

## APPENDIX 1

### Focused Change 1: Section 4.2, Policy SS2 and SS3.

#### FC 1.1: Amended text to replace paragraph 4.2.1:

#### 4.2 Housing and Employment Growth (Overall Strategy)

4.2.1 ~~The Leicester and Leicestershire Strategic Housing Market Assessment (SHMA) 2014~~ Housing and Economic Development Needs Assessment (HEDNA)(Jan 2017), the Towards and Housing Requirement for Melton report (TAHR)(Jan 2017), and its addendum (June 2017) identify Melton Borough as forming part of the Leicester & Leicestershire Housing Market Area. ~~It~~ The HEDNA provides a consistent, objective assessment of need for housing (OAN) following the approach prescribed by Government in Planning Practice Guidance and identifies an Objectively Assessed Need for the equivalent of 245-170 new dwellings each year from 2011 to 2036 for the Borough of Melton, driven by:

- natural population increase (i.e. births exceeding deaths);
- more people moving into the area than leaving;
- the trend for smaller households, including more people living alone;
- existing shortfalls in housing, particularly affordable housing ~~in rural areas and~~ .
- economic growth trends
- an adjustment for market affordability
- ~~the ability to service the economy with sufficient people of working age.~~

4.2.2 The Melton TAHR indicated that taking account of wider considerations, there was a clear justification for planning for between 5,750 and 7,000 dwellings, equivalent to 230-280 dwellings per annum. The Council has agreed a housing requirement of 245dpa, within that range.

4.2.3 Delivery of this growth is illustrated by a trajectory published alongside this Plan that will be regularly monitored and updated.

Consequent number changes to all paragraphs in section 4.2 following

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#### FC 1.2:

#### Policy SS2 – Development Strategy

**Provision will be made for the development of at least 6,125 homes and some 51 hectares of employment land between 2011 and 2036 in Melton Borough.**

Development will be distributed across the Borough in accordance with the spatial strategy set out below:

Melton Mowbray Main Urban Area is the priority location for growth and will accommodate approximately 65% of the Borough's housing need. The role and sustainability of Melton Mowbray will be significantly enhanced through the delivery of at least 3,980 homes and up to 31 hectares of additional employment land by 2036. Development will be expected to contribute positively to the provision of key infrastructure, including traffic relief within the town, to support its growing population and economy.

Service Centres and Rural Hubs will accommodate the remainder (approximately 35%) of the Borough's housing need (1822) on a proportionate basis. This will be delivered by planning positively for the development of sites allocated within and adjoining the Service Centres and Rural Hubs by 2036, and by encouraging small scale development of ~~10 dwellings or less outside of the allocations in Service Centres, or 5 dwellings or less for the Rural Hubs,~~ where it would enhance the sustainability of the community in accordance with policy SS3 - Sustainable Communities.

Alongside Service Centres and Rural Hubs, Rural Settlements will accommodate a proportion of the Borough's housing need, to support their role in the Borough through planning positively for new homes as 'windfall' sites within and adjoining settlements by 2036. This development will be delivered through small unallocated sites of ~~3 dwellings or less~~ which meet needs and enhance the sustainability of the settlement in accordance with Policy SS3.

Open Countryside: Outside the settlements identified as Service Centres, and those villages identified Rural Hubs and Rural Settlements, new development will be restricted to that which is necessary and appropriate in the open countryside.

#### Small-scale Unallocated Development

~~Outside of those sites allocated through the Local Plan, planning permission will be granted for small scale development of up to:~~

- ~~• 10 dwellings in Service Centres,~~
- ~~• 5 dwellings in Rural Hubs, and~~
- ~~• 3 in 'Rural Settlements';~~

~~which enhance the sustainability of the settlement in accordance with Policy SS3 and, through repeated application, will not, result in a level or distribution of development that is inconsistent with the development strategy.~~

Neighbourhood Plans

The Council will support the preparation of Neighbourhood Plans and development proposals promoted through Neighbourhood Plans, provided that they are consistent with the strategic objectives and proposals included within this Local Plan.

#### **Development on unallocated sites in the rural area**

4.2.16 Where no sites are allocated for new housing, schemes may be permitted where they demonstrably meet identified needs and/or help to sustain local services or facilities. Schemes of up to about 10 dwellings may be appropriate within or on the edge of Service Centres, schemes of up to about 5 dwellings for Rural Hubs, and schemes of up to about 3 dwellings for Rural Settlements.

4.2.17 Where employment or other development is proposed, this would need to be in accordance with Policies EC2, EC7, EC8, and C7, as appropriate.

#### **Policy SS3 – Sustainable Communities (unallocated sites)**

In rural settlements outside of the main urban area, the Council will seek to protect and enhance existing services and facilities and will support sustainable development proposals which contribute towards meeting local development needs, contributing towards the vision and strategic priorities of the plan, and improving the sustainability of our rural areas.

Outside of those sites allocated through the local plan, planning permission will be granted for new development in the rural area within or on the edge of existing settlements, provided it is in keeping with the scale and character of the host settlement and where small-scale development of up to

- ~~10 dwellings in Melton Mowbray and in Service Centres;~~
- ~~5 dwellings in Rural Hubs; and~~
- ~~3 in 'Rural Settlements';~~

~~where~~ it has been demonstrated that the proposal enhances the sustainability of the settlement(s) to which it relates and, through repeated application, will not result in a level or distribution of development that is inconsistent with the development strategy. The Council expects proposals to meet the following criteria:

1. The development provides housing or economic development which meets a local need as identified in a Neighbourhood Plan or appropriate community-led strategy, housing or economic needs assessment; ~~and/or~~
2. The development respects the Borough's landscape and settlement character such that it conforms with policies EN1, EN4 & EN6; and that (where relevant), the design conforms with Policy D1; and

3. The development will be served by sustainable infrastructure and or provide new infrastructure or services to the wider benefit of the settlement; and
  4. The development respects ecological, heritage and biodiversity features and where appropriate, provides mitigation to prevent any potential harm; and
  5. Where possible the development does not result in the loss of best and most versatile agricultural land; and
  6. The development does not increase the risk of flooding, in accordance with Policy EN11.;
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### FC1.3:

#### A proportionate approach

4.2.18 Information on population has been compiled and an estimate of the number of households in each settlement has been calculated. This allows a clear idea of the size of settlements, with the general approach that development should be commensurate with existing settlement size.

4.2.19 This gives rise to the approach to distribution set out in Table 4.

4.2.20 Figures have been calculated identifying the number of new dwellings to be provided in each settlement based on existing population size. This figure has been amended to take into account dwellings that have been completed or are under construction since the beginning of the plan period in 2011, and to allow for those dwellings on small sites with an extant planning permission which are yet to be started. The final residual requirement that should be allocated in each settlement is identified in Table 4 below.

4.2.21 Not all settlements have sufficient allocations with the capacity to meet their residual requirement. ~~In particular, the villages of Scaford and Great Dalby have no available or suitable sites. Of the 12 Service Centres, 4 villages (Asfordby, Bottesford, Croxton Kerrial and Scaford) do not meet their own residual requirement, however the remaining Service Centre villages provide enough surplus to cover the shortfall and also provide additional capacity of 119 dwellings. In the Rural Hubs, 2 villages do not meet their residual requirements (Gaddesby and Great Dalby), however as in the case for the Service Centres, the total capacity provided by the remainder of the Rural Hubs cover the shortfall and provide additional capacity of 78 dwellings. This surplus provides a 12% 'buffer' of capacity in the rural area adding flexibility in the plan to react to changing circumstances. Of the 19 villages which are identified as~~ Service Centres or Rural Hubs, ~~5 do not have enough capacity to meet the residual requirement set out. Together these 5 villages, Asfordby, Hese, Scaford, Stathern and Great Dalby, have a shortfall of 162 houses which need to be identified in other locations. The 162 dwelling shortfall is redistributed amongst the remaining Service Centres and Rural Hubs on a proportionate basis, related to population. The villages with capacity above their allocation are identified in Table 6 below, along with the proportion of the shortfall that is added to the~~

~~original residual requirement, and Table 7, the final consolidated number of dwellings required for that settlement:~~

Delete current tables 4-7 and replace with Table 4

<b>Table 4: Residual Housing Requirements for Service Centre &amp; Rural Hubs</b>	<b>Population Estimate (from ONS Output Areas)</b>	<b>% of population</b>	<b>Requirement based on % of population</b>	<b>Minus</b>	<b>Total Net Completions 2011 - 31/03/2017</b>	<b>Dwellings under construction - 31/03/2017</b>	<b>Dwellings with planning permission on small sites at 31/03/2017</b>	<b>Equals</b>	<b>'Residual' Requirement</b>	<b>Capacity from Site Allocations identified in policy C1(a)</b>
<b>Service Centre</b>										
Asfordby	2446	16%	290		76	0	0		214	160
Bottesford	3525	23%	419		72	2	11		334	324
Croxtan Kerrial	530	4%	72		3	1	0		68	55
Harby	931	6%	109		15	15	1		78	139
Hose	580	4%	72		6	0	1		65	77
Long Clawson	1066	7%	128		11	2	4		111	141
Old Dalby	355	2%	36		5	0	23		8	28
Scalford	356	2%	36		8	2	1		25	23
Somerby	548	4%	72		14	1	13		44	69
Stathern	728	5%	91		10	0	10		71	82
Waltham on the Wolds	836	6%	109		19	9	5		76	114
Wymondham	632	4%	72		12	1	5		54	55
<b>Service Centres</b>			<b>1506</b>		<b>251</b>	<b>33</b>	<b>74</b>		<b>1148</b>	<b>1267</b>
<b>Rural Hub</b>										
Ab Kettleby	223	1%	18		12	1	3		2	10
Asfordby Hill	589	4%	72		20	5	0		47	87
Easthorpe	143	1%	18		1	0	9		8	21
Frisby on the Wreake	557	4%	72		2	0	2		68	118
Gaddesby	381	3%	55		1	0	7		47	36
Great Dalby	544	4%	72		6	0	1		65	37
Thorpe Arnold	120	1%	18		0	0	0		18	24
<b>Rural Hubs</b>			<b>325</b>		<b>42</b>	<b>6</b>	<b>22</b>		<b>255</b>	<b>333</b>
							<b>Totals</b>		<b>1403</b>	<b>1600</b>



## **APPENDIX 10: Section 8.2 and Appendix 4**

### **Focused Change 10.1: Section 8.2**

#### **Melton Local Plan Infrastructure Delivery Plan**

8.2.1 A high level assessment of the infrastructure that will be required to support new housing and employment growth within the Borough over the plan period is set out in the Melton Local Plan Infrastructure Delivery Plan (2017). A table setting out the additional infrastructure required, an estimate of its costs, who is expected to provide it and when is set out in the Infrastructure Delivery Schedule (see Appendix 4) within that document.

### **Focused Change 10.2: Appendix 4**

Replace ~~Appendix 4: Infrastructure Delivery Schedule, ARUP, 2016~~ with  
Appendix 4: Infrastructure Delivery Schedule, ARUP, 2017



# Infrastructure Delivery Schedule

ARUP, March 2017

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
<b>Physical Infrastructure</b>									
<b>Water and Wastewater</b>									
<b>Connections, reinforcements and / or improvements to water and wastewater infrastructure</b>	Required to serve growing population	Exact nature of the works to be confirmed. Will be determined on a site by site basis via discussions between developers and utility companies	Severn Trent Water, Anglian Water	2017 - 2036	To be provided by the private sector, therefore no costs have been appraised	Developer(s), Anglian Water, Severn Trent	To be provided by private sector, therefore no costs have been appraised	Essential	SS2, SS3, SS4, SS5, C1(A), C1(B), EC1, EC2, EN8, EN9, EN10, EN11, IN2
<b>Gas</b>									
<b>Connections, reinforcements and / or improvements to gas infrastructure</b>	Required to serve growing population.	Exact nature of works to be confirmed. Will be determined on a site by site basis via discussions between developers and utility companies	National Grid	2017 - 2036	To be provided by the private sector, therefore no costs have been appraised	Developer(s), National Grid	To be provided by the private sector, therefore no costs have been appraised	Essential	SS2, SS3, SS4, SS5, C1(A), C1(B), EC1, EC2, EN8, EN9, IN2
<b>Electricity</b>									
<b>Primary substation</b>	Required to serve 20ha employment site at Melton SSN	5kV primary substation with 5km cable feed	Western Power Distribution	Linked to masterplan and phasing, 2017 - 21	£10m	Developer(s) and WPD	£10m	Essential	SS4, EC1, EN8, EN9, IN2
<b>Connections, reinforcements and / or improvements to electricity infrastructure</b>	Required to serve growing population – location of works to be confirmed	Exact nature of the works to be confirmed. Will be determined on a site by site basis via discussions between developers and utility companies	Western Power Distribution	2017 - 36	To be delivered by the Private Sector; therefore no costs have been appraised.	Developer(s), Western Power Distribution	To be delivered by the Private Sector; therefore no costs have been appraised	Essential	SS2, SS3, SS4, SS5, C1(A), C1(B), EC1, EC2, EN8, EN9, EN10, IN2
<b>Waste</b>									
<b>Household waste and recycling sites</b>	Required to serve growing population – Melton Mowbray	Public household waste and recycling facility	Melton Borough Council, Leicestershire County Council	2017 – 21	To be confirmed	Developer(s)	To be confirmed <sup>[1][2]</sup>	Essential	SS2, EN9, IN2
<b>Telecommunications and Broadband</b>									
<b>Telecommunications infrastructure</b>	Required to serve growing population – location to be confirmed	Exact nature of the works to be confirmed. Will be determined on a site by site basis via discussions between developers and telecommunications companies	Internet service providers e.g. BT, Sky, Virgin Media, Talk Talk, EE. Mobile phone operators e.g. EE, O2, 3, Vodafone.	2017 - 36	To be delivered by the private sector, therefore no costs have been appraised	Privately funded, developer(s)	To be delivered by the private sector, therefore no costs have been appraised	Desirable	SS2, SS3, SS4, SS5, C1(A), C1(B), EC1, EC2, IN3
<b>Broadband infrastructure</b>	Required to serve growing population – location to be confirmed	Exact nature of the works to be confirmed. Will be determined on a site by site basis via discussions between developers and telecommunications companies	BT, Virgin Media, other broadband service providers	2017 - 36	To be delivered by the private sector, therefore no costs have been appraised	Privately funded, developer(s), government	To be delivered by the private sector, therefore no costs have been appraised	Desirable	SS2, SS3, SS4, SS5, C1(A),

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
	confirmed	discussions between developers and telecommunications companies			sector, therefore no costs have been appraised	funded	have been appraised		C1(B), EC1, EC2, IN3
<b>Transport</b>									
<b>MMDR – Northern Distributor Road</b>	Required to serve growing population – Melton NSN	The Northern Distributor Road would provide a link from the A606 Nottingham Road to Scalford Road and across to Melton Spinney Road	Developer(s)	2017 - 36	£26.1m	Developer(s)	£26.1m	Essential	IN1, IN2, C9, SS2, SS4, SS5, EN8
<b>MMDR – Southern Distributor Road</b>	Required to serve growing population – Melton SSN	Southern Link Road from Burton Road to Leicester Road with associated roundabouts, road improvements and other off-site highway improvements	Developer(s)	2017 - 36	£29.6m	Developer(s)	£29.6m <sup>[3][4]</sup>	Essential	IN1, IN2, C9, SS2, SS4, SS5, EN8
<b>MMDR – Eastern Distributor Road</b>	Required to serve growing population – Melton Mowbray	A potential Eastern Distributor Road would link A606 Burton Road to the A607 Thorpe Road; Melton Spinney Road connecting the Southern and Northern Distributor Roads	Local Highway Authority	2021 - 36	£75.5m	Public funding, developer(s)	£75.5m	Essential	IN1, IN2, C9, SS2, SS4, SS5, EN8
<b>Modal shift support</b>	Melton	Bus service/cycle/car clubs. Requires testing. Opportunities to improve the sustainable transport provision within the town arising as a result of the proposed strategic infrastructure upgrade	Leicestershire County Council	2017 - 36	£0.66m	Developer(s), Local authority, LEP	£0.66m[5]	Essential	IN1, IN2, C9, SS2, SS4, SS5, EN8
<b>Quality transport corridors</b>	Melton Mowbray	Footpath improvements and upgrades to Scalford Road/Nottingham Road. Opportunities to improve the sustainable transport provision within the town arising as a result of the proposed strategic infrastructure upgrade	Leicestershire County Council	2017 - 36	£0.40m	Developer(s), Local authority, LEP	£0.40m	Essential	IN1, IN2, C9, SS2, SS4, SS5, EN8
<b>Access improvements – Melton Mowbray railway station</b>	Melton Mowbray railway station	Accessibility improvements (step free access)	Network Rail, Train Operating Company	2019 - 23	£2m	Public, developer(s)	£0.5m (assuming grant from DfT 'Access for All' fund[6])	Essential	IN1
<b>Social Infrastructure</b>									
<b>Healthcare</b>									
<b>GP surgery</b>	Melton Mowbray	Extension to Latham House GP surgery	CCG, NHS	2016 - 21	To be confirmed	Developer(s) (an application will be submitted for S106 funding)	To be confirmed	Essential	C9, IN2

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
GP surgeries[7]	Required to serve growing population – location to be confirmed	Exact location / no. of GP surgeries to be confirmed	CCG, NHS	2017 - 36	£1.9m (estimated cost for demand for GP services)	Private, Developers, NHS	£1.9m[8] (estimated cost for demand for GP services)	Essential	C9, IN2
<b>Dental facility</b>	Required to serve growing population – location to be confirmed[9]	Exact location / no. of dental facilities to be confirmed	CCG, NHS	2017 - 36	£1.3m (estimated cost for demand for dental practices)	NHS, Privately funded	£1.3m (estimated cost for demand for dental practices)	Essential	C9, IN2
<b>Education</b>									
<b>Secondary school</b>	Required to serve growing population - Belvoir High School	168 places through extension to school	Leicestershire County Council	2017 - 36	£3m	Local authority	£3m	Essential	SS2, C1(A), C1(B), C7, IN2
<b>Primary school</b>	Required to serve Melton NSN	New 420 place primary school	Leicestershire County Council	2017 – 26	£6.64m	Developer(s), Local authority	£6.64m	Essential	SS2, SS5, C7, IN2
<b>Primary school</b>	Required to serve Melton SSN	New 420 place primary school	Leicestershire County Council	2017 - 26	£6.64m	Developer(s), Local authority	£6.29m[10]	Essential	SS2, SS4, C7, IN2
<b>Primary school</b>	Melton Mowbray	118 additional places for Melton Mowbray to be delivered through extensions to existing schools	Leicestershire County Council	2017 - 21	£1.4m	Developer(s), Local authority	£1.4m	Essential	SS2, SS3, SS4, C1(A), C1 (B), C7, IN2
<b>Secondary schools</b>	Extension to Long Field Academy required to serve growing population	Exact nature of works will depend on the outcome of any future feasibility studies undertaken by LCC	Leicestershire County Council	2017 - 36	£8m	Developer(s), Local authority	£8m[11]	Essential	SS4, C7, IN2
<b>Secondary schools</b>	Extension to John Ferneley School required to serve growing population	Extension to School	Developer	2017 - 36	£5m and 2-3ha of land	Developer	£5m and 2-3ha of land	Essential	SS5, C7, IN2
<b>Special schools</b>	Required to serve growing population and need for additional special school places arising from the Sustainable Neighbourhoods	To be confirmed – likely to be extensions to existing schools	Leicestershire County Council	2017 - 36	£1.12m	Developer	£1,116,568[12]	Essential	SS4, SS5, C7, IN2
<b>Further education (FE) colleges</b>	Required to serve growing population – location to be confirmed	To be confirmed – This could include new colleges or extensions to existing colleges	Private	2017 - 36	To be confirmed	Other public sector, Privately funded	To be confirmed	Essential	SS2, C1(A), C1(B), C7, IN2
<b>Nursery schools</b>	Required to serve growing population – location to be	To be confirmed – This could include new provision or the expansion of existing provision	Private voluntary and independent (PVI) nurseries	2017 - 36	To be delivered by the private	Privately funded (if there is no alternative, the	To be delivered by the private sector, therefore no costs	Essential	SS2, SS3, C1(A), C1(B), C7,

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
	confirmed	on non-domestic premises.			sector, therefore no costs have been appraised	LA has a duty to provide the provision)	have been appraised		IN2
<b>Emergency Services</b>									
<b>Police</b>	Melton	Additional staff, vehicles, premises and other investments to serve 5,000 home growth	Leicestershire Police	2017 - 36	#####	Developer(s)	£2,080,071[13]	Essential	SS1, SS2, SS3, SS4, SS5, SS6, C1(A), C1(B), D1, IN2
<b>Sports Facilities</b>									
<b>Sports pavilion</b>	Melton Country Park	New sports pavilion	Melton Borough Council	2017 - 21	To be confirmed	Subject to further discussion	To be confirmed	Desirable	SS2, SS3, EN7, C9, IN2
<b>Sports centre</b>	King Edward VII Community Sports Centre	Melton Leisure Vision / Sports Village	Melton Borough Council	2017 - 21	£5.3m (excluding sports hall), £8.3m (including sports hall)	Local authority (capital programme and grant funding)	£5.3m (excluding sports hall), £8.3m (including sports hall)	Desirable	SS2, SS3, EN7, C9, IN2
<b>Sports halls</b>	Required to serve growing population – location to be confirmed	Exact location / no. of sports halls to be confirmed	Melton Borough Council	2017 - 36	£1m (estimated cost for demand for sports halls)	Developer(s), local authority, lottery funding	£1m (estimated cost for demand for sports halls)	Desirable	SS2, SS3, EN7, C9, IN2
<b>Swimming pools</b>	Required to serve growing population – location to be confirmed	Exact location / no. of swimming pools to be confirmed	Melton Borough Council	2017 - 36	£1.4m (estimated cost for demand for swimming pools)	Developer(s), local authority, lottery funding	£1.4m (estimated cost for demand for swimming pools)	Desirable	SS2, SS3, EN7, C9, IN2
<b>Playing pitches</b>	Required to serve growing population – location to be confirmed	Exact location / type / no. of playing pitches to be confirmed	Melton Borough Council	2017 - 36	£1.6m (estimated cost for demand for playing pitches)	Developer(s), local authority, lottery funding, sport specific funding (e.g. from Football Association)	£1.6m (estimated cost for demand for playing pitches)	Desirable	SS2, SS3, EN7, C9, IN2
<b>Outdoor sports provision</b>	Required to serve growing population – location to be confirmed	Exact location / type / no. of outdoor sports facilities to be confirmed	Melton Borough Council	2017 - 36	£4.3m (estimated cost for demand for outdoor sports provision)	Developer(s), local authority, lottery funding, sport specific funding (e.g. from Football Association)	£4.3m (estimated cost for demand for outdoor sports provision)	Desirable	SS2, SS3, EN7, C9, IN2
<b>Community Facilities</b>									
<b>Community / village hall</b>	Melton SSN	Provision of a new community facility	Melton Borough Council,	2017 - 21	£1.25m (estimated)	Developer(s)	£1.25m (estimated cost for demand)	Essential	SS2, SS4, C7, C9, IN2

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
			developer(s)		cost for demand for community facilities)		for community facilities)		
<b>Community / village halls</b>	Required to serve growing population – location to be confirmed	Exact location / no. of community facilities to be confirmed	Developer(s)	2017 - 36	£3.8m (estimated cost for demand for community facilities)	Developer(s)	£3.8m (estimated cost for demand for community facilities)	Desirable	SS2, C7, C9, IN2
<b>Libraries</b>	Required to serve growing population – location to be confirmed	Exact location / no. of libraries to be confirmed	Developer(s)	2017 - 36	£0.8m (estimated cost for demand for libraries)	Developer(s)	£0.8m (estimated cost for demand for libraries) <sup>[14][15]</sup>	Desirable	SS2, C7, C9, IN2
<b>Green Infrastructure</b>									
<b>Green Infrastructure and Open Space</b>									
<b>Allotments</b>	Required to serve Melton NSN	2ha allotment	Developer(s)	2017 - 21	£0.04m	Developer(s)	£0.04m	Essential	SS5, EN3, EN4, EN5, EN7,
<b>Natural open space</b>	Required to serve growing population – location to be confirmed	Exact location / type / no. of natural open spaces to be confirmed	Melton Borough Council	2017 - 36	£12.5m (estimated cost for demand for informal play space)	Developer(s), local authority, lottery funding	£12.5m (estimated cost for demand for informal play space)	Desirable	EN3, EN4, EN5, EN7, IN2
<b>Informal play space</b>	Required to serve growing population – location to be confirmed	Exact location / type / no. of informal play spaces to be confirmed	Melton Borough Council	2017 - 36	£0.06m (estimated cost for demand for natural open space)	Developer(s), local authority, lottery funding	£0.06m (estimated cost for demand for natural open space)	Desirable	EN3, EN4, EN5, EN7, IN2
<b>Cemeteries and churchyards</b>	Required to serve Melton Mowbray	Extension of 1 ha. Exact location to be confirmed	Melton Borough Council	2017 -2021	£2.5m	Developer (s), local Authority	£2.5m	Essential	EN7, IN2
<b>Drainage and Flooding</b>									
<b>Flood prevention</b>	Stainsby, Wymondham	Improvements for flood prevent - culvert replacements in Main Street, Stainsby and Main Street, Wymondham	Leicestershire County Council	2017 - 21	Unknown	Central government	Unknown	Essential	EN3, EN4, EN5, EN7, EN8, EN11, EN12
<b>Watercourse improvements</b>	Melton Mowbray	Watercourse dredging planned near Saxby Road in Melton Mowbray	Leicestershire County Council	2017 - 21	Unknown	Central government	Unknown	Desirable	EN3, EN4, EN5, EN7, EN8, EN11, EN12
<b>Canal restoration</b>	Grantham Canal	Ongoing restoration of the Grantham Canal	Grantham Canal Society, Canal and	On-going	Unknown	Heritage Lottery Fund	Unknown	Desirable	EN3, EN4, EN5, EN7,

Infrastructure item / project	Location	Description	Responsibility for delivery	Timescale / phasing	Estimated capital cost	Funding	Funding Gap	Priority	Relevant Local Plan policies
			River Trust						EN8, EN11, EN12
<b>Drainage and flood risk management infrastructure / schemes</b>	Required to serve growing population – location to be confirmed	To be confirmed – This could include SuDS, flood alleviation schemes and / or support to existing drainage infrastructure	Environment Agency, Leicestershire County Council	2017 - 36	To be confirmed	Developer(s), central government, lottery funding, fundraising, asset management plans	To be confirmed	Essential	EN3, EN4, EN5, EN7, EN8, EN11, EN12

## **APPENDIX 11**

### **Focused Change FC11:**

Replacement Section 8.3, new Policy IN1, revised existing Policy IN1, and new evidence references

#### **8.3 Transport**

- 8.3.1 Melton is a rural Borough with a dispersed pattern of villages and a central main town of Melton Mowbray. Primary roads cross the Borough at Melton Mowbray and pass along the northern and western parts of the Borough. Melton Mowbray and Bottesford in the north have rail access but overall, there are limited public transport services, even in and serving Melton Mowbray.
- 8.3.2 Significant new housing and economic development is proposed in this local plan (Policy SS2), with new housing to be distributed mostly in Melton Mowbray (approx.. 65%) with the remainder in the larger rural settlements (approx.. 35%), and all new employment land identified at Melton Mowbray or nearby Asfordby. When considered against other reasonable alternatives, this spatial strategy performed best against the Local Plan objectives and sustainability criteria, including levels of access to sustainable travel options including walking, cycling and public transport. From a transport perspective, focusing housing growth in the town makes it easier to develop a coordinated approach to dealing with the transportation impacts of future population growth, as opposed to, say, a more dispersed pattern of development.
- 8.3.3 Leicestershire County Council, as Local Highway Authority, has set out its transport priorities in the Leicestershire Local Transport Plan 3 (LTP3), and new development in Melton Borough should contribute towards achieving its goals. These are to achieve an efficient, resilient, accessible, integrated and sustainable transport system that:
- supports a prosperous economy and provides successfully for population growth.
  - is well managed and maintained.
  - helps to reduce the carbon footprint of Leicestershire.
  - helps promote equality of opportunity for all our residents.
  - improves the safety, health and security of our residents.
  - helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.
- 8.3.4 The spatial strategy of the local plan supports LTP3 by focusing new development in locations which reduce the need to travel by car and where there are sustainable travel alternatives, and where new development can maximize the use of existing services and facilities. Sustainable transport measures to support development proposed through the plan will be pursued where appropriate. However, there are currently limited public transport services, and few opportunities to support more cycling and walking within an existing highway network that is already operating close to capacity within the town.
- 8.3.5 Whilst the provision and enhancement of sustainable transport alternatives will go some way to supporting new development, without mitigation, the amount of growth and its spatial distribution is likely to have severe highway impacts within the town and therefore hamper its ability to grow. Melton Mowbray already experiences high levels of cross town and through traffic, with limited rail and river crossings resulting in few alternative route options. The heavy goods vehicle element of this traffic exacerbates the impact of this, and is in addition to the vehicles serving businesses located in the Borough. It has given rise to increasing carbon emissions and locally significant levels of traffic congestion, which in turn is having a negative impact on the quality and vitality of places, particularly Melton Mowbray town centre. It is also causing unacceptable delays and unreliable journey times,



affecting businesses and residents alike, and adversely impacting on the attractiveness of the town as a place to live and do business.

- 8.3.6 Significant new highway investment is also needed to open up the new land for the development that will support growth. This needs to be provided in a way that avoids worsening the adverse effects of traffic on the environment, communities and the economy, and ensures that access to services is maintained and journey reliability not further compromised.

### **Melton Mowbray Transport Strategy**

- 8.3.7 As the most sustainable location for new development in the Borough, the local plan envisages that most new housing and employment development will take place within or on the edge of Melton Mowbray. Also, as the main place serving the needs of the Borough's residents, it is critical that the town centre's range of shops, services and visitor appeal is sustained and enhanced.
- 8.3.8 However, without intervention, this planned growth would worsen many existing transport problems. Furthermore, the problem of limited highway network capacity would continue to hinder the delivery of effective schemes to enhance public transport and walking/cycling as alternatives modes of travel for local people, and would not alleviate the highly significant levels of congestion and the HGV movements through the town centre, both of which this local plan seeks to address.
- 8.3.9 The identification and delivery of essential transport measures required to support the Local Plan are being pursued through the development of a Melton Mowbray Transport Strategy (MMTS). The MMTS will help deal with existing issues and those forecast to arise over the local plan period in a comprehensive and integrated way. It will support economic growth and new housing development, including opening up new development land, and will address transport issues for the town.
- 8.3.10 The package of measures in the MMTS will include a Melton Mowbray Distributor Road (MMDR), which is currently being planned as a crucial element, along with complementary sustainable and other transport measures within the town to provide interim relief whilst the MMDR is still being completed and/or longer term benefits thereafter.
- 8.3.11 The MMTS will include measures to reduce the impact of the traffic using routes into and within Melton Mowbray Town Centre, and measures to improve the existing road network within the town centre. These could include increased pedestrian and cycling access to the town centre and other attractors.
- 8.3.12 This preferred approach to supporting growth and tackling transport barriers preventing this within Melton Mowbray follows an options appraisal undertaken in 2016, which found that a strategic highway improvement would deliver wider benefits for residents as part of the overall growth strategy for the town, particularly reducing congestion and supporting future development plans. The three strategic highways options considered were for an outer distributor road to the east of the town, an outer distributor road to the west of the town and a short inner relief road, within the main urban area.
- 8.3.13 This work concluded that the most appropriate way to facilitate Melton Mowbray's future growth would be via a Melton Mowbray Distributor Road (MMDR) from the A606 Nottingham Road to the A607 Leicester Road around the east of the town. It was found that this would have the greatest positive long term effects on traffic congestion within the town centre and offer best value for money.

- 8.3.14 It is envisaged that the MMDR would be delivered in part by developers as new or improved highway, designed to a specification agreed with the Local Highway Authority when land is brought forward for housing and employment in the northern and southern urban extensions (see Policies SS4 and SS5). Financial contributions would also be sought from other developments in Melton Mowbray through mechanisms such as s106 obligations and Community Infrastructure Levy, and by securing significant public funding. Up to £2.8 million has already been secured from the Department for Transport's 'Large Local Major Transport Schemes Fund' to prepare a business case to underpin a future bid for funding towards construction of the scheme. If successful, it is envisaged that construction on the northern and eastern sections of the route (from the A606 Nottingham Road to the A606 Burton Road) would begin in 2020 and be completed by 2022.
- 8.3.15 The Revised Local Plan and CIL Viability Study (May 2017) has shown that assumptions used about developer contributions and/or their ability to fund sections of the route as part of development schemes are realistic.
- 8.3.16 Work to model, engineer and cost route options for the MMDR is ongoing as part of the transport strategy (MMTS). In terms of its overall design standard:
- it will be a single carriageway all purpose 'A' road
  - it will have a minimum carriageway width of 7.3m;
  - the sections of MMDR adjacent to the Melton North Sustainable Neighbourhood (NSN) and Melton South Sustainable Neighbourhood (SSN) will have a design speed of at least 40mph, whereas the remaining sections of the road (i.e. away from developments) will have a design speed of 60mph;
  - the number of junctions and direct frontage accesses will be limited as necessary to secure and retain the required design standards and speeds (as set out above);
  - it will include appropriate facilities to provide for the safe movement of pedestrians, cyclists (and, as appropriate, horse riders); and
  - it will include measures to minimise/mitigate the scheme's impacts on existing and future residents and on the environment and ecology along its route.
- 8.3.17 In conjunction with these design standards, the overall length and alignment of the MMDR will need to be sufficiently direct to provide attractive alternative for traffic compared to existing routes through the town centre. A preferred corridor is expected to be agreed by the end of 2017. Work to prepare the MMDR business case also includes the identification of possible opportunities that could be carried out as part of the MMTS to provide more travel choice for journeys within the town and reduce the environmental impacts and severance caused by traffic in the town centre.
- 8.3.18 To ensure the MMDR can be delivered, the land that is needed for it will be safeguarded from other development. Those sections that would be delivered as part of the northern and southern sustainable neighbourhoods must be identified within agreed masterplans (see Policies SS4 and SS5). For the eastern section that will link the A606 Burton Road in the south to Melton Spinney Road in the north, safeguarding will initially be applied to the corridor of investigation, and subsequently to the more limited preferred route alignment within this corridor, once this has been agreed and planning permission has been granted. Both the County Council (as Local Highway Authority) and the Borough Council are committed to using their compulsory purchase powers, if necessary, to acquire the land needed to deliver the scheme as a whole in order to ensure that the full benefits of the scheme are realised.
- 8.3.19 The Borough Council and Leicestershire County Council have agreed in principle that some development should be allowed to take place prior to full completion of the MMDR,

with the acceptance that there could be some localised adverse traffic impacts with vehicles using alternative routes to move within and through the town until key sections of the route are completed. This is a pragmatic approach that will enable the growth proposed elsewhere in the plan to start coming forward as early as possible and will facilitate an orderly process for delivering the MMDR. Contributions to fund short term mitigation to minimise the interim impacts will be sought from developers whose schemes are contributing to increased traffic, but wherever possible, these funds will be spent on works that will contribute to delivering elements of the MMTS and/or provide long-term benefit to the town.

**(New) Policy IN1: Melton Mowbray Transport Strategy (MMTS)**

**The Borough Council will work with Leicestershire County Council, landowners, developers and others to deliver a transport strategy for Melton Mowbray. The MMTS will comprise the following key components, to be funded and delivered by private developers and the public sector:**

- (a) A Melton Mowbray Distributor Road (MMDR) from the A606 Nottingham Road to the A607 Leicester Road around the east of the town, in accordance with the broad design standards and requirements outlined in paragraph 8.3.17, for which a ‘corridor of investigation’ is shown on the Policies Map; and**
- (b) A package of complementary measures, including enhanced pedestrian, cycling and public transport facilities and access to the town centre and the other main local journey attractors from the southern and northern urban extensions.**

**If development is proposed within the corridor shown on the Policies Map, it may be permitted provided that it has been demonstrated to the satisfaction of the Local Highway Authority that it would not prejudice the ability to deliver the MMDR as a whole.**

**Where necessary, the Council and/or the Local Highway Authority will use its compulsory purchase powers to deliver section(s) of the MMDR.**

**Where a transport assessment indicates that development will add to the cumulative traffic and other transport problems of Melton Mowbray, a financial or in kind contribution will be sought towards delivery of the MMDR and/or complementary measures proposed through the wider MMTS, including appropriate mitigation necessary to reduce local traffic impacts whilst the MMDR is incomplete.**

**The Borough Council will also work with other bodies to explore opportunities to enhance the public realm in and around Melton Mowbray town centre arising from the development of the Strategy.**

**Other Transport**

- 8.3.20 To tackle wider transport and accessibility goals and issues within the Borough (see paragraphs 8.3.6 and 8.3.7), the Local Plan makes provision for a variety of methods to be used. These include the spatial distribution of development, improvements to footpaths, cycle and public transport networks and facilities, using design to minimise the need to use cars for shorter trips, measures to reduce car use, such as travel plans and appropriate parking provision, and the provision of critical new road infrastructure.

- 8.3.21 New development will be a key means of achieving small scale local improvements where the development proposed would otherwise have an adverse impact if not mitigated. For larger non site specific initiatives, the Borough Council will collect developer contributions through CIL or Section 106 contributions, and continue to work with the Local Highway Authority, neighbouring local transport authorities, Highways England and Network Rail to identify and secure funding for specific larger schemes.
- 8.3.22 The 6C's Design Guide sets out the car parking standards to be applied in new developments, as well as advice on cycle parking provision. This, or any equivalent successor document agreed by the Local Highway Authority, will form the basis for considering the adequacy of parking provision proposed as part of new development.

**Policy IN2: Transport, Accessibility and Parking (Old IN1)**

**The Council and its delivery partners will support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives, such as walking, cycling, and public transport.**

**All new developments should, where possible, have regard to all the following:**

- 1. be located where travel can be minimised and the use of sustainable transport modes maximised;**
- 2. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;**
- 3. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;**
- 4. Do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements;**
- 5. Support the enhancement of existing or proposed transport interchanges such as the railway stations at Melton Mowbray and Bottesford;**
- 6. Provide appropriate and effective parking provision and servicing arrangements.**

**KEY EVIDENCE**

1. Melton Mowbray Distributor Road Option Appraisal Report (Phase 2), Jacobs, July 2016
2. Written Statement to Parliament from Chris Grayling MP: Roads Funding – Further details of road investment following the 2016 Autumn Statement, 28<sup>th</sup> November 2016
3. Report to LCC Cabinet: Melton Mowbray Transport Strategy and Distributor Road – Development of a Business Case and Identification of a Preferred Route, 10<sup>th</sup> March 2017
4. Melton Infrastructure Delivery Plan, Arup, April 2017.
5. Melton Local Plan and CIL Viability Assessment, Cushman and Wakefield, May 2017.

END

## APPENDIX 12

### Focused Change 12: Section 8.10 and Policy IN2

Replacement reasoned justification policy and updated key evidence

#### 8.10 Developer Contributions and Community Infrastructure Levy (CIL)

8.10.1 Carefully considered and sensitive development offers substantial benefits to society. It provides homes, employment opportunities and the facilities and services required. It can also stimulate economic growth. However development of all scale impacts on the environment and existing infrastructure, and can place a burden on the community. The planning system exists to reconcile the benefits of a development against the costs it can impose.

8.10.2 The planning system currently provides for some of these burdens or costs to be addressed through planning obligations where the specific planning issues arising from a development proposal can be addressed on a site by site basis. Planning obligations can secure new or extended/enhanced existing infrastructure on the site or in a location fairly and reasonably related to it. For other infrastructure items, CIL pooling restrictions currently allow contributions from up to five development proposals to fund the infrastructure required. ~~This means that in order~~ So to fund the essential infrastructure in the Borough which is either not site specific or is more costly than can be funded through the pooling of developer contributions, ~~the adoption of a CIL charging schedule is necessary.~~ Melton Borough the Council intends to adopt a CIL at a level that will not affect the viability of development in the Borough. A viability assessment has been undertaken to establish appropriate charging levels for different types of developments and locations, and the infrastructure required for which there is a funding gap that could be filled by CIL receipts (a Regulation 123 list) has been identified. ~~a And will be consulting on a Preliminary Draft Charging Schedule after the Pre Submission Draft Local Plan publication period has finished.~~

8.10.3 Paragraph deleted.

#### **(Old IN2) Policy IN3: Developer Contributions and Community Infrastructure Levy**

**Development that provides additional dwellings or employment premises will be expected to help to deliver sustainable communities through the payment of Community Infrastructure Levy, where chargeable, and/or by making developer contributions to local infrastructure in proportion to ~~its~~ the scale of its impacts, in the following order of priority:**

- i. Essential infrastructure necessary to ensure adequate provision of essential utilities, facilities, water management and safe access, as identified in the Infrastructure Delivery Plan or any made Neighbourhood Plan.**
- ii. Essential infrastructure (including the Melton Mowbray Transport Strategy and its key component, the Melton Mowbray Eastern Distributor Road) identified in the Infrastructure Delivery Plan or any made Neighbourhood Plan, including contributions from residential development towards affordable housing to meet the requirement set out in Policy C4.**
- iii. Desirable infrastructure as identified in the Infrastructure Delivery Plan or any made Neighbourhood Plan.**

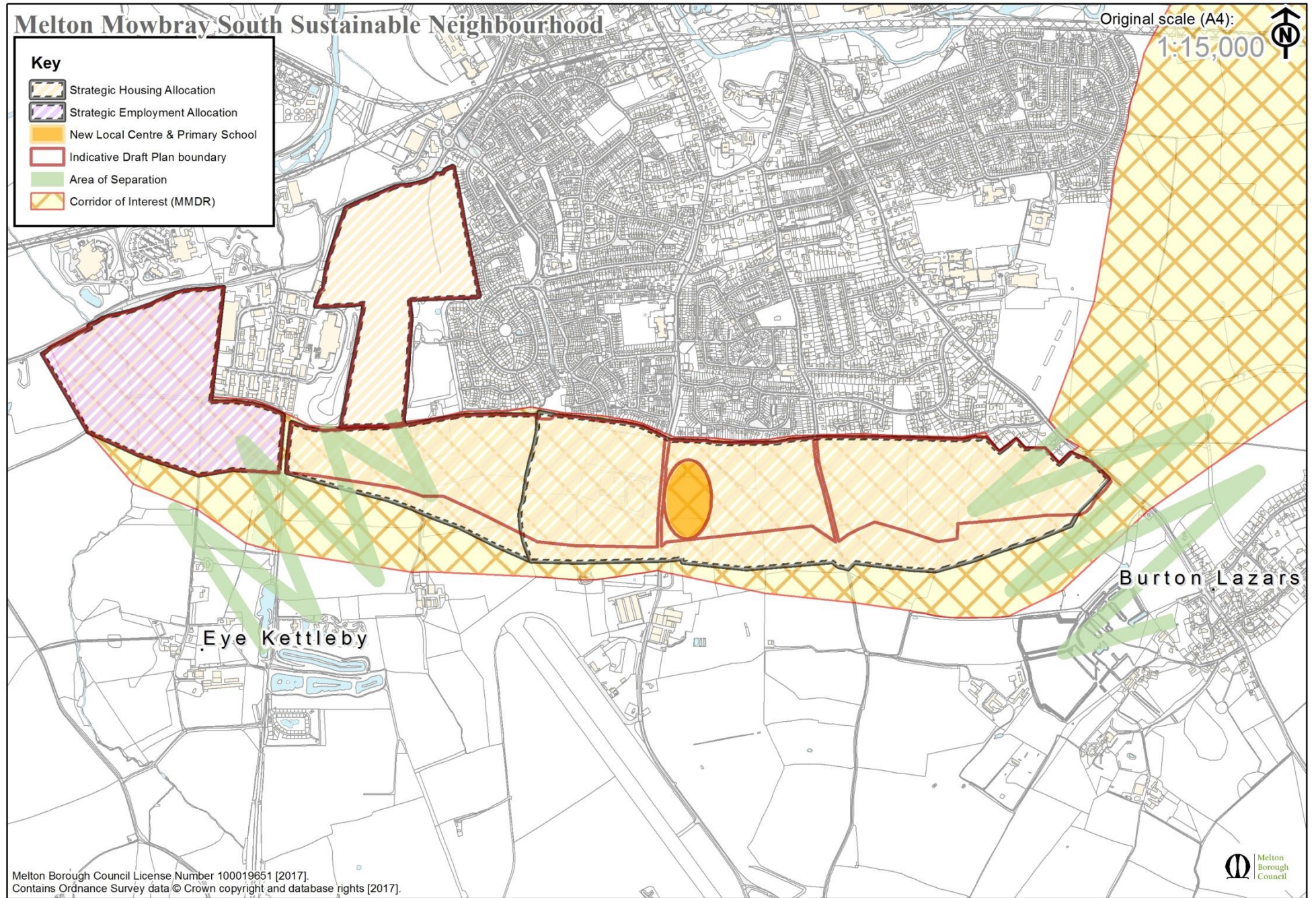
**KEY EVIDENCE**

Melton Mowbray Distributor Road Option Appraisal Report (Phase 2),  
Jacobs, July 2016

Melton Infrastructure Delivery Plan, Arup, April 2017.

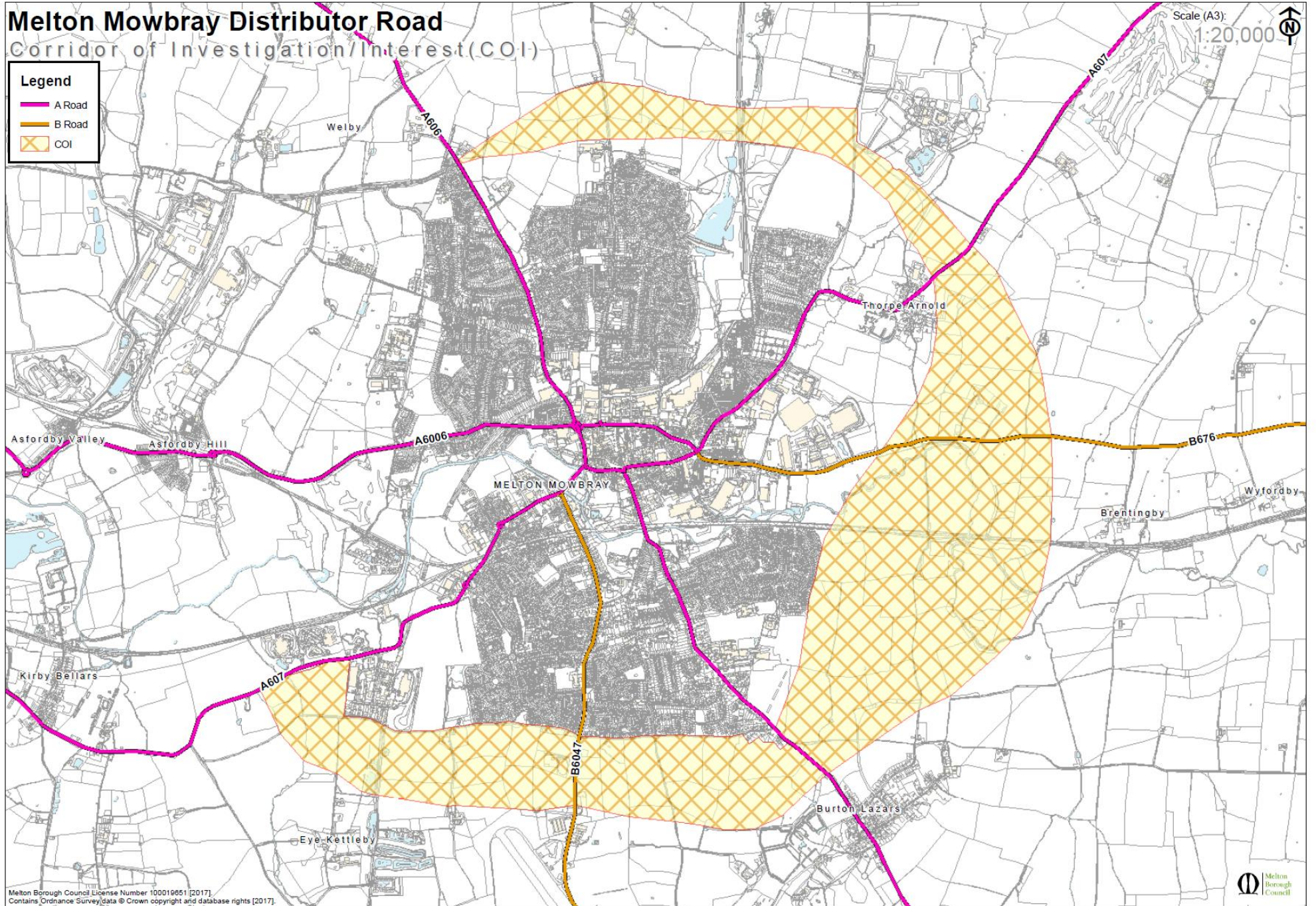
Melton Local Plan and CIL Viability Assessment, Cushman and Wakefield, May  
2017.

# APPENDIX 13: Focused Change FC13.1





APPENDIX 13 Focused Change FC13.1



## APPENDIX 2

### Focused Change 2 –Policy SS4, Section 4.5 and Policy SS5: South and North Melton Sustainable Neighbourhoods

#### **Policy SS4 – South Melton Mowbray Sustainable Neighbourhood (Strategic Development Location)**

A change to the following clauses

Melton Borough Council will work in partnership with developers and delivery partners to deliver the South Melton Mowbray Sustainable Neighbourhood (SSN) identified as a strategic development location on the Policies Map. The Sustainable Neighbourhood will provide:

#### **Housing**

h1: 2,000 homes (of which 1,700 will be delivered before 2036), ~~37%~~ **15%** of which should be affordable, ~~subject to viability~~;

#### **Transport**

t2: Measures that seek to achieve a modal shift away from private car use including:

A: ~~a minimum of 20 minute frequency~~  **frequent** bus service from the site into Melton Mowbray Town Centre and local employment opportunities with accessible bus stops which are less than 400 metres walk from all new residents;

#### **Environment**

en1: Protection of the separate identities of Burton Lazars and Eye Kettleby in accordance with Policy EN4 and respond to settlement fringe sensitivity in accordance with Policy EN1 to create a locally distinctive development and an improved town edge, **with particular regard to the ridgeline to the south of Melton Mowbray that separates the visual connection between Melton Mowbray and Burton Lazars**;

en3: Protection and enhancement of historic and archaeological features in accordance with Policy EN13; including the St. Mary and St Lazarus hospital scheduled monument **with particular regard to the ridgeline to the south of Melton Mowbray that separates the visual connection between Melton Mowbray and Burton Lazars**

**Deletion of Figure 7 (this information all appears on the Policies Map)**

## 4.5 Melton Mowbray North Sustainable Neighbourhood

A change to the following paragraphs:

- 4.5.4 Walking and cycle connectivity to the town centre will be significantly improved, including the provision of a greenway through the Melton Country Park. The development will also provide a new link road connecting the Scafford Road with Nottingham Road and upgrades to Bartholomew's Way and Welby Road linking to the A6006 Asfordby Road, as part of the wider Melton Mowbray Distributor Road.
- 4.5.7 The landscape, design and layout principles set out in the Areas of Separation and Settlement Fringe Sensitivity Study (2015) and the Biodiversity and Geo-diversity Study (2015) should be used to develop a comprehensive master-plan and set of design codes to guide the on-going development of the site to ensure that development integrates successfully with the Country Park and the surrounding landscape and respects the setting, dark skies, existing wildlife and heritage assets and makes a positive contribution to appearance of the settlement edge in this location.

Deletion of Figure 8 (this information all appears on the Policies Map)

### **Policy SS5 – Melton Mowbray North Sustainable Neighbourhood**

Changes to the following clauses, and the insertion of a new clause:

**Melton Borough Council will work in partnership with developers and delivery partners to deliver the North Melton Mowbray Sustainable Neighbourhood (NSN) identified as a strategic development location on the Policies Map. The Sustainable Neighbourhood will provide:**

#### **Housing**

**h1: 1,700 houses (of which 1500 will be delivered before 2036), ~~37%~~ 15% of which should be affordable, ~~subject to viability~~;**

#### **Transport**

**t1: A comprehensive package of transport improvements informed by an appropriate transport assessment including:**

**F: The Melton Park Greenway – a series of measures that improve accessibility and the attractiveness of walking and cycling connections through the Melton Country Park to the town centre and other town attractors such as employment, education and retail.**

**t2: Measures that seek to achieve a modal shift away from private car use including:**

**A: A frequent ~~minimum 20 minute~~ frequency bus service from the site into Melton Mowbray Town Centre and local employment opportunities with accessible bus stops which are less than 400 metres walk from all new residents;**

### **Environment**

**A: Protection and enhancement to the existing green infrastructure, local wildlife sites, wildlife corridors and, where appropriate, provide new corridors to create a coherent network of biodiversity and green infrastructure ,providing links from existing green infrastructure to the countryside, specifically Melton Country Park, Scalford Brook and Welby Brook and the disused railway line;**

**B: Establish a protection zone between Melton Country Park and any future development. Development should respond to the local topography and utilise it to define the protection zone. This zone should also include the provision of an undeveloped area of land between part of the existing northern boundary of the park and the proposed distributor road.**

### **KEY EVIDENCE**

2011 Census

Leicester and Leicestershire Strategic Housing Market Assessment, GL Hearn 2014

The Melton Strategic Housing Land Availability Assessment, Melton Borough Council, 2015

The Melton Settlement Roles and Relationships Study, Melton Borough Council, 2015

The Melton Alternative Large Scale Development Sites Assessment Report, Melton Borough Council, 2015

The Melton Employment Land Study, BE Group, 2015

The Melton Mowbray North Sustainable Neighborhood Topic Paper, Melton Borough Council and the Developer Consortium, 2015

The Melton Mowbray South Sustainable Neighborhood Topic Paper, Melton Borough Council and the Developer Consortium, 2015

The Melton Mowbray Transport Study

Land South of Kirby Lane ,Melton Mowbray , Heritage Settings Technical Note, Cotswold Archaeology, 2017

### **Master planning and delivery**

A master plan, including a phasing and delivery plan, should be prepared and agreed in advance of, or as part of, submission of a planning application for the Melton North Sustainable Neighbourhood (NSN). In order to achieve a comprehensive approach, the master plan should be prepared for the whole NSN. It will set out in detail the structure and development concepts of the NSN to include:

**m1: The distribution and location of proposed land uses;**

**m2: Proposed key transport links, within and outside of the development, including those between the main housing and local centre, town centre and nearby employment uses, services & facilities;**

**m3: Important environmental features, including high grade agricultural land, biodiversity sites and heritage assets that are to be protected;**

**m4: Areas of green infrastructure and green space (including important strategic green gaps to be protected);**

**m5: Areas of new landscaping: and**

**m6: Design which performs well against BfL12 *and seeks to develop the principles of 'Active Design'*, in accordance with Policy D1.**

The NSN master plan will be prepared in consultation with key stakeholders. Planning permission will not normally be granted for the NSN until a comprehensive master plan has been completed to the satisfaction of the Local Planning Authority.

Subsequent development shall be in accordance with the master plan and agreed design codes.

## APPENDIX 3

### Focused Change 3 - Section 4.7: Long term growth strategy and triggers

- 4.7.6 ~~Melton Borough lies within the Leicester and Leicestershire Housing Market Area. The Council is committed to working collaboratively with other Authorities, including those within the Leicester & Leicestershire Housing Market Area, to update objectively the level of long term growth. A Housing and Economic Development Needs Assessment (HEDNA) for the L&L area was published in January 2017, which sets out the long term objectively assessed need for new housing in each of the local authority areas up to 2036. A Joint Statement of Co-operation between the L&L housing market area authorities was also agreed concurrently, to commit the parties to continue to work collaboratively. This is being achieved through joint commissioning of a Housing and Economic Development Needs Assessment (HEDNA) and work towards establishing the scale and distribution of any emerging housing or economic development needs. Melton Borough Council will:~~
- ~~a) continue to work collaboratively with other Authorities, including those within the Leicester & Leicestershire Housing Market Area to establish, objectively, the level of growth that is required through the joint commissioning of a Housing and Economic Development Needs Assessment; and~~
  - ~~b) work to establish the scale and distribution of any additional provision, particularly to accommodate any unmet needs that may arise within areas of the HMA.~~
- 4.7.7 ~~This collaborative working is taking place through the e Council is working collaboratively with the other authorities in the Leicester and Leicestershire Housing Market Area (HMA) on the preparation of a joint Leicester and Leicestershire Strategic Growth Plan. The Plan, which is expected to be finalised in Spring 2018 published in late 2017, will include a vision for Leicester and Leicestershire to 2050 and will set out the scale and spatial distribution of future development in the HMA up to 2031 and 2036.~~
- 4.7.8 Should the Strategic Growth Plan set out a scale and spatial distribution of development for this Council which is significantly different to that set out in the Local Plan, an early review or partial review of the Local Plan will be brought forward to address this matter, unless there is sufficient flexibility already provided for within the plan. Should a review be required, it will be commenced within 12 months of any adoption by the Council of the Strategic Growth Plan.

END

## Appendix 4:

### Focused Change FC 4.1: Section 5.4 and Policies C1(A and C1(B)

#### 5.4 Housing Allocations

- 5.4.1 In accordance with **Policy SS2 – Development Strategy** the Local Plan will allocate a range of sites for development across the Borough.
- 5.4.2 To identify the preferred housing sites, the Council carried out a systematic assessment of a wide range of potential housing development options which were mostly identified through the Council's Strategic Housing Land Availability Assessment (SHLAA), consultation responses received during local plan preparation as well as Council owned land. Each of the sites presented to the Council under the SHLAA 'call for sites' that relate to the settlements identified in Policy SS2 has been assessed separately against a number of factors, and the resultant site selections are included in Appendix 1, alongside individual 'site-specific' policies received through any of the sources listed above that were capable of accommodating 10 or more dwellings and were within or adjacent to a service centre or rural hub (identified in Policy SS2) were been assessed separately against a number of factors, and the resultant site selections are included in Policies C1(a) and C1(b), and in Appendix 1, alongside individual 'site-specific' policies.
- 5.4.3 The assessments have provided the site options available to meet the housing requirement for each location. The assessment ranks sites according to their suitability, with availability and possible alternatives also being taken into account. This has had a role in the 'redistribution' exercise (i.e. making provision where a location has insufficient sites). The residual requirement for each Service Centre or Rural Hub is set out in Table 4 of Chapter 4, and the most suitable, sustainable and achievable sites identified to meet these residual requirements as closely as possible. Sites completed and under construction at end of April 2017 and small sites with planning permission but not yet started were accounted for in calculating the residual requirements for each settlement, whereas large sites with planning permission (or a resolution to grant) do contribute to meeting the residual requirement, and are usually the highest ranked option in each settlement.
- 5.4.4 The land allocated in Service Centres can accommodate an estimated 1267 dwellings, compared with the overall requirement of 1148 for this tier of settlements, whilst the land allocated in Rural Hubs can accommodate 333 dwellings, compared to the overall requirement of 240 for this tier of settlements. Across the Service Centres and Rural Hubs the allocations provide a 15% buffer above the residual requirement for the rural area, providing flexibility should not all sites come forward as envisaged, and to allowing the Plan to respond to changing circumstances.
- 5.4.5 The Council needs to demonstrate that the plan will deliver a rolling five year housing land supply and that this supply is deliverable and realistic. To do this, the allocation of sites has taken into account deliverability as well as suitability.
- 5.4.6 **Appendix 1** comprises a 'settlement-by-settlement' approach, including bespoke policies for each allocated site by settlement to reflect its circumstances and

individual requirements of sites. For example, policies may be required in some locations that allow sites to progress only once infrastructure issues have been resolved, and sites may have critical design and layout requirements that need to be addressed for them to be regarded as ‘suitable’.

5.4.7 Whilst the Local Plan as a whole includes a methodology for monitoring and trigger points for review (Appendix 5), it is considered good practice to build in flexibility within the plan itself to allow for a more robust approach and ‘insulate’ the need for review arising from relatively minor shortcomings on delivery, e.g. if an allocated site should become unavailable, or problems of a detailed nature are identified at application stage resulting in delay or non-delivery, or if sites cannot deliver as many new homes as envisaged. The Plan therefore includes ‘reserve sites’ in Melton Mowbray and Service Centre settlements where there are further suitable, available, and deliverable / developable sites to offer this flexibility and additional resilience. These are identified separately in Appendix 1 and are the subject of Policy C1(B), which also outlines the circumstances in which they could come forward. A limited amount of flexibility is provided within policy C1(A) through the allocations (a surplus of 223 homes) whilst the majority of flexibility is provided by the reserve sites (a surplus of 562 homes).

~~5.4.8 It is proposed to include ‘reserve sites’ in the Plan to offer this flexibility and additional resilience. These are identified separately within **Appendix 1** and distinguished from the allocations. They would come into play in the defined set of circumstances set out in Policy C1 (B).~~

Replacement policy:

### **Policy C1 (A) – Housing Allocations**

**New housing will be delivered within the Local Plan on the following sites:**

<b>Melton Mowbray</b>		
<b>Site Reference</b>	<b>Address</b>	<b>Capacity</b>
MNSN	Melton North Sustainable Neighbourhood	1500
SMSN	South Melton Sustainable Neighbourhood	1700
MEL1	Land at Nottingham Road	85
MEL2	Site of King Edward VII school, Burton Road	120
MEL3	Hilltop Farm, Nottingham Road	45
MEL4	Top End, Cattle Market	26
MEL5	Silverdale, Scalford Road	16
MEL6	Land fronting Dieppe Way, Scalford Road	37
MEL7	Land at Thorpe Road	16
MEL8	Beeby’s Yard, Burton Street	11
MEL9	Wycliffe House, Snow Hill	20
MEL10	Land adjacent to St Bartholomew’s Way and Horseguards Way	70
<b>MELTON MOWBRAY TOTAL</b>		<b>3646</b>



<b>Service Centres</b>		
<b>Site Reference</b>	<b>Address</b>	<b>Capacity</b>
ASF1	Land east of Station Lane & south of Klondyke Way	100
ASF2	Fields south of Bypass and north of Regency Road	60
<b>Asfordby Total</b>		<b>160</b>
BOT1	Land rear of Daybell's Farm & 18 Grantham Road	41
BOT2	Land off Grantham Road	65
BOT3	Rectory Farm	163
BOT4	Land at bottom of Beacon Hill, Normanton Lane	55
<b>Bottesford Total</b>		<b>324</b>
CROX1	Land west of Saltby Road east of Highfields Farm	35
CROX2	Land east of Saltby Road & south of A607	10
CROX3	Land south of Main Street (A607) and west of the Nook	10
<b>Croxton Kerrial Total</b>		<b>55</b>
HAR1	Allotment Gardens, Boyers Orchard	15
HAR2	Former Cheese Producing Dairy, Langar Lane	10
HAR3	Former Millway Foods, Colston Lane	53
HAR4	Land at Colston Lane	61
<b>Harby Total</b>		<b>139</b>
HOS1	Land off Canal Lane	42
HOS2	Land west of Harby Lane	35
<b>Hose Total</b>		<b>77</b>
LONG1	Land at Melton Road	10
LONG2	Corner of Broughton Lane & Hickling Lane	35
LONG3	Birleys Garage, Waltham Lane	41
LONG4	Land off Sandpit Lane	55
<b>Long Clawson Total</b>		<b>141</b>
OLD1	North Lodge Farm, Longcliffe Hill	28
<b>Old Dalby Total</b>		<b>28</b>
SCAL1	Land south of Melton Road	23
<b>Scalford Total</b>		<b>23</b>
SOM1	Football field at Somerby	27
SOM2	Land off High Street	42
<b>Somerby Total</b>		<b>69</b>
STAT1	Point Farm, Main Street	65
STAT2	Land adjacent Lavesley House 14 City Road Stathern	17
<b>Stathern Total</b>		<b>82</b>
WAL1	Land rear of 48 High Street	26
WAL2	Land east of Melton Road	88
<b>Waltham on the Wolds Total</b>		<b>114</b>
WYM1	Glebe Road	12
WYM2	Land off Butt Lane	21
WYM3	Land known as Brickyard Lane	22
<b>Wymondham Total</b>		<b>55</b>
<b>SERVICE CENTRES TOTAL</b>		<b>1267</b>

#### Rural Hubs

Site Reference	Address	Capacity
ABK1	Land off A606	10
	<b>Ab Kettleby Total</b>	<b>10</b>
ASFH1	Land off Houghton Close & Glebe Road	40
ASFH2	Land of Stanton Road	47
	<b>Asfordby Hill Total</b>	<b>87</b>
EAST1	Land east of Green Lane	9
EAST2	Land west of Green Lane	12
	<b>Easthorpe Total</b>	<b>21</b>
FRIS1	Land off Great Lane	48
FRIS2	Water Lane	22
FRIS3	Land south of village	48
	<b>Frisby on the Wreake Total</b>	<b>118</b>
GADD1	Holme Farm	14
GADD2	Land off Pasture Lane	11
GADD3	Land north of Pasture Lane	11
	<b>Gaddesby Total</b>	<b>36</b>
GREA1	Land off Burdett Close	37
	<b>Great Dalby Total</b>	<b>37</b>
THOR1	Land to the South East of Thorpe Road, (A607)	13
THOR2	Land to the west of Thorpe Road	11
	<b>Thorpe Arnold Total</b>	<b>24</b>
<b>RURAL HUBS TOTAL</b>		<b>333</b>

Housing proposals will be supported where they provide:

1. A mix of dwellings in accordance with Policy C2;
2. Affordable housing in accordance with Policy C4;
3. The necessary infrastructure required to support development in accordance with Policy IN1 and IN2; and
4. High quality design in accordance with Policy D1.
5. The requirements as set out in Appendix 1

Replacement policy:

#### **Policy C1 (B): Reserve Sites**

Proposals for new housing development on the reserve sites listed in this policy and identified on the Policies Map, which help to meet the development needs of the Borough and secure the sustainability of the settlement, will be approved where the proposal helps to meet the identified housing target for the settlement, and it is demonstrated that allocated sites and existing permissions are unable to do so.

Where proposals on reserve sites are submitted, assessment will be carried out taking into account the following:

- i. the degree to which the allocated requirement is unmet;

- ii. the likelihood that the allocated sites and outstanding permissions in the relevant settlement category (Melton Mowbray or Service Centre) will be delivered;
- iii. evidence of the extent of community support;
- iv. the wider public benefits arising from the development; and
- v. compliance with each of the criteria of Policy SS3.

Reserve Sites		
Site Reference	Address	Capacity
MEL11	Snow Hill, Melton Mowbray	240
HAR5	Land south of Colston Lane, Harby	13
LONG5	Canal Farm, Long Clawson	40
OLD2	Debdale Hill Field, Old Dalby	23
SOM3	Land off Burrough Road, Somerby	33
STAT3	Land west of Blacksmiths End, Stathern	45
WAL3	Land east of Melton Road, Waltham on the Wolds	168
<b>Total</b>		<b>562</b>

Appendix 4:

Focused change FC 4.2

**LOCAL PLAN**

**APPENDIX 1**

**Site allocations and**  
**policies**

**Note: The plans included in this appendix illustrate the October 2016 (Pre-submission Draft Local Plan) allocation details and the proposed changes.**

- 1. For the areas identified, the outlining of sites indicates what the existing draft plan shows, the fill indicates what the proposed changes are.**
- 2. For the site capacity , the smaller text is the 2016 capacity, and the bold, larger text the proposed change.**
- 3. The site references are now the same in Policy C1(A) and (B) as they are in this appendix**

## **Ab Kettleby**

### **General**

Ab Kettleby has limited services and facilities; however, it is within close proximity to Melton Mowbray and Asfordby Business Park. Moreover it has a good bus service, with buses running hourly through to Melton Mowbray, Bingham, West Bridgeford, Nottingham and Oakham (19 and 24 buses). Within Ab Kettleby itself, there is a primary school, pub and village hall. It qualifies as a Rural Hub according to the updated Spatial Hierarchy.

### **Capacity of Services**

The school has an overall capacity of 77 but it is unknown at present if the school can be extended. There are currently 62 children enrolled, though this is to increase and in 2021 wherein the LEA projection estimates 93 students enrolled, and as such development would need to ensure capacity is available.

Ab Kettleby can accommodate housing in principle, subject to scale, site suitability and availability and the availability of school capacity.

### **Constraints**

The A606 road runs through the village, and despite the 30mph speed limit, cars regularly travel through the village at higher speeds, with a near fatal collision in the village recently. Safe access including adequate visibility for the speed of the traffic will be required on site ABK1.

### **Site allocations and specific policies**

The allocated site does not have any specific requirements.

Rank	Address	Local plan ref.	Planning app. Ref.	Estimated capacity	Summary of assessment
1	Land off A606	ABK1	N/A	10	Site is recommended for allocation in the Melton Local <u>Plan</u> for 10 units. Any application will have to demonstrate that safe access to the site can be achieved onto the A606.

# Ab Kettleby

## Melton Local Plan

Scale (A3):  
1:3,000



### Schedule of changes

Type of change	From [units]	To [units]
None	ABK[10]	ABK2[10]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Asfordby Hill

### **General**

Asfordby Hill is well-served in terms of education, and has some nearby employment sites. It has good access to public transport serving local towns and Leicester city centre.

### **Capacity of Services**

The primary school has only 3 places at present, however the LEA forecasts predict that it will increase to 20 by Jan 2021, which would match the scale of development proposed through the site allocations. The school is tightly constrained in terms of expansion by housing to the north and west, and a road to the east and its prospects for expansion, if required, would require investigation.

Leicestershire Education Authority advise that Asfordby Hill falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

The village of Asfordby Hill is constrained by a built edge to the east, formed by a road and roundabout, and by the industrial estate and social club to the north. There is a buffer zone for a high pressure gas pipeline to the east of the village, in addition to an oil pipeline buffer zone which runs through the centre of the village. The Old Dalby test track passes through a tunnel close to the school in the northern part of the village, it is unknown at this stage if this would cause development constraints. There are some concerns regarding contaminated land towards the north west of the village.

Most sites in the village lie in flood zone 1, so there is no flood risk. Most sites do not lie close to heritage assets.

To the north of the village is LCZ1, which considers that the landscape sensitivity in this area is medium to low. LCZ2 is to the south of the village and the sensitivity to residential development is considered to be medium.

### **Site allocations and specific policies**

One of the allocated sites, ASFH1, has full planning permission for 15 dwellings to the northern end of the site off Glebe Road, with a full set of conditions and S106 agreement setting out on site provisions and contributions to infrastructure, etc. It is likely that further development of ASFH1 may require additional school places to be provided depending upon the local primary school ~~would~~ capacity. Similarly, the development of ASFH2 may require additional school places.

Both sites ASFH1 and ASFH2 have the opportunity to create an improved 'urban fringe' between the built form of the village and the adjacent open countryside.

Due to the potential education capacity constraint, the following policies are proposed.



**ASFH 1 : Further development of site ASFH1 will be supported only when local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.**

**Policy ASFH2 : Further development of site ASFH1 will only be supported when local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.**

**Ranking of sites**

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
1	Land off Glebe Road	ASFH1	15/00201/FUL (15 dwellings)	40 <del>9</del>	Well related to the village and has the opportunity to provide an appropriate visual buffer between the built environment and the open countryside. <u>Updates to the original site assessment work included refinement of the site area calculations and developable areas. The potential capacity of the site therefore decreased from 49 to 40 on this basis.</u>
2	Land off Stanton Road / Crompton Road	ASFH2	N/A	47	Well related to the village and has the opportunity to provide an appropriate visual buffer between the built environment and the open countryside.

# Asfordby Hill

## Melton Local Plan

Scale (A3):  
1:3,000

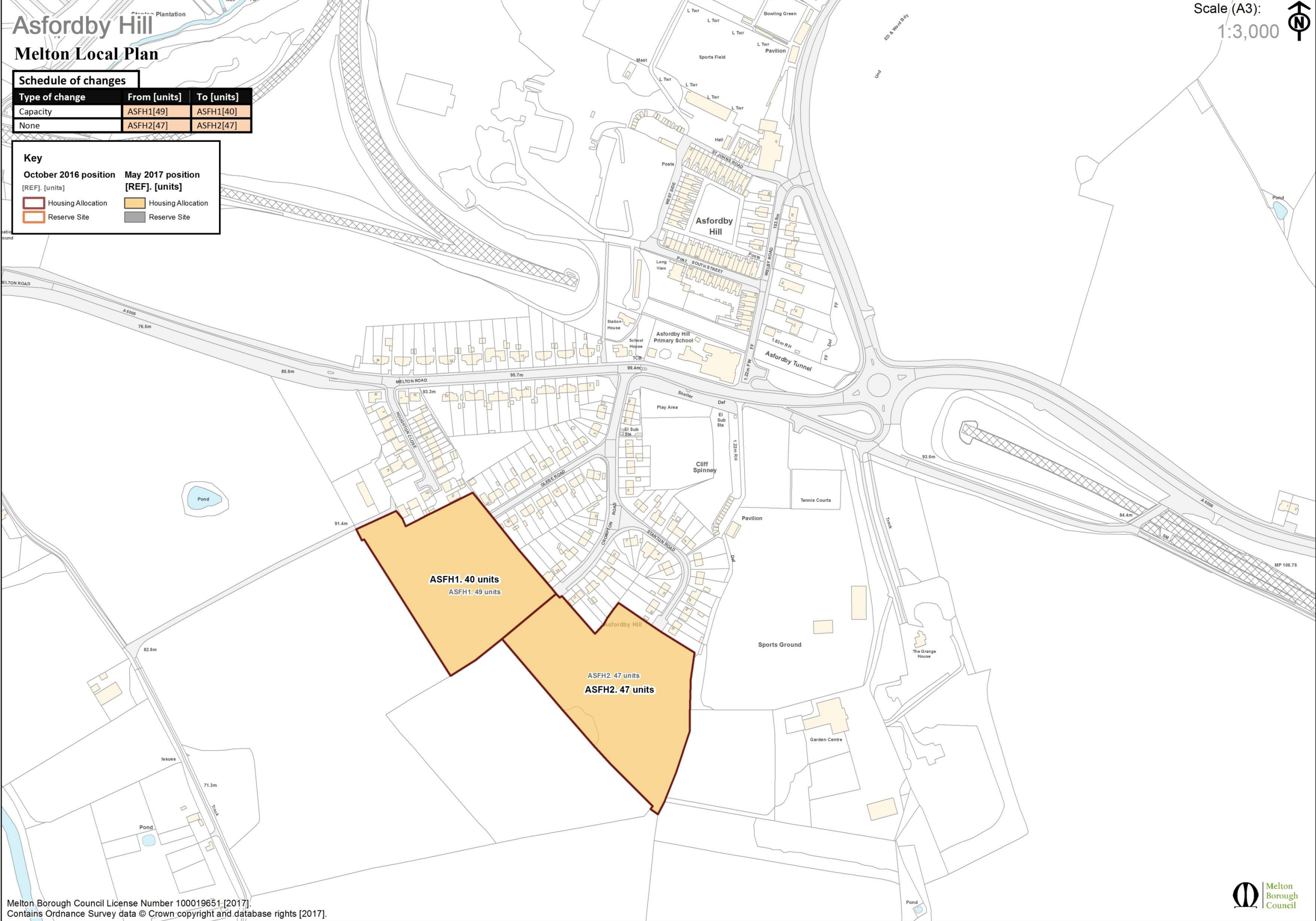


### Schedule of changes

Type of change	From [units]	To [units]
Capacity	ASFH1[49]	ASFH1[40]
None	ASFH2[47]	ASFH2[47]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Asfordby

### **General**

Asfordby is well-served in terms of retail, education, health services. It has some employment, and good access to public transport serving local towns and Leicester.

### **Capacity of Services**

The primary school currently has some space, with a capacity of 189 pupils, and 151 enrolled at present. Based on LEA forecasting, it is indicated that there will be capacity remaining at the school by 2021, with the site allocation ASF1 for 100 houses already taken into account. Dependent upon future housing provision in the area there may be a requirement to provide additional school places. The school is understood to be capable of expansion and may to able to provide these requirements.

The Education Authority advises that development in Asfordby will require developer contributions to meet the cost of expanding the existing school within the village.

Asfordby along with Asfordby Hill, Frisby, Somerby and Wymondham all fall within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

The village of Asfordby has a built edge to the settlement formed by the bypass which runs west to east along the northern edge of the village. Further to the south of the village is the River Wreake, forming a barrier and legible limit to the settlement. Development proposed to the south of the village may be constrained by the flood plain relating to the River. Most sites lie in Flood Zone 1 with an exception of one site that lies in Flood Zone 2. There will be no flood risk. Most sites lie outside the Conservation Area and there are no Scheduled Monuments or Listed Buildings on most sites with the exception of two sites where potential impacts can be resolved with careful design and mitigation measures.

LCZ 1 is to the north of the village and landscape sensitivity to residential development in this area is considered medium to high. LCZ2 is to the west of the village and has a medium to low landscape sensitivity to residential development. Some of the SHLAA sites are not within the LCZ's as they are close to the existing built form of the village.

Development to the north of the existing built form of the village may be subject to some noise from the A6006 Asfordby Bypass NSL road. To the west of the village there is an overhead power line, in addition to an authorised landfill buffer, which would pose a significant constraint on the deliverability of the sites proposed in this location.

### **Site allocations and specific policies**

One of the allocated sites in Asfordby (ASF1) has planning permission (14/00980/OUT), with a full set of conditions and S106 agreements setting out on site provisions and contributions to infrastructure etc. No site specific policies are therefore necessary on this site.

The provision of site ASF2 would likely require the expansion of the primary school. In addition, details should be submitted with any planning application for sites ASF2 and ASF3 showing how the noise from the bypass to the north can be mitigated sufficiently. Due to these constraints, the following policies are proposed:

**Policy ASF2: Development of site ASF2 will be supported provided the proposal is sympathetic to the setting of Kirby Bellars Scheduled Monument, and local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.**

**Policy ASF2: ~~and Policy ASF3:~~ Applications for the development of site ASF2 ~~and ASF3~~ shall be accompanied by a noise mitigation strategy to ensure that noise from the bypass to the north of the site is adequately mitigated. Development on ASF2 will be supported provided the proposal is sympathetic to the setting of Kirby Bellars Scheduled Monument.**

### Ranking of sites

Rank	Address	Local Plan Reference	Planning App Reference	Estimated Capacity	Summary of assessment
1	Land east of Station Lane and south of Klondyke Way	ASF1	14/00980/OUT	100	The site has planning permission in outline. This includes flood mitigation measures and a drainage strategy, relating to its location partially within a flood zone (revised)
2	Fields South of Bypass and North of Regency Road	ASF2	N/A	60	Well related to the existing built up area, with little visual impact. Mitigation of noise from the bypass to the north required.
3	<del>Paddocks west of Saxelby Road and south of Loughborough Road, Asfordby</del>	<del>ASF3</del>	<del>N/A</del>	<del>21</del>	<del>Well related to the existing built up area of the village, with little visual impact. Mitigation of noise from the bypass to the north required.</del>

•

# Asfordby

## Melton Local Plan

Scale (A3):  
1:5,000

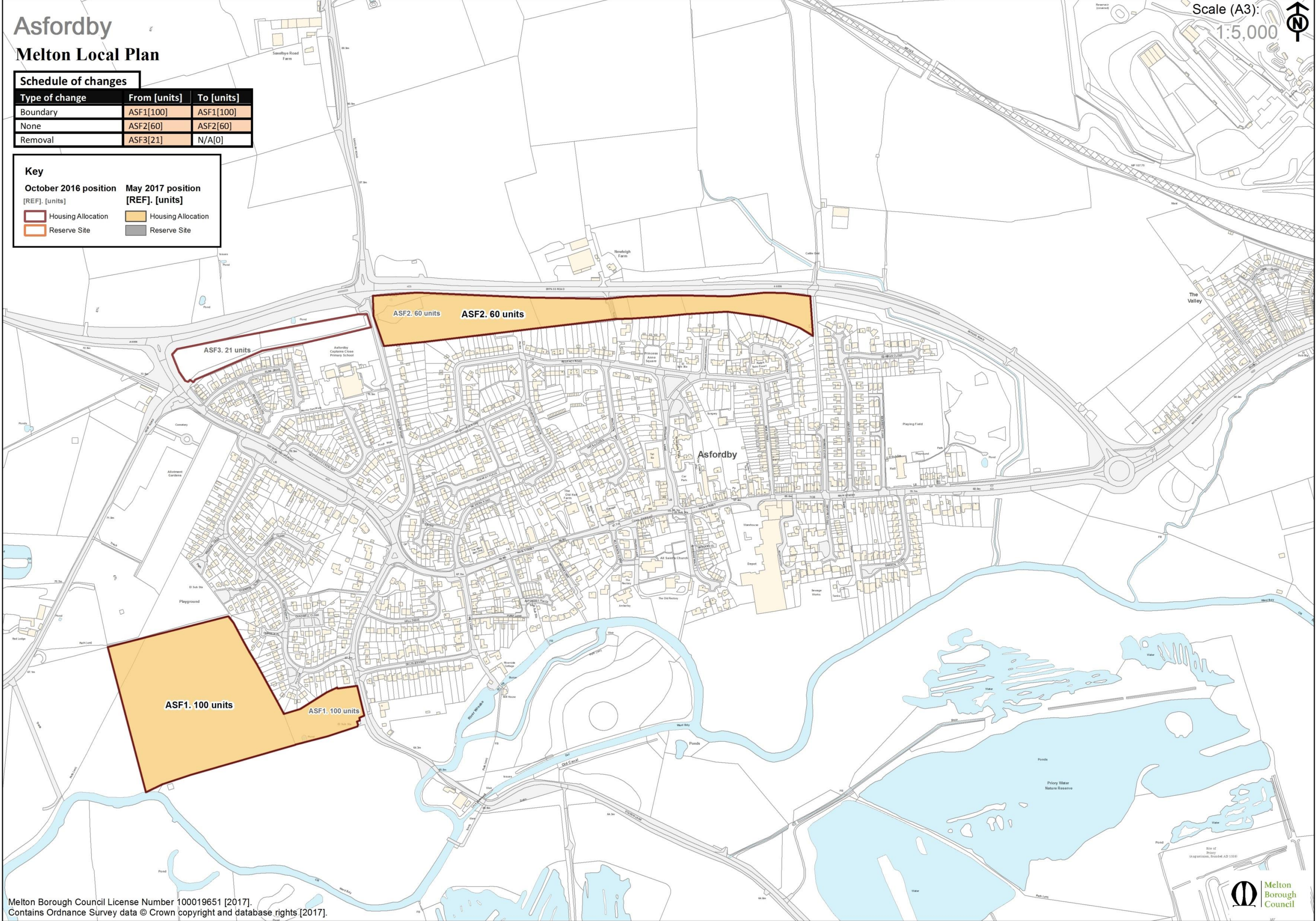


### Schedule of changes

Type of change	From [units]	To [units]
Boundary	ASF1[100]	ASF1[100]
None	ASF2[60]	ASF2[60]
Removal	ASF3[21]	N/A[0]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## **Bottesford**

Bottesford is well-served in terms of employment, retail, education, health and dental services. It also has good access to transport choice, with an hourly bus service from the village to Grantham and Melton Mowbray (Mon-Fri) and train services to Nottingham and Grantham, and a network of footpaths connecting the village to its facilities and to the countryside beyond. The village has the only secondary school outside of Melton Mowbray and therefore acts as an important hub for surrounding communities.

### **Capacity of Services**

The primary school currently has capacity for a total of 270 places, rising to 315 in 2016/17. At 2016/17 there is expected to be 215 places filled with a spare capacity of 65 pupils this is forecast to rise to 92 spaces by 2021 ~~(with site allocation 'BOT1' already taken into account)~~. There is therefore capacity to accommodate about 270 new homes based on current projections, and the LEA has advised that the school is capable of expansion, subject to funding through developer contributions.

### **Constraints**

Large parts of Bottesford and Easthorpe. Particularly the land to the south and west of the village are constrained by area at high risk of flooding (Flood Zone 3).

Land to the south and east of the villages, especially around Easthorpe is classed as the Best and Most Versatile (BMV) for agricultural use (grades 1-3a).

Bottesford and Easthorpe have four distinct Landscape Character Zones (LCZs). Each zone is rated medium – high sensitivity with the exception of LCZ4 to the west of the village which is rated medium – low. Suggested sites lie in each of the zones and a number require sensitive treatment to assimilate them into landscape.

Land to the north of Bottesford beyond the railway line has not been included in a landscape character zone; however this area of land between Bottesford and Normanton is identified as an Area of Separation (AoS). The AoS is considered necessary to maintain the openness of the gap between the two settlements. One site assessed lies within this area.

An ~~Area of Separation~~ is also identified between Bottesford and Easthorpe. This is considered important to prevent the coalescence of the two settlements and maintain the sense of openness between development. Eight sites considered lie within this area. The AoS and Settlement Fringe study provides guidance about how development might be accommodated within each AoS and this guidance would need to be referenced before considering allocating sites within these areas.

A high pressure gas pipe, together with its consultation buffer zone runs along the A52. An oil pipeline buffer zone also skirts the south of the village; these together with a mineral consultation zone around the village are additional considerations which may constrain the suitability of development sites in the village.

### Site allocations and specific policies

The allocated site BOT 1 has planning permission, with a full set of conditions and S106 agreement setting out on-site provisions and contributions to infrastructure etc. No specific policies are necessary in respect of this allocation.

**Policy BOT 21:** Development of the site reference BOT 21 will be supported provided:

- **It is ensured** that no adverse impacts will affect the nearby Local Wildlife Site located in proximity to the southern boundary.
- the footpath link through the centre of the site to Grantham Road is retained and enhanced with additional landscaping and improved boundary treatment.
- **the site can** be developed as a single comprehensive development.
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.

**Policy BOT 32:** Development of the site reference BOT 32 will be supported provided:

- the potential for contamination has been investigated and mitigation measures have been put in place;
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.
- the development addresses the frontage to Grantham Road and has an active road frontage on the approach to the village;
- the land to the southern boundary of the site is enhanced as a wildlife/biodiversity corridor and that there will be no adverse impact to any protect species.
- the south and east boundaries are sensitively treated with the addition of 'soft' attractive edging, additional landscaping and sensitive boundary treatments.

**Policy BOT 43:** Applications for the development of site BOT 43 will be supported provided:

- they are accompanied by a noise mitigation strategy to ensure that noise from the railway to the north of the site is adequately mitigated.
- the land around the river corridor and railway line are enhanced as a wildlife/biodiversity corridor and that there will be no adverse impact to any protected species.
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.
- The footpath/cycling links have been put in place linking and connecting the site to the village.

**Policy BOT 54 :** Applications for the development of site BOT 54 will be supported provided:

- they are accompanied by a noise mitigation strategy to ensure that noise from the railway to the south of the site is adequately mitigated.
- a footpath link is provided linking the site to the village

- the north, east and west boundaries are sensitively treated with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments.

Rank	Address	Local Plan reference	Planning Application Reference	Estimated capacity	Summary of assessment
<del>1</del>	<del>Land adjoining Belvoir Road (The Wickets)</del>	<del>BOT 1</del>	<del>12/00123/OUT and 13/00722/REM</del>	<del>34* (not complete)</del>	<del>Planning permission granted and site under construction (at 31-3-16, 34 units not complete). The design takes account of flood risk issues (revised) by means of its raised levels, safe alternative access provision and mitigation facilities on the site (SUDS).</del>
21	Land rear of Daybells Farm, Grantham Road, Bottesford and Land Adj. to 18 Grantham Road, Bottesford	BOT <del>1</del> <u>21</u>	N/A	<del>35</del> <u>41</u>	Well located to the village and would represent a small infill site with good connectivity to the surrounding area. Some concern over access and loss of agricultural land, however, consider it to be a good site for development. Would need to come forward with the adjacent site. Part of the site is in (revised) Flood Zones 2 and 3 (6%) which will affect the final layout and require mitigation. <u>The updated site assessment work has included refinement of the site area calculations and developable areas. The potential capacity has therefore increased from 35 to 41 on this basis.</u>
<del>32</del>	<del>Land South of Grantham Road, Bottesford</del>	<del>BOT <del>32</del><u>32</u></del>	<del>N/A</del>	<del>102</del> <u>65</u>	<del>Well related to village with some flooding constraints to southern part of site. The updated site assessment work has removed the areas within Flood Zone 3, and the site capacity has been updated to reflect this. Good access and links to village. Contaminated land/landfill may require mitigation. Overall potential allocation site. 86% of the site lies within Flood Zone 1, which will affect the overall capacity and final layout and will require mitigation.</del>
43	Rectory Farm, Bottesford	BOT <del>43</del> <u>43</u>	N/A	<del>150</del> <u>163</u>	Site reasonably well related to settlement. Access issues to the site. Heritage impact, wildlife and flood risk constraints will limit the developable area of the site. Only part of the site (approx. 33%) is in Flood Zone 1 and a further area (42%) Flood Zone 2, which will require mitigation and protection measures. The Council has been provided with information explaining how the access arrangements could be resolved. <u>The updated site assessment work has included refinement of the site area calculations and developable areas. The potential capacity has therefore increased from 150 to 163 on this basis.</u>
54	Land at Bottom of Beacon Hill, Normanton Lane, Bottesford	BOT <del>54</del> <u>54</u>	N/A	<del>84</del> <u>55</u>	Site well located in relation to village facilities, however outside the natural boundary of the village formed by the railway line. Site forms part of open countryside setting of the village and AoS between Bottesford and Normanton, but would be a minor intrusion with



					<p>substantial separation remaining, sufficient to prevent the coalescence of the settlements either visually or when travelling. There are no major constraints to development, and the site could be delivered early. <u>The updated site assessment work has included refinement of the site area calculations and developable areas. The site was reduced in are to limit the visual impact, but capacity was not initially updated to reflect this. The potential capacity has therefore decreased from 84 to 55 on this basis</u></p>
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# Bottesford & Easthorpe

## Melton Local Plan

Scale (A3):

1:7,500



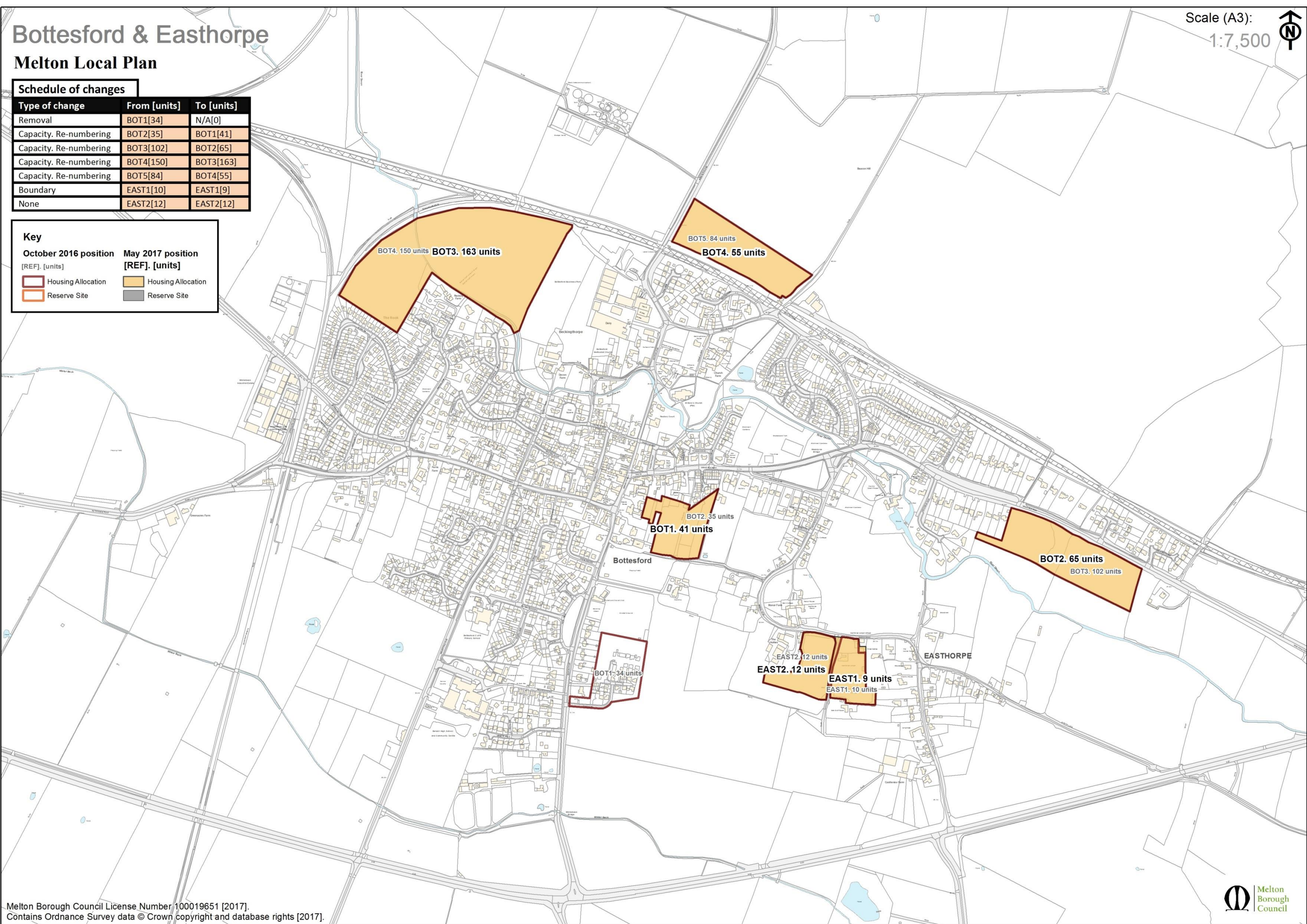
### Schedule of changes

Type of change	From [units]	To [units]
Removal	BOT1[34]	N/A[0]
Capacity. Re-numbering	BOT2[35]	BOT1[41]
Capacity. Re-numbering	BOT3[102]	BOT2[65]
Capacity. Re-numbering	BOT4[150]	BOT3[163]
Capacity. Re-numbering	BOT5[84]	BOT4[55]
Boundary	EAST1[10]	EAST1[9]
None	EAST2[12]	EAST2[12]

### Key

October 2016 position [REF]. [units]      May 2017 position [REF]. [units]

Housing Allocation      Housing Allocation  
 Reserve Site      Reserve Site



## Croxton Kerrial

### **General**

Croxton Kerrial has a range of local services, allowing residents to fulfil several of their daily tasks without the need of a private motor car, including a school, GP, and public house. The village is served by a regular bus service Monday to Saturday giving hourly access to services ~~at~~to Melton Mowbray and Grantham, and on to Loughborough (CentreBus No. 8). These key services mean that it is one of the more sustainable locations in the borough, and its strategic position on the A607 with good public transport links means it qualifies as a Service Centre in the revised Settlement Hierarchy.

### **Capacity of Services**

The primary school currently has capacity for 84 students; forecasts show that there will be capacity of 18 places by January 2021. ~~however up to 2021 this is projected to increase to 16.~~ This means developer contributions may need to be in place to deliver the required quantum of housing. Without expansion of the school, projections indicate a capacity for 67 dwellings within the forecasting period available (i.e. up to 2021).

Croxton Kerrial is suitable to accommodate housing in principle, subject to site suitability and availability. The Borough Council has been provided with representations identifying which land is available for development and has also been presented with illustrative masterplans for a number of sites.

### **Constraints**

There are numerous constraints across the village, primarily;

**Contaminated Land.** Numerous examples of potentially contaminated land across the village, including a couple of Historic Landfill sites. These are unlikely to stop development but can have implications on viability and on delivery time.

**Historic Assets.** Extensive Conservation Area covering much of the village, with important areas of open space and important listed buildings throughout the settlement.

**Landscape Character Zone:** Croxton Kerrial's settlement fringe consists of three separate Landscape Character Zones. Of these, one was deemed to have medium sensitivity to development, one medium to high sensitivity to development, and the final was deemed to high sensitivity to development. This means any development is likely to have some impact on settlement fringe of the village.

**A607.** The A607 dissects the village, and concerns have been raised regarding the quantum of traffic already travelling through the village. LCC Highways have asked for Transport Statements for developments which will increase traffic through some of the key junctions in the settlement to establish whether, in each case, extra traffic would generate the need for junction improvements.

## Site allocations and specific policies

None of the allocated sites have extant planning permissions.

### Policy CROX1 – Development on site CROX 1 will be supported provided:

- An area of open space is included in the development to provide a buffer from the adjacent Grade II listed building to protect its setting;
- A heritage assessment is provided with impacts assessed and suitable mitigation measures identified. This should pay particular attention to the effect of the development proposal on the Conservation Area, Grade II Listed Windmill and potential archaeological concerns;
- A transport ~~assessment~~ statement is provided with the application, with particular reference to assessing the junction between Saltby Road and the A607 (Main Street) and its capacity to absorb additional daily vehicle movements, and any junction improvements arising
- A footpath is provided between the site access and Mill Lane.

### Policy CROX2 – Development on site CROX 2 will be supported provided:

- Existing vegetation is retained so far as it is practicable.

### Policy CROX3 – Development on site CROX 3 will be supported provided:

- Vehicular access is provided via The Nook (not the A607);
- Safe pedestrian access is provided paying due regard to the differences in site levels between the site and the carriageway;
- Proposals provide replacement car parking facilities for the Doctors Surgery;
- Proposals incorporate measures to ensure no harm/damage will be caused to the nearby SSSI.

Rank	address	Local plan ref.	Planning app ref	Estimated capacity	Summary of assessment
1	Land West of Saltby Road & East of Highfields Farm	CROX1	N/A	<del>3540</del>	The Borough Council have been provided <u>with</u> a Phase 1 ecological walkover and an illustrative masterplan for the site. <u>The capacity of the site has been reduced slightly to preserve the setting of the adjacent listed building.</u> Design of the site is able to mitigate potential landscape and conservation matters and will need particular attention at either Full or Reserved Matters stage.
2	Land East of Saltby Road and South of A607	CROX2	N/A	<del>1016</del>	This is a relatively small site and is a logical location for expansion of the village <u>subject to addressing Highways Authority concerns regarding safe access on to the A607.</u> <u>The site boundary has increased to reflect the original SHLAA submission as it was incorrectly drafted previously. In addition, access to the highway</u>

					<u>from Saltby Road is considered to be a safer option which is achievable from the larger site area. The capacity has been limited to 10 due to a lower density development being more appropriate in this location due to visual impact.</u>
3	Land South of Main Street (A607) and West of the Nook	CROX3	N/A	<del>1120</del>	Access should be achieved from the Nook and not the A607. Site is less well located than the other two recommended allocations but is a reasonable location for development in the village, provided due regard is paid to the nearby SSSI and oil pipeline buffer. <u>The site has been subject to refined area calculations, deducting the area currently used for the Doctors Surgery car park from the gross area to allow for the facility to be retained or relocated within the site. This has led to a decrease in capacity from 20 to 11 on this basis.</u>

# Croxton Kerrial

## Melton Local Plan

Scale (A3):  
1:3,000

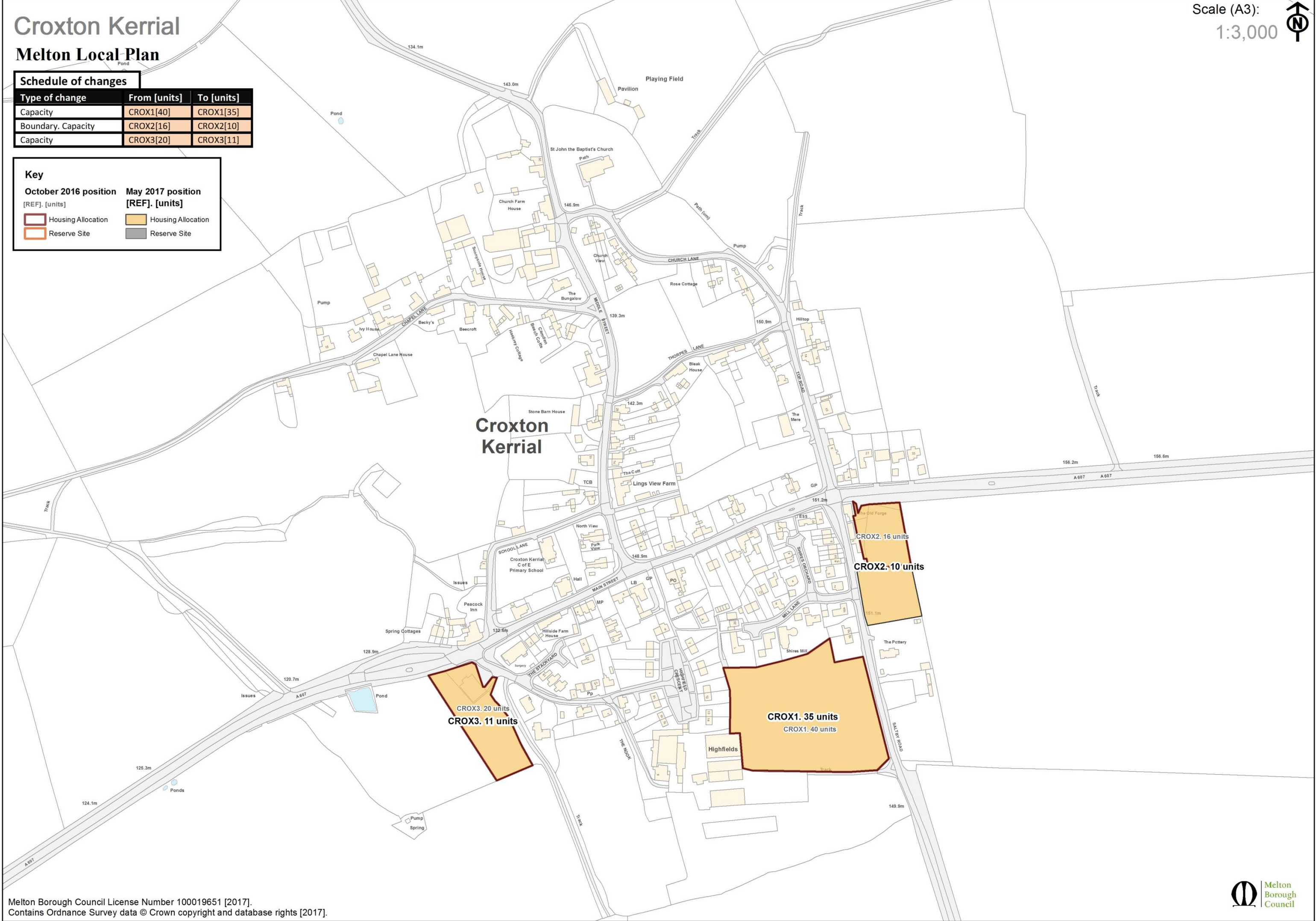


### Schedule of changes

Type of change	From [units]	To [units]
Capacity	CROX1[40]	CROX1[35]
Boundary, Capacity	CROX2[16]	CROX2[10]
Capacity	CROX3[20]	CROX3[11]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Easthorpe

The small village of Easthorpe is located within 500m of Bottesford and therefore benefits from the range of services and facilities available within Bottesford. It is noted that Easthorpe is well connected to Bottesford via a series of footpaths and as such performs the role of a sustainable location, which is a suitable location for some development. It is therefore identified as a Rural Hub.

### Capacity of Services

The primary school (Bottesford) currently has capacity for a total of 270 places, rising to 315 in 2016/17. At 2016/17 there is expected to be 215 places filled with a spare capacity of 65 pupils this is forecast to rise to 92 spaces by 2021 (~~with site allocation 'BOT1' already taken into account~~). There is ~~therefore~~ capacity therefore to accommodate about 270 new homes based on current projections, and the LEA has advised that the school is capable of expansion, subject to funding through developer contributions.

### Constraints

Large parts of Bottesford and Easthorpe, particularly the land to the south and west of the village, are constrained by an area at high risk of flooding (Flood Zone 3).

Land to the south and east of the villages, especially around Easthorpe is classed as the Best and Most Versatile (BMV) for agricultural use (grades 1-3a) and should be avoided.

Bottesford and Easthorpe have four distinct Landscape Character Zones (LCZs). Each zone is rated medium – high sensitivity with the exception of LCZ4 to the west of the village which is rated medium – low. Suggested sites lie in each of the zones and a number require sensitive treatment to assimilate them into landscape.

An Area of Separation has been identified between Bottesford and Easthorpe. This is considered important to prevent the coalescence of the two settlements and maintain the sense of openness between development. Eight sites considered lie within this area. The AoS and Settlement Fringe study provides guidance about how development might be accommodated within each AoS and this guidance would need to be referenced before considering allocating sites within these areas.

A high pressure gas pipe, together with its consultation buffer zone runs along the A52. An oil pipeline buffer zone also skirts the south of the village; these together with a mineral consultation zone around the village are additional considerations which may constrain the suitability of development sites in the village.

### Site allocations and specific policies

In principle allocation EAST1 has outline planning permission, with relevant conditions setting out site provisions. No specific policies are necessary in respect of this allocation.

Both sites EAST1 and EAST2 are opposite a Scheduled Ancient Monument (list entry 1009195 shifted Medieval Village Earthworks and Moat) and Grade II listed building – Easthorpe Manor.

**Policy EAST2: Development of site reference EAST 2 be supported provided**

- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.
- the four protected trees to the site frontage (Tree Preservation Order 151/904/6) are retained and suitable protection measures are put in place through the duration of the development.
- that suitable measures are incorporated to ensure there will be no adverse impacts to protected species;
- ~~that~~ there is sensitive boundary treatment to the south and southwest ~~boundary~~ with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments.

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Land east of Green lane, Easthorpe	EAST1	15/01016/OUT	<del>910</del>	The site lies within the AoS but due to the relationship with the built form of Easthorpe and its enclosure the site is not considered to undermine the Area of Separation. Outline planning <u>permission</u> was granted in 2015 for nine dwellings to the rear of Easthorpe Lodge which included the widening of Green Lane and improvements to the junction with Manor Road.
2	Land west of Green Lane, Easthorpe	EAST2	N/A	12	The site is within close proximity to the centre of Bottesford and public transport options. The grass paddock provides a visual break along Manor Road which is sparsely populated and contains mature trees, some subject to TPO's. However the site is not important for views into or out of the village and relates well to the existing pattern of development. The site lies within the AoS but due to the relationship with the built form of Easthorpe the site could accommodate small scale of development similar to the neighbouring site (SHLAA MBC/028/16) without giving rise to the appearance or experience of a coalescence of Easthorpe with Bottesford. Flood mitigation will be required which could influence how the site is developed and its overall capacity, with 90% being within the revised flood zone.



# Eastthorpe Melton Local Plan 2017-2032

Scale (A3):



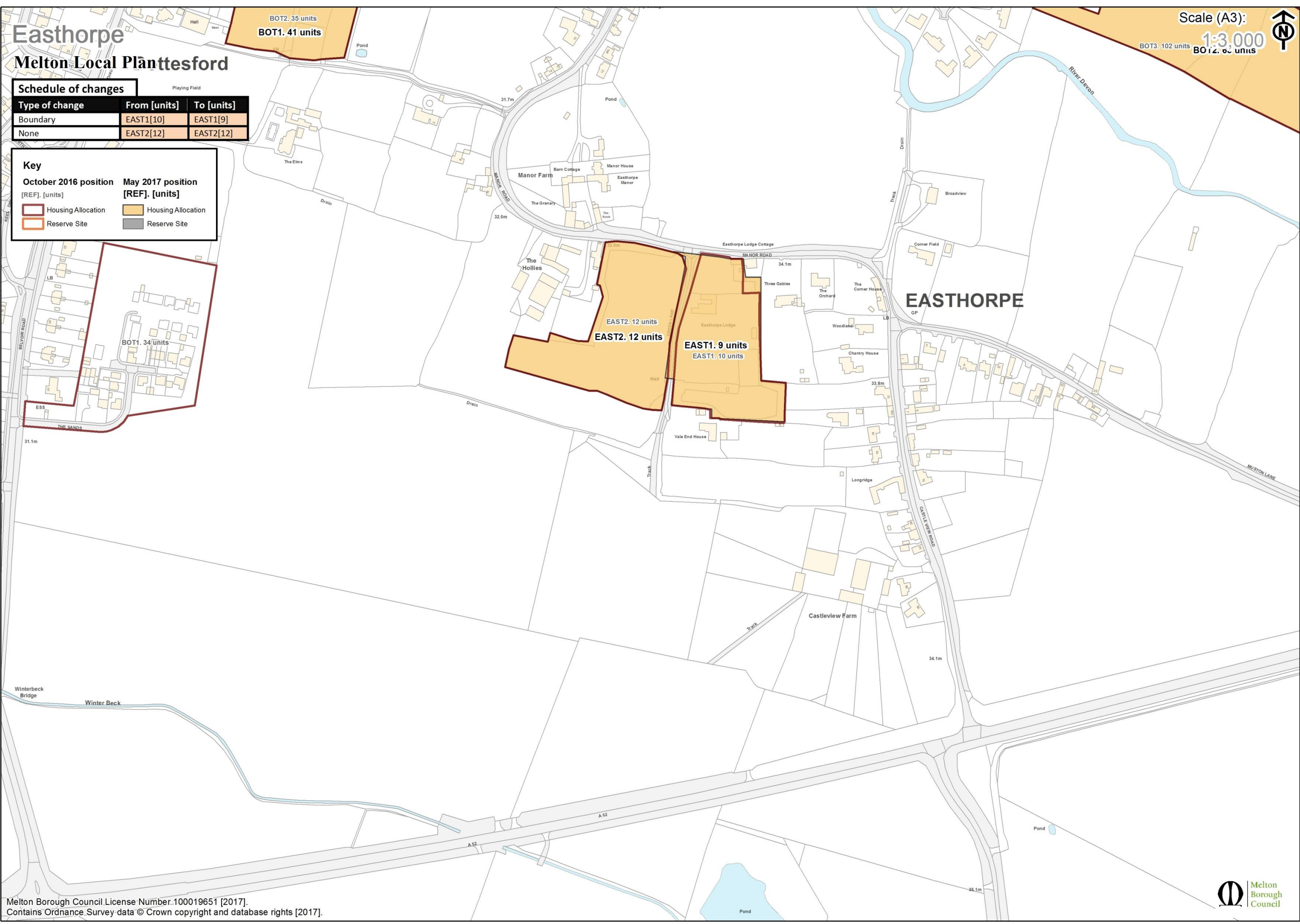
1:3,000  
BOT3. 102 units  
BOT2. 62 units

## Schedule of changes

Type of change	From [units]	To [units]
Boundary	EAST1[10]	EAST1[9]
None	EAST2[12]	EAST2[12]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Frisby on the Wreake

### **General**

Frisby is a well-served village in terms of facilities and services. The village has good access to transport choice into Melton Mowbray. There is a direct bus route to Leicester and Melton (and vice versa) every ~~hour~~ two hours in one or other direction on weekdays and ~~weekends~~ Saturdays. The services and facilities in the village include a primary school, convenience store, village hall, public house, and tea shop facility provided as part of the convenience store, and a newsagent, sports and leisure facilities, cemetery, place of worship and a boarding kennels. Frisby has been identified as a 'Rural Hub' in the new Settlement Hierarchy study and in principle is suitable for allocation for a proportionate share

### **Capacity of Services**

Frisby CofE primary school has a capacity of 119 pupils and is close to capacity at present (January 2016). LEA projections show that this is likely to continue in the coming years to 2021.

Development in Frisby will require the primary school in the village to expand to accommodate growth. Development in Frisby will require developer contributions to meet the cost of expanding the existing school within the village. One of the sites is able to facilitate this and is due to be located adjacent to the school.

The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus.

Leicestershire CC as Education Authority advise that Frisby (amongst other villages, Asfordby, Asfordby Hill, Somerby and Wymondham) falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

Most sites in Frisby on the Wreake are in LCZ2 and LCZ3. These are the areas of medium to high sensitivity primarily due to the open visual character and the degree of intervisibility. The new development would impact the character of these areas. This would require appropriate design and mitigation measures for the new development which should be in keeping with the surrounding area on most sites.

The whole of the village lies outside Flood Zone 3 and 3b, and a small part of one of the sites (FRIS 2–Water Lane) lies in Flood Zone 2, so it is unlikely that there would be flooding issues but the possibility of mitigation. The northern part of village runs alongside a train line which is also next to this site. However with appropriate design and noise mitigation measures, ~~this~~ this constraint can be overcome.

~~Most~~ The sites assessed lie outside the Frisby Conservation Area and away from Listed Buildings and Scheduled Monuments. ~~except for one (FRIS 4). It is considered that this constraint can be overcome through appropriate design and mitigation measures and offers the opportunity to restore a heritage asset.~~

**Site allocations and specific polices**

FRIS 1 has been granted outline planning permission (16/00491/OUT), and planning applications have been submitted for sites FRIS2 and FRIS3 although these are yet to be determined. Although there is a planning application submitted for one of the sites in Frisby, it has not been determined:

~~Policy FRIS1: Development of site FRIS1 will be supported provided local educational capacity is available, or can be created through developer contributions to meet the needs of the site.~~ Policy FRIS2 : Development at FRIS2 will be supported provided:

- it is demonstrated by means of a noise assessment that noise from the railway to the north of the sites can be adequately mitigated.
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.

Policy FRIS3: development at FRIS3 will be supported provided:

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.
- Provision is made within the boundaries of the site for the expansion of the adjacent primary school

~~Policy FRIS4: development at FRIS4 will be supported provided:~~

- ~~• local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.~~
- ~~• Development facilitates the restoration of the adjacent listed building: 8, Rotherby Lane.~~

Rank	address	Local plan ref.	Planning app ref	Estimated capacity	Summary of assessment
1	Land off Great Lane	FRIS1	16/00491/OUT <del>SUBMITTED IN</del> July, not yet determined <u>Permitted</u>	<del>480</del>	Site is attached to existing residential development and is close to village facilities. <u>The site boundary has been altered to align with the planning permission, and the capacity also increased to reflect this.</u> Site is considered suitable for similar development in the surrounding area. No mitigation measures identified on the site.
2	Water Lane	FRIS2		<u>2214</u>	Site is attached to existing residential

					development and is close to village facilities. However because of the site being located close to the train line, it will require appropriate mitigation measures. The site is affected by the flood zone (revised) which will affect its capacity and layout, and require mitigation. A detailed analysis will be required. <u>Updates to the site assessment work has refined the site area calculations and developable areas. The potential capacity has therefore increased from 14 to 22 on this basis</u>
<b>Rank</b>	<b>address</b>	<b>Local plan ref.</b>	<b>Planning app ref</b>	<b>Estimated capacity</b>	<b>Summary of assessment</b>
3	Land due south of Village	FRIS3		<del>4840</del>	Site attached to existing residential development and is close to village facilities with potential for access to public transport. Also the whole of the site is not suitable for development as it would have significant impact on the character of the village, facilities and the surrounding development. <u>Updates to the site assessment work has refined the site area calculations and developable areas. The potential capacity has therefore increased from 40 to 48 on this basis</u>

4	RESERVE SITE: Rotherby Lane	FRIS4		24	This is a suitable site currently containing farm buildings. Redevelopment would offer the opportunity to fund the restoration of the listed building on the Rotherby Lane frontage of the site.
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# Frisby on the Wreake

## Melton Local Plan

Scale (A3):  
1:3,000



### Schedule of changes

Type of change	From [units]	To [units]
Boundary, Capacity	FRIS1[40]	FRIS1[48]
Capacity	FRIS2[14]	FRIS2[22]
Capacity	FRIS3[40]	FRIS3[48]
Removal	FRIS4[24]	N/A[0]

### Key

October 2016 position    May 2017 position

[REF]. [units]	[REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Non-residential
	Reserve Site

## Frisby on the Wreake

FRIS2. 14 units  
FRIS2. 22 units

FRIS4. 24 units

FRIS3. 40 units  
FRIS3. 48 units

FRIS1. 40 units  
FRIS1. 48 units

## Gaddesby

Gaddesby, whilst limited in terms of services, still has a Primary School, Village Hall and a Pub. There is a bus service running two hourly between Leicester-Melton which connects the village to these urban areas.

### **Capacity of Services**

The Primary School is currently has capacity for 210 students, with 78 spare, decreasing yearly until 2020 when projections indicate it is expected to be close to capacity. Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

### **Constraints**

#### 1) Employment:

The closest employment area is Rearsby Industrial Estate (3km), with some small individual employers closer by. ~~The closest employment areas are in Melton Mowbray (over 7km).~~ Bus service is available.

#### 2) Transport:

Gaddesby is served by the Centrebus 100 service between Leicester and Melton Mowbray throughout the week. However its frequency (every two hours) and the lack of the service on Sundays and Bank Holidays should be taken into account when the service is considered with regards to Gaddesby's sustainability (i.e. for accessing Employment as mentioned in the point above).

#### 3) Flooding:

Gaddesby Brook is a main water course situated at the South of the settlement with associated flood zone 3. This will have an impact on development proposals to the south of the village.

#### 4) Landscape:

The eastern part of the settlement has high landscape sensitivity, however: *'[...]It is recognised that there are elements where sensitivity is reduced, due to intrusion by more modern development at the northern and southern fringes of the LCZ with the settlement. However, there is limited opportunity for mitigation through further development without further intrusion upon the parkland character of the landscape'* - AoS, Settlement Fringe Sensitivity & LGS Study.

### **Site Specific Policies:**

**Site GADD1 benefits from an extant outline planning permission (15/00361/OUT).**

**Policy GADD2: Development of the site reference GADD2 will be supported provided:**

- ~~that there are no adverse impacts on the nearby Local Wildlife Site located in proximity to the eastern boundary.~~
- ~~that mitigation measures against flood risk will be provided due its proximity to the Gaddesby Brook.~~
- ~~where possible, the vegetation screen off Ashby Road is retained, so far as it practicable~~

**GADD3: Further development of site GADD3 will be supported only when local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.**

Rank	address	Local Plan ref.	Planning app ref	Estimated capacity	Summary of assessment
1	Holme Farm	GADD1	15/00361/OUT	14	Site has outline planning permission with conditions and s106 completed. <del>(outline)</del> <u>The site boundary has been altered to align with the red line boundary of the planning permission.</u>
2	Land off Church Lane and Ashby Road	GADD2	N/A	30	The site is opposite to the Primary School and the Village Hall in a part of the road with prominent vegetation and is in a high landscape sensitivity area which requires careful treatment. The site is relatively close to a Local Wildlife site and part is within Flood Zone 3 (revised). 91% of the site remains within flood zone 1, and capacity and layout will be affected by this constraint. Flood protection and mitigation will also be required on parts of the site.
<del>3</del>	Land off <u>north of</u> Pasture Lane	GADD <del>3</del>	N/A	11	The site is situated in the northern edge of the village and therefore slightly detached from the limited services that the village provides.  Its access via either of two well-connected roads and the proximity to the bus stop makes this site a suitable allocation for housing.
<u>3</u>	<u>Land north of</u> Pasture Lane	<u>GADD3</u>	<u>N/A</u>	<u>11</u>	<u>The site is situated on the northern edge of the village, and is therefore slightly detached from the limited services that the village provides. The proximity to the bus stop makes the site a suitable allocation for housing. The site is a new site submitted through the SHLAA 2017 and is considered to be potentially suitable for development.</u>

# Gaddesby

## Melton Local Plan

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1:5,000

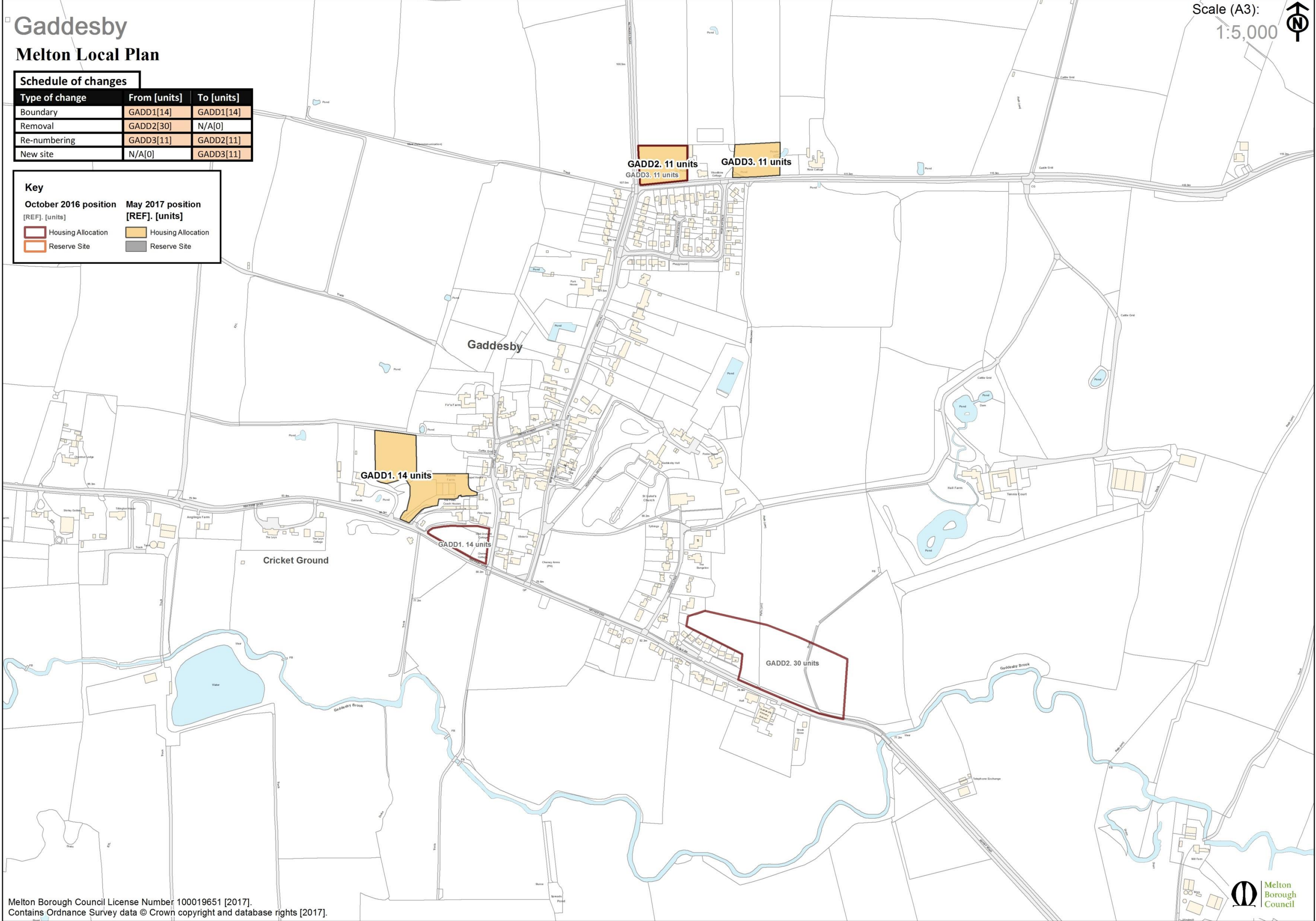


### Schedule of changes

Type of change	From [units]	To [units]
Boundary	GADD1[14]	GADD1[14]
Removal	GADD2[30]	N/A[0]
Re-numbering	GADD3[11]	GADD2[11]
New site	N/A[0]	GADD3[11]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site





## Great Dalby

### **General**

Great Dalby is a well-served village in terms of facilities and services. The village has access to transport to Leicester and Melton. There is a bus route to Leicester and Melton every two hours. Village has access to Leicester Road Estate, a key employment site in Melton. The services and facilities in the village include a primary school, village hall, public house, sports and leisure facilities and a place of worship. Great Dalby has been identified as a rural hub in the settlement hierarchy and is suitable for a proportionate allocation.

The village of Great Dalby has grown considerably from its origins as a linear settlement on Main Street which runs north-south. The conservation area boundary runs larger than other designated villages in the Borough of Melton because the historic core is more widely spread. This has been considered in the proposed allocation in the village and has been addressed through the site-specific policy.

There are no flooding issues in the village. Most of the village is though surrounded by medium to high landscape character zones.

### **Capacity of Services**

The agreed capacity at Great Dalby Primary School is currently 140 pupils. There are currently 140 enrolled (Jan 2017). Based on LEA forecasting, it is indicated that there will be capacity of 5 places by January 2021.

The nearest secondary education provision is 4km to the south of the site at John Ferneley College. Students would catch the bus to school from this location. It is recognised that as a result of development that additional secondary school places will be required but can be accommodated at the existing secondary schools in Melton Mowbray.

Great Dalby falls within the catchment area of the Melton town secondary schools, and the expansion of the John Fernley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

Access to the proposed allocation has been identified as a constraint through the assessment. However considering the Highways response to it, it is considered 'deliverable'. The access to the proposed allocation is through Burdetts Close and due to parking, road width is constrained for more development unless it is addressed through appropriate layout and agreed with Highways. A Public Right of Way runs through the centre of the site and any alteration/diversions would need to be discussed with the Safe & Sustainable Travel Team. Access may be achieved from Burdetts Close if a safe and suitable access can be designed in accordance with the 6Cs Design Guide.

Development of 37 dwellings will generate a demand for about 9 primary school places – additional school places will be needed.

Although the site is considered to cause less than substantial harm to the conservation area, the only note of concern is the likely impact of further development to the south and east of allocation

site as once this area within the conservation area will be developed, there will be a possible catalyst for further housing adjoining the site to complete the village in built form running from Burrough End in the south to Nether End in the north.

**Site allocations and specific policies**

Considering the access and heritage constraints, following policy for Great Dalby is proposed.

**GRE A1: Development of site GRE A1 will be supported provided:**

- **the proposal includes the suitably designed access in accordance and agreement with the Highways 6Cs design guide;**
- **local educational capacity is available, or can be created through developer contributions, to meet the needs of the site**
- **the future development is sympathetic and limits the impact on the Conservation Area through appropriate choice of materials and high quality, well considered design.**

**Site assessment summary and capacity**

Rank	Address	Local Plan Reference	Planning App Reference	Estimated Capacity	Summary of assessment
<u>1</u>	<u>Land off Burdett Close</u>	<u>GRE A1</u>	<u>N/A</u>	<u>37</u>	<u>Site lies in close proximity to access to services and facilities, and is well connected to the village. Site is connected to the Main Street through Burdett's Close, which whilst provides access does have on street parking potentially causing an issue of access. However the Highway Authority have not raised any objections in principle. Site is considered suitable for allocation.</u>

# Great Dalby

## Melton Local Plan





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1:3,000

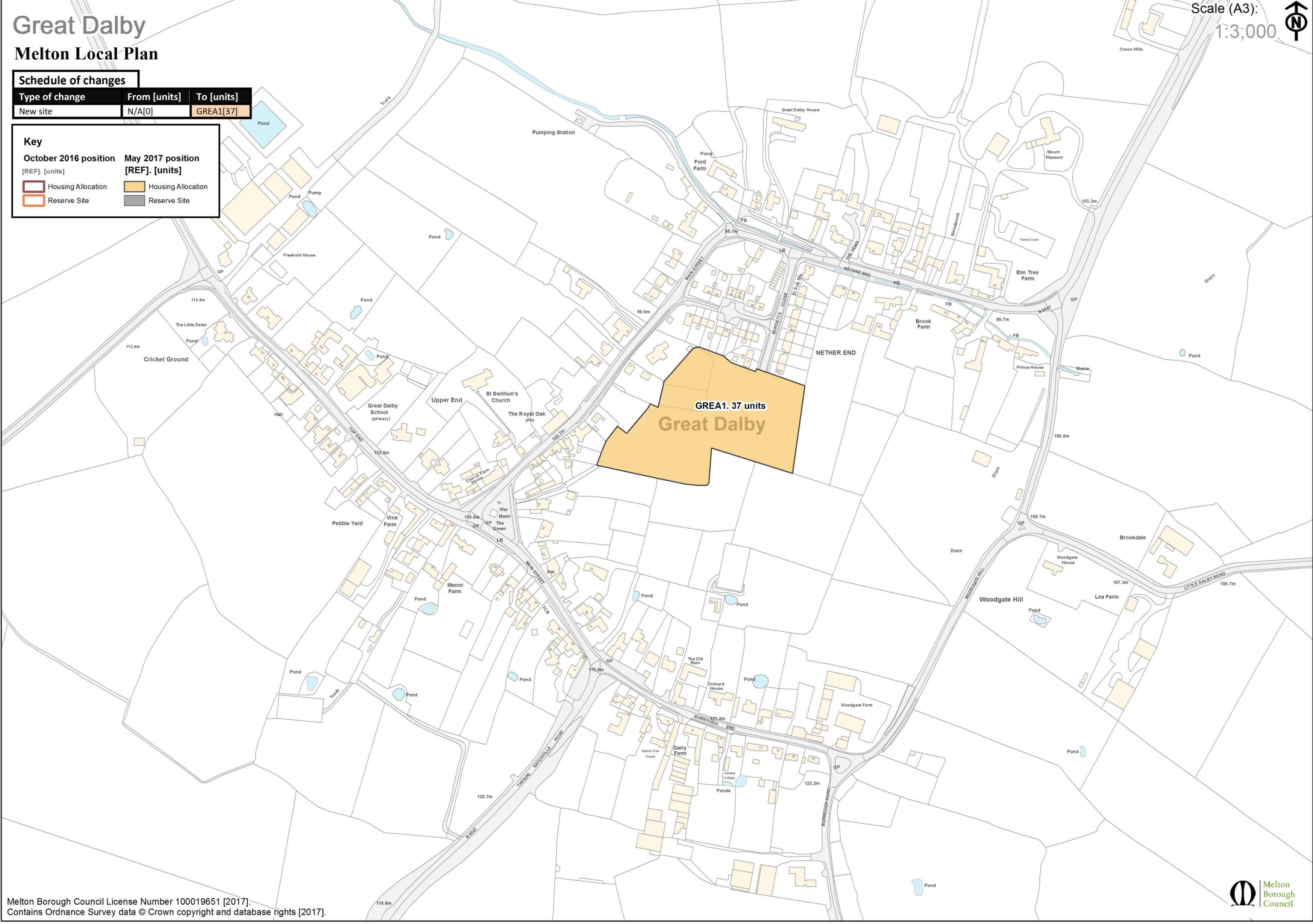


### Schedule of changes

Type of change	From [units]	To [units]
New site	N/A[0]	GREA1[37]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
 Housing Allocation	 Housing Allocation
 Reserve Site	 Reserve Site



## Harby

Harby has a range of local services including a school, shop (with post office) and a garage. The village is served by a regular bus service Monday to Friday giving access to services at Melton. The No. 24 Centrebus service runs hourly Monday-Friday to Melton Mowbray town centre and Melton train station. It also provides a connection to Bottesford for bus and train station services to Nottingham and Grantham.

### **Capacity of Services**

The primary school currently has capacity for a total of 105 places. At 2016/17 there are 81 places filled with a spare capacity of 24 pupils this is forecast to reduce to 8 spaces by 2021. Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

The secondary school provision is located at Bottesford and Melton Mowbray.

### **Constraints.**

Harby is free from fluvial flood risk constraints with no area designated as high risk (Flood Zone 3). The village and its surrounding fields are classed as 3a/3b – so partially Best and Most Versatile (BMV) Grade 1-3a.

The Settlement Fringe Study identifies six distinct Landscape Character Zones (LCZs) around Harby. LCZ 3 is rated as Moderate -Highly sensitive to development, and LCZ 6 as Medium-low; the remaining zones are classed as medium. ~~The 4 of the suggested sites lie in zones with medium sensitivity.. Whilst one site is in LCZ1 which is Moderate – highly sensitive. This site would require sensitive treatment to help it assimilate into the landscape~~

### **Site allocations and specific policies**

~~In principle a~~ Allocation HAR1 has outline planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure etc ([15/00942/OUT](#)). No specific policies are necessary in respect of this allocation.

The allocated site HAR2 has planning permission, with a full set of conditions and S106 agreement setting out on site provisions and contributions to infrastructure, etc ([15/00933/FUL](#)). No specific policies are necessary in respect of this allocation.

### **Policy HAR 63: Development of site reference HAR 63 will be supported provided:**

- **the development addresses the frontage to Colston Lane and has an active road frontage on the approach to the village;**
- **the west and northern edges of the site are enhanced as a wildlife corridor with biodiversity improvements and that there will be no adverse impact to any protect species.**
- **footpath/cycling links have been put in place linking and connecting the site to the village.**

- the northern and western boundaries are sensitively treated with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments, particularly along the canal corridor

**Policy HAR 3: Development of site reference HAR 3 will be supported provided:**

- ~~there is sensitive boundary treatment to the southern boundary adjoining the community orchard and nature reserve with additional of additional landscaping and sensitive boundary treatments.~~

~~the land to the southern boundary of the site is enhanced as a wildlife/biodiversity corridor and that there will be no adverse impact to any protect species.~~

**Policy HAR 4: development of site reference HAR 4 will be supported provided:**

- the development addresses the frontage to Colston Lane and has an active road frontage on the approach to the village;
- there are biodiversity/ecology improvements within the site and there will be no adverse impacts to any protected species;
- a footpath link has been put in place linking the site to the village.
- the northern and western boundaries ~~boundary is~~ are sensitively treated with the additional of attractive edging, additional landscaping and improved sensitive and improved boundary treatments.

**Policy HAR 5: Development of site reference HAR 5 will be supported provided:**

- ~~the development addresses the frontage to Colston Lane and has an active road frontage on the approach to the village.~~
- ~~that there are biodiversity/ecology improvements within the site and there will be no adverse impacts to any protected species.~~
- ~~a footpath link has been put in place linking the site to the village;~~
- ~~the northern and western boundaries are sensitively treated with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments.~~

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Land off Boyers Orchard, Harby	HAR1	15/00942/OUT	15	Site has planning permission subject to S106
2	Former Cheese Producing Dairy, Langar Laane	HAR2	15/00933/FUL	10	Planning permission granted for 10. Site considered well related and suitable for development.
3	Land north of Stathern Lane, Harby	HAR3	N/A	40	<del>Site frontage comprises community orchard and local nature reserve. Rear of site paddocks. Although within a Landscape Character zone which is</del>

					considered sensitive to development the site is not significant visually. It is not constrained apart from the lack of a suitable point of access – if this can be resolved, the site would be a good site for allocation.
<u>3</u>	<u>Former Millway Foods, Colston Lane</u>	<u>HAR 3</u>	<u>15/00673/OUT</u>	<u>53</u>	<u>The site was granted planning permission at appeal, and is now identified as an allocated site rather than a reserve site.</u>
4	Land at Colston Lane	HAR 4	N/A	<u>6120</u>	<u>The site is a large site and would be large scale in relation to the village impacting on the setting and rural character along Colston Lane and village as a whole. To ensure that the site would be not be detrimental to the setting of the village, suitable landscaping and mitigation measures will be required. The site lies to the east of a workshop and Ssubject to links back into the village, the site would be appropriate for development.</u>
5	Land at Colston Lane	HAR 5	N/A	30	The site is a large site and would be large scale in relation to the village impacting on the setting and rural character along Colston Lane and village as a whole. To ensure that the site would be not be detrimental to the setting of the village, suitable landscaping and mitigation measures will be required.
<u>56</u>	<u>RESERVE SITE Former Millway Foods, Colston Lane Land South of Colston Lane</u>	<u>HAR 65</u>	<u>N/A</u>	<u>6013</u>	<u>Site is not well related to the built form of the village. The site would also have an adverse visual impact on the setting of the village. There would need to be significant improvement to connect the site to the village and landscaping/mitigation to reduce the visual impact of any development. Site lies in close proximity to services and facilities, and is well connected to the village. Site is considered suitable for development and is proposed as a reserve site in Harby.</u>

# Harby

## Melton Local Plan

Scale (A3):  
1:5,000

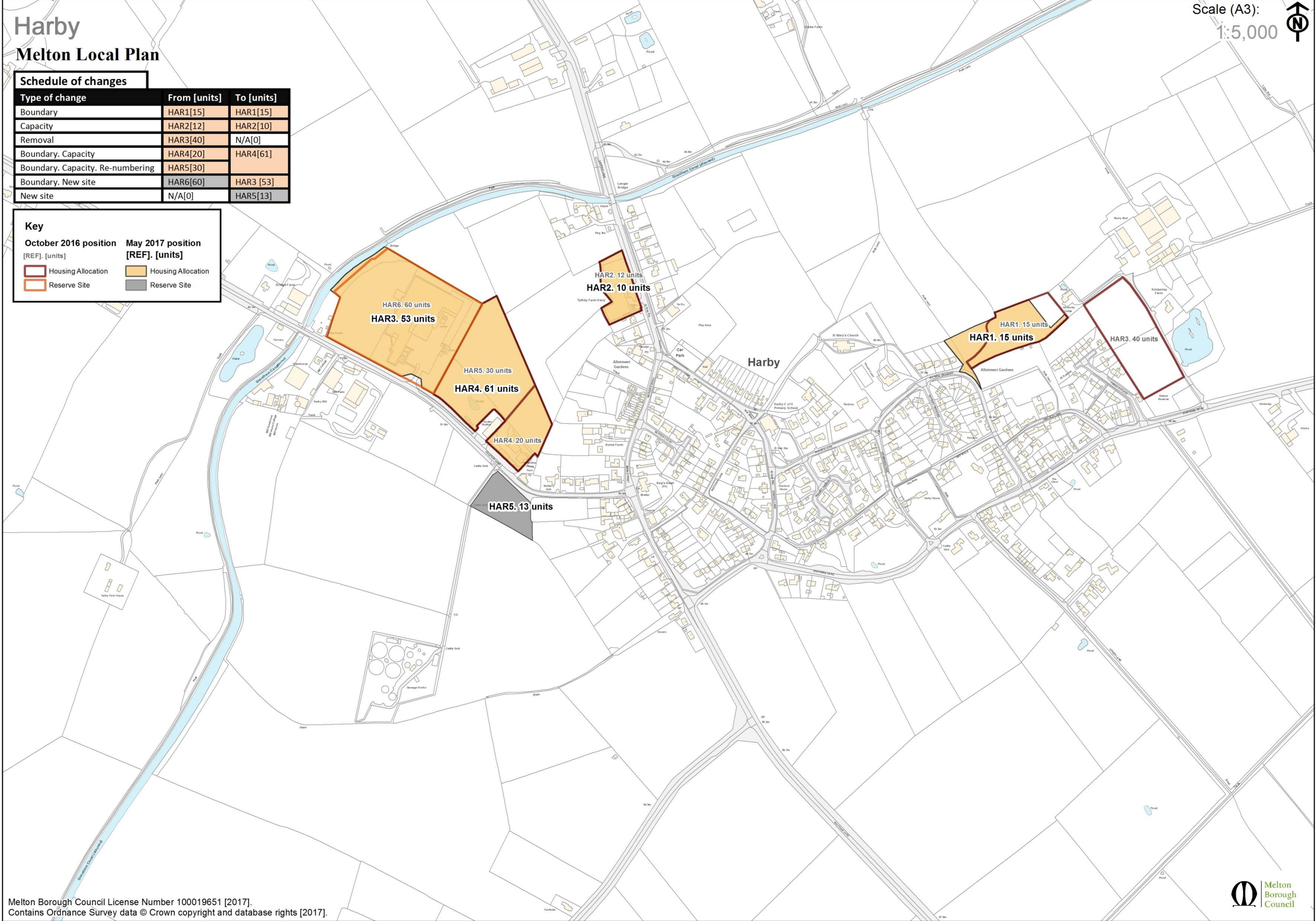


### Schedule of changes

Type of change	From [units]	To [units]
Boundary	HAR1[15]	HAR1[15]
Capacity	HAR2[12]	HAR2[10]
Removal	HAR3[40]	N/A[0]
Boundary, Capacity	HAR4[20]	HAR4[61]
Boundary, Capacity, Re-numbering	HAR5[30]	
Boundary, New site	HAR6[60]	HAR3 [53]
New site	N/A[0]	HAR5[13]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Hose

### **General**

Hose has a limited range of local services including a school, shop (with post office), newsagent, public house and a garage. The village is served by a regular bus service Monday to Friday giving access to services at Melton Mowbray, Bingham and Bottesford (Bus No. 24).

### **Capacity of Services**

The primary school currently has capacity for a total of 77 places. At 2016/17 there is expected to be 56 places filled with a spare capacity of 21 pupils this is forecast to fall to 10 spaces by 2021.

Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

The secondary school provision is located at Bottesford and Melton Mowbray.

### **Constraints**

Hose is relatively free from fluvial flood risk constraint with a band of Flood Zone 3 skirting the west and south west of the village. The majority of the village and its surrounding fields are classed as Grade 3a/3b agricultural land; therefore it is partially Best and Most Versatile (BMV) Grade 1-3a.

The settlement Fringe Study identifies six distinct Landscape Character Zones (LCZs) around Hose. LCZ 1 is rated as medium - highly sensitive to development, and the other 5 zones are considered to be medium or medium-low. The suggested sites are located in zones with medium sensitivity.

### **Site allocations and specific policies**

In principle allocation HOS1 has received a resolution to grant outline planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure, etc. No specific policies are necessary in respect of this allocation.

Both sites HOS2 and HOS3 abut a footpath which importantly links through to the village and has the potential to act as a wildlife corridor. HOS2 plays a role on the approach to the village from the east and will require sensitive boundary treatment, as such the following policies are proposed;

#### **Policy HOS2: Development of the site reference HOS2 will be supported provided:**

- **the northern boundary of the site provides an adequate buffer with soft landscaping and suitable boundary treatment to respect the adjacent open countryside and Scheduled Monument to the north.**
- ~~the footpath link through the south of the site to Bolton Lane is retained and enhanced with additional landscaping and improved boundary treatment.~~
- ~~the footpath and land to the south of the footpath is enhanced as a wildlife corridor and that there will be no adverse impact on any protected species.~~
- ~~It is developed as a single comprehensive development, or the northern part of the site to Canal Lane developed first followed by the southern part. The southern part of the site should not be developed in isolation.~~



- ~~the development addresses the frontage to Canal Lane and has an active road frontage on the approach to the village.~~

**Policy HOS3: Development of the site reference HOS3 will be supported provided:**

- ~~no development affects the footpath link to the north of the site to Bolton Lane and the northern boundary is enhanced with additional landscaping and improved boundary treatment.~~
- ~~the land to the northern boundary of the site is enhanced as a wildlife corridor and that there will be no adverse impact to any protected species.~~
- ~~The boundary landscaping and screening is provided to the southern boundary.~~

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Land off Canal Lane	HOS1	15/00944/OUT (25 dwellings)	42	Site has resolution to grant planning permission subject to S106 and an extension of this application.
2	<u>Land west of Harby Lane</u>	<u>HOS 2</u>	<u>N/A</u>	<u>35</u>	<u>The site is well related to the built form of the village, adjacent to HOS1. The northern edge of the site will need to be set aside to provide a buffer between the site, the open countryside, and the neighbouring Scheduled Monument.</u>
2	Land off Canal Lane	HOS2	N/A	22	Site is well related to the built form of the village and is well connected with public footpaths and bridleways.
3	Land to the rear of Ferndale, 41 Bolton Lane	HOS3	N/A	10	Site is well related to the built form of the village and is well connected with public footpaths and bridleways. Subject to access and suitability of the highway, it would be a suitable site for allocation.

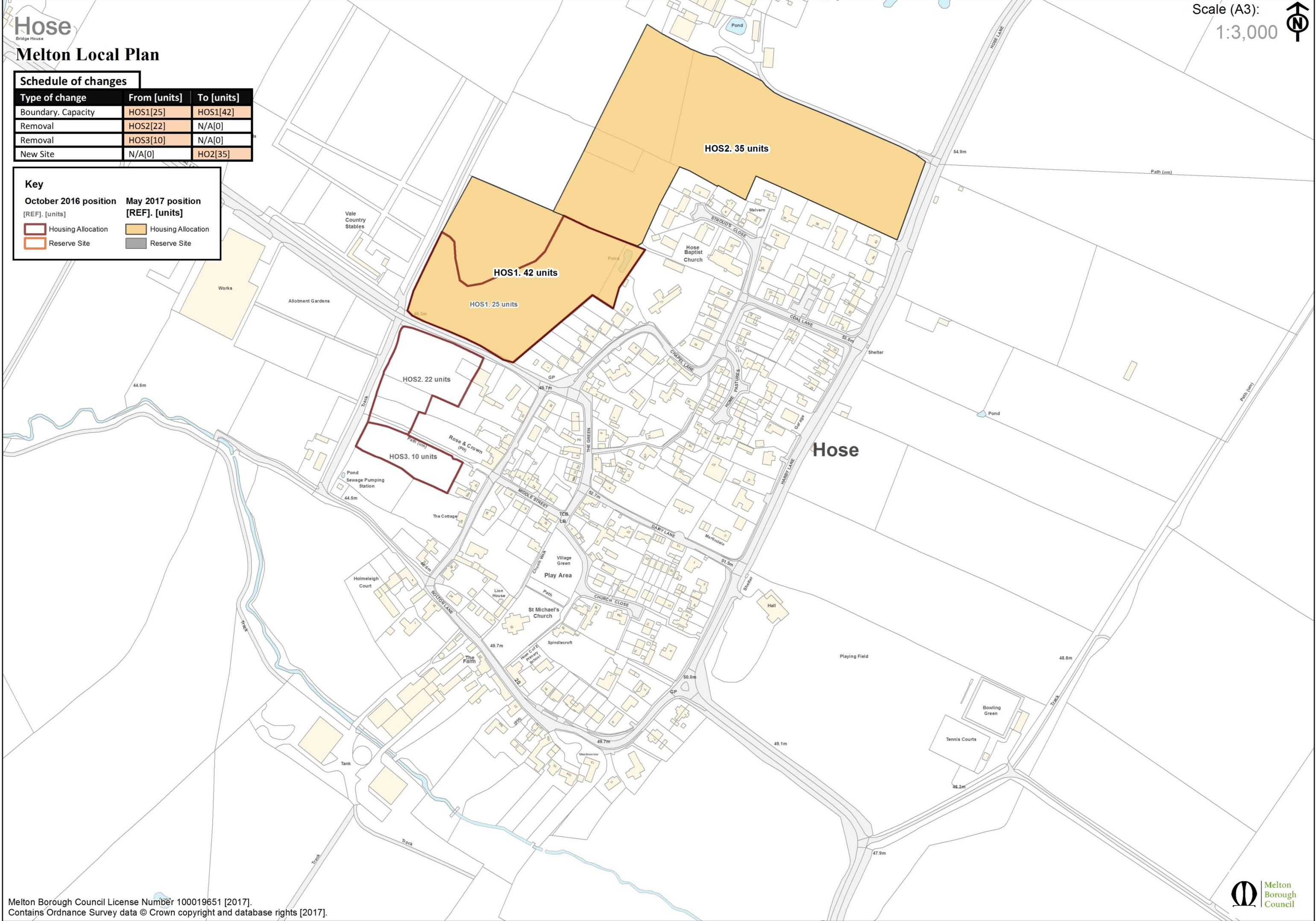


**Schedule of changes**

Type of change	From [units]	To [units]
Boundary, Capacity	HOS1[25]	HOS1[42]
Removal	HOS2[22]	N/A[0]
Removal	HOS3[10]	N/A[0]
New Site	N/A[0]	HO2[35]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Long Clawson

Long Clawson is well-served in terms of employment, retail, education and health services and has good access to transport choice.

~~It qualified as a 'rural hub' in the 'settlement hierarchy' and is appropriate, in principle, for the allocation of a proportionate share of housing.~~

### **Capacity of Services**

The primary school is currently oversubscribed, with 111 pupils in a 105 space school and oversubscription is anticipated to continue to 2021 to meet local needs and growth, unrelated to new housing.

There are significant concerns from the Local Education Authority about the capacity of the primary school to accommodate further pupils from the housing proposed. The school occupies a constrained site in a conservation area. The school does not have the accommodation, and faces significant challenges to expansion to accommodate significant growth.

Large scale housing in Long Clawson would require the expansion of the school to accommodate the growth or an alternative solution. The LEA will investigate the feasibility of such solutions and derive costs accordingly, to be met from developer contributions.

Sites in Long Clawson should only be brought forward for development when the primary school places can be provided to meet the needs of new residents.

There is no evidence that any other services would be unable to accommodate the scale of new development envisaged in Long Clawson.

### **Constraints**

Long Clawson is set in three LCZs. Most of the proposed sites are in areas of medium to high sensitivity which constrains their scale and layout. A number require sensitive treatment to assimilate them into landscape.

Recent evidence suggests that drainage and flooding will need to be addressed before sites can be developed.

### **Site allocations and specific policies**

In principle allocation LONG1 has outline planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure, etc. No specific policies are necessary in respect of this allocation.

Due to the lack of current capacity at Long Clawson primary school, a policy is required to expand capacity if development is to take place. There continues to be evidence that surface water drainage needs to be addressed before further sites are developed. Allocations LONG3, LONG4 and LONG5 require sensitive boundary treatment to assimilate these developments into the landscape and mitigate any impact:

**Policy LONG2 : Development of sites LONG2 will be supported provided:**

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.
- **The new development is sympathetic to the landscape character.**
- ~~drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere~~

**Policy LONG3 : Development of sites LONG3 will be supported provided:**

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site
- drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere
- that substantial boundary landscaping and screening is provided and that all existing boundary hedges and trees are retained .

**Policy LONG4 : Development of sites LONG4 will be supported provided:**

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.
- drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere
- that substantial boundary landscaping and screening is provided and that all existing boundary hedges and trees are retained ;
- An area of open space is included in the development to provide a buffer from the adjacent listed building to the north, to protect its setting;
- A heritage assessment is provided with impacts assessed and suitable mitigation measures identified. This should pay particular attention to the effect of the development proposal on the Conservation Area, the setting of adjacent listed buildings and potential archaeological interests;

**Policy LONG5: Development of sites LONG5 will be supported provided:**

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere
- that substantial boundary landscaping and screening is provided and that all existing boundary hedges and trees are retained.

Rank	address	Local Plan ref	capacity	Summary of assessment
1	Land at Melton Rd	LONG1	10	Permission 15/00547/OUT granted subject to completion of S106
2	<del>Land off Back Lane</del> <u>Corner of Broughton Lane and Hickling Lane</u>	(New) LONG2	<del>3526</del>	<u>Site is reasonably well related to existing built-up area of village , close to employment opportunities and local facilities. No significant technical objections. Limited impact upon landscape and some ecological concerns, both of which will require sensitive treatment. Site is suitable for allocation. The Education Authority have been consulted throughout this process. A solution has been found in order to increase the capacity of Long Clawson primary school</u>

Rank	address	Local Plan ref	capacity	Summary of assessment
				<del>with contributions Well related to existing built-up area, located in the centre of Long Clawson. Little visual impact. Minor mitigation necessary to overcome ecological impact</del>
3	Birleys Garage, Waltham Lane	LONG3	<del>41</del> 50	The site is reasonably well related to existing built-up area of village, close to employment opportunities and local facilities. No significant technical objections or impact. Would be seen to extend the village along Waltham Lane, but mitigated by undulating landscape and existing vegetation. <u>The updated site assessment work included refinement of the site area calculations and developable areas. The potential capacity therefore decreased from 50 to 41 on this basis.</u>
4	Land off Sandpit Lane	LONG4	55	Adjoins existing built-up area of village, close to employment opportunities and local facilities. Drainage problems highlighted by current application. Some impact upon heritage assets and landscape impact will require mitigation.
5	RESERVE SITE: Canal Farm	LONG5	40	Well related to existing built-up area and removes unsightly buildings. Requires sensitive treatment to assimilate into the landscape, especially long views from the north.

# Long Clawson

## Melton Local Plan

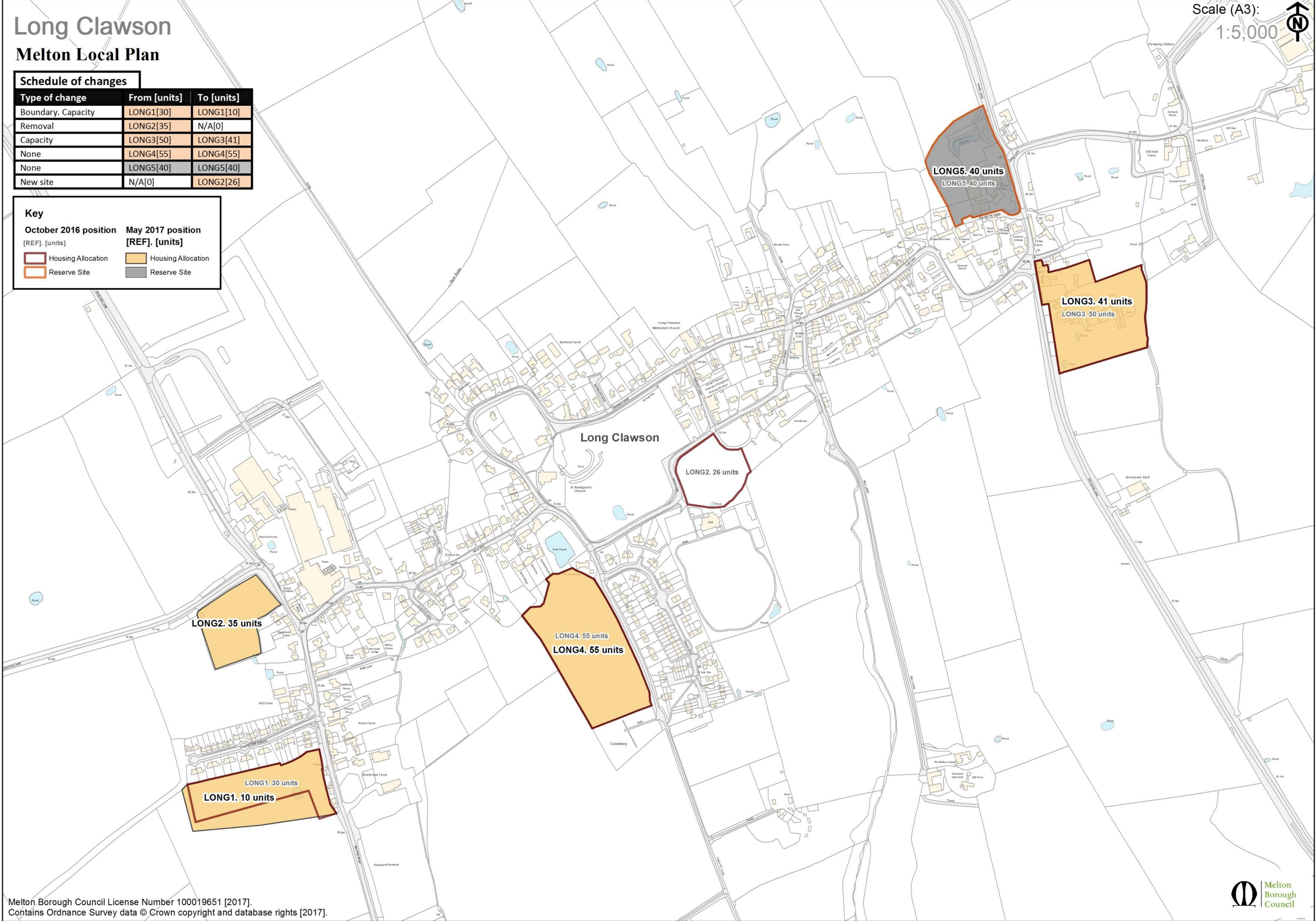
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### Schedule of changes

Type of change	From [units]	To [units]
Boundary, Capacity	LONG1[30]	LONG1[10]
Removal	LONG2[35]	N/A[0]
Capacity	LONG3[50]	LONG3[41]
None	LONG4[55]	LONG4[55]
None	LONG5[40]	LONG5[40]
New site	N/A[0]	LONG2[26]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## **SHLAA Assessment Summary - Melton Mowbray**

### **General**

Melton Mowbray is defined as a main town in the emerging Local Plan and is the highest ranked Settlement. The town has a wide range of services and facilities including retail, education, leisure and health services, and extensive employment opportunities. The town has good transport choice including a train station with services to Leicester and Peterborough and regular bus services to Leicester, Nottingham, Loughborough and Grantham. The concentration of services and facilities within the town maximises the opportunities for walking and cycling.

### **Capacity of Services**

There is a choice of Primary Schools in Melton Mowbray, all of which currently have some capacity. Brownlow Primary School has a total capacity of 592 students with 587 currently on its roll. The small amount of current capacity is likely to be exhausted by 2017. There is however potential to expand the school if financial contributions were provided. A net surplus of school places currently exists: Grove Primary School (62 pupil spaces) Swallowdale (23 pupil spaces) Sherard (16 pupil spaces) St Marys (31 pupil spaces) and St Francis Catholic School (50 pupil places). Large scale housing growth in Melton Mowbray would require financial contributions towards increasing the capacity of the local primary schools. The proposed Melton North and South Sustainable Neighbourhoods include provision for a Primary School but there is uncertainty regarding the timescale for delivery and capacity.

There is currently available capacity in secondary schools. However, the quantity of growth proposed for Melton Mowbray and other locations within their catchment will result in the capacity of secondary schools being exceeded and developer contributions will be required to facilitate their expansion.

Latham House Medical Centre (Melton Mowbray) currently has some capacity, but this is likely to be exceeded by the quantity of growth proposed and the commensurate increase in population. The Local Planning Authority continues to engage with the Health Authority to seek a solution to accommodate growth. Options include new provision as part of the Sustainable Neighbourhoods or expanding current provision where possible through financial contributions from developers.

### **Constraints**

Parts of Melton Mowbray are within Landscape Character Zones with “high” and “medium to high” sensitivity. Development to the east would increase the potential for coalescence between Melton and Thorpe Arnold, whilst development to the south has similar coalescence issues for Burton Lazars and Eye Kettleby. Any development around the town would require sensitive treatment to assimilate it into the landscape.

Transport implications of growth have been identified in the Council’s transport evidence. The main transport impacts are on the already congested major routes (A606 and A607) that meet in the centre of Melton Mowbray. The mitigation proposed to address these concerns are incorporated into the Melton Mowbray Transport Strategy being developed in conjunction with the County Council as Highways Authority, and include linked relief roads to the north, south and east of the

town (without discounting the west option should the opportunity arise). Allocated sites will be expected to contribute to this overall solution by means of on-site delivery and/or financial contributions, alongside the delivery of any sections of new roads to be secured with public funding.

#### **Site allocations and specific policies**

**Policy MEL General: Development proposals on allocated sites in Melton Mowbray for more than 50 dwellings will be supported provided:**

- impacts on local education facilities and National Health Service provision can be addressed through developer contributions
- Applications on allocated sites for more than 50 dwellings are supported by appropriate Transport Assessments identifying the impacts upon the existing highways infrastructure and make a contribution to the Melton Mowbray Transport Strategy commensurate to their impact, and provide for mitigation in relation to the shorter term impacts identified.

**Policy MEL1: Development of site MEL1 will be supported provided:**

- The layout, scale and density do not to erode the settlement's relationship to the surrounding landscape taking into account the sloping topography.
- mitigation measures against flood risk are provided, due its proximity to the Scafford Brook;
- Development of the site retains, where possible, the vegetation screen off Nottingham Road.

**Policy MEL2: Development will be supported providing the existing pre-school is relocated and would not result in the loss of the facility.**

~~**Policy MEL3: Development proposals will be supported provided:**~~

- ~~• the former Work House and Vagrant Cells buildings are retained. Any loss of the buildings will be required to be fully justified and viability appraisal will be required to support any proposal requiring demolition of the buildings of local interest.~~
- ~~• A Transport Assessment is provided, identifying the impacts upon the existing highways infrastructure, in particular the junction with Thorpe Road/Wilton Road, and where required, provide for mitigation in proportion to the impacts identified;~~
- ~~• The layout and density responds to the local character and provides opportunities for landscape enhancements along the site frontage with Thorpe Road.~~
- ~~• flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.~~

**Policy MEL43: Development proposals will be supported provided :**

- They are supported with an appropriate Heritage Assessment identifying the significance of the designated Heritage Asset and provide appropriate mitigation (in consultation with Heritage England).
- Noise impacts resulting from the HGV traffic along St Bartholomew's Way are assessed and where impacts identified appropriate mitigation provided.



**Policy MEL4: Development proposals will be supported provided no development takes place within 100m of the eastern boundary of the Scheduled Monument.**

**Policy MEL75: Development proposals will be supported provided :**

- The existing trees (TPO) to the front of the site are retained, unless their loss is justified in terms of providing a better design outcome for the site and replanting is proposed.

~~**Policy MEL5: Development proposals will be supported provided :**~~

- ~~• they respond to the edge of settlement location and provide an active street frontage along Horseguard's Way, responding to the local character in scale and massing.~~
- ~~• They retain, where possible, the vegetation screen off St Bartholomew's Way.~~
- ~~• Noise impacts resulting from the HGV traffic along St Bartholomew's Way are assessed and where impacts identified, appropriate mitigation provided.~~

**Policy MEL86: Development proposals will be supported provided :**

- The site is developed as a single comprehensive development

~~**Policy MEL6: Development proposals will be supported provided :**~~

- ~~• An active street frontage along Kirby Lane is provided, reducing the need for harsh boundary treatment;~~
- ~~• The natural vegetation, hedgerows to the north and east is retained.~~

**Policy MEL108: Development proposals will be supported provided :**

- The redevelopment comprises the conversion of the existing buildings. Any loss of the buildings will be required to be fully justified and viability appraisal will be required to support any proposal requiring demolition of the buildings of local interest.
- Proposals requiring demolition are supported with a full method statement identifying how the demolition will take place and how the waste material will be taken off the site without compromising neighbouring land uses.
- Flood mitigation measures are incorporated into the design and layout.

**Policy MEL119: Development proposals will be supported provided :**

- Noise impacts resulting from the adjacent land uses are assessed and where impacts identified appropriate mitigation is provided.
- Development proposals are no greater than 2 storey in scale, taking into account the layout and form of the residential development to the north.

~~**Policy MEL9: Development proposals will be supported provided :**~~

- ~~• access can be provided without compromising the other commercial operations in the area.~~
- ~~• Noise impacts resulting from the HGV traffic along the adjacent A607 are assessed and where impacts identified, appropriate mitigation provided.~~

~~Policy MEL12: Development proposals will be supported provided:~~

- ~~• an active street frontage is provided along Dalby Road and a pedestrian access onto Dalby Road, should the vehicle access be taken from Swale Close.~~
- ~~• Mitigation is provided for any loss of wildlife habitats, with compensation provided on site.~~

Policy MEL1311: Development proposals will be supported provided :

- Provision is made for the existing employment use to be relocated or trading has ceased
- A master plan of the whole site is provided
- A 'Green Corridor' linking to the Country Park to the north of the site is incorporated into the design of the redevelopment.
- A mix of housing and employment use appropriate to the location will be favoured.
- Noise impacts resulting from the adjacent land uses are assessed and where impacts identified appropriate mitigation is provided.
- Flood mitigation is provided.
- A contaminated land and remediation strategy is provided.
- A Transport Assessment is provided identifying the impacts upon the existing highways infrastructure, in particular the junction to Snow Hill/Norman Way and the junctions at A607 Thorpe End and A607 Scalford Road and A606/A607 (Leicester/Nottingham) and where required provide for mitigation in proportion to the impacts identified.

#### Ranking of sites

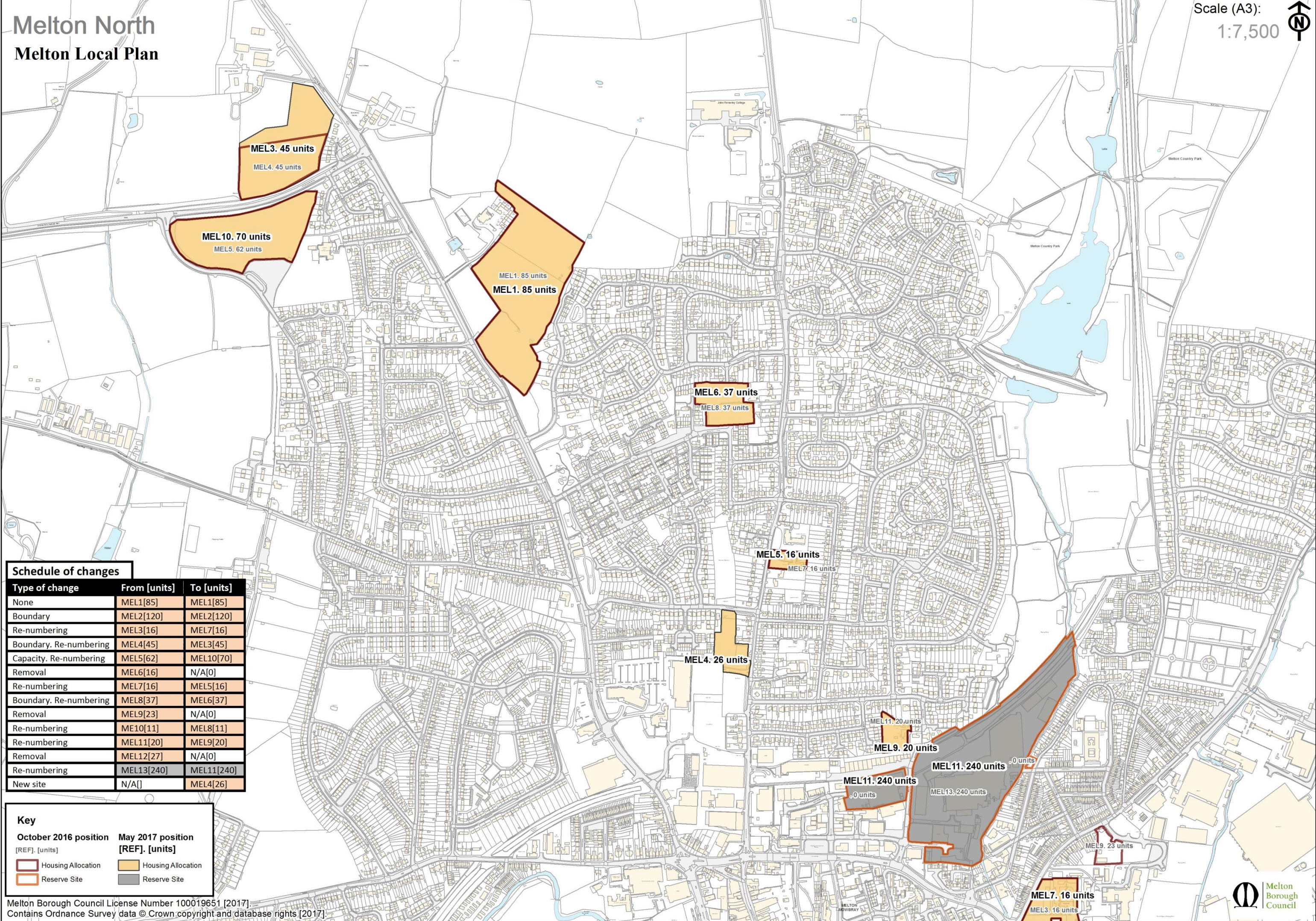
Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
1	Land at Nottingham Road, Melton Mowbray	MEL1	14/00078/OUT & 16/00259/REM	85	The site is well connected to the main town of Melton Mowbray. Planning permission has been granted for 85 dwellings. The site allows good connections to services and facilities and employment and offers a good transport choice including walking and cycling. The detailed reserved matters take account of the impact of flood risk (revised) and mitigated drainage arrangements (SUDS) with the approval of the Environment Agency and LLFA.
2	Site of King Edward VII school	MEL2	13/00877/OUT	120	The site is well connected to the main town of Melton Mowbray. The site allows good connections to services and facilities and employment and offers a good transport choice including walking and cycling. The site provides beneficial use of brownfield

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
					land without detriment to important environmental matters. The positive impacts of developing the site must be balanced against the need to replace on site pre school facilities in an appropriate location. Site benefits for a resolution to grant permission for 120 (13/00877/OUT)
<u>34</u>	Hilltop Farm, Nottingham Road, Melton Mowbray (part)	MEL <u>34</u>	15/00593/OUT	45	Site is well connected to the town and parts of the site have potential to relate well to the existing built setting to the southeast. Much of the site is not developable due to the presence of a Scheduled Monument. Oil and gas pipelines cross the site. The part of the site that is suitable is already subject to planning permission for 45 units.
<u>4</u>	<u>Top End Cattle Market</u>	<u>MEL4</u>	<u>N/A</u>	<u>26</u>	<u>Within built up area of town in close proximity to services and facilities and scores well in the site assessment scoring. Site is recommended for allocation.</u>
57	Silverdale, Scalford Road, Melton	MEL57	N/A	16	The site presents an opportunity for infill development within the built up residential area to the north of the town centre. The site performs well against sustainable development principles and gives ease of access to the services and employment available in the town centre via walking, cycling and public transport. Site has received permission in the past (08/00249/OUT)
<u>86</u>	Land fronting Dieppe Way, Scalford Road, Melton	MEL <u>86</u>	08/00650/OUT	37	The site presents an opportunity for infill development within the built up residential area. Potential to secure a suitable access from either Tennyson Way or Dieppe Way subject to traffic calming measures. The site performs well against sustainable development principles and gives ease of access to the services and employment available in the town centre via walking, cycling and public transport.  Planning permission granted subject to completion of S106. Land ownership issues have caused the site to stall and claims of viability were put forward in 2012 but have not been subject to formal assessment.
<u>6</u>	<del>Land North of Kirby Lane, Melton Mowbray</del>	<del>MEL6</del>	<del>N/A</del>	<del>16</del>	<del>The site is adjacent the main town of Melton Mowbray. No implications are envisaged on the Area of Separation.</del>

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
					<del>There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking, cycling and public transport. The site will be well contained within the built form once the Sustainable Neighbourhood has been completed.</del>
<u>73</u>	Land at Thorpe Road, Melton Mowbray	MEL <u>73</u>	N/A	16	<p>The site is adjacent to the main town of Melton Mowbray. There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking and cycling. The site is well contained within the built form.</p> <p>Retention of some buildings is important to the history of the town and a main constraint.</p> <p>The site is affected by the flood zone in the SRFA (2016 revision) which affects 9% of the site, and will require flood mitigation and protection.</p>
<u>810</u>	Beeby's Yard, Burton Street, Melton	MEL <u>810</u>	N/A	11	<p>The site is within the main town of Melton Mowbray sited behind commercial units fronting Burton Street. There are good connections to services and facilities and employment and good transport choice to other towns and cities. The site is well contained within the built form.</p> <p>The principle of residential development has been considered through planning application 08/00326/FUL. Conditional Planning Permission was supported with a signed S106.</p>
<u>911</u>	Wycliffe House, Snow Hill, Melton	MEL <u>119</u>	N/A	20	<p>The site is adjacent to the main town of Melton Mowbray. There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking and cycling. The site is well contained within the built form.</p> <p>The principle of residential development has been previously tested through planning applications which were refused. Any development would require very sensitive design to overcome concerns about impact on the character of the area.</p>

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
9	Melton Building Supplies, Thorpe Road, Melton Mowbray	MEL9	N/A	23	<p>The site is within the main town of Melton Mowbray. There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking and cycling. The site is well contained within the built form.</p> <p>The principle of residential development has been considered through planning application 06/00377/OUT. Conditional Planning Permission was granted subject to completion of a legal agreement but never implemented.</p>
<del>105</del>	Land adjacent to St Bartholomew's Way and Horseguards Way	MEL <del>105</del>	N/A	<del>7062</del>	<p>Site is well connected to the town and relates well to the existing built form and envelopes the primary school. It would have limited impact upon the Area of Separation (Asfordby Hill/Melton) as it provides a logical infilling between Horseguards Way estate and Canterbury Drive development to the east. <u>Updated site assessment work has included refinement of site area calculations and developable areas. The potential capacity has therefore increased from 62 to 70 on this basis.</u></p>
12	Land to the rear of 74 and 88 Dalby Road (Swale Close), Melton Mowbray	MEL12	N/A	27	<p>Melton Mowbray. There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking and cycling. The site is well contained within the built form.</p> <p>The principle of residential development has been considered through planning application 08/00969/FUL and appeal APP/Y2430/A/09/2110525. No adverse impact on the character of the area was identified; the application and subsequent appeal were refused on unsatisfactory access grounds. An access solution would need to be identified.</p>
<del>1113</del>	RESERVE SITE Land at Snow Hill, Melton Mowbray	MEL <del>1113</del>	N/A	240	<p>The site is well contained within the built form with good connections to services, facilities and employment &amp; good transport choice.</p> <p>The site is currently occupied by a large scale operational employment</p>

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
					<p>site. The principle of development would only be acceptable subject to replacement employment land to meet identified employment needs and a well-designed masterplan.</p>



**Schedule of changes**

Type of change	From [units]	To [units]
None	MEL1[85]	MEL1[85]
Boundary	MEL2[120]	MEL2[120]
Re-numbering	MEL3[16]	MEL7[16]
Boundary. Re-numbering	MEL4[45]	MEL3[45]
Capacity. Re-numbering	MEL5[62]	MEL10[70]
Removal	MEL6[16]	N/A[0]
Re-numbering	MEL7[16]	MEL5[16]
Boundary. Re-numbering	MEL8[37]	MEL6[37]
Removal	MEL9[23]	N/A[0]
Re-numbering	ME10[11]	MEL8[11]
Re-numbering	MEL11[20]	MEL9[20]
Removal	MEL12[27]	N/A[0]
Re-numbering	MEL13[240]	MEL11[240]
New site	N/A[ ]	MEL4[26]

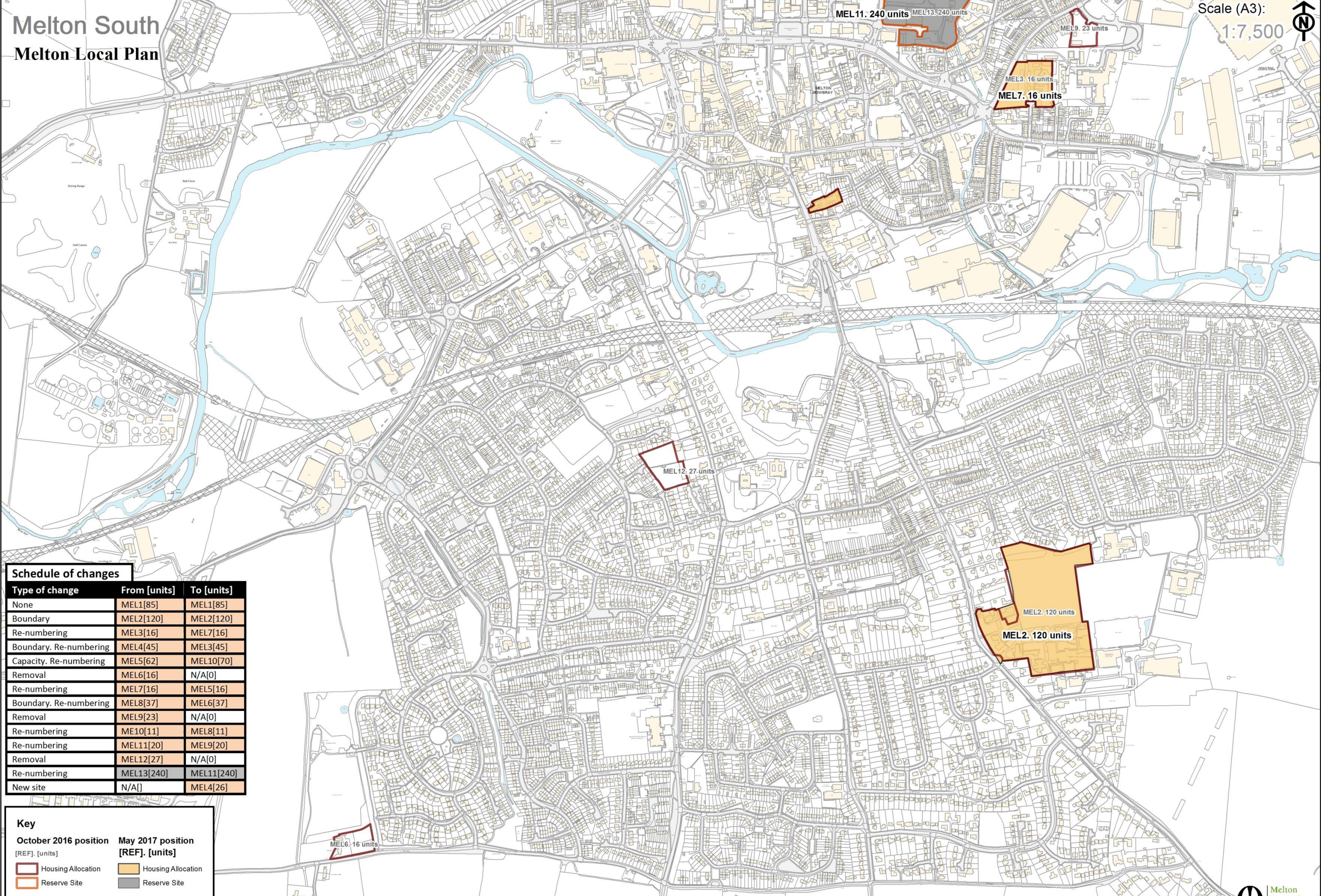
**Key**

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site

# Melton South

## Melton Local Plan

Scale (A3):  
1:7,500



### Schedule of changes

Type of change	From [units]	To [units]
None	MEL1[85]	MEL1[85]
Boundary	MEL2[120]	MEL2[120]
Re-numbering	MEL3[16]	MEL7[16]
Boundary. Re-numbering	MEL4[45]	MEL3[45]
Capacity. Re-numbering	MEL5[62]	MEL10[70]
Removal	MEL6[16]	N/A[0]
Re-numbering	MEL7[16]	MEL5[16]
Boundary. Re-numbering	MEL8[37]	MEL6[37]
Removal	MEL9[23]	N/A[0]
Re-numbering	ME10[11]	MEL8[11]
Re-numbering	MEL11[20]	MEL9[20]
Removal	MEL12[27]	N/A[0]
Re-numbering	MEL13[240]	MEL11[240]
New site	N/A[ ]	MEL4[26]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## **Old Dalby**

### **General**

Old Dalby is well-served in terms of education and has good access to employment opportunities. It has limited other facilities in terms of health, leisure services, etc. and has modest quality of access to transport choices. It qualified as a 'rural hub' in the 'settlement hierarchy' and is appropriate, in principle, for the allocation of ~~for~~ a proportionate share of housing.

### **Capacity of Services**

The primary school currently has residual capacity of 23 places, which is forecast to reduce by January 2021. This would be sufficient to accommodate the site allocations which have been examined through planning applications, in addition to the permissions that have been granted in the school catchment area.

Therefore Old Dalby can accommodate housing in principle, subject to site suitability and availability.

### **Constraints**

Old Dalby is set in four LCZs. An Area of Separation has been identified for Old Dalby on its eastern edge, to prevent coalescence with Queensway and the business parks in that vicinity.

Old Dalby has a sizeable Conservation Area, but the site allocations are separated from it by intervening development and other features, so as to prevent physically affecting its character and appearance. Similarly, there are some listed buildings and likewise they, and their settings, would be preserved by the sites allocated.

### **Site allocations and specific policies**

The allocated sites in Old Dalby have planning permission, each with a full set of conditions and s106 agreements setting out on site provisions and contributions to infrastructure etc. No specific policies are therefore necessary.

The 'reserve site' requires careful management to ensure its environmental qualities are retained.

### **Policy OLD 32: development of site reference OLD 32 will be supported provided:**


- **the existing boundary trees and hedges are retained except as required to allow access**

Rank	Address	Local plan ref.	Planning app ref	capacity	Summary of assessment
1	North Lodge Farm, Old Dalby	OLD 1	16/00184/OUT <del>MBC/009/16</del> 16/00911/OUT	<del>208</del>	The site has planning permission for a total of <del>208</del> houses and include <u>ings</u> 8 affordable. Site is well located in a settlement with a limited range of services.
<u>2</u>	<u>Land adjacent to The Woodlands, Station Road</u>	<u>OLD 2</u>	<u>14/00954/OUT</u>	<u>15</u>	<u>Site has Planning permission in Outline for 15 dwellings.</u>
<del>23</del>	RESERVE SITE: Debdale Hill Field, Old Dalby	OLD <del>23</del>	MBC 171/15	<del>2330</del>	The site is well located in a settlement with a limited range of services. Site benefits from strong screening along most boundaries and is suitable for allocation for housing. <u>Updates to the site assessment work has refined the site area calculations and developable areas. The potential capacity has reduced from 30 to 23 on this basis.</u>

# Old Dalby

## Melton Local Plan


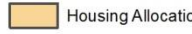


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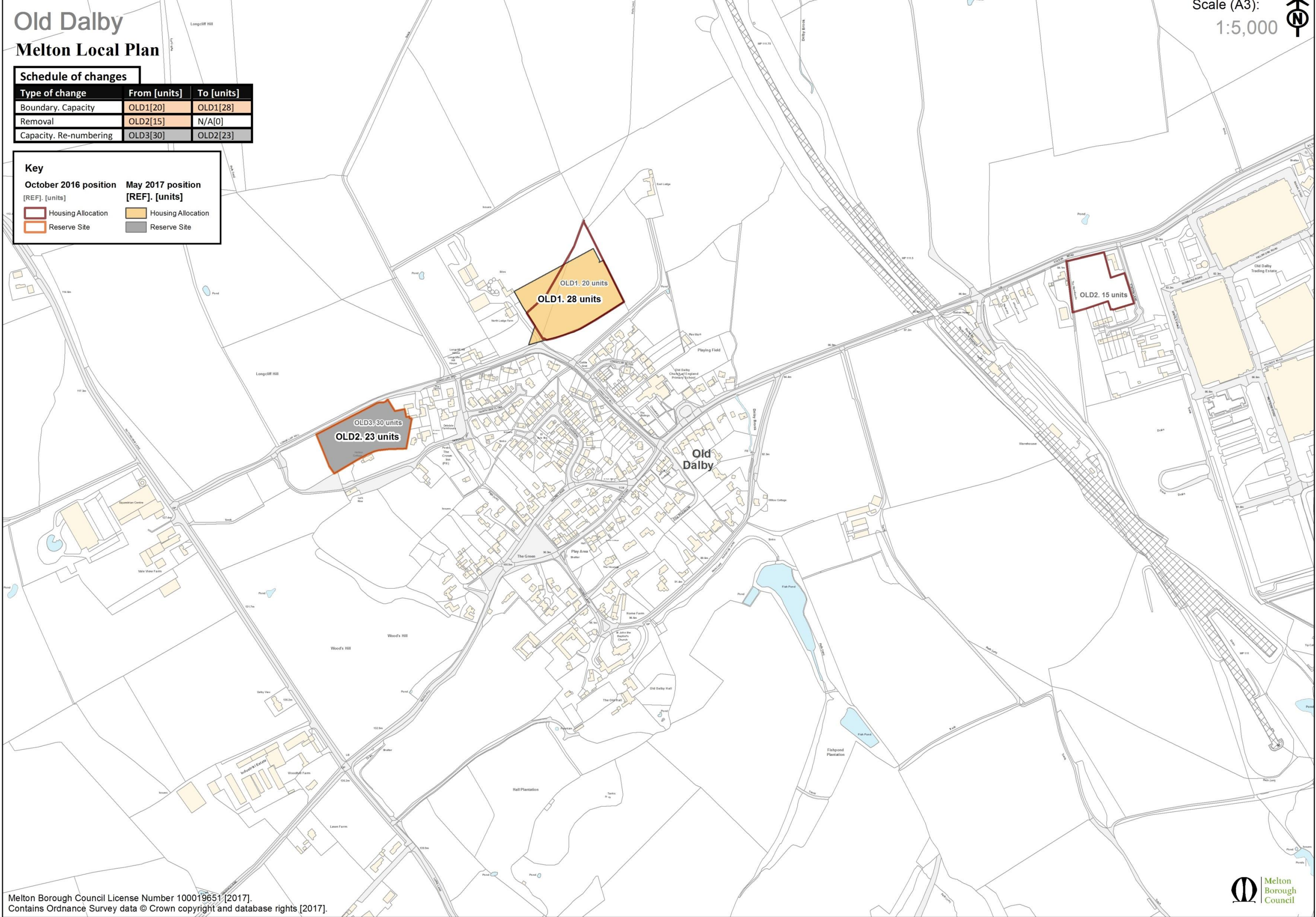


### Schedule of changes

Type of change	From [units]	To [units]
Boundary, Capacity	OLD1[20]	OLD1[28]
Removal	OLD2[15]	N/A[0]
Capacity, Re-numbering	OLD3[30]	OLD2[23]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
 Housing Allocation	 Housing Allocation
 Reserve Site	 Reserve Site



## Scalford

### General

Scalford is a well-served village in terms of facilities and services. The village has access to public transport. There is a bus route to Melton every two hours. Scalford has proximity to Saxby Road employment site and Masterfoods HQ in Waltham. The village has access to all 4 essential services – primary school, village hall, employment and broadband. Other facilities in the village include a convenience store, public house, garage services, tea shop, cemetery, a place of worship and a garden centre. The village is identified as a service centre in the settlement hierarchy and is considered suitable for a proportionate share of allocation.

The village or the proposed allocation is not affected by flood zone 3b. The existing settlement is mostly surrounded by LCZ 1 which is medium sensitivity except for north-west where the landscape sensitivity is from medium to high, however the proposed allocation has LCZ1 (medium sensitivity).

### Capacity of Services

The agreed capacity at Scalford Primary School is 77 pupils. There is currently capacity for 8 spaces (Jan 2017). Based on LEA forecasting, it is indicated that there will be 12 spaces remaining at the school by Jan 2021.

The nearest secondary education provision is 4km to the south of the site at John Ferneley College. Students would catch the bus to school from this location. It is recognised that as a result of development that additional secondary school places will be required but can be accommodated at the existing secondary schools in Melton Mowbray.

Scalford falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### Constraints

Scalford is situated on a prominent slope on an important 'C' road which connects Melton Mowbray, 5 miles to the south, with villages in the Vale of Belvoir. The conservation area boundary encompasses the entire built up area of the village and is centred on the elevated Church of St Egelwin which is a prominent landmark and visible from several vantage points on the approach roads to the village.

Development upon the allocation site is considered to have less than substantial impact on the conservation area, with the greatest impact determined as to the setting of Stoneleigh and the loss of views into the conservation area on the approach to the village from King Street, which could be mitigated by appropriate landscaping and layout as expressed in the site-specific Policy SCAL1.

There are water mains, sewers and high voltage power lines adjacent to the proposed allocation, which may have some impact on the viability/deliverability of the site.

The proposed allocation is not available currently and will be available beyond 5 years, hence will be suggested as a 'phased *developable* allocation' in the local plan with availability between 6-10 years.

This has been considered in the trajectory and the 5YHLS, and reflects in the site-specific policy SCAL1.

### **Site allocations and specific policies**

Considering the heritage constraints and the availability constraints, the following policy for Scalford is proposed.

#### **SCAL1: Development of site SCAL1 will be supported provided:**

- **the proposal contributes to the phased development needs reflecting the trajectory (2023/24) considering the availability constraint of site until beyond 5 years;**
- **the proposed scheme is sympathetic and limits the impact on the Conservation Area as well as the Listed Building setting through appropriate choice of materials and high quality, well considered design, to lessen the severity of transition.**

### **Site assessment summary and capacity**

<b><u>Rank</u></b>	<b><u>Address</u></b>	<b><u>Local Plan Reference</u></b>	<b><u>Planning App Reference</u></b>	<b><u>Estimated Capacity</u></b>	<b><u>Summary of assessment</u></b>
<u>1</u>	<u>Land south of Melton Road</u>	<u>SCAL1</u>	<u>N/A</u>	<u>23</u>	<u>The site is a flat area of land which is bounded by existing built form to the south and east. Good access from Melton Road will be achievable. Site is considered suitable, available, viable and developable (6-10 years).</u>

# Scalford

## Melton Local Plan

Scale (A3):  
1:3,000

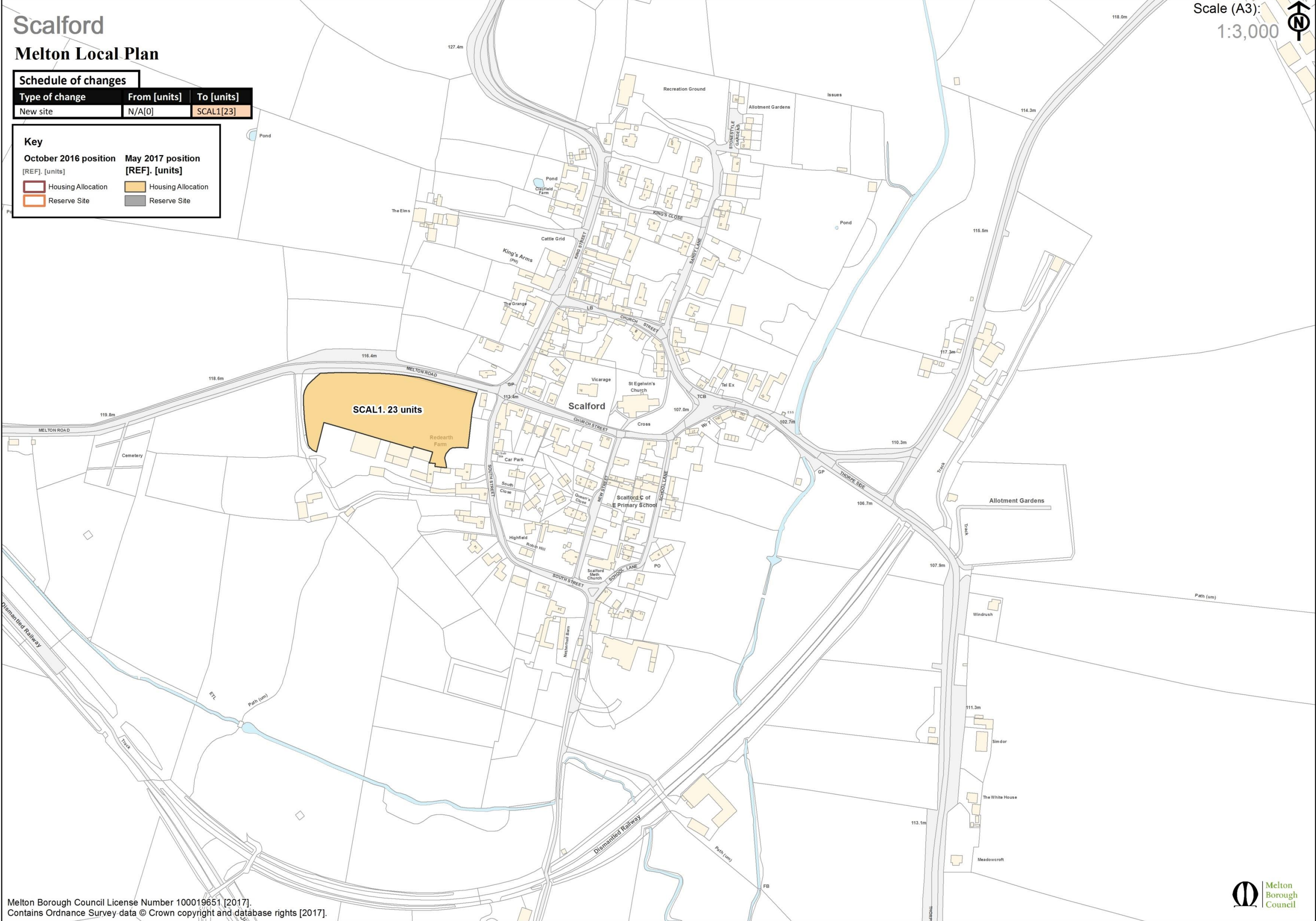


### Schedule of changes

Type of change	From [units]	To [units]
New site	N/A[0]	SCAL1[23]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Somerby

Somerby has a Primary School, Health Services and a Convenience Shop that also serves as a part time Post Office. A bus route linking Oakham-Melton connects the village with these urban areas.

### **Capacity of Services**

The Primary School currently has capacity for 14 additional students. However, by 2021 LEA projections indicate that it will be over subscribed.

Housing in Somerby would require the expansion of the current Primary School to accommodate the growth. Sites in Somerby should only be brought forward for development when primary school places have been provided to meet the needs of new residents. Feasibility work is required to examine how this can be achieved and the costs arising, which would require developer contributions.

### **Constraints**

#### Landscape:

Somerby is set in four LCZs. All of them are medium sensitivity, with the exception of LCZ2 at the North, where no potential allocations have been proposed. Development in LCZ1 at the West would have relevant adverse visual impacts that would require ~~being~~mitigated (MBC/048/13). Most of the sites are in LCZ4 where *'There is potential for development of this simple, enclosed landscape in proximity to the existing settlement. However, ridge and furrow field systems are again evident and limit the potential for residential development.'*

#### Employment:

The closest employment area is John O'Gaunt Industrial Estate situated at 5km (5 minutes driving) from Somerby. It is also connected by the bus service.

#### Transport:

Somerby has the Melton-Oakham (Centrebus, 113) bus service running during the week. However its frequency (every two hours) and the lack of the service on Sundays and Bank Holidays should be taken into account when the service is considered as a supportive circumstance (i.e. in the Employment bullet point).

#### Flooding:

There are no relevant fluvial flooding constraints on the village however, the LLFA and the SFRA identifies historic flooding events (June 2012) relating to surface water and the capacity of the drainage system. Some sites would require further mitigation measures.

**Policy SOM1: Development of the site reference SOM1 will be supported provided:**

- it is demonstrated that there are no adverse impacts to any protected species, or that such impacts can be adequately mitigated
- it is demonstrated that flooding mitigation measures will be deployed and the site can be adequately drained without resulting in adverse impacts on flooding elsewhere
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.

**Impact of development on the Conservation Area together with other heritage assets is assessed and considered reasonably to ensure suitable protection of the historic environment.**

**Policy SOM2: Development of the site reference SOM2 will be supported provided:**

- access is provided via High Street only;
- the existing play area is relocated and enhanced as an integral part of the development;
- Residential development is concentrated in the north section of the site, close to High St.
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.
- A heritage assessment is provided . Particular attention should be paid to the design, layout, materials and siting of buildings, with particular attention to the relationship of the proposed development and the Somerby conservation area and its setting.

**Policy SOM3: Development of the site reference SOM3 will be supported provided:**

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.
- A heritage assessment is provided with impacts assessed and suitable mitigation measures identified. This should pay particular attention to the effect of the development proposal on the Conservation Area, the setting of adjacent listed buildings and potential archaeological interests;

Rank	address	Local Plan ref	Planning app ref	Estimated capacity	Summary of assessment
1	Football field at Somerby	SOM1	16/00100/OUT	27	The site is located opposite the GP at the eastern edge of the village .There are ongoing flooding/drainage and biodiversity surveys.
2	Land off High Street	SOM2		42	The site is well located and adjacent to the Primary School.
3	RESERVE SITE: Land off Burrough Road	SOM3		33	The site is located at the north-western edge of the village relatively close to the existing Primary School and slightly detached from the rest of the services of the village. It is off a well-connected road with a bus stop nearby. Site adjacent to the Conservation Area.



# Somerby

## Melton Local Plan

Scale (A3):  
1:3,000

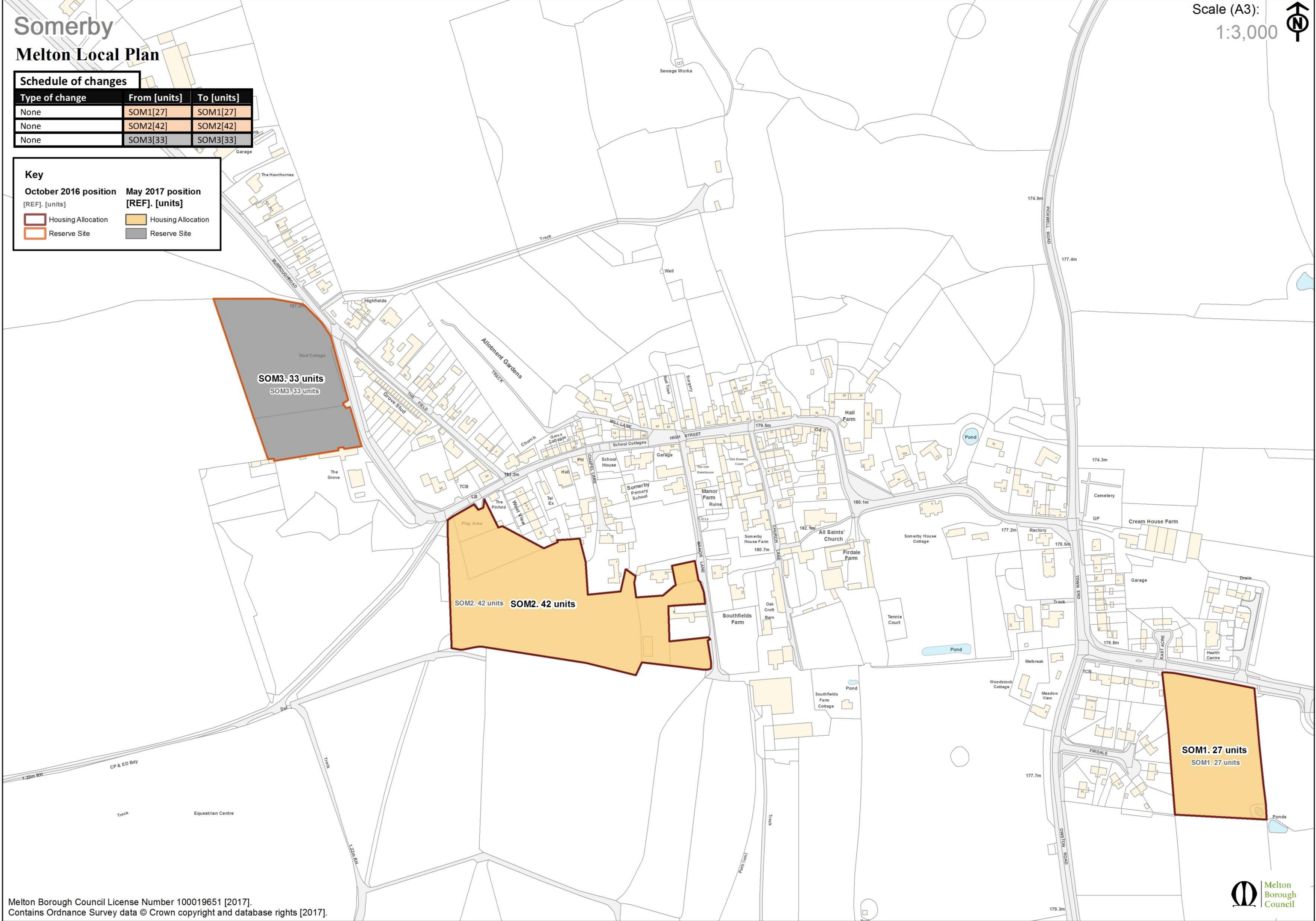


### Schedule of changes

Type of change	From [units]	To [units]
None	SOM1[27]	SOM1[27]
None	SOM2[42]	SOM2[42]
None	SOM3[33]	SOM3[33]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Stathern

Stathern has a limited range of local services including a school, shop (with post office), butchers and two public houses. The village is served by a regular bus service Monday to Friday giving access to services at Melton Mowbray, Bingham and Bottesford. (Bus No. 24)

### **Capacity of Services**

The primary school currently has capacity for a total of 119 places. At 2016/17 there is expected to be 76 places filled with a spare capacity of 44 pupils, which is forecast by the LEA to increase to 48 spaces by 2020. There is therefore capacity to accommodate increased pupil numbers arising from up to 171 new homes.

The secondary school provision is located at Bottesford and Melton Mowbray.

### **Constraints**

Stathern is free from fluvial flood risk constraints with no area designated as high risk (Flood Zone 3). Neither is the land classified as Best and Most Versatile (BMV) Grade 1-3a.

The settlement Fringe Study identifies four distinct Landscape Character Zones (LCZs) around Stathern. LCZ 3 is rated as highly sensitive to development and LCZ 4 as Medium-High – the remaining zones are classed as medium or medium low. At least one suggested site lies in each zone. Sites located in LCZ3 and 4 would require sensitive treatment to help them assimilate into landscape.

The village lies at the foot of the escarpment which forms the Vale of Belvoir. The existing pattern of development spreads up the lower parts of this slope; however it would be inappropriate in landscape and development pattern terms to continue this pattern of development. Therefore sites on lower lying land are considered most appropriate for allocation.

### **Site allocations and specific policies**

None of the allocated sites have extant planning permissions.

#### **Policy STAT 1: Development of the site reference STAT1 will be supported provided:**

- ~~the southern and western boundaries are sensitively treated with additional landscaping and improved boundary treatments;~~
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.

**The scheme is designed to preserve or enhance the character and appearance of the settlement when approaching Stathern from Mill Hill. This is to include an acceptable landscaping scheme along with a sensitively designed layout which is not driven by the objective of maximising density. Development would be highly visible from the descent at the top of Mill Hill and will need to provide open green areas and tree belts to break up and limit the visual impact of any new built development.** Policy STAT 2: Development of the site reference STAT2 will be supported provided:

- **the development is low density and reflects the character of the Conservation Area;**

- there is sensitive boundary treatment to the western and northern boundary with the additional of soft attractive edging, additional landscaping and sensitive boundary treatments;
- it is demonstrated that there are no adverse impacts to any protected species, or that such impacts can be adequately mitigated.

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Pasture Lane/Mill Hill	STAT1	N/A	<del>40</del> 65	Well located and visually contained site close to centre of village. No constraints or issues requiring mitigation. Suitable site for allocation. The site is affected by the flood zone identified in the SRFA (2016 revision) with 12% within zones 2 and 3. This will affect the layout and require mitigation and protection measures. <u>An extension to this site was submitted through the SHLAA process in 2017. It was considered suitable and has been included as part of this site.</u>
2	Land adjacent to <u>Levesley</u> <del>Levesley</del> House, 14 City Road	STAT2	N/A	17	Small infill site on the edge of the village well contained by existing trees and hedges to the boundary. Development should be low density and provide a soft, attractive edge to the village to protect its setting in this location.
<u>3</u>	<u>Land to the west of Blacksmith End</u>	<u>STAT3 (Reserve)</u>	<u>N/A</u>	<u>45</u>	<u>A new site submitted through the 2017 SHLAA and ranked against the existing sites in Stathern. The reduced area is better connected to the settlement, and is considered to be potentially suitable for development. It is therefore suggested that this should be a reserve site in the Plan.</u>

# Stathern

## Melton Local Plan

Scale (A3):  
1:3,000

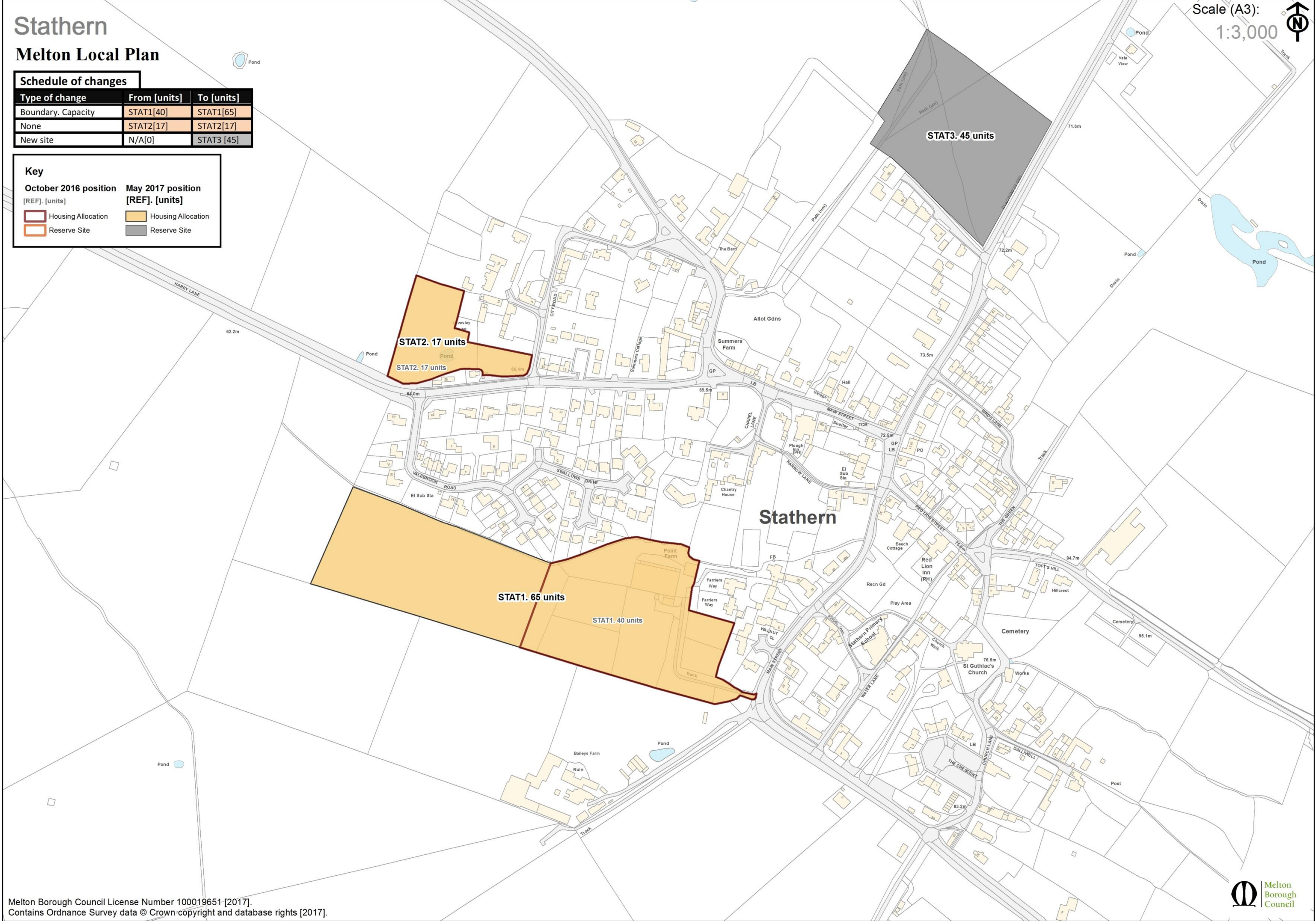


### Schedule of changes

Type of change	From [units]	To [units]
Boundary, Capacity	STAT1[40]	STAT1[65]
None	STAT2[17]	STAT2[17]
New site	N/A[0]	STAT3 [45]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Thorpe Arnold

### **General**

Thorpe Arnold has very few services and facilities and is identified as a 'Rural Settlement' in the emerging Local Plan. Notwithstanding this, the village has a strong functional relationship with Melton Mowbray, and can easily access the wide range of services and facilities that exist there, including employment, retail, education and health services. Thorpe Arnold also has good access to transport choice including public transport, walking and cycling.

There are potential adverse impacts ~~to~~ environmental concerns including bio-diversity, heritage assets, and the strategically important separation between Melton Mowbray and Thorpe Arnold. The village only has limited capacity for further growth as a result of its limited services and facilities.

### **Capacity of Services**

School age students in Thorpe Arnold are normally accommodated at Melton Mowbray schools. Brownlow Primary School has a total capacity of 592 students with 587 currently on the school roll. The small amount of current capacity is likely to be exhausted by 2017. There is however potential to expand the school if financial contributions were provided. Additional capacity is currently available at the Grove Primary School where there is a net surplus of 62 pupil spaces. However, this school is more remote from Thorpe Arnold and would result in less sustainable travel patterns. There is currently available capacity in secondary schools. Large scale housing in Thorpe Arnold, along with proposed growth in Melton Mowbray would require developer contributions towards increasing the capacity of the local primary and secondary schools.

### **Constraints**

Thorpe Arnold is within a Landscape Character Zone with medium to high sensitivity. Development to the west would have an adverse impact on the character of Thorpe Arnold by increasing the potential for coalescence and reducing the character of the village. Any development around the village would require sensitive treatment to assimilate it into landscape. The village is affected by the Oil Pipe buffer zone.

### **Site allocations and specific policies**

The allocated site does not have any relevant planning history.

**Policy THOR1: Development of the site reference THOR1 will be supported provided:**

- **Footways are provided to ensure a safe pedestrian access from the development into the village.**
- **a comprehensive landscape scheme, providing substantial boundary landscaping and screening to mitigate impacts of the development when viewed from the open countryside, is provided**
- **the development is sympathetic to the setting of Grade 2 Listed Building and other heritage assets**

- Biodiversity enhancements are provided within the site to mitigate any loss of habitat as a result of loss of hedgerows/trees.
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.

Policy THOR2: Development of the site reference THOR2 will be supported provided:

- Footways are provided to ensure a safe pedestrian access from the development into the village;
- a comprehensive landscape scheme, providing substantial boundary landscaping and screening to mitigate impacts of the development when viewed from the open countryside, is provided;
- Biodiversity enhancements are provided within the site to mitigate any loss of habitat as a result of loss of hedgerows/trees
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.

Rank	Address	Local plan ref.	Planning app ref	capacity	Summary of assessment
1	Land to the South East of Thorpe Road, (A607)	THOR1	N/A	<del>27</del> <u>13</u>	Site is recommended for allocation in the Melton Local Plan for <del>27</del> <u>13</u> units, <u>reduced from 27 due to constraints identified by Archaeology.</u> Any application will have to demonstrate that safe access to the site can be achieved onto the A607 and visual impact mitigated.
2	<del>RESERVE SITE</del> Land to the <del>North</del> West of Thorpe Road, (A607)	THOR2	N/A	<del>1148</del>	This edge of settlement location is located in a higher topography; <u>the site area has been reduced from that initially submitted, and it is considered that it now has a better relationship with the settlement. Consequently, the level of allocation has been reduced.</u> The location is still sensitive to development due to its expansive views but may be able to accommodate small scale of development to the front of the site. Trees and other features may help development assimilate into the landscape and would be an important contribution.  The A607 class I road would present some difficulties but will change in the future with the siting of the relief road.

# Thorpe Arnold Melton Local Plan

Scale (A3):  
1:3,000

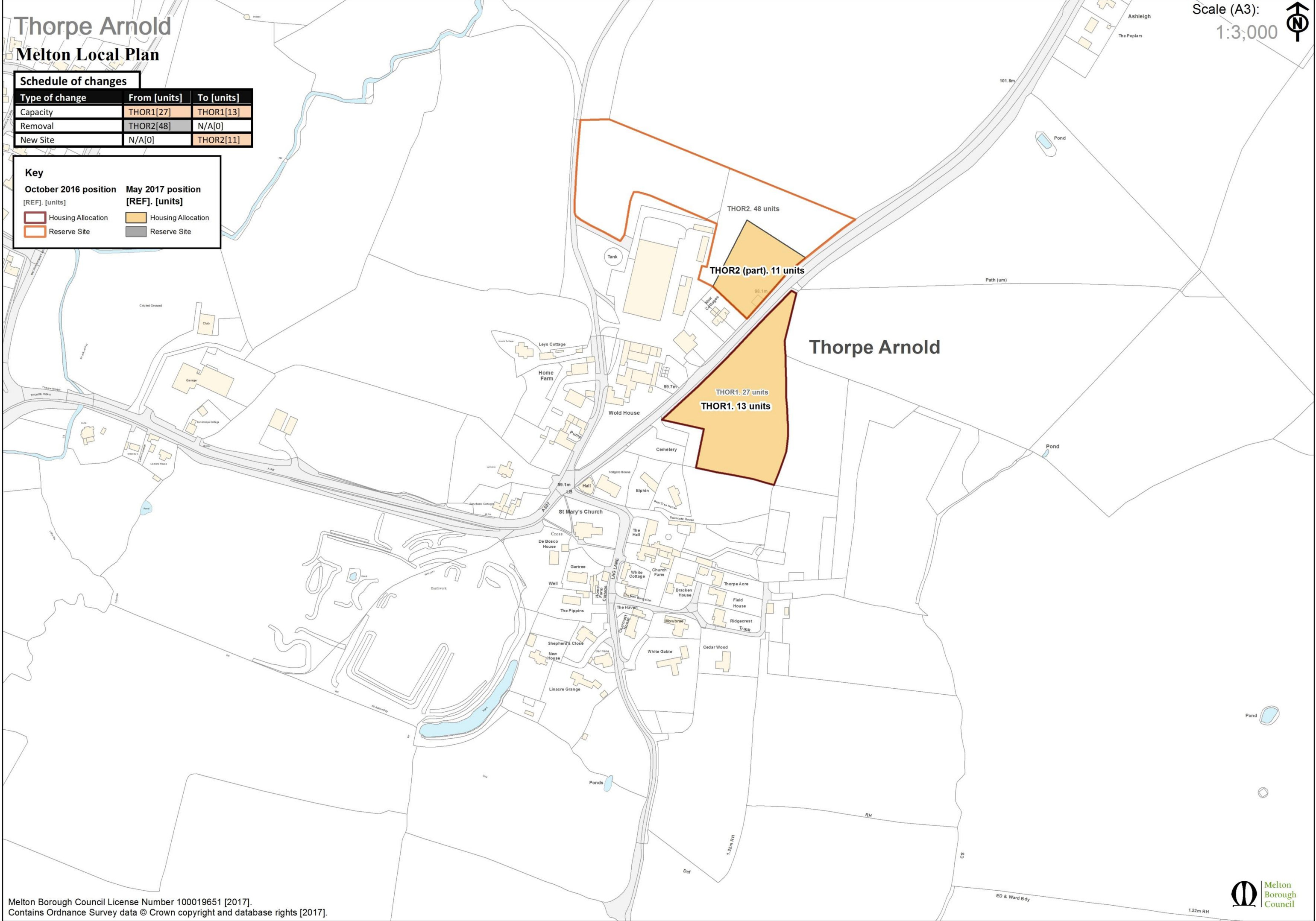


### Schedule of changes

Type of change	From [units]	To [units]
Capacity	THOR1[27]	THOR1[13]
Removal	THOR2[48]	N/A[0]
New Site	N/A[0]	THOR2[11]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Waltham on the Wolds

### **General**

Waltham on the Wolds is well-served in terms of education and health services and has good access to transport choices. It is towards the top of our settlement hierarchy and appropriate, in principle, for allocation of a proportionate share of housing.

### **Capacity of Services**

The primary school currently has residual capacity of 27 places, which is forecast to reduce to 20 by January 2021. The LEA has indicated that there is scope to expand the school should there be demand in excess of this figure. Based on the LCC Education coefficient, this would be sufficient to accommodate up to 90 houses approx. within the current forecasting period (to 2021). However, development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

Therefore Waltham can accommodate housing in principle, subject to site suitability and viability. Indeed, this has been tested by recent applications which have been granted permission.

Concerns have been expressed about traffic in Waltham, particularly in relation to High St which is well used but has a high level of on-street parking as a result of its traditional layout and limited parking facilities for residents, and due to the impact of some businesses.

### **Constraints**

Waltham is set in four LCZs. Most of the submitted sites are large in scale and in areas of medium to high sensitivity which constrains their potential as they would protrude into surrounding countryside and impact on the setting of the village.

Waltham has a Conservation Area based on its historic core, ~~and~~ capturing the linear built form along High St, Melton Rd and Goadby Road in particular. Development will need to respect this to avoid impacting on character, appearance and setting.

Most of the sites are at the outer edge of the village and quite separate from the Conservation Area, although some abut it and one physically intrudes.

There are particular geological and hydrological issues in Waltham with a 'raised aquifer' present in the village. However the geological composition varies from site to site (and even within sites) and this would need to be assessed in great detail at application stage. Recent experience suggests that a detailed examination of drainage and flooding will need to be addressed before sites can be developed.

### **Site allocations and specific policies**

In principle allocation **WAL1** has planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure etc.



**Policy WAL2: Development of the site reference WAL2 will be supported provided:**

- the layout takes into consideration the two public footpaths E99 and F1 that cross the site and secure the connectivity to the wider public footpath network.
- mitigation is provided for the Great Crested Newts occupying the ponds at the site. Compensation for loss of habitats will be required and biodiversity enhancements incorporated into the final layout and design.
- appropriate flood and drainage assessments proposing mitigation effective to deal with the scale of the impacts identified.

**Policy WAL3 (reserved site): Development of the site reference WAL3 will be supported provided:**

- Only part of the site is suitable for development, to a scale appropriate to compensate for the non-delivery of the allocated sites only
- appropriate flood and drainage assessments proposing mitigation effective to deal with the scale of the impacts identified.
- Biodiversity enhancements are identified and provided with proposals.

Rank	address	Local Plan ref	Planning permission ref.	Estimated capacity	Summary of assessment
1	Land rear of 48 High Street	WAL1	14/00777/FUL	26	A planning application has resolved the technical and environmental issues under 14/00777/FUL. The site performs well in the SA criteria.
2	Land east of Melton Rd.	WAL2	15/01011/OUT (part)	106	Parts of the site(approx. ½) is subject to planning application 15/01011, which has resolved the technical and environmental issues as part of the application 15/01011/OUT. Site is well located in a settlement towards the top of our assessment of services. The site is screened by existing development on 3 sides and distant from the Conservation Area. The site performs well in the SA criteria.
3	RESERVED SITE Land east of Melton Rd	WAL 3		168	Offers opportunity for large scale development but is potentially out of scale with the current village if developed throughout. The site is screened by existing development on all sides

# Waltham on the Wolds

## Melton Local Plan

Scale (A3):

1:5,000

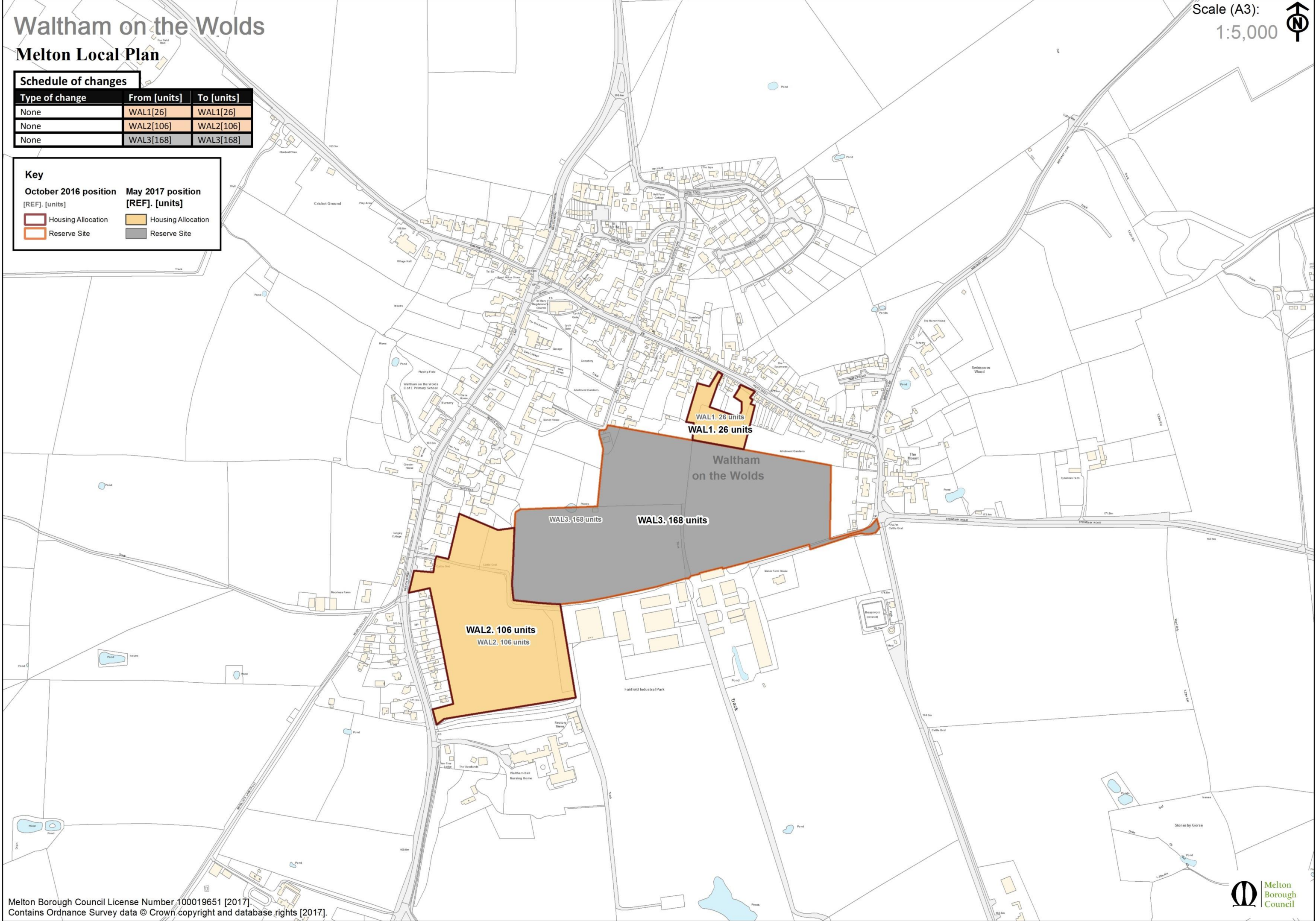


### Schedule of changes

Type of change	From [units]	To [units]
None	WAL1[26]	WAL1[26]
None	WAL2[106]	WAL2[106]
None	WAL3[168]	WAL3[168]

### Key

October 2016 position [REF]. [units]	May 2017 position [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



## Wymondham

### **General**

Wymondham has a range of local services including a school, shop (with post office), newsagent, public house and a garage. The village is served by a regular bus service Monday to Friday giving access to services at Melton Mowbray, Oakham, Bingham and Bottesford (Bus No. 24). These key services mean that it is one of the more sustainable locations in the borough with public transport access to larger centres.

Wymondham is an allocated Neighbourhood Development Plan Area, and the residents have made good progress with their plan. There is a chance the Wymondham Neighbourhood Development Plan could be submitted prior to the Local Plan and be “made” before the local plan is examined and adopted.

### **Capacity of Services**

The primary school has an overall capacity of 56 students. There are currently 44 students enrolled. This is due to increase next year to 50, but then available capacity is anticipated to decrease yearly to 2021 when it is expected capacity will be reduced to 5. Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

There is a two hourly, 6 day a week (Monday to Saturday) bus service between Melton Mowbray and Oakham.

### **Constraints**

There are numerous constraints across the village, namely;

- Access. Many of the sites brought forward to the SHLAA have ~~either~~ no direct access to the public highway, and as such would require third party land or have inappropriate access via narrow lanes.
- Contaminated Land. Numerous examples of potentially contaminated land across the village, including a couple of Historic Landfill sites. These are unlikely to stop development but can have implications on viability and on delivery time.
- Oil Pipeline Buffer. The West of the village has an Oil Pipeline and buffer. Again unlikely to stop development but will require some extra survey work to ensure development can commence.
- Historic Assets. Extensive Conservation Area covering much of the village. Moreover, there are a number of listed buildings within the village and of note, Wymondham Windmill north of the village on Butt Lane.
- Settlement Fringe. Wymondham’s settlement fringe was deemed to consist of three separate Landscape Character Zones. Of these, one was deemed to have medium sensitivity to development, one medium to high sensitivity to development and the final was deemed to high sensitivity to development. This means any development is likely to have some impact on settlement fringe of the village.

## Site Allocations and Specific Policies

One of the recommended allocated sites (WYM1) has a recent grant of outline planning permission with conditions and 106 and thus does not require site specific policies. Some of the sites promoters have worked with both the Borough Council and Neighbourhood Plan Group to provide information relevant to the sites' deliverability.

### Policy WYM2 – Development of the site reference WYM2 will be supported provided:

- **The site is developed as a single, comprehensive development. The north part of the site should only be developed after the south part (under no circumstances should the Northern landownership be developed in isolation).**

### Policy WYM3 – Development of the site reference WYM3 will be supported provided:

- **Access to the site to be gained from Main Street through additional land in applicants**
- **Appropriate flood and drainage assessments proposing mitigation effective to deal with the scale of the impacts are identified.**

Rank	address	Local plan ref.	Planning app ref	capacity	Summary of assessment
1	Land at Glebe Road	WYM1	15/00832/OUT	12	Site has recently received outline planning permission for a residential development of up to 12 units with conditions and section 106 agreement in place.
2	Land off Butt Lane & The Station Yard	WYM2	N/A	21	Site is recommended for allocation in the Melton Local Plan with the above policy criteria. Allocation made up of two separate land ownership and SHLAA submissions. Policies in place to ensure that the northern section of the allocation which if viewed in isolation is disconnected from the village, does not come forward prior to the southernmost field. This allocation is close to the centre of the village and a logical location for expansion.
3	Land known as Brickyard Lane	WYM3	N/A	<del>2230</del>	Site is recommended for allocation in the Melton Local Plan with the above policy criteria. Site could be designed to allow access to a phase two in the future as there is additional land available which may be required beyond the plan period. Access should be achieved from the Main Street and not Brickyard Lane on land under the applicant's control. Site is well located and as such is a reasonable location for development in the village.

# Wymondham

## Melton Local Plan

Scale (A3):  
1:3,000

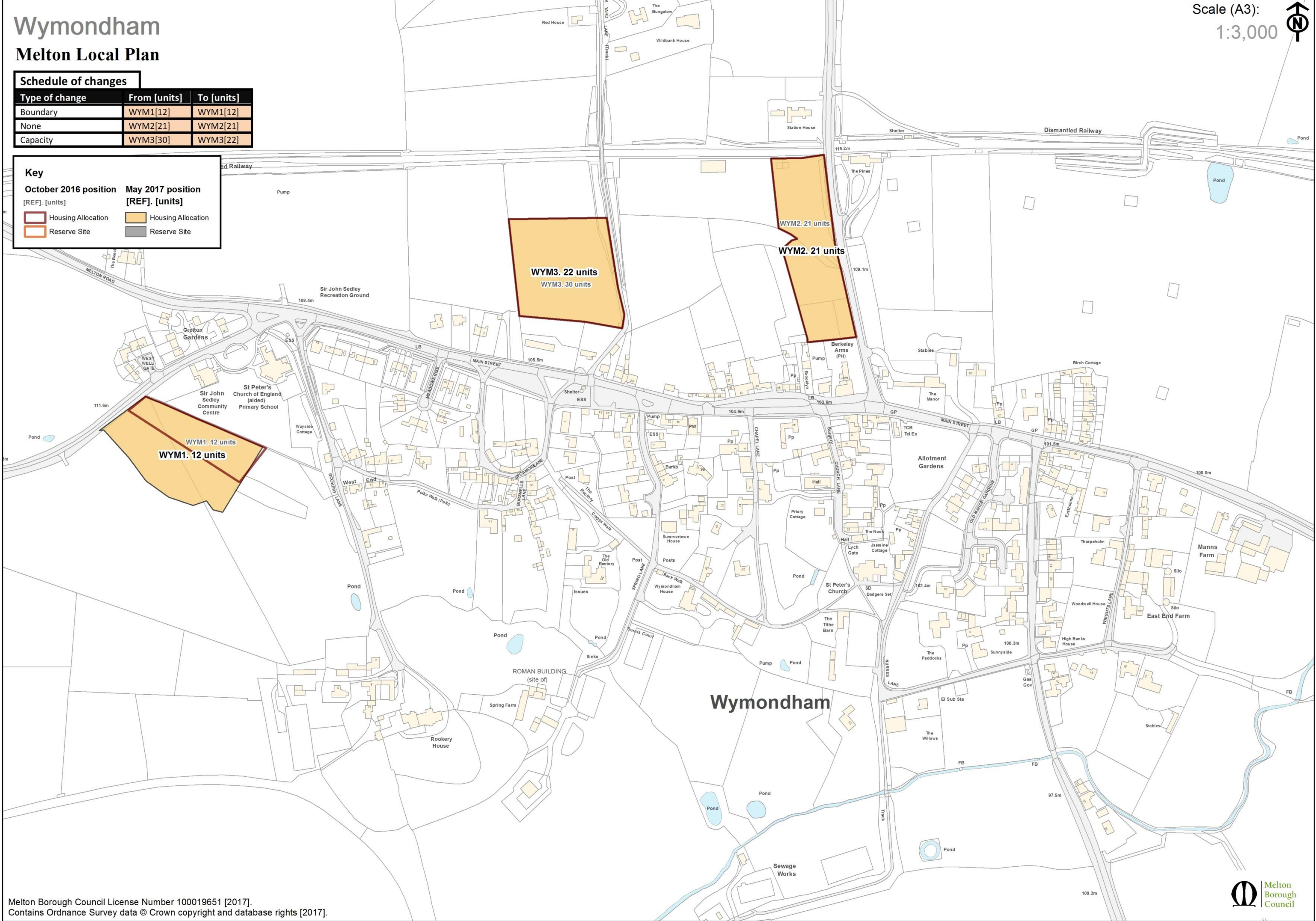


### Schedule of changes

Type of change	From [units]	To [units]
Boundary	WYM1[12]	WYM1[12]
None	WYM2[21]	WYM2[21]
Capacity	WYM3[30]	WYM3[22]

**Key**

<b>October 2016 position</b> [REF]. [units]	<b>May 2017 position</b> [REF]. [units]
Housing Allocation	Housing Allocation
Reserve Site	Reserve Site



END

## APPENDIX 5

### Section 5.5: Housing Mix and Section 5.6: Housing Standards Review

- ~~5.5.7 Melton Borough Council Housing Needs Study has identified the optimum housing mix. This is set out in table 9 below. Affordable housing is split between intermediate housing and social/affordable rented. This is to reflect the difference in the housing mix requirements of each.~~
- 5.5.7 The 2016 Melton Borough Council Housing Needs Study (HNS), rather than the more recent 2017 Housing and Economic Development Needs Assessment (HEDNA), is used as evidence for the optimum housing mix (see Table 9) because it is based on the demographic change likely to be associated with the delivery of 245 dwellings per annum. Affordable housing is split between intermediate housing and social/affordable rented, to reflect the difference in the housing mix requirements of each. The housing mix table will be used together with site specific circumstances when providing advice on planning applications.

#### **Policy C2 – Housing Mix**

**We will seek to manage the delivery of a mix of house types and sizes to balance the current housing offer, having regard to market conditions, housing needs, and economic viability, taking account of the housing mix information set out in table 9 and site specific circumstances.**

**Residential proposals for developments should seek to provide an appropriate mix and size of dwellings to meet the needs of current and future households in the borough including extra care and accessible housing, having regard to the latest evidence of housing need. *Residential developments which include bungalows will be particularly supported.***

**Proposals for retirement homes, sheltered homes and care homes will be supported and required encouraged to meet the technical standard for access of Building Regulations 2015 Part M4(2) or any subsequent revisions.**

**Proposals for wheelchair accessible dwellings, where the council is responsible for allocating or nominating residents, will be required encouraged to meet the technical standard for access of Building Regulations 2015 Part M4(3), or any subsequent revisions.**

- 5.6.2 The demographic profile for Melton indicates a future need for housing for older and disabled people (including wheelchair user dwellings). The Housing and Economic Development Needs Assessment 2017 (HEDNA) Strategic Housing Market Assessment 2014 (SHMA) estimates that the population change for people with mobility problems will be 1009% over the plan period.

## APPENDIX 6

### Focused Change 6: Replacement Section 5.8 and Policy C4: Affordable Housing

#### 5.8 Affordable Housing

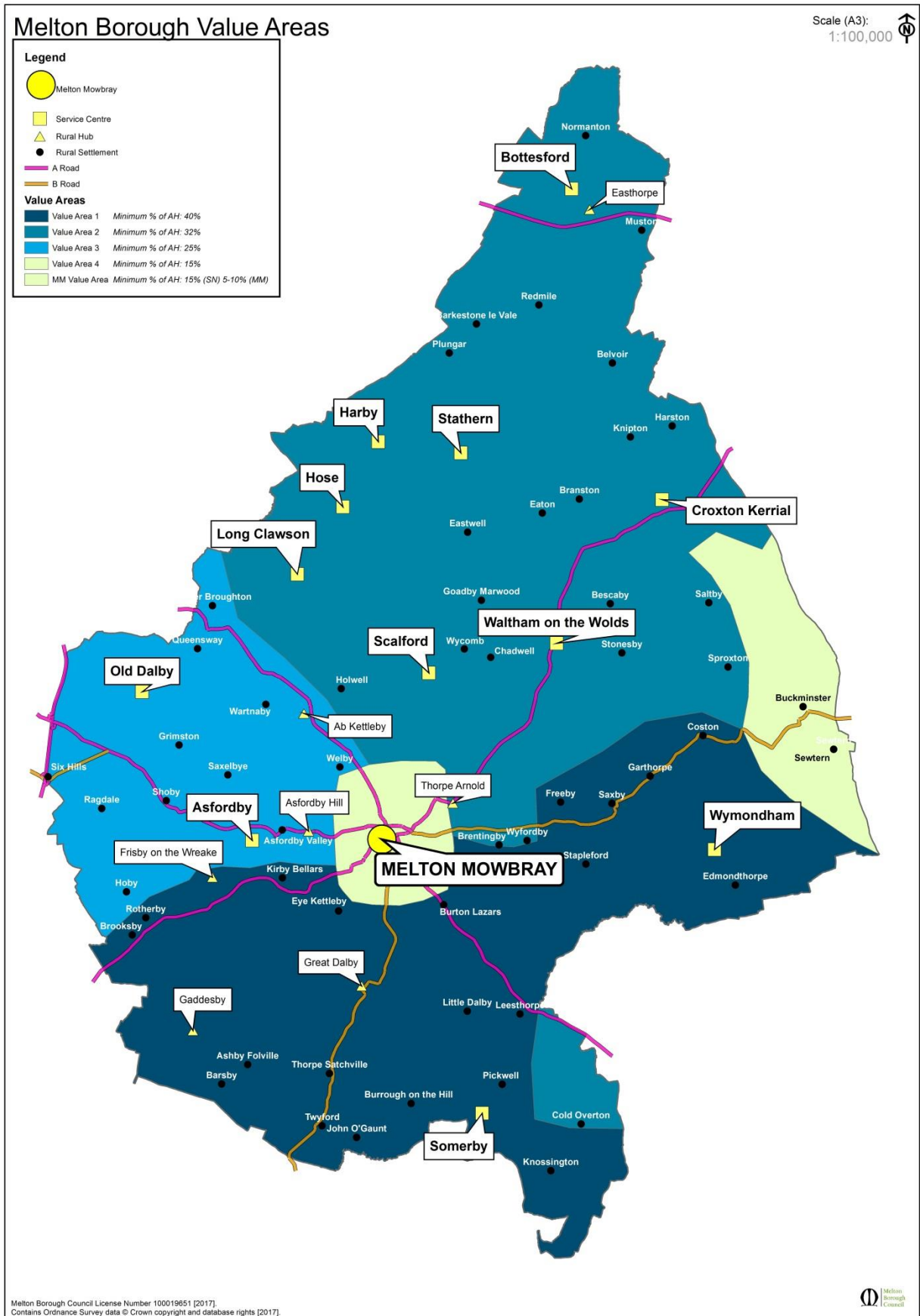
- 5.8.1 Affordable Housing is defined as “social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market”. The Housing and Planning Act 2016 inserts a new Affordable Housing definition into the Town and Country Planning Act 1990 and includes Starter Homes (as defined by the Act).
- 5.8.2 Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
- 5.8.3 Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- 5.8.4 Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
- 5.8.5 Melton’s housing situation reflects the national situation, with house prices outstretching average earnings, meaning many cannot afford to buy or even rent a home. The relationship between the cost of homes and wages is called affordability. Affordability is an issue for the Borough; to buy one of the cheapest 25% of homes sold in the Borough, residents need to earn more than the national average wage. The availability of smaller or ‘average’ priced homes is limited in comparison to the number of larger and more expensive homes in the Borough. This highlights the problem that many households within the Borough face with not being able to afford a home.
- 5.8.6 Affordable housing is mainly provided by the following sources:
1. Directly by local authorities and private registered providers, often relying on external grant investment.
  2. By developers on site.
  3. Rural exception sites, also reliant on external grant investment.
  4. Financial contributions. This is where affordable housing provision is not met on site, but instead a lump sum or commuted sum is provided to the Local Authority who takes the lead on converting it to new affordable homes in the Borough.
- 5.8.7 The types of affordable housing range from rented housing, usually rented from a private registered provider (PRP) or local authority, part-ownership part rental



properties through a PRP, to a low cost home ownership property, usually bought directly from house builders.

- 5.8.8 The Local Plan aims to address the needs of these people by seeking an element of affordable housing as part of new private housing development, alongside supporting appropriate grant or other funded PRP and Council led affordable housing schemes, which are expected to continue throughout the plan period.
- 5.8.9 The Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA), Jan 2017, indicates that some 1,750 affordable houses are required to satisfy need over the plan period (70pa), but this could increase or decrease over the lifetime of the plan in response to changing economic circumstances.
- 5.8.10 In order to meet the identified need, the Local Plan seeks to maximise the amount of affordable housing possible on qualifying private housing sites without undermining overall scheme viability. Smaller sites do not 'qualify' for affordable housing under National Planning Guidance so provision is sought from sites of 11 or more units and/or where the floorspace exceeds 1000 m<sup>2</sup>.
- 5.8.11 The Council's Local Plan and CIL Viability Study indicated that it is not viable to meet all the identified affordable housing needs for the Borough, and that there is significant variation in the percentage of affordable housing that would be viable in different parts of the Borough. The 'value areas' to which different required minimum percentages of affordable housing would apply are identified in Policy C4 and in Figure C4.1.
- 5.8.12 Based on an analysis of where new housing is planned and the minimum percentage of affordable housing that the viability study indicates can be sought in different parts of the Borough, the local plan includes a target of 1300 net additional affordable homes to be provided.
- 5.8.13 On individual planning applications, regard will be given to the housing need at that relevant time, along with the projected level and mix of affordable housing needed. A viability assessment may be requested in the exceptional circumstance where an applicant considers the level of affordable housing provision being sought to be unviable.
- 5.8.14 An affordable housing and housing mix supplementary planning document (SPD) will set out further guidance about delivery in this area of housing. It will include the following items:
- Mix, type, design and layout of affordable housing
  - Off site provision
  - Commuted sums
  - Financial contributions
  - Affordable housing in perpetuity
  - Allocation of affordable housing
  - Local connection
  - Starter Homes

Figure C4.1



5.8.15 With large scale, phased developments, it might be necessary to consider a varied approach to affordable housing delivery and/or contributions. For example, to ensure the delivery of the scheme and its associated infrastructure, the affordable housing contribution could be deferred until later phases of the development, or a reduced contribution rate could be agreed on the basis of securing other infrastructure provision in place of the total affordable housing requirement for the scheme. These approaches could be assessed via scheme-based viability assessments.

#### **Policy C4 – Affordable Housing Provision**

**Melton Borough Council will seek to manage the delivery of around 1300 new affordable homes between 2011 and 2036 in order to balance the housing stock and meet the community’s housing needs.**

**It will do this by applying a minimum target for affordable homes within housing developments on all sites of 11 or more units and/or where the floor space exceeds 1000 m<sup>2</sup>, having regard to market conditions, housing needs, housing mix (in regard to tenure, type and size), demonstrable economic viability and other infrastructure requirements based on the following percentages for different value areas:**

<b>Location</b>	<b>Minimum percentage of affordable housing</b>
<b>Value Area 1</b>	<b>40%</b>
<b>Value Area 2</b>	<b>32%</b>
<b>Value Area 3</b>	<b>25%</b>
<b>Value Area 4</b>	<b>15%</b>
<b>Melton Mowbray Northern SUE</b>	<b>15%</b>
<b>Melton Mowbray Southern SUE</b>	<b>15%</b>
<b>Melton Mowbray</b>	<b>5% -10%</b>

**The Council will also manage the delivery of schemes through private registered providers and our own delivery programme of affordable housing over the whole plan period.**

END

## APPENDIX 7

### Replacement text and policy

### Section 5.10 and Policy C6: Provision for Gypsies and Travellers

#### 5.10 Provision for Gypsies and Travellers

- 5.10.1 Definitions for Gypsies and Travellers vary across pieces of legislation. The definition used for planning purposes is set out in Planning Policy for Traveller Sites (PPTS) (August 2015): *“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such”*.
- 5.10.2 Gypsies and Travellers mainly live on pitches. Pitches are permanent authorised sites either provided by Local Authorities or owned by Gypsies and Travellers themselves. Pitches can be large enough to accommodate a single static caravan and a touring caravan. They often also have a day room, with water and electric supply, to provide utility washing and bathroom facilities. Pitches in rural areas can often be a lot larger and may accommodate many caravans.
- 5.10.3 Transit sites are authorised sites which are used for short stays by Gypsies and Travellers. The sites are provided on a permanent basis and have basic amenities and services, which include water supply, shared toilets, washing facilities/utility room, and waste disposal.
- 5.10.4 National Planning Policy for Traveller Sites (2015) requires all Local Authorities to set targets for new pitches and plots. Local authorities must also identify and maintain a five-year supply of sites in order to meet their targets for both new permanent residential and transit pitches.
- 5.10.5 As evidenced in the Leicester and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) 2017, Melton’s permanent pitch requirement from April 2016 to March 2021 is 2 permanent residential pitches, and between April 2021 and March 2026 it is 1 permanent residential pitch. Work has started on 3 permanent pitches and 2 transit pitches, granted planning permission (2015) as an extension to the existing Valley View site on Dalby Road, Melton Mowbray. Work has also started on a further 2 permanent pitches, granted planning permission (2016) at Sandy Lane, Melton Mowbray. These permanent pitches meet all currently identified need, and there is currently no further requirement for any pitches from April 2026 to 2036. Further permanent pitches will only be sought if subsequent GTAA reviews establish a need.
- 5.10.6 The GTAA 2017 has identified a current need for public transit pitch provision of 36 caravan spaces (or managed equivalent) spread over 2-3 sites in Leicestershire. It suggests that an initial review should be completed of potential sites that are deliverable in the short-term, and that new provision should be prioritised where needs are greatest, in the North West of the County and the City, and that further provision should reflect the location of unauthorised encampments, the strategic

transport network, and overall geography of the county. It indicates that consideration should be given as to whether new sites and/or managed approaches to dealing with unauthorised encampments, such as tolerated stopping or Negotiated Stopping Agreements, offer the best option to accommodating transit needs.

- 5.10.7 The GTAA also indicates that unauthorised encampments should be reviewed once there is sufficient evidence available, as changes to national policy in 2015 could result in more households travelling, and the consequent need for transport sites. The Council therefore commits to undertaking the appropriate evidence base review and working with the other Leicestershire Local Authorities to establish, if the review shows a requirement, the most appropriate and deliverable location for additional transit provision.
- 5.10.8 A regular review of Gypsy; Traveller and Travelling Show people permanent pitch and plot requirements (including transit pitch requirements) will be undertaken.
- 5.10.9 The GTAA 2017 has not identified need for any plots for showpeople for Melton between April 2016 and 2036.

#### **Policy C6 – Gypsies and Travellers**

**The most recent Gypsy and Traveller Accommodation Assessment will be used to identify pitch and plot requirements and where a need is found, steps will be taken to deliver sites. The GTAA will also be used as a basis for determining planning applications, together with the criteria within the most up to date national Planning Policy for Traveller Sites.**

**We will support sites for Gypsies and Travellers that:**

- 1. facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community; and**
- 2. are appropriate in scale, well designed, and provide suitable landscaping and boundary treatments; and**
- 3. provide an acceptable living environment for occupiers and are free from flooding, pollution, hazards or other adverse impacts on standards of living; and**
- 4. are well-related to local infrastructure and services of a nearby town or village, including safe and convenient access to the road network; and**
- 5. promote peaceful and integrated co-existence between the site and the local community.**

END

## APPENDIX 8

### Focused Change FC8: Changes to Section 6.5: Providing Jobs

#### 6.5 Providing Jobs

- 6.5.1 The Borough Council, in line with government guidance, is seeking to achieve sustainable growth. This forms part of the rationale as to why the planned housing requirement is more than the the higher objectively assessed housing need for the Borough, as identified in the Leicester and Leicestershire Housing and Economic Development Needs Assessment 2017 was selected from the Strategic Housing Market Assessment, and why the Spatial Strategy seeks to use new development to enhance Melton Mowbray's local and sub-regional role, whilst also allowing villages to develop sustainably. The Local Plan's strategy for providing jobs is therefore based on an assessment of employment and economic development needs and also the employment needs generated from new housing.
- 6.5.2 To enable businesses in the Borough to grow, increased labour supply must be provided in the locality. More jobs require an increase in the working age population, which will arise from planned new households. Moreover, in allocating 30ha of employment land, businesses have the opportunity to expand. These measures, combined with the delivery of strategic infrastructure such as the Melton Mowbray East Distributor Road, will pave the way for internal business growth and external investment coming into the town, which will represent a step change from trend based employment growth forecasts.

#### KEY EVIDENCE

~~Leicestershire and Leicester Strategic Housing Market Assessment, GL Hearn 2014~~

Leicestershire and Leicester Housing and Economic Development Needs Assessment, GL Hearn, 2017

Towards a Housing Requirement for Melton and its addendum, both GL Hearn, January and June 2017

## APPENDIX 9

### Focused Change 9

#### Section 7.14 -7.15 and Policy EN7: Indoor Sport and Recreation and Future Provision

Para 7.14.1	In terms of access to indoor sports halls, much of this is delivered by the secondary school sites, where there is more limited access that is often being used to the workable limit. <u>The school sites do not provide pay and play access during daytime and are only available to sports clubs and community associations in the evening by prior arrangement. Since achieving Academy status, there are no Community Use Agreements in place and there is no guarantee that existing access enjoyed by sports clubs will continue in future.</u>
Para 7.14.3	The main provision for swimming facilities in the Borough is the Waterfield Leisure Pool, which <del>has recently been</del> <u>was refurbished in 2014</u> . <del>is expected to meet demand for a number of years</del>
Para 7.15.2	The Council is committed to the delivery of a strategic sports hub, <u>the Melton Sports and Leisure Village (MSLV) at the King Edward VII Community Sports Centre. A fully NPPF compliant Indoor Facilities Assessment is underway which will determine the quantum of facilities required at the hub. The Melton Indoor Sports Facilities Strategy 2016-2021 recommends that there is the need for refurbishment of the existing sports hall and a new 6 court sports hall at the MSLV in order to meet the needs of the future population. In addition, Waterfield pool will require replacement by a larger 6 lane pool and new learner pool at MSLV. The Strategy also identifies that a larger fitness suite on the site is a priority investment project.</u>
Policy EN7(G)	Redevelopment of King Edward VII community sports centre to <u>the Melton Sports and Leisure Village</u> , a multi-sports hub, in accordance with the <u>emerging Melton Indoor Sports Facilities Assessment Strategy 2016-2021</u> .