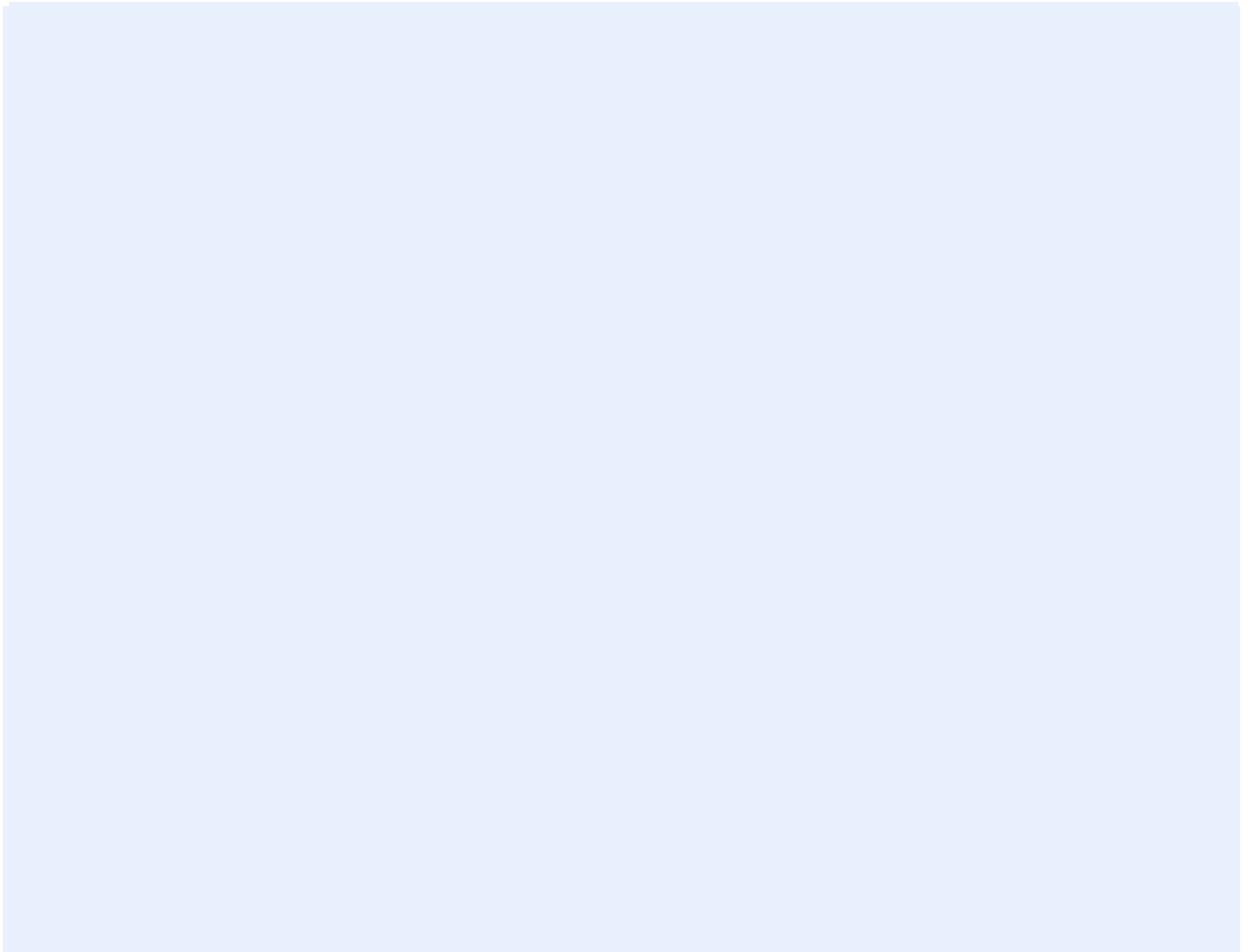
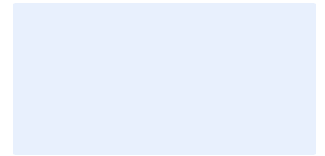


GVA

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Melton Borough Plan Examination

Inspector's Matters 2, 4 and 6

Hearing Statement on behalf of
North Melton Consortium

January 2018

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Prepared By: Jon Kirby

Date: January 2018

For and on behalf of GVA Grimley Limited

1. Introduction

- 1.1 The Melton North Landowner Consortium, hereafter "The Consortium", has instructed GVA to respond to Matters 2, 4 and 6 raised by the Inspector in relation to land between Scalford Road and Melton Spinney Road, north of Melton Mowbray ("the site") which forms the North Melton Sustainable Neighbourhood (MNSN).
- 1.2 The Consortium consists of the following parties:
- Barwood;
 - Leicestershire County Council (LCC);
 - Richborough Estates;
 - Taylor Wimpey;
 - William Davis.
- 1.3 The response to Inspectors' Matters follows the Consortiums representations in respect of earlier versions of the Local Plan, including the Emerging Options Draft Plan in April 2016 and the Pre-Submission Draft in December 2016 and Focused Changes Consultation 2107 and should also be read in conjunction with these representations.
- 1.4 The Consortium has worked closely with BC and LCC through the development of policy supporting the MNSN and with LCC Highways in terms of seeking agreement to the mechanism for delivery and alignment of the MMDR. In this respect, the alignment is largely agreed although continues to evolve particularly between Scalford Road and Melton Spinney Road. Importantly however, the Consortium is fully supportive of the bid made by LCC for DfT funding to secure delivery of the MMDR alongside the MNSN. The letter set out as Appendix 2 sets out the Consortium support.
- 1.5 The remainder of this report is set out as follows:
- **Section 2** – Response to Matter 2 Overall Spatial Strategy;
 - **Section 3** – Response to Matter 4 Melton Mowbray Sustainable Neighbourhoods (MMSNs) (Policies SS5);
 - **Section 4** – Response to Matter 6 Housing Land Supply.

3. Matter 4 – Melton Mowbray Sustainable Neighbourhoods (MMSNs) (Policies SS5)

3.1 The following questions have been raised under Matter 4 and which are relevant to the site at MNSN;

4.1 Are the sustainable neighbourhood allocations as a whole consistent with the strategic objectives for Melton Borough?

4.2 Based on all the evidence, have they been positively prepared and has their identification been adequately justified? Is the overall size of the allocations and the quantity of development proposed appropriate?

4.3 Is the housing trajectory for completions over the Plan period and particularly within the first five years realistic and underpinned by robust evidence from all partners to the MMSNs' delivery? Does progress on masterplanning and timescales for full planning permission support the trajectory figures? What is the market evidence to support the level of completions expected by 2022/2023? Is there in-built flexibility to resolve any barriers to delivery?

4.4 Have the interdependencies between delivery of the MMSNs and Melton Mowbray Transport Strategy, especially the Distributor Road (Policy IN1), been made clear and have they been adequately taken into account?

4.5 Are the specific policy requirements for each of the MMSNs justified and deliverable [Note: the affordable housing targets will be considered under Matter 3]? In particular:

i) Are the community facility requirements justified and deliverable?

v) How will any potential adverse impacts from North MMSN on Melton Country Park be satisfactorily addressed?

3.2 The Consortium has considered each of the questions raised and responds to each point as follows;

4.1 Are the sustainable neighbourhood allocations as a whole consistent with the strategic objectives for Melton Borough?

3.3 This is an important point and reflects the outcome of findings of the SA Report (October 2016) at Chapter 9 and which supports the plan strategy and wider housing distribution under SS2 (this is not affected by the SA Report June 2017 into the Focused Changes). The SA advises at paragraph 9.3 that;

"The fact that the Local Plan directs most new development to Melton Mowbray will have a range of benefits in terms of directing development towards the town with the greatest range of jobs and service provision in the Borough, and co-locating the majority of new residential and employment development, particularly through the delivery of two new sustainable neighbourhoods. While this approach will limit opportunities to stimulate service provision in the rural areas of the Borough it should mean that there are good opportunities for people to make

use of sustainable modes of transport, travelling over shorter distances, and will enable more people to access the jobs created."

- 3.4 Consequently the Consortium is fully supportive of the strategic objectives set out under Policies SS2 and implemented through policy SS 5.

4.2 Based on all the evidence, have they been positively prepared and has their identification been adequately justified? Is the overall size of the allocations and the quantity of development proposed appropriate?

- 3.5 The Consortium is fully supportive of the process that MBC have followed to secure the strategic allocation of the NMSN through the process of consideration of alternative strategies that has been assessed through the supporting evidence base including the Assessing Large Scale Development Site Options report 2015 and in particular, within the Sustainability Appraisal iterations including the SA Emerging Option 2015, Pre Submission 2016 and Focused Changes versions.
- 3.6 The Consortium fully supports the principle of strategic allocation of the site as the most sustainable option for growth of the town when considered against the reasonable alternatives.
- 3.7 Notwithstanding the Consortium does not accept the scale of allocation and which is not based upon evidence submitted in representations to the Plan at Emerging Options and Pre Submission stages or through the Focused Changes Consultation. Further, the scale of allocation is not based upon any visible technical assessment set out within the evidence base supporting Policy SS5.
- 3.8 The NSN comprises 102.53 ha (270.7 acres) of agricultural land which is split into a number of field parcels. The site lies adjacent to, and benefits from frontage to Nottingham Road along its western boundary; to the north it is bounded by agricultural land; to the east by Melton Spinney Road; and predominantly to the south by an established residential area.
- 3.9 The site is well located for local public transport links. This includes the No. 25 bus route which stops 200 metres' distance from the site. The site is approximately 0.7 miles north of Melton Mowbray town centre.
- 3.10 Part of the area within NSN is subject to a current planning application by TW for the delivery of 200 residential dwellings (Ref. 14/00808/OUT). It is understood that this application is due to be considered by BMC's Planning Committee on 1/2/8. This will form the first phase of development for Taylor Wimpey.
- 3.11 The Inspector will be aware from the Consortium's representations to the Emerging Options and Pre Submission Version/ Focus Changes draft plan and which demonstrate that the defined allocation area of the NSN is capable of accommodating up to 2,200 dwellings. This was borne out in the evidence submitted with those representations, namely the Development Framework Plan and corresponding Land Use Budget.

- 3.12 Notwithstanding the above, h1 of Policy SS5 proposed an allocation of 1,700 dwellings for the site, of which 1,500 are to be delivered before 2036. The Consortium is supportive of the proposed allocation and is in agreement that this would be fully deliverable based upon the delivery trajectory set out under Policy SS5.
- 3.13 As discussed earlier however, this does not represent the true capacity of the site and cannot be reconciled with the evidence supporting its allocation.
- 3.14 For the purposes of this submission, an updated land use budget is produced below along with a Development Framework Plan at Appendix 1:

Table 3.1: Land use Budget for Melton Mowbray North Sustainable Neighbourhood

Land Use	Component/Quantum	Planning Policy Requirement	Area Provided (Hectares)
Residential (Class C3)	2,200 dwellings at 35dph across the NSN	Policy SS5	62.64
Link Road	Link Road to link Nottingham Road with Melton Spinney Road: Note the final design and alignment of the road is subject to change to align with final engineering solution	Policy SS5	13.88 ha
Local Centre	Local Centre to include 200 sq m gross Class A1 convenience store	Policy SS5	0.24ha
Primary School	New First School (if required on-site)	Policy SS5	1.97 ha
Secondary School Expansion	Land for secondary school expansion	Policy SS5	3.03
Open Space comprising*	Ha/1,000 population (ONS Census data indicates 2.4 persons per dwelling) based upon 2200 dwellings	Policy EN7- total space required of 16.13 ha	20.57 ha
Natural and Semi-Natural Open Space	Development Framework Plan	1.38 ha / 1,000 population - 7.2ha required	
Amenity Green Space	Development Framework Plan	0.77 ha / 1,000 population - 4.07 ha required	
Provision for children and young people	Development Framework Plan	0.13 ha / 1,000 population - 0.69ha required	
Allotments	Development Framework Plan	038 ha / 1,000 population – 2.01 ha required	

Football pitches	Development Framework Plan	0.41 ha / 1,000 population – 2.16 ha required	
Total Site Area			102.53 ha

*Note certain open space typologies to be delivered off site such as parks and gardens.

- 3.15 The components identified within the table above have informed the preparation of a revised Illustrative Development Framework Plan for the NSN (enclosed at Appendix I).
- 3.16 It can be seen that delivery of 2200 dwellings across the allocation area is achievable, including an enhanced level of open space.
- 3.17 On the basis of the evidence put before the Council, it is clear that Policy SS5, as currently drafted, would therefore, artificially suppress housing delivery within the NSN.
- 3.18 Given that the Council's has set out that its strategy for the distribution of development under Policy SS2 is based upon achieving a focus for development at Melton Mowbray, it is not considered an appropriate response to seek to subsequently constrain the delivery of new housing at Melton Mowbray through the specific wording of policy SS5.

4.3 Is the housing trajectory for completions over the Plan period and particularly within the first five years realistic underpinned by robust evidence from all partners to the MMSNs' delivery? Does progress on masterplanning and timescales for full planning permission support the trajectory figures? What is the market evidence to support the level of completions expected by 2022/2023? Is there in-built flexibility to resolve any barriers to delivery? Have the interdependencies between delivery of the MMSNs and Melton Mowbray Transport Strategy, especially the Distributor Road (Policy IN1), been made clear and have they been adequately taken into account?

- 3.19 The Consortiums position is that the figures set out in Policy SS5 suggest an unduly conservative approach to housing delivery within the plan period, not borne out by robust evidence.

Conversely, Table 8 within the supportive text at section 4.6 of the draft plan establishes a delivery trajectory for the NSN which totals 2,200 dwellings for the period up to 2036. This is consistent with the Indicative Sales Trajectory submitted as part of the Consortium's previous representations to the Focused Changes consultation, which has been reproduced for reference below:

Table 3.2: Indicative Sales Trajectory for Melton Mowbray North Sustainable Neighbourhood

Year Apr-Mar)	Year	Private Dwelling Sales	Affordable Dwelling Sales	Year Total	Cumulative Total
2019-2020	1	72	13	85	85
2020-2021	2	108	19	127	212
2021-2022	3	108	19	127	339
2022-2023	4	144	25	169	508
2023-2024	5	144	25	169	677
2024-2025	6	180	32	212	889
2025-2026	7	180	32	212	1101
2026-2027	8	180	32	212	1313
2027-2028	9	180	32	212	1525
2028-2029	10	180	32	212	1737
2029-2030	11	180	32	212	1949
2030-2031	12	144	25	169	2118
2031-2032	13	70	12	82	2200
Total		1,870	330	2,200	

- 3.20 The trajectory set out above assumes a minimum of 3 sales outlets, each having up to 3 private sales per month at the peak of development. This is a conservative approach not least because the Consortium comprises five separate developers/ landowners (Barwood, Leicestershire County Council, Richborough Estates, Taylor Wimpey and William Davis) who will each bring forward development in a timely manner and which at various stages of delivery will involve development progressing simultaneously.
- 3.21 The Inspector will be aware of the evidence presented within the Consortium's previous representations regarding housing delivery identified in other local authority areas. This included work undertaken by Peter Brett Associates on behalf of Stratford-upon-Avon District Council ('Viability and Deliverability of Strategic Sites' Report 2014) which identified a clear correlation between sales outlets and delivery rates.
- 3.22 More recent evidence produced by NLP¹ has identified that sites of circa 2,000+ dwellings are achieving an average completion rate of 161 dwellings per annum. Such sites are typically achieving their first housing completion within 0.8 years.
- 3.23 The Council's suggested trajectory also fails to identify the disposal route for affordable housing.

¹ 'Start to Finish – How Quickly do Large-Scale Housing Sites Deliver?', NLP, 2016

- 3.24 Whilst private units are disposed of to individuals, affordable housing is sold by a developer in blocks, as completed development parcels, typically through a S106 agreement to Registered Providers.
- 3.25 Importantly, this means that the affordable unit sales are achieved in parallel with private sales rather than as part of total sales as development parcels come forward. This has the effect of increasing overall completions on the site. This would result in the delivery of 330 affordable units alongside 870 dwellings by 2032.
- 3.26 In view of the above, Policy SS5 needs to reflect the more realistic delivery trajectory identified above, recognising that the capacity of the NSN can be fulfilled within the plan period (e.g. up to 2,200 dwellings).
- 3.27 It is noted that MBC have prepared a Five Year Land Supply and Housing Trajectory Position Update dated 20th December 2017. This identifies that due to the need for the delivery of supporting infrastructure that delivery will commence towards the latter end of the five year supply period. The identified trajectory suggests delivery of;

Year (Apr –Mar)	Year
2020/21	61
2021/22	147
2022/23	210

- 3.28 The proposition put forward by MBC assumes therefore that development will commence in advance of completion of the Distributor Road which forms part of the MMTS.
- 3.29 In this respect, the response from LCC Highways dated 30 June 2017 to the proposals by Taylor Wimpey under application number 14/0808 and which relates to land at Melton Spinney Road for 200 dwellings and forming the east part of the MNSN advises that;

"The CHA, in association with the LPA has taken a holistic approach to future growth in Melton Mowbray which looks to work with developers in partnership to deliver the Melton Mowbray Transport Strategy through section 278 agreements between the CHA and developers.

Work undertaken jointly by the LPA and the CHA throughout 2016 to develop a holistic transport strategy for Melton included an outer distributor road around Melton Mowbray, which identified the need for a Melton Mowbray Distributor Road (MMDR) comprising of three sections as follows:

- *A 'Northern Distributor Road' (NDR) linking the A606 Nottingham Road to Melton Spinney Road.*
- *An 'Eastern Distributor Road' (EDR) linking Melton Spinney Road to the A606 Burton Road.*
- *A 'Southern Distributor Road' (SDR) linking the A606 Burton Road to the A607 Leicester Road.*

The revised TA considered the impact of the development with the Northern Distributor Road only.

In November 2016 the Government announced that the CHA and LPA would receive £2.8m to fund the creation of an outline business case for the Northern and Eastern Distributor roads. This funding will enable the CHA and LPA to develop more detailed proposals for these sections of the MMDR with other developments contributing to the northern and southern sections of the Distributor Road.

On the basis of the principle of the Melton Mowbray Transport Strategy, including an outer Distributor Road, being acceptable to facilitate growth in Melton Mowbray, the CHA would seek to enter into a section 278 agreement for a contribution based on a proportionate impact of this development on the highway network which is in line with the approach taken by the CHA under LPA reference: 15/00910/OUT. As part of that Application for up to 520 dwellings, the CHA obligated the Applicant to contribute £4.5m to strategic transport improvements.

Based on this approach the CHA advises a contribution of £1,730,600 (£8,653 x 200) towards the delivery of Strategic transport improvements including the Melton Mowbray Distributor Road from these proposals."

The LCC Highways response goes on to advise that;

"As options for improvements within the town centre at the above locations are limited, the CHA considers it more appropriate that mitigation for this proposed development is sought through securing a wider scheme in the form of new highway infrastructure which can mitigate the impact at those junctions through the redistribution of traffic. The CHA considers that this can be addressed through the delivery of the Melton Mowbray Transport Strategy including a Melton Mowbray Distributor Road, on the basis of work undertaken to secure the £2.8m funding towards the business case for the scheme. Until such time as this infrastructure is provided, the impact of this development is considered to be severe.

However notwithstanding the comments above the CHA has identified some measures which will help alleviate some of the impact of the proposed development in the short term. The SCOOT3 system coordinates the operation of traffic signals in an area and provides a proactive approach to managing fluctuations in traffic throughout the day including the AM and PM peak hours. Whilst this would not, in itself, bring the impact of development to a level below 'severe' it would contribute positively to reducing the full impact of development.

The requirement for contributions to SCOOT validation at the junctions mentioned above is set out below in the section titled contributions/obligations. Subject to the specific mitigation and contribution to the wider infrastructure the proposed mitigation at these junctions is considered acceptable in the context of NPPF paragraph 32."

- 3.30 The response from LCC Highways is based upon transport modelling undertaken specifically for that application and which supports the proposition that development can take place in advance of completion of the Distributor Road forming part of the MMTS.
- 3.31 The Consortium has undertaken similar modelling in respect of the land forming the western side of the MNSN and this equally demonstrates that development can progress subject to mitigation, prior to completion of the relief road. It is anticipated that a Statement of Common Ground will be provided between LCC Highways and LCC/ Richborough Estates to confirm this position.

3.32 On this basis, the Consortium does not accept that the delivery trajectory put forward in the Council's Five Year Land Supply and Housing Trajectory Position Update dated 20th December 2017 is appropriate. The Consortium remains of the view that the delivery trajectory for the MNSN as set out at 2.7 above is achievable and that this should be represented within the supporting text to Policy SS5.

4.4 Have the interdependencies between delivery of the MMSNs and Melton Mowbray Transport Strategy, especially the Distributor Road (Policy IN1), been made clear and have they been adequately taken into account?

3.33 The Consortium continue to work closely with MBC and LCC Highways to ensure that the Land Use Development Framework Plan and emerging masterplan are fully aligned and integrated with the development of the MMDR.

3.34 The parties have maintained regular dialogue to ensure that the MMDR aligns as closely as possible with the northern boundary of the MNSN to ensure that it minimises land take and delivers the most efficient use of land. The final alignment and engineering outcome will continue to evolve and will require some adjustment between Scalford Road and Melton Spinney Road, although this will not impact upon land required or the resultant capability of development that is able to be accommodated within the MNSN.

3.35 To this end, the parties have worked collectively to support the funding bid by LCC Highways to DfT. The letter dated 16 December 2017 included at Appendix 2 from GVA on behalf of the Consortium confirms this support.

4.5 Are the specific policy requirements for each of the MMSNs justified and deliverable [Note: the affordable housing targets will be considered under Matter 3]? In particular:

i) Are the community facility requirements justified and deliverable?

v) How will any potential adverse impacts from North MMSN on Melton Country Park be satisfactorily addressed?

3.36 The Development Framework Plan demonstrates that the community infrastructure set out within Policy SS5 comprising;

- A new 2FE primary school;
- Expansion space for a secondary school;
- Public Open Space;
- A local centre has all been accommodated.

Community Facilities

- 3.37 Leicestershire County Council's Education team have advised that a two-form entry primary school with capacity for 420 pupils should be provided on a 1.97 ha site within the NSN. However, this is not addressed by the Focused Changes and the wording of Policy SS5 should therefore be revised to reflect this requirement. Whilst the Consortium envisages that the primary school can be provided alongside the new local centre, the policy should express this as a 'preference' and not a mandatory requirement.
- 3.38 Provisional additional land for improving the capacity of the existing secondary school is supported in principle, subject to viability. It is important that all residential development, in particular other allocated sites within Melton Mowbray which generate a need for additional school places, are subject to planning obligations that secure appropriate funding to ensure that such development proportionally contribute to the delivery of future educational need and accommodation requirements.
- 3.39 The Consortium supports the provision of a new local centre to serve the day-to-day needs of future residents of the NSN. It will be important to apply a flexible approach to the quantum and mix of uses forming part of the centre, to ensure that high levels of vitality and viability are sustained with minimal risk of vacancy. Retail uses will be determined by operator demand and appropriate to the role and function of the local centre in terms of size and format. Such provision will be market-led and its mix cannot be pre-determined. This should be reflected in the policy wording.

Transport

- 3.40 The Consortium controls all of the land which the MMDR crosses and is therefore able to bring this forward for delivery alongside LCC Highways. This will provide certainty of delivery and avoid delays to programme for construction of the road associated with land ownership.
- 3.41 Importantly, the Consortium has set out its support for the alignment of the MMDR along the northern boundary of the MSN in its letter to LCC dated 16/12/17 attached as Appendix 2.
- 3.42 In this respect, it is imperative that the alignment of the link road is consistent with the northern boundary of the NSN as defined on the proposals map. This needs to be made clear in the policy wording so that the alignment of the link road does not reduce the ability or capacity of the site to meet the Borough's housing requirement.
- 3.43 Whilst not addressed by the Focused Changes, Policy SS5 requires flexible wording in relation to a potential need for phased delivery of the link road, where its design and implementation is linked to planning applications for wider development within the NSN. This will be especially pertinent in the context of securing junctions which facilitate suitable access for some development sites. It may therefore be necessary to incorporate junction works associated with the link road as part of

planning applications for wider residential development, particularly where the latter needs to be brought forward at an earlier stage.

- 3.44 The Consortium has worked alongside LCC Highways to evolve the design and alignment of the MMDR and these workstreams will continue as the masterplanning solution continues to evolve across the site, in parallel with the highway engineering solution for the MMDR.
- 3.45 The Consortium supports the amendment of Policy SS5 in respect of the development being served by a 'frequent' bus service.

Community Infrastructure Levy

- 3.46 The Preliminary Draft Charging Schedule Supplementary Paper June 2017 advises that "CIL is not viable for residential development in the Melton Urban Area or in the sustainable neighbourhoods". Whilst the Consortium supports this recognition, specific reference to the North Sustainable Neighbourhood should be inserted into the Draft Charging Schedule, explicitly stating that a £0 CIL rate applies.

Energy Efficiency

- 3.47 Policy SS5 (en6) sets out the Council's aspiration to establish local energy standards. Notwithstanding the Consortiums' previous representations, this approach is not compliant with paragraph 009 of the NPPG, which states that:

"The National Planning Policy Framework expects local planning authorities when setting any local requirement for a building's sustainability to do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards. Local requirements should form part of a Local Plan following engagement with appropriate partners, and will need to be based on robust and credible evidence and pay careful attention to viability. In this regard, planning authorities will need to take account of Government decisions on the Housing Standards Review when considering a local requirement relating to new homes."

- 3.48 Energy efficiency and carbon reduction measures will be applied in accordance with Building Regulations. This position is confirmed through the insertion of Section 1A into the Planning and Energy Act 2008, in accordance with Section 43 of the Deregulation Act 2015. The Department for Communities and Local Government and The Rt Hon Sir Eric Pickles MP clarified the position in March 2015:

"From the date the Deregulation Bill 2015 is given Royal Assent, local planning authorities and qualifying bodies preparing neighbourhood plans should not set in their emerging Local Plans, neighbourhood plans, or supplementary planning documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. This includes any policy requiring any level of the Code for Sustainable Homes to be

achieved by new development; the government has now withdrawn the code, aside from the management of legacy cases..."

- 3.49 In light of the above, it is reiterated the Council should not set a policy which requires Building Regulation requirements to be exceeded, and that the wording of Policy SS5 should be amended accordingly.

Masterplanning and Delivery

- 3.50 As advised in previous representations, it is important that this part of the policy acknowledges that the delivery of comprehensive development across the NSN will be subject to a number of planning application/permissions, and so timescales for achieving consent may vary, albeit aligned with the delivery trajectory identified in Table 3.2 above.
- 3.51 It is therefore recommended that any individual sites within the NSN brought forward earlier in the plan period are not restricted by the absence of an approved detailed masterplan for the entire NSN. As such, requirements under m1 to m6 should be treated as indicative details for areas of the NSN falling outside the red line boundary of an application site.

Impact upon County Park and Open Space

- 3.52 The level of public open space illustrated within the Land Use Budget above and Development Framework Plan would be in excess of the overall policy requirement.
- 3.53 In terms of impact upon the Country Park, the Development Framework Plan demonstrates that development would sit significantly away from the eastern and western boundary and which would create a physical buffer between the Country Park and future development.

Recommendations

- 3.54 As set out above and within the Consortium representations, the following further amendments to Policy SS5 are recommended:
- h1 should be re-worded to state:
"Up to 2,200 houses with at least 1,700 to be delivered by 2036, 15% of which should be affordable, subject to viability"
 - c1 should be revised to:
"A new two-form primary school (1.7 hectares) to be delivered alongside a local centre where possible and additional land provision towards potential secondary school expansion to meet the identified need for school places"
 - c2 should be revised to:

“An accessible local centre that will incorporate a mix of uses including small scale retail (up to 200 square metres), office-based employment and other community and healthcare facilities, subject to viability and where a need has been identified.”

- t1 should be revised to:

“A comprehensive package of transport improvements informed by an appropriate transport assessment will be delivered subject to viability and phasing to be agreed with the Council. This will include...”

- t1(A) should be revised to:

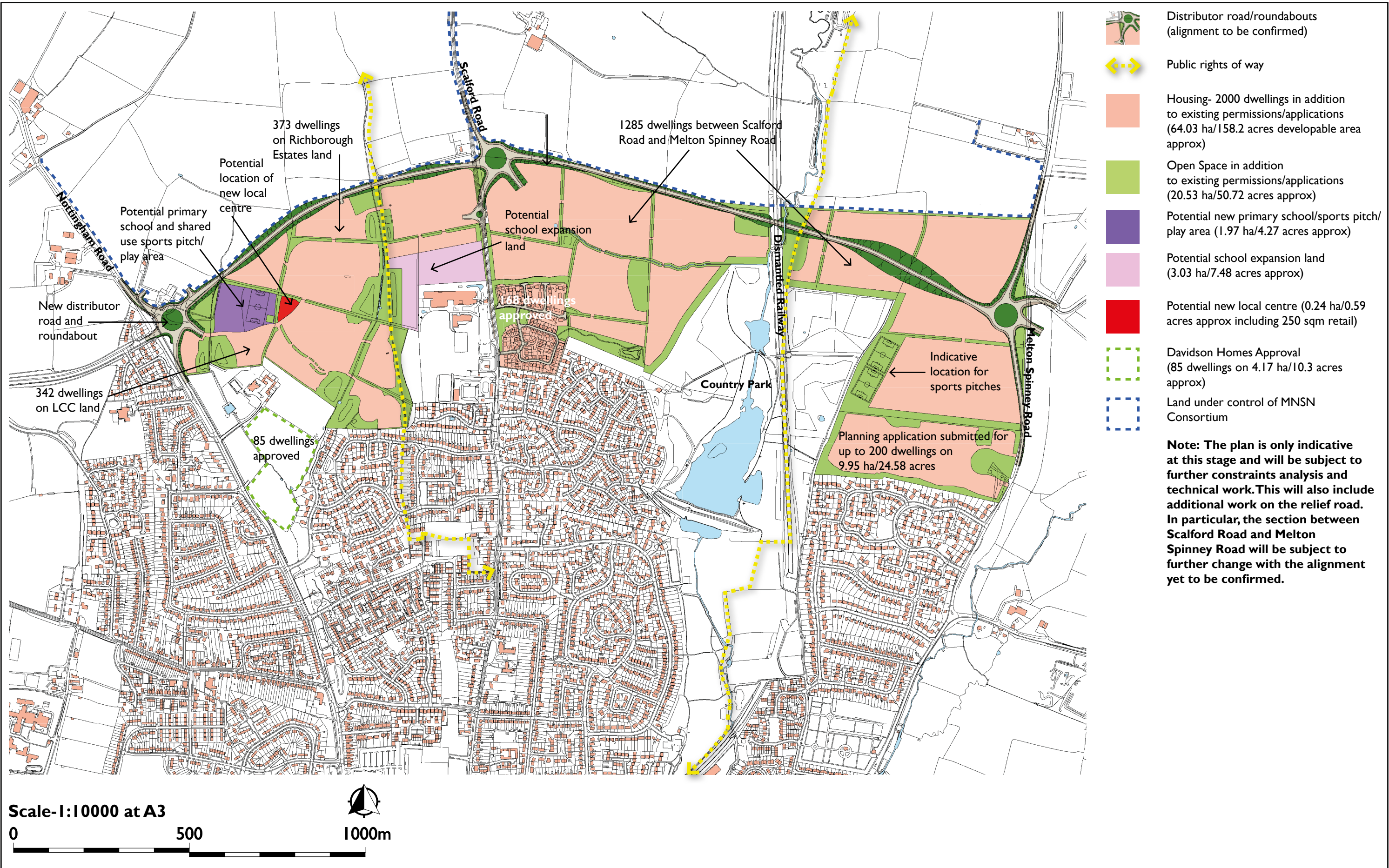
“A strategic road link connecting A606 Nottingham Road to Melton Spinney Road, consistent with the boundary alignment of the North Sustainable Neighbourhood, forming part of the Melton Mowbray Distributor Road as part of a wider agreed scheme. The link road should provide specific access points into the development parcels to enable access and to ensure that development can take place on a phased basis in advanced completion of the relief road”

- en6 should be revised to:

“A development that complies with building regulations for energy efficiency and carbon emissions”

Appendix I

MNSN Development Framework Plan



PROJECT	CLIENT
Melton Mowbray North Sustainable Neighbourhood	Melton North Consortium

ILLUSTRATIVE MNSN FRAMEWORK

Drawing Number	Rev.	Date	townscape solutions 208 Lightwoods Hill, Smethwick, West Midlands, B67 5EH E: kbrown@townscapesolutions.co.uk t: 0121 4296111, f: 0121 2268789
MNSNF-01	L	08-01-18	

Appendix II Letter dated
December 2016 on behalf of
Consortium in support of MMDR



An **APLEONA** company

Our Ref: Ref
Your Ref: Ref

19 December 2017

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SUPPORT FOR LEICESTERSHIRE COUNTY COUNCIL'S OUTLINE BUSINESS CASE FOR THE MELTON MOWBRAY DISTRIBUTOR ROAD

Dear Andy

We act on behalf of the representatives of the consortium for the Northern Sustainable Neighbourhood (comprising Barwood, Leicestershire County Council, Richborough Estates, Taylor Wimpey and William Davis) and who wish to express support in principle in relation to Leicestershire County Council's Outline Business Case to DfT for the Large Local Majors Fund Bid for the Melton Mowbray Distributor Road (MMDR).

There is a considerable need for additional housing in Leicestershire and specifically Melton Mowbray as a key focus of significant growth proposed as part of the draft Local Plan.

The Local Plan with examination scheduled for January 2018, proposes the provision for over 6000 new dwellings and 51 hectares of employment across the district as part of the Local Plan and as the main urban area in the Borough, Melton Mowbray is a key focus for growth.

This planned growth within the town will be located at new developments to the north and south of the town. The Consortium members have significant land interests to the north of the town and control all of the land comprising the Melton North Sustainable Neighbourhood (MNSN) and MMDR.

Given the number of homes to be delivered we note that the policy requires a comprehensive set of transport measures to be delivered. An essential component of the developing Melton Mowbray Transport Strategy is the delivery of northern and eastern section of the MMDR.

GVA is the trading name of GVA Grimley Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB. Regulated by RICS.

**Birmingham Bristol Cardiff Dublin
Edinburgh Glasgow Leeds Liverpool
London Manchester Newcastle**

The consortium for the Northern Sustainable Neighbourhood is committed to delivering the housing allocation set out in the Local Plan. Richborough Estates and Leicestershire County Council's are in the process of finalising their masterplan for submitting an outline planning application for development of land between Nottingham Road and Scalford Road in early 2018. The current application by Taylor Wimpey (14/00808/OUT) for 200 houses is due to go to Planning committee with a recommendation for approval in February 2018 and as part of that scheme, a significant contribution is sought by LCC towards the MMDR.

The Consortium have been working with LCC and MBC to develop a scheme that satisfies the need to accommodate housing and the requirement for a road that is fit for purpose. That work is progressing and whilst detailed design changes are inevitable, the principle of the MMDR is fully supported, provided that where the alignment of the MMDR cannot be delivered on the northern most boundary of the proposed allocation, due to geometry and landownership constraints resulting in a severing of the development parcels, that housing development north of the MMDR in these locations is accepted.

It is fully appreciated that the MMDR is key infrastructure in achieving the ambition for accelerated delivery of growth and we have been working closely with LCC and MBC to develop a scheme that satisfies the real need to accommodate housing and the requirement for a road that is fit for purpose. Taking the through traffic out of Melton Mowbray will benefit attractiveness for development by enhancing the town's vitality and its desirability as a place to live.

We look forward to continue to work with LCC, to develop Melton Mowbray as a thriving economic district and market town.

Yours faithfully,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

Contact Details

Enquiries

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