

Response from Little Melton Parish Council to Planning application 2011/1804 - Hethersett North

General comments -

The emphasis on green spaces, cycling and walking is to be commended and **if done properly** there is the potential that this development could have minimal impact on Little Melton and could be an exemplar of sustainable transport. However we have some serious concerns –

1. The traffic studies have completely ignored the roads to Little Melton! Burnthouse Lane and Little Melton Rd are already lorry routes and are used by children to cycle to and from school. Any additional traffic on these roads is not acceptable
2. Parameter Plans 4 and 6 show traffic flows but there is no indication that traffic leaving to the North will pass through the whole of LM (the village is not even shown on the plans)
3. Phase 1 consists of the largest tranche of houses and is situated in the centre of the new development. It will be built **before** any of the new roads that have the potential to relieve pressure on existing roads. It would seem more sensible to reverse Phases 1 and 2 and put the new roads and cycle paths in place first.
4. We would like to see measures to discourage traffic from using Little Melton Road and Burnthouse Lane as exit roads from the new development. There is even a danger that once the western approach road is built that traffic from Wymondham could use North Hethersett and LM as a rat run to avoid the increased congestion coming to Thichthorn. Measures could include speed bumps and speed restrictions on the rural sections and choke points within Little Melton itself.
5. There is widespread concern that the doctor's surgery in Hethersett struggles to cope with the existing demand. It is essential that capacity is increased in parallel with increases in the population being served.
6. Hethersett and nearby villages have a large number of elderly residents. We would like to see a range of sheltered and semi sheltered accommodation provided for people who become too infirm to continue in their own houses. If attractive accommodation is provided **within the village** for such people then this will free up a number of large family homes.
7. There is concern that the CIL and 106 funds that arise from this development will not be spent to provide the anticipated infrastructure improvements. LM PC would like assurance from SNC that these outline plans will be honoured and that the project will not suffer because of fragmented implementation by multiple developers and/or diversion of funds by local authorities to other projects. The only justification to proceed with a development of this size is if it provides proper roads, cycle paths and other facilities – many of which would probably not be funded if there are a number of smaller developments instead.

Specific Comments -

Environmental Statement

17.36 No mention of Little Melton Rd and Burnthouse Lane

85%ile Speed substituted by posted speed limit where data is unavailable – would have been more realistic to give no figure rather than give the impression that everyone adheres to the speed limit!

17.43 suggests that construction traffic will access the site by Back Lane – a single track lane that is barely capable of taking a small lorry and has no proper passing spaces.

17.56 How will people arrive/depart by rail?? Where will 50 people go on foot each day?

Overall numbers are underestimates - based on observed behaviour in LM where most households have 2 cars and drive children to school and adults to work. It is well known that currently in Hethersett many children are driven short distances to school and that people drive half a mile to Tesco's for a paper.

17.58 No mention of roads through LM

17.65 Does not seem to take into account the effect of other developments (Wymondham, Attleborough, Cringleford, dualing of A11) on Thichthorn

17.97 People will only cycle if they can complete the **whole** journey **safely** by bike! The off road cycle path proposed for Hethersett/Colney Lane has to extend over the field to join up with the UEA cycle route. The current road and junctions at either end are very dangerous for cyclists. The existing cycle path to Thichthorn does not fulfil its potential because it is not complete to any significant destination and is too close to the road – people returning to Hethersett after dark are riding directly into the glare of car headlights and can easily go over the curb into the path of 60mph vehicles.

Hethersett Town Centres and Retail Statement

We would like to see provision for a public house. The development should be largely self-sufficient for day to day needs in order to minimize travel.