed by the plan would lead to increased use of the surgery and additional traffic and parking pressures. Policy T1 seeks to protect bus services for those groups reliant on them (elderly and young) while responding to additional numbers of local residents.	<i>difficulties resulting from surgery’s successful growth, including by examining opportunities for traffic management and revised car parking arrangements.”</i>
22	CF4 p82	LC	The Surgery. We are not sure that suggestions proposed are anywhere near adequate to address this problem.	Noted.	Add to Community Action T2: <i>“The PC will continue to liaise with the Long Clawson Surgery and Pharmacy and the other local authorities and local bodies (e.g. Village Hall and Primary School) to resolve parking and loading difficulties resulting from surgery’s successful growth, including by examining opportunities for traffic management and revised car parking arrangements.”</i>
34	Congestion and Parking p88	Harby	Para 4 missing word “One of the causes of congestion has been the failure to take into account” Congestion and parking problems around the schools and surgery have been clearly highlighted, yet no action has been suggested to deal with this. Parking on footpaths is very prevalent. In Harby this is a problem with narrow roads	Noted PC continues dialogue with local residents and organisations, however there is no simple solution	No action

			which would be blocked if vehicles did not park on footpaths. But, where there is adequate parking such as Harby Village Hall car park, then parking on the footpath (presumably because it is more convenient for the driver to pop in to shop) is inexcusable. Some councils across the UK are issuing a blanket ban on this but policing this policy would be intensive	for these issues. The most supported options from the NP consultation have been included in the plan	
27	DC1	Harby	Developers' contribution had to be associated with the development site. I understand now this can be for a provision away from the site being developed. Perhaps this comes under the new levy	Noted. PC will continue to ask for DC's as appropriate. New levy is not yet in place but can be directed towards community projects and infrastructure.	No action
44	DC1	Hose	Developer contributions are realistic but the whole parish will benefit and therefore parish and borough funds should match those contributions	Noted. PC funds are not allocated via the NP	No action
31	DC1 p 94	LC	I agree we need a layby outside the doctors needs to be addressed sooner rather than later	Noted	No action
17	DC1 p94	LC	For Long Clawson our infrastructure improvements would also include: - Small relief road to alleviate the high volumes of traffic away from the village. Two new culverts to prevent property flooding (Claxton Rise and The Sands). New school on a site with sufficient outside space and parking. Wider pavement (most in the village are 1 m or less). New surface water drains and sewers throughout the village. New surgery site with sufficient space to expand to the needs of their catchment with dedicated parking	Noted. Policy seeks viable improvements. Suggested improvements are overambitious for scale of new development proposed. But PC will work towards achieving such improvements.	PC to continue to work with agencies and MBC to address these issues.
44	E1 & E4	Hose	Industrialised farm sheds can offer a much more efficient business proposition and offer more local employment, the sheds are already there and could be diversified if not used for farming. All existing industrial sites should be fully used by diversification creating more local employment opportunities	Noted. Policy E4 supports farm diversification	No Action
22	E1 p91	LC	e) Is there not currently a bye-law prohibiting HGV vehicles coming through the village, except for access?	Not aware of any weight limit in LC	No Action
34	E2 p91	Harby	A large farm wishes to start a chicken farm and factory business. It is a farm building. It is in keeping with their rural location. It is not an eyesore. However, it will be smelly and noisy and an overwhelming number of people object. Is there provision for these objections in the NP?	Noted and covered in points c and e and Policy E4	No Action
44	E5	Hose	The future of home working will rely greatly on technology services and broadband should be a very high priority in all villages. Developer contributions should be matched by parish fund contributions	Noted. PC funds are not allocated via NP	No Action
19	E5 p93	Hose	Is it intended that the 'latest' high speed broadband is FTTP (Fibre to the Premises) or FTTC (Fibre to the Cabinet) or are both deemed acceptable? FTTP is faster and therefore preferable, certainly for new developments or commercial properties	Noted and agreed re new buildings. Implicit in clauses (a), (b) and (c).	No Action
32	E5 p93	LC	Improvement vital	Noted	No Action

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17	Economic Development p91	LC	Could you also add something about the protection of the environment, in particular with regard to fracking and the protection of land and ground water supply.	Noted Fracking is beyond the scope of the NP, but Community Action E1 addresses the potential impacts.	No Action
19	Enhancement and protection of existing facilities p77	Hose	I am not sure whether this is the appropriate area of the report to place it, but I wondered whether there should be some thought to enhancing local emergency medical needs (e.g. defibrillators)	Noted. Defibrulators are already sited in Harby and Long Clawson but signage and awareness of their use could be improved.	Amend Community Action CF2: (c) improved provision and signing of community defibrillators and awareness training in their use in schools and local businesses.
18	ENV1 p43 Page 74 and policy ENV10	Harby	This policy as currently drafted would make it very difficult to relocate the village hall at Harby, within the Leys. It is making a problem for the future. All may be well if everyone agrees and chooses to ignore the wording of the policy. However, it may take a few years for a new village hall to be possible, and individuals and politics change. The wording in the plan would be set and could be used by anyone not in favour of a scheme to stop it. I suggest either not designating the Leys under policy ENV 1, or changing the wording to add something like ‘apart from for community facilities’ after “development would not be permitted”..	Agree with this comment, however the policy remains tight to ensure that only exceptional circumstances are allowed for development of a Local Green Space. Exceptional circumstances would be discussed with the Parish Council and the community if and when an application was made	Redrafted text to include reference to NPPF.
7	ENV1 p44	LC	Please note that the last bullet Newt Paddock must be renamed as GLEBE FIELD, Long Clawson (MH02)	Agreed.	Site to be renamed throughout Plan.
22	ENV1 p49 T127	LC	The Mungee. Although this could be considered as in-filling, it is situated on two right angle bends which is obviously dangerous and inappropriate.	Noted.	No action
42	ENV1 p56/57	Harby	Walkers Farm should be included in Important Open Areas	Disagree. Walker’s Farm does not meet the criteria set out for Important Open Spaces (see p56 of draft plan) because: <ul style="list-style-type: none"> • it has no public access • it is not (and is unlikely ever to be) used for recreational or educational purposes • it has very little historical or wildlife significance 	No action

46	ENV1 T127	LC	<p>I appreciate we must have more houses in Long Clawson. I am therefore strongly in favour of development on the Mungee. This is a small development, sensitively designed to leave green space around the pond and the public footpath. It is in the centre of the village in few moments walking distance of all the village amenities – village hall, school, surgery, shops and the local pub. In the NP you already mention the huge problem with parking in the village. It would seem to make sense to develop a site so ideally placed. I am concerned that new residents at the far ends of the village would want or need to use their cars to travel to the village centre or travel elsewhere where the parking is easier.</p> <p>Regarding the “evidence” printed in your plan, I question the idea that the Mungee has been a “protected open space for 700 years”. Protected in what way? My husband bought the field more than 40 years ago from a local farmer and, except for the public footpath, it has been private land used for pasture. However, you rate it 3 for “recreation and informal space” as though it is already a public space. It seems to me this paddock has been no more “protected” than any of the other green areas in the village that have been built on during the 50 years I have lived here.</p> <p>Regarding the pond – this used to function as a water supply for stock but my husband long ago installed a drinking trough as the pond had become unfit. It does not currently support a newt population</p>	<p>The consultation in the village and the subsequent marking scheme used by the NP identified this site as being special to the community because of its historical significance and also its influence on the setting of the village historic monuments and buildings (Castle Field Scheduled Ancient Monument; Manor Farmhouse grade II* listed; St Remigius Church grade II* listed; St Remigius Vicarage grade II listed; Avenue House grade II listed). These views are strongly upheld by Historic England in their robust objection to the development of the Mungee site (letters to Melton Borough Council dated December 1st 2016 and May 10th 2017). Historic England’s response to the Draft Local Plan concludes that “Site allocation LONG2 should be deleted to prevent harm to heritage assets and subsequently ensure a sound plan”. In assessing the Mungee site the NP group have used the Historic England comments and advice contained in their 2015 Good Practice Advice (GPA 3) “The Setting of Heritage Assets” and scored the site highly for historic and landscape importance. The Mungee field predates the enclosure map of 1780 and has its own ridge and furrow pattern not connected to those immediately to the south. It has been suggested by a local archaeologist that it is of medieval age or possibly Saxon age. Saxon to early medieval artefacts and a ditch were proved in the</p>	<p>No action</p>
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				<p>Village Hall excavations (P. Cope-Faulkner, 2007, Archaeological Watching Brief, Planning Application No 05/00377/FUL).</p> <p>In addition to the setting of the historic core of the village, the Mungee field is part of the remaining open views from Church Lane and much of Back Lane. Development here will cause the open views of the countryside beyond to be lost and hem in the historically significant Castle Field. The site is screened to the height of a hedge, but not the height of the proposed development. The feedback from the village was that they did not want to lose this aspect of the village. In addition, the proposed site bounds the Conservation Area and will have a detrimental impact on that.</p> <p>The field has probably the most used public footpath in the village connecting the school with the village hall and providing a short and safe route between them, it is popular with parents, children and dog walkers. It is considered special by the community and passage across the site through the grass field on the footpath is an enjoyable experience taken by all who walk this path. Walking through a housing estate will remove access to this experience. For the scoring scheme used by the NP footpaths were marked 3 for access if well used (or if there was more than one path) and 2 if present, but sporadically used. The field is given a high score for</p>	
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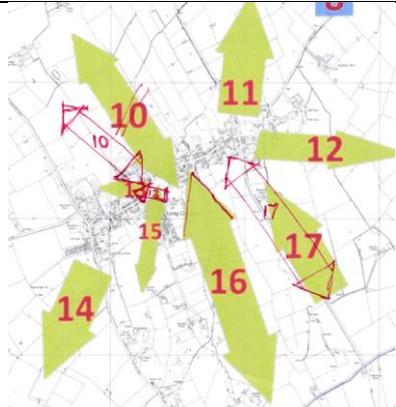
				<p>recreation/education from the point of view that it is widely used as a route between the school and the village hall, not for any other access reasons.</p> <p>With respect the pond and ecology, the field is part of the wildlife corridor that connects the open countryside to the south-east of the village with the Castle Field and the north-west of the village. The pond provides a wet area forming part of that corridor and the field was given a relatively low score of 2 out of 4 for wildlife.</p> <p>The Neighbourhood Plan has taken account of the need for housing in the village. Land assessed as having a much lower importance and a low Neighbourhood Plan score has been proposed that is sufficient to cover the high numbers of properties suggested (but not yet finalised) in the Draft Melton Local Plan. There are concerns already expressed about the sustainability of the village.</p>	
17	ENV1 T127 p49	LC	<p>The Mungee This is an Anglo Saxon word meaning boggy or water laden. This field's drainage system leads directly to The Sand's culvert. In itself it acts as a Sustainable Urban Drainage System (SuDS); retaining water back from the culvert. To drain this land for development would increase the flood risk further down the watercourse. This should also be highlighted in this analysis.</p>	<p>Noted. This potential impact is considered in the policy on flooding ENV9 and CA ENV6</p>	<p>Text updated in Flooding section and ENV9 and ENV5, Ridge and Furrow</p>
18	ENV10 p76	Harby	<p>The reference to Ecotricity site at Dalby is not relevant to the Plan, and should be removed. The renewable energy policy is too restrictive. As written no scheme would ever be able to come forward. There is no scheme anywhere that does not have some 'adverse impact' on some views or character. The key part of the NPPF is balance, and adverse effects need to be considered against need and benefit. In terms of effect on character and countryside, the word in the NPPF is 'recognise' (para 17), apart from for 'valued Landscapes' (para 109). It is not credible to suggest that the whole parish area is a valued</p>	<p>Agreed and help welcomed.</p>	<p>Reword complete section and policy with local expert to improve and clarify.</p>

			landscape in NPPF terms. The NPPF is not a blanket ban on change, which is what policy ENV 10 proposes. This policy should be rephrased. I am happy to help if required		
19	ENV10 p76	Hose	The final paragraph makes reference to 'paragraphs 1 to 3 above', however there are no paragraphs that use that numbering system	Agreed.	Policy redrafted as above.
42	ENV2 p 61-62	Harby	The PC might support Community Groups but could not do it for them	Noted.	No action
17	ENV3	LC	Page 54 - Areas of Separation. From these maps you can clearly see that Harby is shown to have areas of separation from its neighbours that are outside the parish - in this case Langar and Stathern. Hose is only bounded by Harby and Clawson so only has two areas of separation. Long Clawson, however, is also bounded by Ab Kettleby, Nether Broughton and Hickling, these areas of separation should also be shown on this map	Noted. ENV3 has been redrafted. Development outside Limits to Development and in Open countryside are covered by H3.	ENV3 redrafted for open countryside.
18	ENV3 p54	Harby	I think you should be very careful with policy ENV 3. With the map showing specific areas of land covered by the policy, it suggests all areas of land outside this do not perform that function. This is not correct and any developer wanting to do something would be very happy to have this policy, which suggests that all the none designated land is not important in these terms.	Agreed. ENV3 has been redrafted. Development outside Limits to Development and in Open countryside are covered by H3.	ENV3 redrafted for open countryside.
44	ENV4	Hose	New and existing natural habitats to be incorporated with all new housing developments	Agreed and covered by Policy ENV4.	No Action
17	ENV5 Ridge and furrow p62 & p63 & ENV6	LC	I cannot stress strongly enough the importance of retaining the ridge and furrow fields south of Long Clawson. As well as being a heritage asset, these fields are actually helping to attenuate water entering the village; the surface water would run off the escarpment at a faster rate and increase the intensity and frequency of already well documented property flooding. Where we have lost ridge and furrow in recent years we can now see increased flooding. It is not just their significance as a heritage asset that needs protection it is also their ability to attenuate water before it enters the village that also needs safeguarding. This policy needs strengthening to reflect these very valid concerns. Any development that requires the removal of ridge and furrow should also include in their SuDS analysis not only the field run off rate but should also accommodate the attenuation capacity that exists within the field system itself. This is very pertinent in the case of The Mungee and Sand Pit Lane sites. Pg. 63 Within the parish there are numerous hedges that are pre enclosures act? These hedgerows are of historic importance and we cannot substitute their loss by replacement planting. They deserve extra protection and should have a much higher value to the community and historic landscape than is given here.	Agreed re R&F. Add mention of historic significance of hedgerows in text We do not identify individual hedges, but keep descriptions generic. The risk posed by identifying individual features (such as hedges) is that any which are not identified are considered unimportant by default.	Amend text and ENV5 and ENV6. 'Additionally, any development that requires the removal of ridge and furrow should also include in their SuDS analysis not only the field run off rate but should also accommodate the attenuation capacity that exists within the field system itself.' Add to text reference to historic significance.

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39	ENV5 p63	Hose	The paddock omitted from the list of Important Open Spaces is shown as coloured red at Fig 9. as having ridge and furrow. I would prefer to have this paddock classed as an Important Open Space	This paddock narrowly failed to score highly enough to qualify as an Important Open Space. Compared with adjacent paddocks it is the least accessible, and scores slightly lower for recreational/educational use, history and wildlife.	No action
42	ENV6	Harby	The PC could seek to appoint a volunteer Flood Warden but this might be difficult to achieve	Agreed and already included. See CA ENV6.	No action
19	ENV7 p66	Hose	In paragraph two of the Policy Statement, it states 'New Developments of 2 or more dwellings'. I believe that it is preferable for all developments (i.e. including single dwelling developments) to be designed to protect or create habitat for Great Crested Newts, etc.	Noted. Our Policy is to encourage greater consideration for larger projects whilst not making small-scale developments unnecessarily complex. Note that all developers must abide by legislation.	No Action
33	ENV7 p66	LC	The Great Crested Newts might need protecting but I believe they could be moved and I consider the safety and lives of the residents should be or more importance	Noted.	No action
19	ENV8	Hose	Importantly, I believe that some (if not all) of the views depicted on Page 71 should be shown with double headed arrows. Of particular concern: The view depicted by arrow 3 shows a view from Harby looking towards Hose? I believe the view from Hose towards Harby is equally as important, but may not be afforded the same level of protection if it is not specifically highlighted in the village plan. The view depicted by arrows 6, 7, 8 and 9 should similarly be considered in both directions	Noted. Views were selected largely on the basis of public consultation and the views noted here were not as widely supported as those on the map. However, the fact that they are highlighted in one direction should help to ensure it is preserved in reverse.	No action
45	ENV8	Harby	Must keep villages separate	Agreed. See H3.	
17	ENV8 p70	LC	Open Views As is highlighted in the Inspector's report which refused a planning application on Mill Lane, is the importance of the views from the centre of the village, which is the very heart of the Conservation Area across the open fields to the surrounding area. Extract from the Inspector's refusal:- The name Long Clawson, refers to the fact that the village has a main street over one mile in length with fourteen bends and the Conservation Area covers the distinctive linear form of part of the village. The Long Clawson Conservation Area Appraisal highlights the importance of open spaces within the Conservation Area. I saw that the narrowness of the village means that open spaces within the settlement form allow views out to the open countryside from a number of vantage points providing a rural context for the village. Equally when viewed	Agreed.	Amended Environment table ENV C text and Environment Fig11.

		<p>from the surrounding area the clusters of mature trees and interspersed open spaces ensure that the village sits comfortably within the natural landscape. Moreover the open spaces contribute to the spacious character of the village. There are a large number of older traditional buildings interspersed with modern properties. The character and appearance of the Conservation Area is therefore of a historic rural village in an agricultural landscape. The part of the Conservation Area within which the appeal site is located is dominated by The Sands forming a focal point of the village. It contains a number of facilities and services including the doctor’s surgery, shops and a public house. Consequently the streets are busy and the comings and goings to the facilities and lined with parked cars. Buildings mainly line The Sands and Mill Lane with very little set back. While the appeal site is set back from the road, together with the village green adjacent to the doctors surgery and the children’s play space it forms a large open space providing spaciousness and relief from the built environment. As a result views are available from The Sands and Mill Lane across the appeal site towards the open countryside providing a welcome contrast to the urban nature of this part of the village. The siting of a large two storey dwelling with considerable bulk and mass on the appeal site would significantly erode the open and spacious character provided by the existing open space. Moreover views from the village out to the open countryside would be interrupted, urbanising this part of the village. While I acknowledge that in the summer the mature trees would provide some screening and obscure some of the view out from the village, the presence of a house would still be visible, more so in winter. However the house would be located on the edge of the village, within an area which reinforces the openness of the village in its wider setting. The large expanse of blank southern elevation and roof would as a result give a hard edge to views into the village to the detriment of its setting within the agricultural landscape. For the reason above I conclude therefore that the proposed development would fail to preserve or enhance the character and appearance of the Long Clawson Conservation Area contrary to saved Policies OS1 and BE1 of the Local Plan and the National Planning Policy Framework (the Framework) which require amongst other things that new development within Conservation Areas preserve or enhance the character or appearance of the area and that proposals should not have a significant adverse effect on the historic built environment. With this in mind I think that this view should also be included within these maps. I have already provided this report together with photographs of these views to the NP team which has still not been included. I feel that if these views are important enough for a Planning Inspector to refuse an application on appeal then they are worth some recognition in the Neighbourhood Plan. I also feel, and have</p>		
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			<p>also provided photographs of, the view from East End looking up the side of Dovecote House which also forms part of the Conservation Area. Again, this is a welcome break in the built environment where the main road is lined with terraced cottages. This view, which encompasses the whole of the escarpment, captures the historic mill in its sights is of great significance and very important to the residents on East End</p>		
39	ENV8 p71	Hose	<p>The small paddock omitted from the Important Open Spaces is included in the Important Views Fig 11, whereas the paddock listed as Z092 seems to be omitted as an Important View but is included as an Important Open Space?</p>	<p>Agreed.</p>	<p>Widen arrow 7 on Env Fig 11.</p>
2	ENV9	LC	<p>Should mention not be included that SuDs should not threaten natural habitat for wildlife or pollute water courses etc. with run off?</p>	<p>Agreed.</p>	<p>Amend text to include. ‘Development proposals of appropriate scale and where relevant will be required to demonstrate that: a) Its location takes geology, flood risk and natural drainage into account, including undertaking a hydrogeological study whose findings must be complied with in respect of design, groundworks and construction; b) Its design includes, as appropriate, sustainable drainage</p>

					<p>systems (SuDS), other surface water management measures and permeable surfaces; c) It does not increase the risk of flooding to third parties’.</p> <p>Add text to improve SuDS comments in para 2 of Flooding section</p>
29	ENV9	LC	What is “adjacent” to flood risk zones 2 & 3 – can this definition be abused by planners to circumvent the intent?	Noted.	Text to be amended.
45	ENV9	Harby	Flooding – hardstanding/landscaping must be policed	Disagree. The Plan cannot monitor or enforce policies. This is the role of the local planning authority.	No action
27	Environment p40	Harby	Harby was called Hebdeb. The river Trent ran through Harby	Noted.	No action
5	General	Hose	The village consultation has been carried out in an inappropriate manner and some have been canvassed by the Advisory board outside of the meetings to influence their decision and produce an outcome that would benefit one of the advisory board villagers, who has not declared an interest but is currently attempting to buy up the proposed housing sites for his own gain. Therefore, I can’t support this plan until this has been fully investigated	<p>Noted</p> <p>Specific consultation for Hose alternative sites was carried out before the Regulation 14 NP was completed to inform the document. The well publicised 6 week consultation period for this Plan has provided the opportunity for comments and feedback to be made in full by both resident and stakeholders on site selection across the Parish.</p> <p>A Hose volunteer on the NPAC properly declared an interest in property in Hose and not been involved on any subsequent discussion of Hose development sites.</p>	No Action

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2	General	LC	An excellent and comprehensive Neighbourhood Plan that gives a true reflection of our Parish - it's past, present and hopefully future	Noted.	No Action
6	General	Hose	The proposed Neighbourhood Plan gives a comprehensive view of what is important on a local level for the three villages in the Parish. There is a balanced view which considers the interests of a range of local residents of varying age groups and backgrounds. There is provision to review the Plan on a regular basis which should take account of future changes and developments.	Noted.	No Action
7	General	LC	<p>In general I am very supportive of the Plan and all the hard work that has gone into getting it this far. I hope that now the process is quick to ensure that it is filed with MBC as soon as possible. Great work. Thanks Please note the following which I think should be corrected before submission:</p> <ol style="list-style-type: none"> 1. Foreword page 2 10th line down should read as .November 2016 2. Page 7 3rd line down add the word that before will help to shape.. 3. Page 8 3rd line down delete s at end of takes so it reads as the way change and development take place.. 4. Page 11 ? 3rd para 1st line delete ?s? at the end of creates so it reads as The escarpment and its geological structure create its own 5. Page 12 ? 4th para 4th line ? add comma after Grantham, 6. Page 21 ? 2nd para 2nd line ? change to read as ??Boundaries, instead it uses criteria-based policies?? 7. Page 27 ? HAR4 6th bullet point note spelling of Milway? too many ?!? 8. Page 41 ? 8th line down ? delete the word ?at? so it reads as ?The modern villages are the result of some 1,200 years?? 9. Page 50 T129 11th line down has a rogue s after with. I think the s should be at the end of pond in the line above. 10. Page 51 MH02 Please note that this must be renamed GLEBE FIELD. Also penultimate line should read as: Valued views from the site. Last para on page should read as: ?A second group of inventory sites scored?? 11. Page 86 ? Public transport 3rd line down Spelling of These.. 12. Page 88 second line correct spelling of Langar. 13. Page 91 Congestion and Parking 4th para down 1st line change to read as failure to take into account the increasing 14. Note that the page numbering in the Contents is wrong from Community Facilities which should be 80 and not 77 onwards. Similarly in the Policy Contents it is wrong from ENV7 Protection of Great Crested Newts which should be 67 and not 66 	Noted with thanks	Action: typo alterations to be reviewed and amended

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			15. I think it would be appropriate to date the document at the beginning in case in the 20 year period edits are made and maybe copyright it.		
8	General	Harby	I am generally supportive of the draft NP's aims subject to my strategic query set out above.	Noted	No Action
12	General	LC	Overall, the plan is a well-constructed and fair document, reflecting the views of people with personal knowledge of the problems, both current and historical, of Long Clawson. My greatest worry is the increase in traffic where there are so many dangerous bends and the lack of parking provision in the village centre.	Noted	No Action
13	General	Hose	This plan seems to be pushed on the village by default leaflets which have been pushed through homeowners doors are incorrect and at least one member of the advisory committee for this plan is trying to purchase the land within the plan which is outrageous. This person stated to me that he had told the committee of his interest however speaking to local residents on the open nights discussions he should not be there and not telling residents that he has an interest is not acceptable	Noted Specific consultation for Hose alternative sites was carried out before the Regulation 14 NP was completed to inform the document. The well publicised 6 week consultation period for this Plan has provided the opportunity for comments and feedback to be made in full by both resident and stakeholders on site selection across the Parish. A Hose volunteer on the NPAC properly declared an interest in property in Hose and not been involved on any subsequent discussion of Hose development sites.	No Action
15	General	LC	We would like to register our thanks to the dedicated team who have put together the comprehensive Neighbourhood plan and recognise the time taken (many of which goes unpaid).	Noted.	No action
18	General	Harby	An extensive piece of work, that must have taken a lot of time and effort, and all involved should be commended. In general I think the document is too long, and a lot of references to other policy and plans should come out. This is particularly the case with any reference to the Melton Plan, which is quite likely to continue changing. Keeping references in that become out of date, is unhelpful to the Neighbourhood Plan itself, as this suggests that that that too is somehow then inconsistent when things change. It would be better to cut this right down so the policies stand in their own right. I make my comments as someone who works in Planning as a chartered landscape architect most of my working time is spend preparing for or appearing at planning appeals, on	Noted. It is helpful to review the length of the document. However – this plan has two audiences – MBC who will extract the policies (and these can be highlighted separately) and the community who need to understand the context and will see this as an important local resource. We need to balance the two aims.	Edit final document. This can be achieved by removing some of the LGS/Views etc. descriptions and placing them in the supporting information

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			behalf of developers - so I know how policies are used in the real world. I am happy to look at any changes to wording to give you a view on how things could be used by the private sector.		
22	General	LC	Obviously a lot of hard work and consideration has been given to this plan. Whilst accepting that we are a growing population and we all need somewhere to live, we are not sure that the plan goes far enough in protecting this very special Vale of Belvoir which is rural England at its best and should be preserved for future generations. As far as Long Clawson is concerned, we are particularly worried about creep development and the far reaching consequences this would have. For example, would the proposed site on Sandpit Lane encourage the presumption that building could eventually be extended beyond the site, through to the Melton Road, when it would then be considered as 'in-filling'? We were pleased to note on Page 68 that important views around the village have been recorded - but will this carry any weight?	Noted. NPAC and PC note that the plan must comply with the thrust of MBC LP or it will not proceed to referendum. The policies in the NP including reinstating the Limits to Development, controlling development in the countryside and various environmental; protections provide significant shaping of the development in the Parish over the Plan period and between them will carry significant weight.	No Action
24	General	Harby	I thought this was an exceptionally good and detailed document. Congratulations on a lot of hard work and excellent presentation. My only reservation is that it IS a 96-page DETAILED document and I can't imagine many people ploughing through it in any depth. Might I suggest that a 2-3 page summary document for general circulation would be more likely acceptable . This could quite easily cross reference (in parentheses) to the detail if individuals were particularly interested in a specific section.	Noted.	NPAC to consider how and when a summary document could be produced for the final referendum.
28	General	LC	Overall we support the comments made by the NPAC as seen today	Noted	No Action
29	General	LC	Coverage of NP is good overall. Many aspects covered, which is good, also including my three big concerns – flooding, school capacity and traffic. However, the plan seems a little open to abuse	Noted	No Action
30	General	LC	A huge amount of work by a dedicated group of people – thank you	Noted	No Action
31	General	LC	I think the plan overall is a good one but there is nothing in the plan for the aging people. At this time we have quite a lot of young people but there is an aging population	Noted The policy on housing mix H4 (H5 in Reg 16 plan) identifies and addresses the needs of an ageing population and the policies on retaining community facilities and supporting the expansion of the GP surgery all support older people.	No Action
32	General	LC	A huge amount of work has been put in. Thanks to all involved, particularly the volunteers	Noted	No Action

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33	General	LC	I visited Long Clawson Village Hall to view the plan. It would have taken me several hours to read and understand all its aspects. The plan is a very professional document and I would like to thank all those who have given their time to producing it. However it does not reflect my personal concerns regarding the need for more housing in Long Clawson	Noted. The NP cannot promote less housing than identified by MBC as being needed.	No Action
38	General	Harby	Within the constraints, I think this plan is probably as good as can be achieved	Noted	No Action
39	General	Hose	A considerable amount of time has been given by those in the preparing of the Neighbourhood Plan	Noted	No Action
40	General	Hose	A large amount of time and effort has obviously been put into the preparation and production of the NP and thanks are due to all those involved	Noted	No Action
44	General	Hose	It is my opinion that with enough insight into the varied demands of country village dwelling it is necessary to have as much forethought for the future as possible. As stated in the Reg 14 NP the last 100 years has seen great change, most of it with the future demands of village life very much unknown. We have an opportunity to plan the next 100 years not just 20 years. Every aspect of country village dwelling can be enhanced if greater forward thinking decisions are made. Overall planning for 100 years for housing, facilities and road network capacity and route management will see a better quality of life for current village dwellers and future village dwellers	Noted	No Action
45	General	Harby	Well done for such a detailed plan. However, it was too extensive for many people 'to be bothered' reading it let alone commenting	Noted	No Action
7	H1	LC	POLICY H1 I am concerned that we are stating a minimum target for new housing development when there is so much uncertainty with the housing figures from the Melton Local Plan (pre-submission document) and HEDNA report. I also think we should be stating that housing development should be phased in over the period 2016 to 2036 to allow for services and infrastructure to adjust).	The NP team notes these views but would point out that the NP is required to be compatible with the strategic aims of the Development Plan, in this case the emerging Melton Local Plan. Although the latter is currently paused the NP cannot easily proceed until the HEDNA report is considered. The NP team will not recommend that the NP goes to the next stage unless and until MBC's considered view on the strategic housing numbers for the borough as a whole has been determined.	No Action
9	H1	LC	In one brief discussion between the housing group and the environmental group formulating the NP comment was made about the need to caveat the housing allocation and site allocations with a strong statement that the NP did not agree with the LP, but had used the figures and sites to fit with the LP,	The NP team notes these views but would point out that the NP is required to be compatible with the strategic aims of the Development	No Action

			<p>though they disagreed with them. The NP would be better if it showed what the villages consider to be acceptable and then highlight differently the additional (unacceptable) sites needed to fulfil the Melton LP figures. That way two sets of housing and site figures could be incorporated ? what the villages want and what Melton currently thinks are the required figures (that are flawed ? see HEDNA comments below). Sadly, the proposed NP draft is a developers charter and the acceptance of the very high and poorly thought out housing requirement figures passed down from the stalled Melton Draft Local Plan do not help the villages and cannot be justified. While there is a legal requirement to take account of the emerging Local Plan, if that plan is being shown to be wrong then surely the Neighbourhood Plan should be formulated to be correct, not follow in the ill-thought out footsteps of the Melton Plan. Once the housing provision and sites are published and accepted they will be jumped on and developed very quickly changing the villages in a way that most residents do not want. Furthermore, no sustainability assessments have been properly undertaken for the villages. In addition, the comments made by Melton BC with respect to their opposition to Six Hills are equally valid for Clawson, Hose and Harby. Development outside of Melton, especially on the border with Nottingham/Rushcliffe, detracts from the employment needs of Melton and the possibility of it getting a relief road.</p>	<p>Plan, in this case the emerging Melton Local Plan. Although the latter is currently paused the NP cannot easily proceed until the HEDNA report is considered. The NP team will not recommend that the NP goes to the next stage unless and until MBC's considered view on the strategic housing numbers for the borough as a whole has been determined.</p>	
16	H1 Pg. 25-26	Harby	<p>I am unhappy with the continued inclusion of HAR3 as a reserve site particularly because Harby village residents expressed unanimous opposition to it at a public meeting on 9-2-17. There is no need for this reserve site at present and its inclusion risks highlighting its potential for development to Melton Borough Council at a time when the allocations have not been finalised. Withdrawing it from the plan does not preclude it from development in the future, it simply safeguards the parish from further pressure to develop. I was informed that reserve sites need only be 15% of the allocation, thus at 66 dwellings, Harby's reserve constitutes an additional 67%!</p>	<p>Noted. Also noted that the opinion at the meeting in February was expressed by a show of hands at the end of a lively meeting. However, in light of this, similar comments and the recent HEDNA report it is suggested that PC be asked to consider either (A) withdrawing the HAR 3 site entirely; or (B) splitting into two, North and South, with only the south site shown as a Reserved Site for up to 18 dwellings in the plan period (and the northern side identified for possible future housing beyond the plan period.)</p>	
27	H1	Harby	<p>Why increase housing provision by 15%? Will identified sites be withdrawn if not developed?</p>	<p>Future proofing the plan is vital. The potential over delivery of the final plan vs the emerging Local Plan is 26% if all the sites were developed to</p>	<p>Review HEDNA plus building blocks approach. See redrafted section on Housing</p>

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				full potential and over 5% from the Development Sites alone.	Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.
37	H1	Harby	Harby particularly appears to be planned with an excess of housing related to access and general services (health, education, transport). Not impressed	Noted Overall housing numbers and sustainability of the village is covered by MLP	No action
44	H1 & H2	Hose	Housing land allocation and provision could be better provided for by planning for 100 years and therefore any and all allocations put forward for the parish ought to be seriously considered and phased in sooner rather than later	Noted. Outside remit and resources of this plan	No action
36	H1 HAR3	Harby	Agree that HAR3 should only be considered if Harby allocation is not met and not be considered to meet another villages shortfall	Agreed As Harby requirements has been met by approved planning applications HAR3 has been removed as a site from the NP	Remove HAR3
35	H1 HAR3 p25	Harby	Do not agree with development of this site. Centre of village is the pub/garage/village hall area	Noted As Harby requirements has been met by approved planning applications HAR3 has been removed as a site from the NP	Remove HAR3
29	H1 p23-27	LC	Given the pressures on schooling & congestion in Long Clawson, the planned build distribution seems disproportionately to fall on Long Clawson. Why? The development limits are drawn to fit the current plan – is it possible to consider a more even distribution? 1991-2016 157/266 @ LC, now a planned 2017-2036 127/282 @ LC is more than 50% @ one centre	Noted Housing allocation numbers are set by MLP and the NP cannot ignore these as minimums. The allocation is taken from the population distribution across the Service Centres and Rural Hubs in the Melton LP.	No action
6	H1 p24	Hose	The development of safe links for cycling between the villages and of good walking routes is seen as of vital importance in encouraging alternative forms of transport to reduce local traffic. The high speed of traffic on the roads currently linking the villages makes cycling, particularly for children unsafe.	Noted. Refer to Transport policies T2 and T3.	No Action
8	H1 p24	Harby	I support the principle of aligning the strategic thrust of new Housing development with the number and general distribution of new houses in the	Noted.	See redrafted section on Housing

			<p>emerging Local Plan. However, submission of the proposed Melton LP has been suspended pending consideration of late arriving new evidence, namely the Leicester & Leics Housing & Economic Development Needs Assessment (HEDNA report) in January 2017. This concludes that the OAN (Objectively-Assessed Housing Need) for Melton Borough in the LP plan period of 2011 - 36 is some 170 dwellings per annum i.e. 170 x 25 = Total of 4,250 new dwellings. This compares with the Draft LP total of "at least" 6,125 new dwellings. This suggests that the LP could be making provision for 1,875 dwellings above the OAN, or more than a third more than is needed over that period. In such circumstances the NP could be supporting new housing at a significantly higher level than is required. I suggest submission of the NP be paused pending clarification and resolution of the different OANs by MBC and due re-consideration by the PC.</p>		<p>Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.</p>
9	H1 p24	LC	<p>The site allocation numbers from Melton BC are already very high with 6125 houses proposed and 35% in the villages. The very high figure has been challenged by the recent January 2017 Leicestershire HEDNA report which indicates that 4275 houses are required over 25 years in the borough. The HEDNA report brings into doubt the validity of the MBC draft Local Plan figures that the NP are using. The more realistic figures for the parish should be about 30% less than proposed in the flawed current Melton Local Plan draft. This can be stated with reference to the HEDNA report. It will be very sad if the NP accepts the very high housing figures and then the next iteration of the Melton LP uses the lower figures from the HEDNA report, we will have stuffed the villages full of houses for no good sustainable reason. Page 26 para 1. This paragraph should include note that both LONG2 and LONG4 are sites that, if developed, Historic England consider will adversely impact on the setting of the Manor Farmhouse, Church and Castle Field Historic Monument as noted in their opposition to both planning applications. Suggest rewording to: Two proposed Local Plan sites in the centre of Long Clawson have been excluded as they were opposed for development by Historic England due to their impact on the setting of the Manor Farmhouse, Church and Castle Field Historic Monument. These sites performed weakly in our NP Site comparison work and both had significant environmental impacts. Specifically, LONG2 The Mungee has been designated a Local Green Space in Policy ENV1 due to its historic and visual significance. LONG4 Sandpit Lane is excluded because of flooding problems, visual impact on the Grade 2* listed Manor Farm House and the threat to the water supply, integrity and viability of the scenic and historic Manor Farm House fish pond which is such an important part of the house setting. Page 26 para 2. The site allocation numbers from Melton BC are already very high with 6125 houses proposed and 35% in the villages (page 24</p>	<p>Noted.</p> <p>Noted. Suggested change would clarify and strengthen position.</p> <p>Canal Lane site on Fig3 is now a Reserve Site in the NP now that the base levels are reduced.</p>	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand. Detailed table to be created as supporting evidence to NP (development site, reserve site and rejected site) showing scoring methodology and results plus community feedback and volume of planning application responses from residents</p>

			<p>of the NP). The very high figure has been challenged by the recent January 2017 Leicestershire HEDNA report which indicates that 4275 houses are required in the borough. The HEDNA report brings into doubt the validity of the MBC draft Local Plan figures that the NP are using. The more realistic figures for the parish should be about 30% less than proposed and there is no justification for adding a 15% extra buffer. Adding a further 15% will give developers even more scope to cram in more houses. Page 31 Long Clawson. The four housing site allocations in Plan Policy H2 allow for an additional 127 new dwellings and meet the minimum requirement from the LP. Really this should be 30% less as noted in the HEDNA report and less sites should be included. In reality the 127 houses includes at least a 30% buffer and is not sustainable. Page 31 Housing Fig. 3 The legend includes the category Reserve site, but this is Canal Lane and not visible as a separate category on the map.</p>		Reword edited version of comments.
1	H2	Hose	<p>In principle we are fully supportive of the proposal to develop HOS1 / HOS2 / HOS3 as shown on page 31 of the parish neighbourhood plan. This would provide the required number of new houses to meet MBC Local Plan requirement with the location presenting the least visual impact on the general aspect of the village. Access to the above locations during the construction phase would require careful consideration of vehicle movements both construction related and local. We would propose the following ideas as potential solutions to minimise the impact to local residents during this period.</p> <p>1 a - Propose a one way system with access via Coal Lane through to Canal Lane. This is already used as a route for large agricultural traffic with no significant issues and therefore should be accessible by construction vehicles.</p> <p>1b - Restrict construction traffic to delivery times outside of peak commuting periods, for example no traffic before 9.00am or after 15.00pm (this method is commonly imposed by local authorities on house builders as a condition of planning).</p> <p>2a - Propose access via Bolton Lane (past school and church). This would be the shortest and widest access through the current built environment of the existing village. Access could then be obtained to the proposed sites of HOS1 / HOS2 / HOS3 via the existing lane to the sewerage pumping station and stables and then constructing a continuation of a suitable roadway along the Green Lane through to Canal Lane. This would then allow future traffic from the new development or that wanting to access Canal Lane an alternative option instead of the more congested route through the centre of the village. Combining this route with the addition of a footpath at the end of the construction period would provide a safer route to the allotments, community orchard and bridle way to the canal for recreational purposes and encourage greater use than is currently experienced due to its condition under foot especially in adverse weather.</p> <p>2b - Restrict construction traffic on this</p>	<p>Noted.</p> <p>Comments more suited to consideration of detailed planning application. Criteria in Policy HOS2 allow for detailed control along the lines discussed.</p> <p>Hose site allocation is amended to include new planning application for HOS1 extension. With the reduction in overall residual target to 43, but a possible higher target of 65, the Hose site selection has been revised to include HOS1 and HOS1+ (extension) and HOS2 as Development sites to meet the lower residual target and HOS3 as the Reserve Site to meet the higher target if required.</p>	See revised H1, H2 and H3.

			<p>route also to delivery times outside peak commuting periods for example no traffic before 9.00am or after 15.00pm as also stated in 1b above.</p> <p>We would be opposed to the potential for inclusion of Stroud Proposal (HOS4) and any subsequent variation put forward by the landowner and ask that consideration be given on the following grounds. 1- Additional housing is not required as the proposal for HOS1 / HOS2 / HOS3 meets the MBC Local Plan requirement. 2 - The current number of houses put forward in HOS4 (currently 47 units) would be potentially insufficient for a developer to cover the cost of infrastructure involved in the development of a green field site and therefore lead to an amendment of original planning application for a much larger number of units to be constructed. 3 - Any additional building over and above the proposal of HOS1 / HOS2 / HOS3 would put unrealistic demands on the current amenities in the village and surrounding area on the following. 3a – Provision for local schooling which is already under pressure within the parish. 3b - Infrastructure including sewerage / drainage and road system within the village. 3c - Additional pressure due to greater numbers in population within the parish and surrounding area on the local doctor’s surgery at Long Clawson. 4 - Giving access to HOS4 would enable future consideration for development to be extended through HOS3 to the current site owned by Electro - Motion (steelworks site) on Canal Lane and therefore increasing the pressures even further on the points covered by item 3 above. This would also then lead to consideration for suitable upgrades to Canal Lane for the greater increase in traffic volume and provision for a footpath at least to the Grantham Canal for pedestrian safety reasons. 5 - The proposed site for Stroud development has potential archaeological importance which is a greater asset to the community and local area than additional housing that is over and above the local plan requirement and not being asked for under any current government directive.</p>		
4	H2	LC	<p>I strongly object to the number of houses being built. 40 houses have been requested nowhere else is there such density of houses. This will be totally out of keeping with Long Clawson village. Access and egress for vehicles is dangerous onto a single track lane in a tight bend. Planning application indicates there is currently no pedestrian access into the village. Access is suggested onto a private drive owned by Pagets End residents. This can and will be locked on regular occasions I am not against progress and building in villages 10-15 properties is acceptable appropriate on this proposed site, with a clause that no more will be built</p>	<p>Noted. Draft LP calls for development of the overall quantum shown in the draft NP (which is required by Localism Act establishing NPs.) If suitable access cannot be achieved to Canal Farm site (LONG5) MBC would be likely to refuse PP.</p> <p>Now with reduced targets as the base of the NP, NPLONG5 is reclassified as a Reserve Site.</p>	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.</p>
11	H2	LC	<p>We do think that houses should be built close to work places so that people do not have to commute by car. There are some employment opportunities in</p>	<p>Noted</p>	<p>See redrafted section on Housing</p>

			<p>Long Clawson that you mention but I understand that KS Composites are likely to move out of the village to more suitable premises. If you are going to promote new houses than we believe you should be encouraging new businesses also. Have you inquired as to their long-term plans? For environmental reasons we should not build houses where people have to commute. We believe that it is possible to absorb additional houses into the villages and Long Clawson in particular but this MUST be limited to a defined rate per year and not build the target number of houses as and when large builders wish to build them. This will allow the villages adjust and absorb and maintain the cultural life of the village. With Long Clawson in mind, a target of 6-8 per year would seem an appropriate number.</p>	<p>Discussions with local employers take place with MBC and with the PC.</p> <p>The development of sites of some scale enables the forward planning of roads and other infrastructure which is not as efficient or effective on piecemeal smaller schemes. Rate of build out is largely a function of the local market.</p>	<p>Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.</p>
13	H2	Hose	<p>There are five houses for sale now in the village at least one has been for sale for over one year. The land on hose two and three is not available as some of the land is either up for sale now or is not for sale How the committee can identify land which no one owns or owned but not available to build is nonsense when many local farmers and land owners have identified land they would like including in the plan The land on Hose three has no access and has much wildlife i.e. Deer, bats, birds etc. and this area is the only woodland left in the village</p>	<p>Noted. Land ownership can always prevent or delay development, but owners have not indicated they are unwilling to consider.</p> <p>Both sites score well for wildlife, the presence of mature trees almost guarantees that. However, they score zero for History so have not been designated Sites of Environmental Significance.</p>	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.</p>
14	H2	Hose	<p>Within Hose the allocation of land via SHLAA has been driven by <i>an ex Hose resident</i> to allow him to sell Hose 3 as development land. To achieve this he has stitched together several parcels of land to create Hose 2 which would give him access to Hose 3. This (Hose 2) has several owners not all can be classified as available as required by SHLAA. On the land adjoining Canal lane the only way access can be made to Hose 3 is via one or two plots- the first is owned by a family who are not willing to sell and the other part is currently for sale and the prospective buyer in planning to put three houses with no access to the adjoining plots. The intermediate plots are not for sale the plot at the rear of the Rose and Crown is not for sale and subject to a separate lease with the owners against development. So the reality is the area identified as Hose 2 and 3 under the rules of SHLAA is not available and should be excluded from the local plan. Also the village had a meeting and at the meeting we had a vote and this overwhelmingly in favour of the development of the Stroud land. The village had a referendum, which was sent to each house with NO CLOSING DATE, someone then lobbied households to vote for Hose 2&3 and before</p>	<p>Noted.</p> <p>Specific village meetings for Hose alternative sites was carried out before the Regulation 14 NP was completed to inform the document. The well publicised 6 week consultation period for this Plan has provided the opportunity for comments and feedback to be made in full by both residents and stakeholders on site selection across the Parish.</p> <p>A Hose volunteer on the NPAC properly declared an interest in</p>	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.</p>

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			many people had voted they closed the vote and said Hose 2 & 3 had been selected. it now transpires that a member of the Parish council/ subcommittee is trying to purchase the land identified as Hose 2 and 3 this is wrong and must surely be a conflict of interest. The village do not want Hose 2&3 developed this is a wooded area with owls, bats, deer etc. and needs to be preserved. The area offered by the Strouds off Harby Lane is a mono culture with no environmental impact easy access to a main road. I urge you to look at this from a planning perspective from what is best for Hose and throw-out Hose 2&3 and allow the Stroud land to be developed and meet the housing requirement for Hose. At best we need to have a fair vote in the village between the Stroud land and Hose 2&3 and not one which is manipulated by personal greed.	property in Hose and not been involved on any subsequent discussion of Hose development sites.	
26	H2	Hose	I opposed HOS1 first application and I also oppose the additional 16 and any building on the opposite side of Canal Lane HO2 & HO3 for reasons as stated in my letters. In my opinion a roadway through Strouds to Harby Lane would have helped with the traffic from HOS1	Noted	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.
27	H2	Harby	Two storey high 24ft to ridge. Of late these have been 30ft to ridge and roof lights. A third storey P29 Long Clawson Hawthorn hedges along road side. Site boundaries hedges LONG5 replant Hawthorn hedges	Noted	Review site specific notes
33	H2	LC	Long Clawson by virtue of its name is already too long. But from looking at the report it seems that there is a wish to extend the village in both directions. Is there a proven need for so many houses in Long Clawson as there are a variety of houses on the market that have been up for sale for many months? It seems unfair that Long Clawson should have to be the site of more housing than Hose or Harby. Why not try and equalise this in some way? I have resided in this beautiful village for over fifty years and if all the planning applications go ahead it will be chaos	Noted Housing allocation numbers are set by MLP and the NP cannot ignore these as minimums. Current allocation is based on proportional increases to current population	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.
34	ENV1 and Comm Fac	Harby	P44 Local Green Space, the Wong will be protected from development except in exceptional circumstances. What is an "exceptional circumstance"?	Noted	No change

			<p>P46 The Wong “no extant evidence of Iron Age”. Did you know about the well? I was told by a local archaeologist/historian it was of Roman origin.</p> <p>P78 Building type against Harby – should read “with brick exterior added”</p> <p>Village indoor facility – “Pre-school store” is not quite right. It was constructed as a VH committee room and gradually adopted as a storeroom now dominated by re-school equipment, which also spills into cupboards, external shed and stage area. The important point here is to underline the general inadequate storage. The VH also has a loft space used for Harby Harlequins storage of equipment, constructed to alleviate general storage problems.</p> <p>Regular community groups – pleas add Harby Youth Club</p>	<p>ENV1 the principle of Local Green Space is that it is special to the community and therefore is protected from development. Exceptional circumstances will considered upon application by the PC and residents.</p>	<p>Revise Harby VH description to include additions to current amenities</p>
41	H2	LC	<p>Do not support development on:</p> <ul style="list-style-type: none"> - the Mungee because too near school and traffic problems - Sandpit Lane as this would cause flooding and spoil view of the Manor, which is a Grade II* listed building <p>32 houses is too many on Hickling Lane – can only cope with maximum 5-10 houses/bungalows</p> <p>I support some development at Birley’s garage as this would make a better appearance to the entry of the village</p>	<p>Noted</p> <p>Detailed planning application will finalise density</p>	<p>No action</p>
43	H2	Harby	<p>I wish to register our objection. The 2011 census shows Harby to have 931 people. As at this date there are 98 houses approved, or applied for, without the reserved sites. If an average of 3 people per dwelling, the approximate 300 extra people means ¼ to 1/3 increase in population which is too much. If 1.5 cars per house then HAR6 & HAR4 Colston Lane will increase traffic by over 100 cars. Entrance & exit to the development on Colston Lane will be dangerous. Also, driving to and from Colston.</p> <p>Regarding the Milway site, not only should the majority of the houses be 2 storeys high – the maximum height should be 2 storeys</p>	<p>Noted</p> <p>Housing allocation numbers are set by MLP and the NP cannot ignore these as minimums. Current allocation is based on proportional increases to current population.</p> <p>Detailed planning will resolve this issue</p>	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand. No action</p>
47	H2	Hose	<p>My preference is HOS1 & HOS1 extension & HOS2 & HOS3</p>	<p>Agreed</p>	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional</p>

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					Reserve Sites available to meet increased demand. Review HOS1 extension
45	H2 HAR4	Harby	Agree with public footpaths through development to encourage integration with rest of village	Noted	No action
35	H2 HAR4 HAR5	Harby	Support development of these sites following that HAR6 has been approved	Agreed	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.
40	H2 HOS3 p28	Hose	The development of HOS3 should only be supported if, and when, better access directly onto Bolton Lane becomes available to avoid the necessity of having to cross the unmade footpath/Green Lane, which leads down from the Rose & Crown public house	Noted	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.
2	H2 LONG 5	LC	On the Canal Farm site I feel sure that it should read in relation to the Dwellings - "with those on the SOUTHERN (i.e. NOT NORTHERN AS WRITTEN) third being single storey bungalows. This would mean that homes for the elderly and less mobile are closer to the village and the roof line, closest to existing property, is retained at existing levels.	Agreed.	Amend text as indicated.
29	H2 LONG1	LC	Dwellings built if "local educational capacity....can be created" is this possible with our school?	Noted PC and MBC to continue dialogue with LCC	No action
31	H2 LONG8 p30	LC	To build this amount of houses in this area, the highway needs to be addressed e.g. the traffic from the Dairy at Christmas time. It is a good idea if this is addressed	Noted Note typo should have been LONG6 in the text	Revise text to read NPLONG6

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				Highway changes are outside the remit of NP. PC to continue relevant dialogue with Highways authority	
23	H2 p26	Harby	I would like to see HAR 5 developed for housing that way it joins HAR 4 and HAR 6 together not leaving HAR 6 out on a limb, separate from the village. Any housing built I would like to see 1 & 2 bed housing or flats for the elderly, young adults, single adults to buy and housing to rent.	HAR4 and HAR5 now outline planning application approved July 2017	Redrafted section and Policy H2 including Design Codes
21	H2 p27 HAR6	Harby	Extract from report: "A footpath is provide along the frontage verge linking the existing footpath to the south-west and the Grantham Canal to the north-west". Clarification is required on the materials to be used for this footpath. A paved path would constitute inappropriate urbanisation of a rural setting and would look ugly and very out of place. Any impermeable path surface would create rain run-off problems during periods of wet weather. The existing concrete path from the village to the dairy site becomes a mini lake after heavy rain so that pedestrians are forced to walk on the road if they do not want to wade through the water on the impermeable path. In contrast, a well maintained grass verge would allow drainage of rainwater, provide a corridor for wildlife and be a far more aesthetically pleasing and appropriate surface for walkers heading for the canal.	Noted. Agree that urbanisation to be avoided but route would benefit from a rural style path. The grass on the slope up from the canal gets muddy and slippery in winter. An appropriate gravelled path would aid safety, prevent increased run-off and not be unduly urban. Design details to be commented on in specific planning application.	No Action.
7	H2 p29	LC	In the design codes for Long Clawson there is nothing in there about creating an informal and rural feel as appears in the Hose and Harby design codes. I think this is vital in all the Parish villages to avoid developers proposing urban style housing estates. LONG3 3rd bullet states the majority of dwellings being two storeys high. This could imply 3 storey houses are acceptable which they are not. Please can we reword this like the others and say: No more than 45 dwellings are developed: The houses are no more than two storeys high	Noted. Agreed that this principle applies to all villages. Site is remote from village core and some flexibility to provide family homes is desirable. 3 rd storey in roof space can blend in.	Edit LC Design Codes for NPLONG1, 3, 5 and 6
42	H3	Harby	Walkers Farm, existing open space, should be excluded from development Seems to exclude private garden of 16 Pinfold Lane. This has previously been granted planning permission	Noted Environmental Theme Group analysis does not support this view.	No change
5	H3 Limits to Development	Hose	As the original plan did not achieve the required number of houses and the fourth option could have done it should be reviewed by MBC and not discounted	Noted. The NP meets the required demand from latest available draft Local Plan.	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.

40	H3 p30-32	Hose	<p>Hose - The Limits to Development line has been drawn quite tightly around existing properties and has excluded the two new sites that were put forward as alternative sites (Stroud's land). This seems harsh as these two sites were put forward as Options 3 & 4 which would have given them significant development opportunity. It would seem more reasonable to have these sites, or part of these sites, as reserve sites (without linking to Canal Lane) and having a reduced number of houses on the Canal Lane sites – thereby leaving an opportunity for some development on Stroud's land should they desire this in the future</p> <p>Long Clawson – We were disappointed to see that the two plots of land which we put forward for planning consideration, or to be include in the Limits to Development line (following the SHLAA call for land) were both excluded. We acknowledge that the area opposite Birley's, on Waltham Lane, may well have received some opposition from the nearby properties as any over-intensive development of this area could have an impact on existing views but we more strongly object to the exclusion of the plot on the south-west of Mill Lane. This was the site of a small cottage until the 1970's and, in our opinion, it is a site which could be developed, on a small scale, with careful, considerate planning in a way which would not have an adverse effect on any existing properties or impact too much on the open aspect of this area. At the moment we feel we have victim to the situation that Clawson has maybe had more than its fair share of planning applications and now any additional applications are dismissed without proper due consideration, especially bearing in mind that any development on our plot would be very small while most of the other applications are on a much larger scale. We would, therefore, request that the Limits to Development Line be reconsidered and re-drawn to include this site</p>	<p>Noted</p> <p>Village view was to exclude the sites from the village allocation and therefore they are outside the Limits to Development.</p> <p>Revised criteria for LtD are</p> <ul style="list-style-type: none"> - Accept developments of 1 or 2 dwellings per field directly adjacent to LtD where access is directly available to current roads and not over land of existing private dwellings - Addition windfall sites of 5 houses or less could be identified after 10 years of the NP coming into force if windfall levels in the villages are significantly below expected levels 	<p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.</p> <p>Amend Text to include expected windfall levels per village Harby 19, Hose13, LC 23.</p> <p>Include agreed criteria to LtD policy.</p>
10	H4	Hose	<p>Summary of Future Housing Need. The level of under occupancy suggests a need for small homes. It is an illogical conclusion that people will give up their 4 bedroomed houses and move in to bungalows; in practice this is not the case. However, there are families in smaller houses whose fortunes improve with age and who wish to stay in the village in a larger house. These larger houses are not available and I would suggest that is where the demand is. The logical conclusion is to stay quiet on this matter and let commercial realities decide on this. Developers will build what they can sell. It is not necessary to dictate such detail</p>	<p>Noted. Accept that people chose to have greater space. However, the plan is not directing people to downsize but attempting to provide a choice of sizes of homes. If left entirely to the market few if any smaller homes would be built. Majority support the suggested mix policy. Note H4 becomes H5 in Reg 16 plan See also response to 10/ENV1.</p>	<p>No Action.</p>
12	H4	LC	<p>Agree - essential to avoid village becoming a dormitory for the wealthy with too many large detached houses</p>	<p>Noted. See above conclusion</p>	<p>No Action.</p>

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45	H4	Harby	Build houses that could later be extended to accommodate growing families	Noted	No action
44	H4 & H6	Hose	All housing developments should include 50% affordable housing and various sized bungalows alongside 50% 3/4 bedroom dwellings. To achieve the 50% affordable housing then a contribution not only from developers but from the parish and borough funds would help.	Disagree The review of housing need for the Parish identified the types and size of housing needs. The affordable housing mix is as determined by MBC	No action
30	H4 p33	LC	Priority of dwellings of 1,2,3 bedrooms suitable for older people, starter homes and smaller family homes needs to be ensured	Agreed	No action
3	H5 p34	Harby	In Harby if windfall development arises adjacent to St. Mary's parish church, consideration should be given to providing vehicular access to the church. At present is restricted to limited purposes across private land.	Noted. Agreed this could be a benefit for weddings and funerals. Note H5 becomes H4 in Reg 16 plan	PC to review if application received.
17	H5	LC	Pg. 34 As I have highlighted in my comments on Page 70 - Open Views in this document, it is these open views, which are a welcome break in the built environment that were highlighted in the Inspector's refusal for planning permission on Mill Lane. These open views should be protected and not filled in with small developments. It is precisely this 'creep' development, without any attenuation, that has increased the flooding problems within the village. It simply has to stop.	Noted. Other NP policies seek to protect the important views into and out of the village. These operate alongside Policy H5 (H4 in Reg 16 plan) seeking to achieve this aim.	No Action.
27	H5	Harby	Gardens viewed from public roads should remain. Should not fill every space with dwellings. Hawthorne hedges should not be replaced as wooden fences and brick walls are not appropriate. Soakaways are not suitable for the heavy clay soil. These need to feed into existing land drains	Noted Individual planning applications will determine this. Policy H7 on design addresses the issue of natural hedges and their replacement	
22	H5 p34	LC	Where are these in fill sites of up to 10 houses? It would seem that all the pockets of land within the village have already been developed.	Noted. Review of windfall requirement and ability to meet it underway	Revise H3, windfall and H5 (now H4) as previous
7	H6	LC	POLICY H6 Affordable Housing Provision c) Suggests that people move away because of lack of affordable housing. One should also consider that people move away because of lack of employment opportunities and that they need to be nearer to their place of work. As we have indicated the Parish is in a rural area and the main places of work are Nottingham, Leicester, Grantham etc. If you live here and need to get to your place of work you will need a car as the public transport is inadequate. People who live in Affordable housing may not be able to afford a car and so they will move to get closer to employment	Noted. But Affordable Housing includes shared ownership and cost of car ownership is less than it was giving access to employment options over wider catchment than in earlier times.	No Action.
10	H6	Hose	AFFORDABLE HOUSING PROVISION Frankly, I find the allocation of Affordable Housing to eligible households to be a frightening attempt at social	Noted.	No Action.

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			engineering. There is no need to isolate the community. It is healthier to extend the gene pool.		
38	H6	Harby	Affordable housing is needed. There should be some covenants in the deeds to ensure that the properties cannot be extended and made too expensive to remain as started homes	Noted People who buy starter homes only have to remain in place for 5 years after which they can be sold on at open market value. Shared ownership can be retained in perpetuity by limiting 'staircasing out' to 75%.	Add in 'staircased up to 75%' after' shared ownership' in policy H6
31	H6 p35	LC	I agree with the comment for affordable housing i.e. bungalow, 2 bedrooms. Also if building, it has to be in keeping with what is already built, as too our costs	Noted.	No Action.
9	H7	LC	HOUSING DESIGN should aim to get more variation in what will be urban-style housing estates. The developers should be discouraged from having more than a few houses of similar style and detail. The aim should be to build a mixture that looks like they have been built at different times. The use of items such as windows throughout a site with the same aspect ratio, roofs coverings of one type, the same bricks throughout a site etc. should be discouraged. Ideally only small additions of up to around 12 houses at a time should be built on sites with more houses staggered in time to fulfil the 25-year requirement and give more variation in styles. The danger is that the villages will end up with the addition of around 80-100 2017-2020 style houses added on to them. The NP should strive to get more variation in design and character in the same way that most of the villages have grown in the past.	Noted. There is merit in the design points made.	Add to end of Policy H7 Criterion (b) the following: "but while also including a variation of types, materials and styles to reflect rural village visual diversity."
25	H7	Harby	Naturally one would like to see the minimum development possible. Any new build should be designed to fit in to the style of the existing village architecture, and preferably reflect the cottage style of earlier properties, using pantile roofs and brick and ironstone.	Noted. There is merit in the design points made. Design policy criteria a and b satisfy this requirement	
44	H7	Hose	All housing design needs to incorporate energy super efficiency with local character	Noted Policies have been drafted to meet national planning standards	No action
45	H7	Harby	When building new 'estates' do not have access to individual properties from the existing road as people will park on the existing road causing congestion Can a large development plot be divided between different builders to ensure a mix of styles?	Refer to Policy T4 This is a commercial matter and not covered by the NP	No action

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32	H7 p37	LC	Housing Design wholeheartedly agree. The appearance being sensitive to existing older building makes impact much less	Noted	No action
7	H7 p37 f)	LC	I think that materials chosen for any housing development in the Parish should match / complement the existing dwellings in the villages rather than complement the design of the development	Drafting error noted. Minor change proposed.	Edit to indicate materials should blend with and complement the quality and character of the area.
17	H8	LC	Pg. 39 If we are to have new street lighting in the village, would it not be pertinent to have them on movement sensors - thus saving on light pollution and cost?	Noted and agreed minor change.	Add to end of Policy H8 Criterion (a) the following: "including by the use of movement sensors where appropriate;"
27	Historical context p12	Harby	End of 2 nd para The night spoil was also carried by barge and spread on the fields	Noted	Amend text
4	Housing Provision	LC	There needs to progress and properties built.. If every village across this country agreed to build 10 houses there would be no housing shortage. There needs to be progress and houses built. Every planning site within our village could accept a smaller number of properties being built.	Noted. Overall housing numbers are required to be compatible with those of the MBC emerging Local Plan.	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.
25	Limits to Development p30	Harby	last paragraph Overall, I think that the proposals are well thought out and presented well, IF the Parish has to take this number of houses. The allocation between Clawson, Hose and Harby seems fair. HOWEVER I am very concerned that the two reserve sites in Harby should NOT be used as building sites for Hose and Clawson coming up short on finding their sites, with Harby ending up building more than its allocation. I would be totally against this.	Noted. The Harby site HAR5 has now been approved alongside HAR4 and therefore Harby will deliver significantly over its required minimum. There are no Reserve Sites included in the Reg 16 plan for Harby for this reason.	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.

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27	Limits to development principles p21 &22	Harby	Protected open spaces, limit the development of every small parcel of land, taking away rural nature of the settlement	Noted Local green spaces ENV1 and Important Open Areas CA ENV1 cover these points, plus H5 windfall sites. Limits to Development criteria have been included to take into account the need for some flexibility.	See redrafted section H3
19	Local Green Space p43+	Hose	I was unsure from the report whether the areas that were shaded pink (described as having existing statutory protection) were to remain protected under the village plan. My preference would be to ensure that the pink shaded sites on pages 44, 45 & 46 were protected under the plan Areas of Separation (Page 54 & 55) I accept the need to have areas of separation, but I was unclear as to why certain sites had been selected and the shape and the size of those sites. With the sites selected as they are, there is nothing to prevent building between Hose and Colston Bassett or Long Clawson and Hickling / Nether Broughton (for example). The obvious solution would be to draw circles around each village to ensure that they are 'isolated' from all directions	See Stakeholder responses 7/ENV1. Areas of Sep are going to be removed from the Plan.	See Policy ENV3
10	My comments specifically relate to the village of HOSE: Vision Statement	Hose	<p>Vision Statement: supports development that is in keeping with the architecture and vernacular of the villages (iron stone and brick farmsteads) All three villages have a mixture of architecture and vernacular (if vernacular is defined as a local style in which ordinary houses are built). Although there are old examples of iron stone and brick farmsteads they are very much in the minority. This statement is therefore meaningless and inaccurate. None of the three villages have a chocolate box appearance, rather all are a hotch-potch of different styles which were fashionable at the time they were constructed. There is no common theme which can be followed.</p> <p>5 Planning Context and Sustainable Development Sustainable Development A Social Role We are particularly looking to provide bungalows for older people as well as some smaller family homes. There is no evidence that this is specifically required in Hose. See further comments under Housing Mix below.</p> <p>6 Policies A Strategy Limits to Development Restrictions to development over a long time have led to the current situation whereby there is a shortage of housing. The villages need to play their part and expand. However, a clear objective would be to retain the nature of the villages as far as possible. The three villages have grown slowly over a long period of time with many small developments made in different eras . The villages are now under threat of large developers making new large developments within the villages which will change the nature of the villages. To counter this the Neighbourhood Plan has drawn tight Limits to Development. The Limits to Development in Hose will</p>	<p>Noted The design policy H7 requires compatibility with the area in which the development is situated.</p> <p>Housing needs review and resident feedback led to Housing Mix for each village.</p> <p>Review of LtD criteria has been completed</p>	<p>No action</p> <p>No action</p> <p>Revised H3 to include new criteria</p>

			rule out any further development in the village. This in itself is contrary to the NPPF. If having to build another estate on a field at the side of the village is not to be repeated at some time in the future then we need to allow the growth of the village with small developments, of perhaps up to five houses, to take place outside the Limits to Development. This is more likely to secure high quality development of a varied nature and more likely to happen over a longer period of time. This would create a better long term result.		
27	Objectives p16	Harby	Some three storey houses in Long Clawson. Maybe more could be considered in the 3 villages at the correct sites	Noted	No action
12	p26-29 from para 1	LC	Support removal of Long 2 and Long 4 to preserve character of village and likely to minimise increase in traffic through village centre.. Agree conditions covering other sites in chart showing recommendations for 127 houses	Noted.	No Action.
5	p32	Hose	The village poll carried out in March was not carried out in a proper manner with no closing date- we assumed it would be open till the next consultation. It was closed quite early on without notification and in my opinion quite a number of villagers were therefore not able to vote due the vagueness of the time period involved, which could potentially skew the views of the villagers.	See previous responses on gathering Hose opinion.	No action
17	Pavements, Footpaths, Cycle and Bridleways p87	LC	para 3 As far as I am aware you are not supposed to cycle or ride horses on footpaths	Noted.	Edit to include bridleways.
20	Pgs. 53, 59, 71	Hose	On Page 53 it shows the "Other Sites of Significance". With regards to Hose, to the East of Harby Lane, most of the fields are shaded blue, except the Village Hall (which is covered by Policy EV1) and two parts of two fields (identified as Z096 and Z094 on Page59). If all the surrounding land is considered a "Site of Significance" then so should these two land parcels. Similarly, on Page 59, the whole of the field labelled Z094 should be an "Important Open Space" Similarly Page 71 (ENV8), the whole of the Eastern Aspect of Hose should be designated an "Open View" not just the section shown by Blue Arrow 7.	Noted These paddocks only narrowly failed to score highly enough to qualify for these designations. Compared with adjacent paddocks they are the least accessible, and score slightly lower for recreational/educational use, history and wildlife.	No Change
11	Pgs. 12, 13, 29, 33, 34, 36, 61, 62, 69, 76, 83, 84, 85, 87, 88	LC	Pg. 12 first para: It mentions "and walk on the escarpment".. We have met many people who also like to cycle and ride horses in the area because of the views, and because car drivers are considerate and importantly that there are not too many cars. It needs to be kept this way. Pg. 13 para 2. Please explain what 74.5% means Pg. 13 para 3 talks about the 2 main employers. We understand that many people who work in these 2 companies are very low paid and are unlikely ever to be able to afford to purchase a house in Long Clawson, even the smallest house. Is this true? Pg. 29 last sentence. This refers to the appropriate width of footpaths. I think this should be a requirement for all developments including LONG1 and LONG3	Drafting comments noted. 74.5% of working age population are economically active. Highlights need for a mix of housing types & tenures. Noted.	Review text for typo corrections No Action. No Action. Policy T3 amended to recognise

			<p>(and perhaps others?). In the future, we are sure that the residents will be very appreciative of decisions like this.</p> <p>Pg. 33 paragraph 3. This refers to 1083 households, an increase of 31%, 266 homes. We cannot understand your maths here.</p> <p>Pg. 34 para 4. Windfall sites. For the size of the villages, I believe the ad hoc number for windfall sites should be much less and we suggest a number of 4.</p> <p>Pg. 36 para 'Only where no households'. Is this sensible? Things can change quite quickly and would it not be preferable to allocate someone else on a TEMPORARY basis only (say a year or two)? Otherwise, when required, no suitable accommodation for a 'local' will be available.</p> <p>Pg. 61 para 'Permitted development in CH&H'. Have you defined this acronym previously? What about a list of all acronyms used (including MUGA (page 77) which I had to ask someone about) Pg. 62 para 3. Spelling of the 'c.3 ,100'</p> <p>Pg. 69 no 10. What / where is Hickling Standard?</p> <p>Pg. 76, para ?a) ground area covered by panels??. We believe that if an area of solar panels comes within your other restrictions (re view and glare) then why have any limit at all. 625 metres is very small; why not 300 x 300 metres if it is not an eyesore.</p> <p>Pg. 83 para 4. Spelling of 'Tthese'</p> <p>Pg. 84 para 1. Isn't commuting to Melton considered commuting?</p> <p>Pg. 85 para 2. This mentions that burst mains are a frequent problem. Really? For honesty, would it not be better to something factual?</p> <p>Pg. 85 para 5. '..frequently built without foundations.'. Would it not be more accurate to say 'without modern foundations'</p> <p>Pg. 85 para 8. I don?t understand '. and the average slightly higher'. The average of what?</p> <p>Pg. 87 para starting 'Pavements around'. What are dropped curves? Pg. 87 refers to The jubilee and Viking Ways. Are these recognized walks? If you are going to mention this, you should be aware of some very advanced cycling apps and some stretches which cyclists come from miles around to try. An example is the road from Pablos Horse sanctuary up the hill to the tree on the left before the junction at the top. I have seen impressive on-line timings from cyclists using their smart phones for this section.</p> <p>Pg. 88 para 'One of the causes'?. We don't understand the grammar of this first sentence.</p>	<p>1083 households is a descriptive snapshot at 2011. The 266 growth in homes (31%) is over the 25 yr period 1991-2016.</p> <p>Windfall policy reflects draft LP Policies SS2 & 3 and housing supply assumption.</p> <p>Noted. Focus on a range of local needs is justified.</p> <p>In Policies agree acronyms should not be used.</p> <p>Agreed edit required to ENV10</p> <p>Agree edit required</p> <p>It is, but point is about long distance commuting.</p> <p>Burst mains on Melton Road Long Clawson are frequent.</p> <p>Text edit to remove average reference</p> <p>Kerbs dropped to assist pram and wheelchair usage at crossing points! I think they are recognised walks found on OS maps – Can PL/JM confirm?</p> <p>Policy T3 supports improved provision for range of users.</p> <p>Edit needed</p>	<p>pavement and footpath width</p> <p>Edit out first sentence of 3rd para as it is repetitive and confusing when read with 2nd sentence.</p> <p>No Action.</p> <p>Edit Policy ENV4</p> <p>ENV10 redrafted in full</p> <p>Edit Tt to t</p> <p>Edit to read: "without substantial foundations"</p> <p>Edit</p> <p>After "into" insert "account"</p>
7	Pgs. 13, 14, 16, 18, 24, 26, 32, 34	LC	<p>Pg. 13 Second para I really do not understand what this paragraph means and do not understand what the 74.5% is all about.</p> <p>Pg. 14 Third para second line suggest adding after integrated .. or well maintained?</p>	<p>It's about local jobs and the level of employment. i.e. few jobs in the parish but most households enjoying employment - 74.5% of working age population are economically active.</p>	<p>Various minor edits and corrections made to the document based on these comments.</p>

		<p>Pg. 16 Last bullet point it is not just about the car parking issue but also about the increasing volumes of traffic ? I would like to see it reworded as: Addressing both car parking issues and increasing volumes of traffic, as a result of development, to avoid exacerbating concerns in the villages?</p> <p>Pg. 18 In the Sustainable Development section. There are three roles? shown which are explained in separate paras. Economic / Social and Environmental. These are the roles as defined in the NPPF. I would like to see the paras under each of these descriptions indented as being what we are hoping to do. That is indent the 3 paras starting: Whilst the community is Through the Neighbourhood Plan We are seeking to We do not appear to have a description of what we are doing in respect of the environmental role.</p> <p>Pg. 24 Although the pre-submission document (Nov 2016) states there is a requirement for 6,125 new dwellings, the HEDNA report (Jan 2017) has objectively assessed the need for 4,250 so throwing this figure into doubt. However it then appears that there are economic and social benefits for Melton Borough Council delivering a higher housing provision and a range of 5,750 ? 7,000 dwellings is given. This variance is far from helpful.</p> <p>Pg. 26 Second para ? 3rd line I do not understand where this figure of 15% comes from. I do not think this para is very well written and seems to contradict the figures that appear in Housing Table 2</p> <p>Pg. 32 Relating to Long Clawson allocation ? interested to know what decision has been reached regarding the proposed Isam land that was being put forward but is outside the Limits to Development. Is something going to be included in here?</p> <p>Pg. 34 Windfall sites this is defining unallocated sites which could take up to 10 dwellings. Surely 10 dwellings will take up quite a large area. Are there any such potential areas within the Limits of Development?</p>	<p>Edit would assist clarity. Edit would assist clarity.</p> <p>Noted</p> <p>NP was drafted prior to publication of HEDNA report which is a material change to relevant evidence which needs to be reviewed by MBC and the PC NPAC.</p> <p>There are two additions of 15% to the minimum housing numbers.</p> <ol style="list-style-type: none"> 1) A 15% contingency for under supply of the housing requirements (to come from any village or from each village – is to be agreed) 2) A further 15% windfall allowance is from MBC draft LP(Nov 16) Table 3 and para 4.2.14 and Policies SS2 & SS3.This is covered in the Windfall policy. <p>LtD criteria have been added to deal with land outside the LtD.</p> <p>The plan has not reviewed sites. This policy is to match the Melton LP and has been revised to remove the reference to numbers of dwellings.</p>	<p>Edit last bullet point addressing car parking and traffic issues</p> <p>See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.</p>
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12	ps32-33	LC	Strongly agree with need for housing mix to include 2/3 bedroom properties (including bungalows) to cater for ageing population.	Noted.	No Action
34	Public transport p83	Harby	4 th para typing error "These times"	Noted.	Correct typo
18	S1 p18 +	Harby	There is no need to repeat information from the NPPF about sustainable development etc. This is already in National Policy. The Neighbourhood plan should be shorter and just stick to the local issues, rather than summarising and repeating wider policy, which will inevitably change, making the neighbourhood plan seem out of date. Policy S1 is covered by the NPPF and so seems unnecessary.	Not all residents, stakeholders and prospective developers are familiar with the NPPF; this section explains its key elements.	No Action
22	S1 p20/21	LC	We are worried about the idea of sustainable development. We do not feel that the infrastructure can be improved adequately to cope with the needs of an increased population. Our road system is narrow, with no possibility of widening, due to houses built up to the pavement edge and the number of right angle bends. We worry particularly about traffic and parking; flooding and sewerage and safety concerns. We are also aware that the school is full, with no-where to extend. The Surgery is also at capacity with, again, no room for extension without losing the car park. There is inadequate parking in the village. We do not feel that the target of 127 houses should be accepted. This would mean at least 127 more cars in the village.	Noted. Draft LP calls for development of the overall quantum shown in the draft NP (which is required by Localism Act establishing NPs.)	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Stes available to meet increased demand.
10	S2	Hose	POLICY S2: DEVELOPMENT PROPOSALS OUTSIDE THE LIMITS OF DEVELOPMENT of 6 or more dwellings will be treated as open countryside except for .. Any small development would still have to comply with the Local Plan and the NPPF. POLICY H2: HOUSING SITE ALLOCATIONS FOR 2016-36 Design Codes HOS3 ? I suggest to remove it forms part of , or fits with, the comprehensive redevelopment of the adjoining HOS2 allocation site to the north? This is entirely impractical. There are 5 interested parties in the HOS2 land with different and complicated needs. HOS3 can be developed separately using an access from Bolton Lane, at the side of the pub, entering the site immediately and then with an internal private drive. This would cause no disturbance to the path and wildlife corridor to the north of the site whereas access across HOS2 will take out perhaps one-third of that corridor.	S2 has been deleted and the content combined with H3 Criteria in HOS2 & 3 Design Codes can be modified if proof of the alternative access viability is provided.	See H3 redraft
27	Sustainable development p18	Harby	'bungalows for older people as well as some smaller family homes' for local people	Noted.	No Action
15	Sustainable development p18 & 19	LC	We support the document but would like to like to reiterate that whilst we understand the pressure of having to provide additional housing, large scale developments should only be seriously considered if the infrastructure to accommodate the increasing population is in place before planning is agreed and any building takes place. This includes ensuring capacity/facilities within	Noted and agreed. Housing and Transport polices and Community Actions read together seek to meet these aims.	No Action.

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			the village primary schools, capacity at Long Clawson Medical practice (including safe and adequate parking facilities for a growing numbers), fit for purpose footpaths/pavements that can safely accommodate pushchairs and wheelchairs. Increase in vehicles should also be a major consideration and again adequate parking for residents being a big part of any planning decision together with the suitability of road access and increased traffic through small villages. Villages should remain as villages to be able to retain a strong community ethos. Children should be able to attend their own village school to gain a sense of community and to reduce parents having to transport their young families out of the area. Residents should be able to walk around the villages in safety without having to walk on the road due pavement access being too poor to walk on, or around vehicles that park partly on the pavements reducing the access for pedestrians.		
27	T1	Harby	The Harby bus runs to Dalby early morning and late afternoon	Noted.	Revise text
38	T1	Harby	I hope the bus service can be retained and, if possible, improved	Noted.	No Action
44	T1	Hose	Regular 24/7 bus services would improve the lives of village dwellers who do not have use of a personal vehicle. Parish funds could subsidise these services	Noted. PC funding is not in the remit of this plan	No Action
33	T1 p84	LC	I note the NP suggests the need for more bungalows for people wanting to downsize. However, transport for LC residents who do not have the use of a car find it difficult to get to Nottingham. I have noticed many of my friends from Harby moving to Bottesford because there is a better bus/train service so perhaps Long Clawson's older residents might do this instead of downsizing within the village	Noted.	No Action
24	T2	Harby	Whilst I recognise that this is a 20-year plan , there are in my view two areas that require urgent attention NOW : 1) parking on roads such that traffic flow is restricted to almost a 1-way system . This is bad on Main St. Harby and almost dangerous in Clawson where oncoming traffic can't even be seen on the bends approaching the Medial Practice. 2) speed restriction THROUGHOUT the village confines. Signs and warnings have no effect , but speed bumps definitely do. Cars (and lorries) hurtle through Harby , even on Watsons Lane which is used as a shortcut from school/garage to Stathern Lane.	Noted. NP polices and Community Actions would help develop Traffic management solutions and enable funding to be sought from future developments.	Review CA to include Highways review for best practice traffic management in villages
29	T2	LC	Will developers really need to contribute to mitigation – how strong can the NP, once legal, be able to be?	The NP, once 'Made' carries a significant degree of weight, especially if seen alongside an Adopted Local Plan and a 5 year land supply	No action.
37	T2	Harby	In relation to the % of new housing to existing – giving equivalent traffic volume increase – the problem needs drastic action for general public safety,	Noted. NP polices and Community Actions would help develop Traffic	Review CA T2 to add general Highways review for best

			particularly on Main Street and Colston Lane, a subject which appears to be ignored currently, with little control over heavy goods traffic	management solutions and enable funding to be sought from future developers.	practice traffic management in villages
41	T2	LC	Parking in Long Clawson is getting worse especially The Sands for surgery, shops and access for emergency vehicles	Noted. NP polices and Community Actions would help develop Traffic management solutions and enable funding to be sought from future developers.	Review CA T2 to add general Highways review for best practice traffic management in villages
6	T2 p86	Hose	Hose has few suitable development sites therefore should applications for additional housing development (such as the current, April 2017, application for 16 additional houses adjoining the HOS1 site) be granted, they should be accepted as part of the total allocation of houses - NOT as 'WINDFALL', which is defined as 10 houses or less. This would give an opportunity to downgrade HOS3 to a 'reserve site' or to reduce the overall density of proposed housing on HOS2 and HOS3. The importance of protecting this small village from over-development, with its consequent traffic problems, is vital.	Noted. Additional houses next to HOS1 will not offset need for HOS 2 and 3 as Hose Village is already 8 short on proportional share as per other villages, though may help to reduce overall density.	See redrafted section on Housing Allocation and Policy H1, H2 and H3 show HEDNA as base level of development across the villages with additional Reserve Sites available to meet increased demand.
17	T2 p86	LC	This policy, in a) to c) suggests several solution to traffic problems i.e., traffic calming, pedestrian crossings, 'streamlined signage' and street lighting. In f) of this policy it states minimise street furniture to avoid 'urbanising' the area. If we are to take f) on board then scrap a) to c), as a) to c) will increase street furniture and WILL urbanise the area.	Accept might be an apparent contradiction, but a balance needs to be struck between safety and visual considerations. NPAC to keep under review.	No Action.
22	T2 p86	LC	We feel that increased traffic through the village will be detrimental to the quality of rural life. Solutions suggested actually would urbanise the village. The village is not, never has been, nor ever should be an urban area.	See above.	
32	T2 p86	LC	Public transport poor, roads very narrow, congestion	Noted.	No Action
33	T2 p86	LC	It is a miracle that there have not been serious accidents at East End and the Sands area. I travel the route regularly and try looking under parked vehicles before pulling out and have witnessed many near misses. Tractor drivers and bus drivers coming in to the doctors surgery to ask for cars to be moved. Regarding housing development at East End it should be noted that traffic comes down Waltham Lane at a very fast speed and from the direction of Hose. Should I wish to call at the LC village shop I cannot park and end up going to Harby Garage to get my goods and newspapers. A visit to the surgery can be difficult as the car park is always full and now cars park on both sides of the road which is also dangerous with traffic not being able to pass through. If the refuse lorry is in that area you are completely stuck until it moves on. At	Noted. Transport section looks to address these issues where possible. PC will continue to work with agencies to improve the position in the village.	Review CA T2 to add general Highways review for best practice traffic management in villages

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			the weekend there is an abundance of cyclists and a few horses to contend with too. The traffic/road situation needs improving if more houses are built at East End as I believe the new residents would need to access the school and doctors surgery. There is no parking attached to the school and the school needs updating. A new surgery may be needed in future years with additional parking (I believe we have one of the of the best GP practices in the country). Hence it is very popular. I do hope that Melton Borough Councillors will perhaps visit Long Clawson on a weekday (during term time to see the school parking situation) and the area near the doctors surgery in the morning between 8.30am and midday so they can observe the situation		
35	T2 p86/87	Harby	Harby needs traffic management too	Noted.	Review CA T2 to add general Highways review for best practice traffic management in villages
44	T2, T3 & T4	Hose	To enhance safety of village roads then a blanket 20mph limit within villages should be imposed. Provision of extra parking for current village dwellers and visitors would help in congested areas. All three policies could be helped with parish funds Traffic management with existing and future housing within villages will only be sustainable when bold decisions are made to improve the wider village area, improved vehicle access whilst building the housing developments and future use and enjoyment will only happen if traffic routed away from enjoyment areas In my opinion 20 years planning is too short. 100 years is better and building new access/through route roads outside of current village development restrictions or new one-way systems within the village would improve life in the villages	Noted. 20 mph speed limits are not enforceable. 30 mph is the national minimum speed, although advisory speed limits of 20 mph are commonplace outside schools. The timeframe for the NP is consistent with the draft Local Plan. It should not exceed this timeframe as the strategic policies will inevitably change after this period.	Review CA T2 to add general Highways review for best practice traffic management in villages
2	T3 p88 point a)	LC	Please consider replacing stiles/gates with - "Replace stiles with gates ". This is to encourage accessibility and part of LCC environmental plan.	Noted and agreed. Policy aims to do this, but will require funds to achieve.	No change to Policy but topic to be kept under review during plan implementation.
45	T3	Harby	Harby needs better pavements and cycle routes. Roads are too busy for adults never mind children	Agreed. This is covered through the Policies and Community Actions in the Transport Section of the Plan	No action
3	T3 c) p88	Harby	In extending public rights of way, of particular benefit would be to extend those public footpaths which are at present "dead ends" so that they offer circular walks.	Noted.	Review CA CF2 to add circular routes

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					and solutions to dead ends
19	T3 p88	Hose	At certain beauty spots or walking trails, etc. it would also be useful if parking places could be created to make the roads around those points safer and it easier for all to access the facilities (e.g. elderly and disabled)	Noted.	Review CA CF2 and DC1 to include parking provision
30	Traffic Management p84	LC	Increase in traffic – more traffic calming measures needed, easier traffic flow through The Sands and East End	Noted.	Review CA T2 to add general Highways review for best practice traffic management in villages
45	Transport Introduction p83	Harby	More houses mean more congestion at points further away i.e. the A52/Stragglethorpe junction	Noted.	No action.
27	Vision statement p15	Harby	The bridle path which runs from Stathern bridge across fields on to the bridle path to Harby, Waltham Lane across to Hose in great need of maintenance	Noted.	No action.
10	Z126 Local Green Space p47	Hose	I would only point out that the scoring totals 27. No further comment	Noted.	Correct scoring