

Matter 4

- 1.1 The Melton North Sustainable Neighbourhood (MNSN) cannot be considered sustainable or viable until the proposed Distributor Road (MMDR) is completed. With the uncertainty of Central Government funding for sections of the MMDR, its completion is far from guaranteed. No part of the MNSN should be given planning permission (outline or full) until the MMDR has been built between A606 Nottingham Road and A606 Oakham Road. Most of this section will need to be funded by Central Government.
- 1.2 MBC has acknowledged that without the MMDR, housing development in the town will have to be drastically reduced as they state in their response to Mr. Love's comment in Focussed Changes 2 that affordable housing should be given priority over the MMDR. MBC has responded to Mr. Love by saying "*The MMDR is a key infrastructure project which unlocks development in the town, without it, the town could not absorb the levels of growth anticipated. Failure to deliver the MMDR would mean far fewer houses being built in the town...*". MNAG requires clarification of:
- (a) how MBC intends to ensure that planning permission is restricted in the town until the MMDR is fully funded;
 - (b) the maximum number of additional dwellings that MBC is prepared to allow in the town before funding is secured for the MMDR;
 - (c) whether MBC will be prepared to turn down planning applications in the town and put on hold the development of the MNSN if Central Government refuses to provide sufficient funds to complete the MMDR.
- 1.3 MNAG acknowledges that the Melton South Sustainable Neighbourhood (MSSN) will also have an adverse affect on the infrastructure within the town, particularly with regards to health care and education provision. As to its impact on the transport infrastructure, there is a (albeit unsatisfactory) "rat run" across the south of Melton which includes part of Kirby Lane which takes some pressure off through traffic between the A606 Oakham Road and the A607 Leicester Road. (There is no existing route of any sort across the north of the town). The majority of the MSSN will be built by one developer - Davidsons which in theory means that the building of the southern section of the MMDR could go ahead quite quickly if sufficient incentive is given to the developer to proceed with the building of that southern section ahead of the MSSN. The railway station and leisure facilities are in the south of the town and more easily accessible from the MSSN. In addition there is easy access to the Leicester employment area where the majority of residents who work outside the borough of Melton are employed. Whilst the MSSN has a "rat run" using residential roads and Kirby Lane, the MNSN's only possible "rat run" is via the village of Scalford. The size of the MSSN also has an adverse affect on the town centre in terms of car parking availability, Latham House Medical Practice, primary and secondary schooling etc.

Response: 795126321 Melton North Action Group

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- 1.4 MBC has failed to acknowledge that there is a need for another doctors' surgery within the town. Latham House Medical Practice (LHMP) is running at capacity with waiting times for appointments frequently being a week or more. There is insufficient car parking at LHMP and the site is not accessible by public transport for a large percentage of the town's residents.

- 1.5 The impact on the Melton Country Park (MCP) from the proposed MNSN will be enormous and highly detrimental to the Park's biodiversity. MBC are considering allowing access into the MCP for future developments alongside the MCP. The MCP stretches northwards into the open countryside. The further north the habitat is in the MCP, the more sensitive its flora and fauna becomes. Currently Taylor Wimpey the builders of the proposed 200 home development off Melton Spinney Road (14/00808/OUT) are trying to get access from their site in order to be able to say that Brownlow School, John Ferneley School and the town centre are all within easy access of the proposed development. They also wish to have separate access points to the MCP from future phased developments they plan to tag on the northern boundary of their initial proposed development site. Without the access through the MCP, journeys to the aforementioned facilities will not be easy or viable as they will involve a much longer route either by car or via a convoluted route through neighbouring estates and the MCP towards its southern end. The MCP is not lit at night and cannot be lit due to its QE2 Fields in Trust status. In winter time the shortened daylight hours means that the MCP is dark or getting dark both ends of the school day making the shortcut across the MCP unattractive and potentially hazardous for school children. Large parts of the MCP are also prone to flooding which makes traversing the MCP difficult unless one walks across the dam wall half-way down the Park. To conclude, proposed developments such as 14/00808/OUT are not as attractive to potential residents as they are too far away from education, health and town facilities. MNAG hopes that MBC will not be tempted to appease potential developers in the north of the town by allowing additional access points to the MCP from the MNSN. In addition MNAG hopes that MBC will, through the Local Plan, commit to a substantial buffer zone between the MCP and any future development along its flanks.