

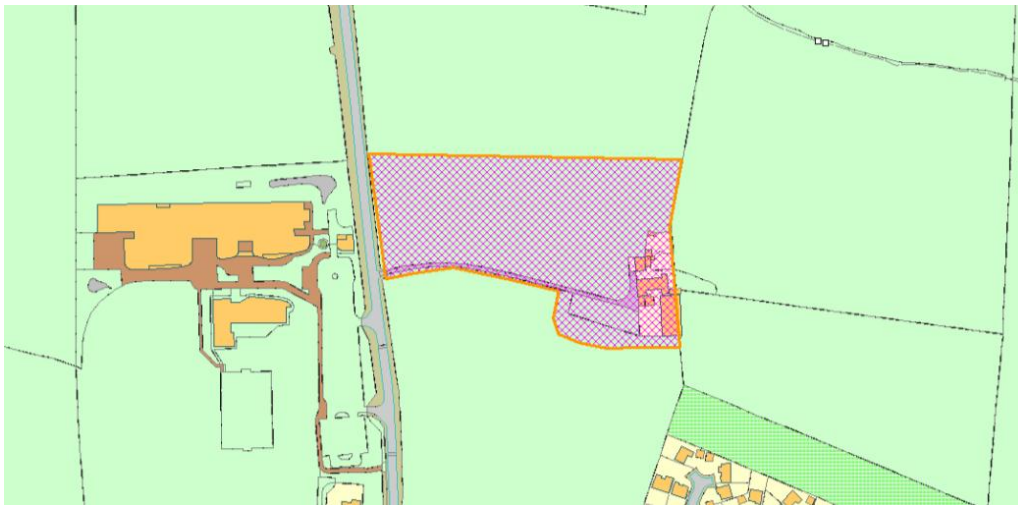
**Reference:** 13/00178/FUL

**Date submitted:** 11.03.15

**Applicant:** Persimmon Homes

**Location:** Field No. 0367 Scalford Road, Melton Mowbray

**Proposal:** Proposed erection of 77 dwellings with a mix of 2, 3 and 4 bedroom dwellings with associated infrastructure and public open space.



**Proposal :-**

This application seeks full planning permission for the erection of 77 dwellings on land to the north of Melton Mowbray on Scalford Road. The development would adjoin the current Persimmon development of 91 dwellings which was approved in 2013 (13/00497/FUL) . It is proposed that the site would use the new vehicular access off Scalford Road which serves the existing Persimmon development.

The site lies outside the designated town envelope within the open countryside and is currently agricultural fields, with a farmhouse and associated outbuildings. To the east of the site is farm land and Melton Country Park, to the north is agricultural land. To the south is the new Persimmon development and to the west is John Ferneley College. The proposed site is on the edge of a residential area and forms part of the open countryside extending north of the town.

The application has been supported by a Planning Statement, Design and Access Statement, Statement of Community Involvement, Flood Risk Assessment, Geophysical Study, Ecology Survey, Arboricultural Assessment, Transport Assessment, Travel Plan, Archaeological Assessment, Landscape Visual Assessment and Affordable Housing Statement. All of these documents are available to view at the Council.

**It is considered that the main issues arising from this proposal are:**

- **Compliance or otherwise with the Development Plan**
- **Transportation and Road Safety**
- **Impact upon the Character of the Area and Open Countryside**
- **Impact upon residential amenities**
- **The impact of the Inspector's letter on the LDF Core Strategy and its subsequent withdrawal**

The application is required to be presented to the Committee due to its scale and the level of public interest.

**History:-**

No relevant history to this site

Adjacent site to south - 13/00497/FUL Persimmon Homes - January 2014 - Planning permission granted for 91 dwellings, access, open space and associated infrastructure.

**Planning Policies:-**

**Melton Local Plan (saved policies):**

**Policy OS2** – This policy restricts development including housing outside of town/village envelopes. In the context of this proposal, this policy could be seen to be restricting the supply of housing. Therefore and based upon the advice contained in the NPPF, **Policy OS2 should be considered out of date when considering the supply of new housing.**

**Policy BE1** - allows for new buildings subject to criteria including buildings designed to harmonise with surroundings, no adverse impact on amenities of neighbouring properties, adequate space around and between buildings, adequate open space provided and satisfactory access and parking provision.

**Policy H10:** planning permission will not be granted for residential development unless adequate amenity space is provided within the site in accordance with standards contained in Appendix 5 (requires developments of 10 or more dwellings to incorporate public amenity space for passive recreation with 5% of the gross development site area set aside for this purpose).

**Policy H11:** requires developments of 15 or more dwellings to make provision for playing space in accordance with standards contained in Appendix 6 (requires developments of 15 or more dwellings to include a LAP within 1 minute walk (60m straight line distance) of dwellings on the site and extend to a minimum area of 400 sq m.

**Policy C1:** states that planning permission will not be granted for development which would result in the loss of the best and most versatile agricultural land, (Grades 1, 2 and 3a), unless the following criteria are met: there is an overriding need for the development; there are no suitable sites for the development within existing developed areas; the proposal is on land of the lowest practicable grade.

**Policy C13:** states that planning permission will be granted if the development adversely affects a designated SSSI or NNR, local Nature Reserve or site of ecological interest, site of geological interest unless there is an overriding need for the development.

**Policy C15:** states that planning permission will not be granted for development which would have an adverse effect on the habitat of wildlife species protected by law unless no other site is suitable for the development  
Policy C16.

**Policy BE11 –** Planning permission will only be granted for development which would have a detrimental effect on archaeological remains of county or district significance if the importance of the development outweighs the local value of the remains. If planning permission is given for the development which would affect remains of county or district significance, conditions will be imposed to ensure that the remains are properly recorded and evaluated and, where practicable, preserved.

**The National Planning Policy Framework was published 27<sup>th</sup> March 2012 and replaced the previous collection of PPS. It introduces a ‘presumption in favour of sustainable development’ meaning:**

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.

**The NPPF offers direction on the relative weight of the content in comparison to existing Local Plan policy and advises that whilst the NPPF does not automatically render older policies obsolete, where they are in conflict, the NPPF should prevail.**

It also establishes 12 planning principles against which proposals should be judged. Relevant to this application are those to:

- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- recognising the intrinsic character and beauty of the countryside
- promote mixed use developments, and encourage multi benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

**On Specific issues it advises:**

**Promoting sustainable transport**

- all developments that generate significant amounts of movement to be supported by a Transport Assessment or Statement; development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.
- Developments that generate significant movements are located where the need to travel will be minimised and use of sustainable transport modes can be maximised.

**Delivering a Wide choice of High Quality Homes**

- Housing applications should be considered in the context of the presumption in favour of sustainable development.
- LPA’s should identify land for 5 years housing supply plus 5% (20% if there is a history of under delivery). In the absence of a 5 year supply housing policies should be considered to be out of date.
- deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand

**Require Good Design**

- Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- Planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

**Conserving and enhancing the natural environment**

- Contribute to and enhance the natural and local environment.
- Aim to conserve and enhance biodiversity

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. (NPPF para. 12)

**Consultations:**

Consultation reply	Assessment of Head of Regulatory Services
<p><b>Highway Authority</b>  <b>Background</b>                      The application site is located on the northern</p>	<p>The proposed development would be served by</p>

edge of the existing town of Melton Mowbray, and would compromise a second phase of development on the site, following a first phase development of 91 dwellings that was granted planning permission in January 2014 (ref 13/00497/FUL).

The site occupies a good location in transport terms with most community facilities, shops, public transport, employment areas and the town centre within a reasonable walking distance of the site. As such, the proposal is in general accordance with the thrust of national and local planning/ transport policy which seeks to locate development in areas where the need to travel by car is minimised.

#### **Site Access**

Access to the site is proposed from the existing Brockington Road/ Scaford Road T Junction, which was approved as part of the first phase of the development. No changes have been proposed to this junction. On the basis of the traffic flows, sufficient capacity and in the context of Manual for Streets, the Highway Authority does not consider it justifiable for any improvements, such as a ghost island right turn lane, to be provided.

Brockington Road, which is currently under construction, would be extended to lead in to the new development. The existing farmyard access onto Scaford Road, which would be redundant, would be permanently closed off for highway safety.

#### **Off-Site Implications**

##### **Trip generation**

AM and PM peak trips to and from the site were obtained from the TRICS database, which is one of the standard methods of calculating trip generation for new developments. It is anticipated that the development would generate in the region of 50 two-way trips in both the AM and PM peak hours.

##### **Traffic distribution/ impact**

There are some major junctions within Melton town centre which are close to or already experiencing capacity issues, notably for this application the Scaford Road/A607 Norman Way/ Nottingham Street junction ("the Scaford Road junction") and A606 Nottingham Road/Wilton Road/A607 Asfordby Road junction ("the Nottingham Road junction"). The Highway Authority understands that there are local concerns that congestion could be exacerbated by the proposed development and in line with the recommendations made in the Melton Cumulative Development Impact Study, assessments using the Leicester and Leicestershire Integrated Transport

the vehicular access from Scaford Road which provides access to the current Persimmon site.

A link road would be provided from this access to the southern boundary of the current application site. The development would have an internal spine road running along the southern boundary, serving two cul-de-sacs and two private driveways. The existing T junction onto Scaford Road is located approximately 30m to the south of the existing access to John Ferneley College. Scaford Road is a single carriageway road with a 30mph speed limit from the town centre to north of John Ferneley College. There is also traffic calming in place in the vicinity of the site.

Noted that the existing site access is considered to be acceptable to serve this development.

#### **Cumulative Impact Study**

The Melton Cumulative Development Impact Study was commissioned by Melton Borough Council to identify the cumulative impact of various development proposals totalling 2,550 dwellings around the town. The Study concluded that :

- At the baseline assessment date of 2011, congestion occurs/exists along most of the major links into and around Melton
- By 2031, even without development, the network operation is forecast to worsen and that with further significant development, the network operation would further deteriorate.
- The Study concluded that 'the analysis suggests that any development (whether those proposed or adopted as part of a growth strategy) would have a notable impact in further deteriorating traffic conditions in the town (whether measured by congestion, delay or travel times)'.

The Study recommended that individual site

Model (LLITM) were requested. Given the modest scale of development, full testing in LLITM would not have provided meaningful results. Therefore, a Select Link Analysis (SLA) was used to determine the likely distribution of the development traffic. The results of the SLA indicated a minority of drivers in the area appear to use The Crescent/ Welby Lane and Sysonby Street as a rat run to avoid the above junctions.

For the purposes of the junction capacity assessments, all traffic proposed to use The Crescent as part of the forecast traffic flows was manually reassigned to the Scalford Road junction. Results from the junction capacity assessments are therefore a worst case scenario at the Scalford Road junction, as some drivers could be using The Crescent instead.

The capacity assessments took into account the base flows for the agreed forecast year of 2019 as well as flows from agreed committed or proposed developments as follows:

- i. Scalford Road Phase 1 - 91 dwellings
- ii. Sysonby Farm, Nottingham Road - 325 dwellings (Note this application was refused in April 2015)
- iii. Richborough Estates, Scalford Road - 225 dwellings (Note this application was refused in April 2015)
- iv. Melton Spinney Road - 200 dwellings
- v. Lidl store, Scalford Road

**The base flows therefore represent a robust case as they have taken into account developments which have been refused as well as those which were partially complete.**

The table below shows a summary of the spare capacity remaining at each junction:

	2019 Base Flows		2019 Base Flows + Development	
	AM	PM	AM	PM
J1 - Norman Way / Wilton Road / Asfordby Rd / Nottingham Road	6.5%	3.1%	6.5%	3.8%
J2 - Norman Way / Scalford Road	7.3%	10%	9.7%	12%

A 10% reserve capacity is considered to be the level at which junctions are at full capacity. Subsequently any minor incidents or increases in traffic flows could have a significant impact at these junctions particularly in the evening peak.

#### Nottingham Road Junction

The modelling shows the Nottingham Road and Wilton Road approaches to the junction are

assessments for any proposals over 50 dwellings should be undertaken using a standardised Leicester and Leicestershire Integrated Transport Model (LLITM) assessment across all sites to ensure consistency, equity and robustness.

The HA and this Authority have jointly commissioned the Melton Transport Study to understand the constraints on growth presented by the current highway network and develop a mitigation strategy to deliver sustainable development for Melton Mowbray. The Melton Mowbray Transport and New Development Position Statement summarises this emerging work and has been prepared by Melton Borough Council in partnership with Leicestershire County Council in its capacity as the HA. The Position Statement draws on further LLITM work to identify the current trends in traffic patterns in and around the town and has been developed as a reflection of Melton Borough Council's and LCC's commitment to working with developers to find development solutions which can meet the need for growth without prejudice to the longer term need.

The Position Statement draws on the HA's work to date on its Melton Mowbray Transport Study (Phase I). The Phase I work specifically investigated the 2011 and forecast 2031 through traffic and non-through traffic movements within Melton Mowbray. The Phase I work identified the following traffic trends and forecasts:

- Through traffic comprised some 18% of total traffic in 2011. Whilst this is forecast to drop to 17% in 2031, the absolute volume of through traffic is still forecast to increase by 12% compared to 2011.
- Through traffic is spread across the main routes through Melton without being overwhelmingly concentrated along a single route/corridor. However, a greater concentration is shown along the A606 Nottingham-Oakham axis which accounts for 20% to 30% of Melton's through traffic. Along this corridor, through traffic comprises up to 40% of traffic. Generally most through traffic appears to be entering and exiting between points to the south and west of the town centre in an arc from the B676 to the A606 towards Nottingham.
- The HGV volumes are forecast to grow significantly between 2011 and 2031, and to be concentrated on the route through Melton between the A6006 towards Loughborough and Castle Donington and the A606 towards Oakham. Whilst in practice HGVs would more likely use the strategic M1-A14 route, should traffic conditions on the strategic road

operating close to capacity without the development in both the AM and PM peaks, while the Asfordby Road approach is nearing capacity in the AM peak. Results have indicated with the proposed Phase 2 flows included, there is no impact on capacity or queue lengths at the junction.

#### Scalford Road Junction

The modelling shows without the development the junction is close to capacity on the Scalford Road and Norman Way approaches during the AM peak and very close to capacity in the PM peak. With the Phase 2 development flows included, this pushes the Scalford Road and Norman Way right turn lanes over capacity in the PM peak hour.

Mean maximum queue lengths on the Norman Way (westbound) approach are likely to increase from 20 vehicles to 24 vehicles whilst those on Scalford Road are likely to increase from 13 vehicles to 15 vehicles. The average delay per vehicle is likely to increase from 120 seconds on the Norman Way (westbound) approach to 146 seconds and from 162 seconds to 182 seconds on the Scalford Road approach.

While the development traffic would push the Scalford Road junction over capacity, the development generates a minimal increase in traffic at the two junctions. As a result, while the Highway Authority considers a contribution from this development towards SCOOT (Split Cycle and Offset Optimisation Technique) validation is required so that the junctions can be optimised, a contribution towards more significant improvements at the junctions is unlikely to be justified given the modest impact. This is due to the fact that any improvements at this junction are likely to be substantial and would not 'cost effectively limit the significant impacts of the development'; this would not be in line with Para 32 of NPPF.

The County Highway Authority has also reviewed the Traffic Regulation Orders (TRO) in the vicinity of the Scalford Road junction to help with traffic management in general along this stretch of road. A review of TROs from Norman Way to Elgin Drive was recently completed and a further review would be required between Elgin Drive and St John's Drive. As the development will be increasing traffic flows along this stretch of road, which has been identified in the Cumulative Impact Study as being over operational capacity and likely to be materially impacted by any increase in traffic, the County Highway Authority advises that a contribution towards the TRO review should be sought to maintain network

network worsen, the route through Melton may become a more attractive alternative route.

- Non-through traffic was shown to represent some 80% of total traffic within Melton both in 2011 and in 2031. The proportion of trips which are entirely within Melton was around 36% of all non-through traffic in 2011, falling to 19% in 2031. Conversely, traffic with Melton as either an origin or destination is expected to increase between 2011 and 2031.
- Modelling outputs show that trips entirely within Melton are concentrated within the town centre and particularly on the northwest-southeast axis. In contrast, non-through traffic with origins or destinations outside Melton is concentrated on the A607 and A6006 corridors to the northeast, west and southwest of the town and especially on the A607 corridor towards Leicester.
- Non-through traffic HGV volumes are also forecast to increase between 2011 and 2031, with a significantly greater proportion to/from locations north of the town rather than the south.

#### Impact of this development

**In summary, it appears that this development would have a minimal impact upon traffic at two junctions and that the harm is insufficient to justify refusing planning permission on the basis that it would not be 'severe' ('severe' being the benchmark required by the NPPF).**

Due to the scale of the development the methodology which was agreed to assess the cumulative impact of the development was Select Link Analysis. This is a detailed analysis of the key junctions and network likely to be most affected by the proposal. This is considered to be reasonable in this case as a full testing of LLITM would not have produced any meaningful data.

The analysis of the data produced by the Applicants indicates that the main impact of the development would be at the junctions between Norman Way/Nottingham Road and Norman Way/Scalford Road.

There would be no impact upon capacity or queue length at the Nottingham Road junction at either the morning or evening peak times.

However, it is noted that the development would result in the right turning lanes at Norman Way/Scalford Road junction exceeding capacity at the evening peak by 4 vehicles and 2 vehicles respectively. Waiting times would also increase by approximately 20 seconds at both

performance.

**Internal Layout**

The highway layout as shown in Drawing No. MJ/MELTON-02, Revision A has been reviewed and is suitable for adoption by the CHA, subject to the existing farm access being closed off.

**Transport Sustainability**

As stated in the background section above, the site is generally in a suitable location. The nearest bus stops are within a 400m walking distance although the stop is only served by an infrequent service. Within 700m, there is a bus stop which is served by a half hourly service.

The applicant has agreed to provide a package of bus travel improvements and incentives as part of the Travel Plan; these are detailed in the s106 contributions section below.

In order to support and promote sustainable travel into the town centre, the CHA also advises on the provision of a link towards Melton County Park which will link into NCN64 providing an off-road cycle link into the town centre. Whilst the Melton Mowbray cycle map shows Scalford Road as being traffic calmed and part of it as a recommended route, the section directly outside Brockington Road is shown as having a steep gradient. Therefore, an off-road route would provide an attractive alternative facility for access into the town. Furthermore, the CHA understands that primary school pupils may be allocated spaces at Brownlow Primary School and an off-road alternative would improve the safety of sustainable travel to the school.

**Other Observations that affect the highway network which in the view of the Local Highway Authority cannot be considered “severe” in accordance with Paragraph 32 of the NPPF, but which may impact on the amenity of the local community. The Local Planning Authority is advised to consider if these are material and the relative weight which that they can give in planning terms to these amenity issues in their decision making processes:**

The TA has considered the impact of development traffic at both the Scalford Road and Nottingham Road junctions. The capacity assessments show that whilst there would be increases in queues and delays, these cannot be considered as severe in highway terms in the context of NPPF. However, an increase in delays of 20 seconds per vehicle could inconvenience

junctions (see details opposite).

**Importantly, these conclusions have been reached taking account of some 550 houses that were proposed at Sysonby Farm and Scalford Rd (Richborough). These applications were however refused and are not the subject of an appeal. It is considered that, in addition to the statistics described above, the absence of these developments create capacity that this proposal can benefit from.**

**Mitigation**

Due to the limited impact of the development the Highway Authority recommend two measures to mitigate the harm. These are :

- a contribution to a post development validation of the SCOOT system to ensure that the signals are being used to maximise capacity of the junction and
- a contribution to a current review of Traffic Regulation Orders in the vicinity of the Scalford Road junction to help improve traffic management in this area.

It is noted that the Melton Mowbray Transport and New Development Position Statement identifies that a final package of mitigation needed for the town to support the level of growth needed will be formally agreed through the development of the Melton Local Plan and the associated Melton Infrastructure Delivery Plan. Work is currently being undertaken in order for options to be considered which will enable a CIL-compliant delivery mechanism to be developed such that mitigation can be brought forward in the context of the wider growth strategy.

It is likely that there will be impact of the development upon congestion on the local highway network, particularly in the town centre and the capacity of the Norman Way /Scalford Road junction. However, it is considered that due to **the limited impact of this development and the mitigation which has been agreed there are insufficient grounds to refuse planning permission, against the measure of ‘severe impact’ required by the NPPF.**

It would be very difficult to argue that this scale of development in this location either significantly harms the operation of the network or prejudices the overall strategy to secure strategic mitigation measures.

<p>residents and the Local Planning Authority may wish to consider if this is a material concern.</p> <p>Results from LLITM and SLA have suggested a minority of drivers in the area already rat-run along The Crescent as well as Welby Lane and Sysonby Street to avoid the Scalford Road/ Nottingham Road junctions. These roads are predominantly residential in nature with playgrounds, shops and on-street parking featuring along the routes.</p> <p>The trip distribution provided by WYG (Figure 5, Revision A, dated 03/07/15) indicates upon completion in 2019 the development may generate an additional 12 vehicle trips along The Crescent during the AM peak, with 15 trips during the PM peak. The number of vehicles using Welby Lane and Sysonby Street will drop as trip origins/ destinations disperse, however, in reality a minority of the additional traffic may be using the routes as a rat run.</p> <p>Due to the low volume of additional traffic likely to use the routes and given the majority will have a legitimate reason, the Highway Authority could not justify requesting a contribution from the development to deter rat running, for example installation of traffic calming. However, the Local Planning Authority may wish to consider if resident amenities would be a material consideration in determining this application.</p> <p>Whilst the TA has considered a number of refused applications as ‘committed’ traffic, all of these sites are to the north of the town centre. The TA has not considered any traffic impacts which may arise from the current live applications to the south of the town, namely the development proposals off Leicester Road (MBC ref 15/00082/OUTM) and Burton Road (MBC ref 15/00127/OUTM). The transport impacts of these two applications are not finalised and the Local Planning Authority may wish to consider if determining this current application without finalising the impacts of currently submitted applications to the south of the town could be premature.</p> <p>As this is a full application, the Highway Authority has also reviewed the adoptability of the internal layout. Whilst the proposals as they stand would be suitable solely for providing access to the 77 dwellings being proposed, the widths of all the access ways to the north of the site may not be suitable for further extension in the future. Any further development accessed solely off Brockington Road is likely to require an improvement at the junction. Alternatively, even if a second point of access were to be provided</p>	<p><u>Other Matters</u></p> <p>The Highway Authority also comments upon the possible impact of other outstanding planning applications and the capacity of the proposed road network within the Persimmon development to accommodate any possible future expansion of their site.</p> <p>The outstanding applications relate to schemes on Leicester Road (Gladmans - to be determined by Inspectorate) and Burton Road (Davidsons) . It is not considered premature to determine this application while those applications remain outstanding. This is because they are both larger sites, situated to the south of the town. However, the effect of this development, and any others for which permission is granted, will need to be taken into account in their determination.</p> <p>The Highway Authority’s comments are noted, but the current details of the estate layout are considered to be acceptable and the application should be assessed on that basis.</p> <p><b>In conclusion, it is considered that there is insufficient reason to refuse planning permission on the basis of a minimal increase in traffic at two junctions.</b></p> <p>This is not considered to reach the required NPPF benchmark of ‘severe impact’ and recent developments (the refusal of two major applications that affect the same area) make it impossible to demonstrate a severe impact would result.</p>
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<p>further north along Scaford Road, the access ways may prevent future development from being integrated into the existing and proposed Phase 1 and Phase 2 developments. Given the nature of the Scaford Road to the north of the site, it is uncertain as to whether or not another suitable point of access could be identified. The Local Planning Authority may wish to consider if the internal layout could prejudice any visions for future development to the north in light of the Local Plan process.</p> <p><b><u>Conditions</u></b></p> <p>Closure of existing access; condition survey of Brockington Road; tree root ball deflection; construction management plan; layout as approved plans; pedestrian visibility splays; gradients, drainage; hard surface first 5m of drives; provision of car parking/garages and footway/cycleway link to Melton Country Park.</p>													
<p><b>Police</b></p> <p>A primary issue for Leicestershire Police is to ensure that the development makes adequate provision for the future Policing needs that it will generate. Leicestershire Police have adopted a policy to seek developer contributions to ensure that existing levels of service can be maintained as this growth takes place. They have taken account of the CIL tests and recent caselaw.</p> <p><b>Summary of contribution requested</b></p> <p>The police contribution request considers the amount and type of development proposed and compares this with existing Policing demand and crime information for the beat and neighbourhood policing area in which it will be situated. The existing deployment of Police assets to police the locality are identified to forecast the impact of this individual development. The funding and capacity position of the Force is defined. NPPF and local Policy supporting a Policing contribution are identified. Commitments are made to manage the contribution. Finally the contribution is itemised as below with individual methodologies applied to identify a series of infrastructure projects necessitated by this development. CIL tests of compliance are applied to these.</p> <table border="0" data-bbox="225 1787 794 2056"> <tr> <td>Start up equipment</td> <td>£2,939</td> </tr> <tr> <td>Vehicles</td> <td>£1,829</td> </tr> <tr> <td>Additional radio call capacity</td> <td>£142</td> </tr> <tr> <td>PND additions</td> <td>£92</td> </tr> <tr> <td>Additional call handling</td> <td>£327</td> </tr> <tr> <td>ANPR</td> <td>£2,055</td> </tr> </table>	Start up equipment	£2,939	Vehicles	£1,829	Additional radio call capacity	£142	PND additions	£92	Additional call handling	£327	ANPR	£2,055	<p>It is noted that the addition of 77 dwellings would have some impact on policing within the Borough.</p> <p><b>At present it is considered that these contributions relate appropriately to the development in terms of their nature and scale, and as such are appropriate matters for an agreement.</b></p>
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<p>adjacent to plot boundaries) and we would request that they are managed for their biodiversity value and gapped up with suitable locally native species as appropriate.</p> <p>The bat survey did not find any evidence of a bat roost on site, although we note that the existing farmhouse was not surveyed. We would recommend that this building is surveyed for the potential presence of bats, prior to the determination of the application. Should a bat roost be discovered, mitigation will be required as appropriate.</p> <p>We are in agreement with the recommendations in section 4 of the ecology report and should planning permission be granted we would request that these are forwarded to the applicant.</p>	<p>incorporate biodiversity in and around developments should be encouraged. This is considered to be a material consideration when determining the application.</p> <p>The applicants have agreed to carry out a bat survey before development commences and implement any necessary mitigation. This is considered to be a reasonable approach.</p> <p>In summary, section 4 of the applicant's ecology report recommends the use of sustainable drainage; planting native species in landscaping and the creation/enhancement of habitats by planting native species hedgerows. These measures are either already incorporated into the layout or can be secured when the detailed landscaping scheme is submitted for approval.</p>
<p><b>Environment Agency- no objection</b></p> <p>The proposed development will be acceptable if a planning condition is included;</p> <p><b>Recommended condition:</b></p> <p>No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1:100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:</p> <ul style="list-style-type: none"> <li>- details of how the scheme shall be maintained and managed after completion</li> <li>- two treatment trains to help improve water quality</li> </ul> <p>Reason To prevent the increased risk of flooding, both on and off site Satisfactory storage and disposal of surface water from the site.</p> <p><b>Informative</b></p> <p>As part of the Agency's objective to further the sustainable use of our water resources they are</p>	<p>Noted.</p> <p><b>The Environment Agency has reviewed the flood risk assessment and is satisfied with its content and conclusions, prior to arriving at this recommendation.</b></p> <p>A condition can be imposed in respect of the Environment Agency's request.</p> <p>Noted, this can form an informative on the</p>

<p>promoting the adoption of water conservation measures in new developments. Such measures can make a major contribution to conserving existing water supplies.</p> <p>The Agency recommends the installation of fittings that will minimise water usage such as low, or dual, flush WC's, spray taps and economical shower-heads in the bathroom. Power showers are not recommended as they can consume more water than an average bath. Water efficient versions of appliances such as washing machines and dishwashers are also recommended.</p> <p>For outdoors consider installing a water butt, or even a rainwater harvesting system, to provide a natural supply of water for gardens. Simple treatment systems exist that allow rainwater to be used to supply WC's within the home.</p> <p>Following the above recommendations will significantly reduce water consumption and associated costs when compared to traditional installations. Rainwater harvesting utilises a free supply of fresh water and reduces the cost to the environment and the householder.</p>	<p>permission if the application is considered acceptable.</p>
<p><b>Severn Trent Water Authority</b> – No objections subject to conditions requiring full details of drainage plans for the disposal of foul sewage and surface water.</p>	<p>Noted – conditions can be applied to this effect. It is noted that Severn Trent <b>do not object</b>, or raise concerns, about the capacity of the drainage system.</p>
<p><b>MBC Housing Policy Officer–</b></p> <p><b>Housing Mix:</b></p> <p>The application proposes mainly house type accommodation, with only two bungalows provided and whilst both bungalows are proposed as affordable housing and this is positive, the lack of market bungalows is a cause for concern with regard to the Borough's population profile which highlights the need for more smaller, downsizing suitable accommodation. Paragraph 50 of the National Planning Policy Framework states that we should plan for a supply of housing that meets the needs of our population, both now and moving into the future and arguably this application, in focuses on larger houses, is failing to do that.</p> <p><b>Affordable Housing:</b></p> <p>This application offers a 40% affordable housing contribution, amounting to 36 affordable units. The affordable units are well integrated across the site, with the applicant taking care to ensure they are evenly distributed.</p> <p>It is sought that market bungalows are introduced to the site, in place of some of the 4 bedroom market houses, in order to comply ideally with para. 50 of the NPPF.</p>	<p>The proposed 'market' housing mix would be as follows;</p> <p>16 x 4 bedroom dwellings  26 x 3 bedroom dwellings  4 x 2 bedroom dwellings</p> <p>With regards to Affordable Housing mix</p> <p>16 x 3 bedroom houses  15 x 2 bedroom dwellings.</p> <p>Saved policy H7 of the Melton Local Plan requires affordable provision 'on the basis of need' and this is currently 40%. This proportion has been calculated under the same processes and procedures which have previously set the threshold and contribution requirements for affordable housing within the Melton Borough.</p> <p>The Applicant having been made aware of the concerns of the Housing Officer has now</p>

	<p>confirmed that;</p> <p>In total the affordable housing represents 40%, being 31 in number.</p> <p><b>It is considered that the affordable housing is considered to meet current policy (40%) and are designed to meet identified needs.</b></p> <p>The lack of bungalows is noted, however, this is required to be considered as part of the overall house type balance, including the affordable housing provision and the overall good mix of units provided. The NPPF requires LPAs to provide for a mix of housing based on current and future demographic trends, market trends and the need of the community. Overall it is considered that the scheme provides for a good mix of house types and reasonable level of smaller dwellings, When weighed against the affordable housing levels it is considered that the proposal is acceptable and should be considered as a benefit of the proposed development.</p>
<p><b>LCC Developer Contributions-</b></p> <p><b>Waste</b> - The County Council considered the proposed development is of a scale and size which would have an impact on the delivery of Civic Amenity waste facilities within the local area. The County Council has reviewed the proposed development and consider there would be an impact on the delivery of Civic Amenity waste facilities within the local area because of a development of this scale, type and size. As such a developer contribution is required of <b>£6,365</b> (to the nearest pound). The contribution is required in light of the proposed development and was determined by assessing which civic amenity site the residents of the new development are likely to use and the likely demand and pressure a development of this scale and size will have on the existing local civic amenity facilities. The increased need would not exist but for the proposed development.</p> <p><b>Libraries</b> – The County Council consider the proposed development is of a scale and size which would have an impact on the delivery of library facilities within the local area. The proposed development on Scalford Rd Melton Mowbray is within 1.8km of Melton Library, Wilton Road being the nearest local library facility which would serve the development site. The library facilities contribution would be <b>£2,320</b> (rounded to the nearest £10). It will impact on local library services in respect of additional pressures on the availability of local library facilities. The contribution is sought to purchase additional library materials, e.g. books, audio</p>	<p>Noted – If the development is considered acceptable a Section 106 Agreement to secure developer contributions would be needed.</p> <p><b>It is considered that these contributions relate appropriately to the development in terms of their nature and scale, and as such are appropriate matters for an agreement.</b></p> <p>The applicant has agreed to these payments.</p> <p>S106 payments are governed by Regulation 123 of the CIL Regulations and require them to be necessary to allow the development to proceed, related to the development, to be for planning purposes, and reasonable in all other respects.</p> <p><b>It is considered that the payments satisfy these criteria and are appropriate for inclusion in a S106 agreement.</b></p>

books, newspapers and periodicals etc for loan and reference use to mitigate the impacts of the proposed development.

**Education- Primary Schools**

This site falls within the catchment area of Brownlow Primary School. The School has a net capacity of 593 and 629 pupils are projected on roll should this development proceed; a deficit of 36 pupil places (of which 17 are existing and 19 are created by this development).

There are 2 other primary schools within a two mile walking distance of the development.

- St Mary's C of E Primary School Surplus 5 (no S106 funded places to discount)

-The Grove Primary School Surplus 30 (no S106 funded places to discount)

There are currently no pupil places in this sector being funded from S106 agreements for other developments in the area to be discounted.

The overall deficit including all schools within a two mile walking distance of the development is 1 pupil place. The 19 pupil places generated by this development can therefore be partly accommodated at nearby schools but a claim for an education contribution of 1 pupil places in the primary sector is justified.

In order to provide the additional primary school places anticipated by the proposed development the County Council would request a contribution for the Primary School sector of £5,807.52. Based on the table above, this is calculated the number of deficit places created by the development (0.48) multiplied by the DFE cost multiplier in the table above (12,099.01) which equals a contribution of **£5,807.52.**

This contribution would be used to accommodate the capacity issues created by the proposed development by improving, remodelling or enhancing existing facilities at Brownlow Primary School.

The contribution would be spent within five years of receipt of final payment.

**Secondary Schools and Post 16 sector** – No contribution required

With the rapidly changing environment of Education provision in Leicestershire it is becoming

<p>increasingly difficult to state which school or schools will serve a development once it is complete. We therefore request some flexibility in the use of the S106 funding generated by this development to enable the S106 contribution to be used for the provision, improvement, remodelling or enhancement of education facilities at schools in the locality of the development which the residents of the development would usually be expected to attend.</p> <p><b>LCC Highways</b> -To comply with Government guidance in NPPF the following contributions would be required in the interests of encouraging sustainable travel to and from the site, achieving modal shift targets, and reducing car use:</p> <p>a)Travel Packs; to inform new residents from first occupation what sustainable travel choices are in the surrounding area (can be supplied by LCC at £52.85 per pack).</p> <p>b)6 month bus passes, two per dwelling (2 application forms to be included in Travel Packs and funded by the developer); to encourage new residents to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car (can be supplied through LCC at (average) £350.00 per pass – NOTE it is <u>very</u> unlikely that a development will get 100% take-up of passes, 25% is considered to be a high take-up rate).</p> <p>c) Information display cases at 2 nearest bus stops; to inform new residents of the nearest bus services in the area. At £120.00 per display.</p> <p>d) Bus shelters at 2 nearest bus stops; to provide high quality and attractive public transport facilities to encourage modal shift. At £4,908.00 per shelter.</p> <p>1. Following completion of the development, the Scalford Road and Nottingham Road junctions will require SCOOT validation to optimise the performance at a cost of £1,500.</p> <p>2.A contribution to reviewing the Traffic Regulation Orders along Scalford Road, between Elgin Drive and St John’s Drive at a cost of £3,000.</p> <p><b>Ecology, Landscape:</b> no requirements</p>	
<p><b>MBC Developer Contributions –</b></p> <p><b>Leisure</b> – contribution to new leisure facilities. <b>£7,700</b> contribution to dry side facilities due for completion 2015/16. Costing based on proportion costing of £1million project.</p> <p>Contribution to new sports pavilion in Country Park, <b>£3,850</b> based on proportion of £250,000</p>	<p><b>It is considered that these contributions relate appropriately to the development in terms of their nature and scale, and as such are appropriate matters for an agreement.</b></p> <p>The applicant has agreed to these payments.</p>

<p>project.</p> <p><b>Grounds Maintenance</b> – final details to be agreed.</p>	<p>S106 payments are governed by Regulation 123 of the CIL Regulations and require them to be necessary to allow the development to proceed, related to the development, to be for planning purposes, and reasonable in all other respects.</p> <p><b>It is considered that the payments satisfy these criteria and are appropriate for inclusion in a s106 agreement.</b></p> <p>Noted, the applicant is still considering the costings involved in the contribution for the maintenance of the open space. If no agreement can be reached this should not delay the application as a condition can be imposed in relation to the maintenance of the open space in the site and maintenance agreement (or other means of maintenance) can be approved at a later date.</p>
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**Representations:**

Site notices were posted and neighbouring properties consulted. As a result **27 letters of objection have been received**, the representations are detailed below.

These representations include **objections submitted on behalf of the Melton North Action Group (MNAG) and Melton and District Civic Society**. An **objection from Scalford Parish Council** is also reported in this section.

<b>Representations</b>	<b>Assessment of Head of Regulatory Services</b>
<p>The proposal conflicts with the findings of the Planning Inspector at the examination of the MBC Core Strategy.</p>	<p>The core strategy was submitted for Examination in Public in September 2012. The hearing took place in Feb/Mar 2013. The Inspector, in his letter to the Council considered that there were matters of fundamental concern with the Core Strategy. This led to the Council’s withdrawal of the Core Strategy. It is considered that the Inspector’s letter is a material consideration in the determination of the application.</p> <p><b>It is advised that the extent to which the Inspector’s conclusions determine that this application should be refused will be dependent upon the Committee’s judgment as to whether the application gives rise to the same issues that lead to his recommendation on sustainability.</b></p> <p>This proposal is precisely defined and represents less than 10% of the scale envisaged by the Urban Extension proposed by the Core Strategy. This clarity allows a precise assessment of the concerns raised by the Inspector in relation to impacts upon landscape, agriculture and biodiversity to be made (the Inspector could only make a generalised, broader, basis in relation to the Core Strategy because it was concerned with a general “direction of housing growth” covering a significantly larger possible area). The Core Strategy was assessed as a comparative exercise, in the context of other possible options; a planning application must be considered under the</p>



<p>The Inspector’s report summarised some major concerns including sustainable transport, accessibility, sustainability and cumulative and synergistic effect of housing and employment growth and landscape.</p> <p>The Inspector could not support the direction of growth to the north of Melton based on sustainability and accessibility.</p>	<p>‘presumption in favour of sustainable development’ based on its own merits, rather than by comparison to those of other sites.</p> <p>Whilst the Core Strategy did not allocate a specific site for the SUE it is highly likely that that this application site would have formed part of the SUE. The Inspector did raise concerns over the impact the SUE would have upon landscape, agricultural land and biodiversity: however, the Inspector was considering a significantly larger area than that proposed by the current application.</p> <p>A key component of the Core Strategy involved the identification of a broad direction of housing growth to the north of Melton Mowbray which was to comprise a sustainable urban extension (SUE) of around 1,000 new homes and compared this to other potential options. Whilst the Core Strategy did not identify any specific site boundaries or allocate land beyond indicating the broad direction of growth it is highly likely that the application site would have been incorporated into the SUE. However, it should also be noted that in the context of the Core Strategy the Inspector was examining a broad proposal for 1,000 homes, with no specific plans to allow detailed assessment of impact on the ground. In regard to transport he made no detailed assessment of specific impacts but examined the proposal at a strategic level and made comparison with alternatives for a bypass.</p>
<p><b>Planning Policy issues: the requirements of the NPPF</b></p> <p>Saved Local Plan Policy OS2 does not allow for development outside the town and village envelopes .</p>	<p><b>Adopted Melton Local plan:</b></p> <p>Policy OS2 has been tested by a series of recent appeal decisions which have concluded that it is a restrictive housing supply policy because it prevents the development of housing outside town/village envelopes. Paragraph 49 of the NPPF states that :</p> <p><i>Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites</i></p> <p>The Borough currently has a housing land supply substantially less than 5 years. In the context of this proposal, this policy is regarded as restricting the supply of housing. Therefore and based upon the advice contained in the NPPF, <b>Policy OS2 should be considered out of date when considering the supply of new housing.</b></p>

	<p>The development is for market housing with a requirement to provide 40% of affordable housing, in accordance with <b>Policy H7</b>. It is not being considered as an exception site under <b>Policy H8</b> which allows for small size developments containing affordable housing only.</p> <p><b>It is therefore considered that the proposal conflicts with the development plan. Permission should only be refused if there is demonstrable harm to other material considerations considered to be of such significance to outweigh this position.</b></p> <p><b>The NPPF is considered to be a material consideration of significant weight that needs to be considered alongside the Development Plan.</b></p> <p>The National Planning Policy Framework (NPPF) provides guidance at a national level. In relation to existing development plans. The NPPF states that due weight should be given to relevant policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given). The saved policies of the adopted Melton Local Plan should be applied in this context.</p> <p>The NPPF is founded upon a presumption in favour of sustainable development which in relation to decision making means approving proposals that accord with the development plan without delay; and, where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or, specific policies in the Framework indicate development should be restricted.</p> <p>As summarised above the NPPF seeks to boost housing supply and requires provision of a 5 year supply of housing land plus 5% 'headroom'. Melton's most recent analysis concluded that this is not being met and the available supply is significantly below 5 years. There have been no recent challenges to this position. The NPPF further advises that housing policies should not be considered up to date if a 5 year supply cannot be demonstrated. This is in addition to its more general approach (at para. 14) that where a local plan is out of date permission should be granted unless the impacts would "<b>significantly and demonstrably</b>" outweigh the benefits, judged by</p>
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<p>Brownfield sites ,such as the airfield ,should be developed in preference to greenfield sites .</p>	<p>the content of NPPF.</p> <p><b>The site is considered to be greenfield and not brownfield.</b> The NPPF encourages the re-use of brownfield land but there is no prohibition on the use of Greenfield land. In Melton’s circumstances, there is insufficient brownfield land to meet supply and Greenfield locations are required to satisfy demand.</p>
<p><b>Inspection of the MBC Core Strategy:</b> Development to the north of Melton Mowbray was found unsound and unsustainable by the Planning Inspector.</p> <p>Highways –impact upon highway safety</p> <p>Adverse impact upon the quality of the landscape to the north of the town, which is the highest quality and most sensitive surrounding the town .</p>	<p>The Melton Core Strategy was submitted for Examination in Public in September 2012, with the hearing sessions taking place in February/March 2013. The Planning Inspector, in his letter to the Borough Council on the 11<sup>th</sup> April 2013, considered that there were matters of fundamental concern with the Melton Core Strategy which could not be overcome through changes. In his assessment of the direction of growth to the north (SUE) the Inspector identified several reasons why he could not support this strategy. Of particular relevance to this application he raised concerns that there would be an unacceptable impact on the landscape, agricultural land and biodiversity. <b>The Inspectors letter is considered to be a material consideration in the determination of this application.</b></p> <p>In regard to transport the Inspector made no detailed assessment of specific impacts but examined the proposal at a strategic level and made comparison with alternatives for the bypass. An assessment on the impacts of the proposal on the highway network is contained in detail above.</p> <p>The judgement was based on the content of the 2006 landscape report which examined the landscape character of the Borough and which assessed in more detail the sensitivity of zones around the edge of Melton Mowbray. The application site is located within ‘Zone B’, which along with Zones A and C, is described as the most sensitive landscape surrounding the town. <b>The study states that development, particularly in the higher northern part, would significantly increase the visibility of the town from the surrounding area;</b> and, that at present built development is confined to the lower slopes leaving open countryside to the north. Zone B is considered to be of High/Medium landscape character sensitivity.</p> <p>The 2011 update noted that only two Zones, A and D, had been noticeably affected by new development since the 2006 report. However, the change in Zone A relates to John Ferneley College which is directly opposite the application site. The update notes that:-</p>

<p>Adverse impact upon biodiversity, wildlife and ecology</p>	<p><i>“The main building is significantly larger than the previous building and is more prominent, being contemporary in design, rendered white and with an adjacent wind turbine. All of the new building is visible in views to the south east from the northern part of the zone. The buildings are set against a backdrop of Melton, in particular the large factory buildings and their prominent roofs in Zone D, the housing estates south of Zones A and B and the housing estates in the far distance across the valley in Zone E, which has the effect of setting the school buildings within the urban context. However, few people will actually see the buildings from the north as there are few receptors and accessible viewpoints. Other views, such as from the south and from the Scalford Road, are limited due to rising foreground, which partially screens the buildings reducing their apparent height.</i></p> <p><i>As the new school buildings are located within the existing school grounds there has been no impact on the underlying landscape structure and the character of the agricultural fields, hedges and woods remains unaffected. Therefore the sensitivity of the landscape character of Zone A has not been diminished and remains High.”</i></p> <p>The site would be in close proximity to the existing built form and would be viewed against an urban backdrop, as John Ferneley College is at present. It does not extend the built form of the town any further north than the current northern boundary of the town as now defined by John Ferneley Collge. The site occupies a small element of ‘zone B’ and does not occupy the higher northern parts referred to in the study. It is considered that the reasoning, outlined in the landscape report, that the impact the school has on the landscape could similarly be applied to the application site specifically. An further, site specific, assessment on the impact to the character and appearance of the open countryside is contained below.</p> <p><b>Melton Borough Biodiversity &amp; Geodiversity Study</b> (2008) and Revised Study (2011) identifies the main biodiversity and geodiversity resources present in the Borough, with particular emphasis on the outskirts of Melton Mowbray. As regards the application site, which falls within Zone B, the area contained <b>no protected or notable species</b> and in relation to habitat is identified as an “area of uncertainty” due to limited/no access.</p> <p>The 2011 revised study updated the details from the 2008 study and again identified no protected</p>
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<p>The development is unsustainable.</p> <p>Scheme does not support the need for a development to be planned to maximise the cumulative and synergistic effects of housing and employment growth. Note that the Core Strategy evidence base shows that housing growth to the north of the town is not the preferred option.</p> <p>The proposal is contrary to advice in the NPPF .</p> <p>The application is contrary to the Inspector’s findings and MBC should not grant planning permission for this development.</p>	<p>or notable species as present on the application site though a potential ecological constraint in the form of a small, broad leaved woodland is identified to the East. In terms of habitat the site was again identified as an “area of uncertainty” due to limited/no access. An assessment on the impacts of the proposal on ecology is contained in the report on page 7 above which concludes that <b>no unacceptable impact would result.</b></p> <p>The application is supported by an ecology study (see above) . Independent assessment indicates that subject to conditions and limited mitigation the development <b>would not have a significant impact upon ecology and wildlife.</b></p> <p>The site is located on the edge of Melton Mowbray, the largest settlement and main social and economic focus for the Borough. The centre of the town is 1.8km away and it is within close proximity to John Fernelley College. This offers better opportunities for more sustainable means of transport than more rural locations and journeys to services and facilities are considerably reduced in comparison. In these terms the location is considered to be sustainable.</p> <p>The Core Strategy was considering strategic development of a more significant scale over a much wider area than this site. The addition of 77 dwellings in this relatively sustainable location would have no significant adverse impact upon the strategic proposals for growth which will be produced through the emerging new local plan.</p> <p>A policy assessment is contained within this report.</p> <p>The Inspector’s letter is a material planning consideration but need to be considered along with Local Policy, the NPPF and other material considerations.</p>
<p><b>Infrastructure</b></p> <p>Development represents piecemeal development where there is no change to infrastructure. Will result in an adverse impact in particular on schools, drainage and the limited existing facilities in the town</p> <p>Drainage in the area is inadequate; there have been problems with the drainage of the current Persimmon development.</p>	<p>The impact of the development upon existing infrastructure and facilities in both the vicinity of the site and the wider town has been assessed and, where relevant other organisations consulted. Appropriate and proportionate mitigation is proposed.</p> <p>Melton Mowbray is the most sustainable settlement in the Borough, with a wide range of services, better able to accommodate housing growth than most other locations.</p> <p>Severn Trent has not objected to the application, provided conditions are imposed to control the drainage arrangements.</p>

	<p>A Flood Assessment has been carried out and independently reviewed by the Environment Agency with no objections raised subject to conditions. The details of these are addressed above.</p> <p>Under the Surface Water Management Act 2010, the requirement for the use of Sustainable Drainage (SUD) systems is required on a development of this scale. The retention of surface water which controls run off rates preventing flooding of the site. The aim of SUDS is to restrict development runoff at peak flow rates to predevelopment rates, in this case – greenfield run off rates will apply, to ensure they do not add to flooding issues.</p> <p><b>The application has been supported with appropriate reports which have been independently reviewed and they raise no objection subject to conditions (see above).</b></p>
<p><b>Highways and Road Safety</b></p> <p>Question what has changed since planning permission was recently refused for the two housing schemes between Nottingham Road and Scalford Road.</p> <p>The local and wider road network is already congested and the recent study indicates that there should be no more development .</p> <p>There needs to be a by-pass in advance of any more housing development.</p> <p>Traffic on Scalford Road is already very heavy, especially at peak times; question how it can sustain a large volume of extra cars.</p> <p>Concern about highway safety in general and particular concerns about the safety of students of the nearby college.</p> <p>Unsustainable location , dependent upon the use of the car.</p>	<p>The Highway Authority raises no objections subject to conditions, see assessment above.</p> <p>On the basis of the data submitted in support of the application and the scale of this site it is apparent that it has either absorbed the final capacity in the system, and/or that with mitigation there would be no reasonable grounds to refuse permission. This mitigation includes a TRO and junction capacity validation.</p> <p>Due to their much larger scale and location the two recent schemes west of this site ( the LCC and Richborough applications on Nottingham Road/Scalford Road) would have demonstrably added to congestion, without any reasonable means of providing any mitigation.</p> <p>The proposed development would be served by a the existing single point of access from Scalford Road. The development would have an internal spine road and subsidiary cul-de-sacs and drives. The existing T junction onto Scalford Road is located approximately 30m to the south of the existing access to John Ferneley College. Scalford Road is a single carriageway road with a 30mph speed limit from the town centre to north of John Ferneley College. There is also traffic calming in place in the vicinity of the site.</p> <p><b>The Highways Authority has no objection to the proposed development and it is not considered that the proposal would have an impact on highway safety.</b></p>

	<p>The Transport Assessment sets out sustainable transport options and considered the pedestrian, cycling and public transport infrastructure. The site is considered to be in a sustainable location close to key facilities and amenities in Melton Mowbray. New pedestrian and cycle links are proposed that would improve the connectivity of the site to the existing network and is within easy walking distance of existing bus stops.</p> <p>The site is located on the edge of Melton Mowbray, the largest settlement and main social and economic focus for the Borough. The centre of the town is only 1.8km away and it is within close proximity to John Ferneley College. This offers better opportunities for more sustainable means of transport than more rural locations and journeys to services and facilities are considerably reduced in comparison. In these terms the location is considered to be sustainable.</p>
<p><b>Character of the Area</b></p> <p>Negative impact on the countryside and the setting of the town.</p>	<p>The application site is located in the open countryside as defined in the Local Plan.</p> <p>It is considered that the erection of 77 dwellings could result in a development with an ‘urbanising’ effect on land that is currently undeveloped and in the designated open countryside. Due to the scale of development proposed it is inevitable that the character of the area would be altered from its existing form. <b>It is considered this impact should be considered in the balance of ‘harm’ against benefits</b> described in the Planning Policy section above.</p> <p>The submitted layout demonstrates that the density of the proposal is in a similar range to that of the surrounding area and as an ‘edge of settlement’ location would not be out of keeping with the surrounding form of development.</p> <p>The site lies on the edge of the urban area of Melton. When approaching the town from the north the site would be viewed against an urban backdrop with the existing residential development to the south and south east and John Fernley College to the north west. When approaching the town along the Scalford Road it is considered that the proposal will be afforded a similar view to the existing and due to John Fernley College and development to the west would appear to protrude approximately in line with the existing built form.</p> <p>When approaching the development from the south, leaving the town on the Scalford Road, again it is considered that the proposal will be read in the context of the existing residential</p>

	<p>development and the school.</p> <p>The application has been accompanied by a Landscape and Visual Appraisal. The LVIA concludes that the proposal responds well to the townscape and landscape character of the locality, recognising and responding to opportunities to extend local green infrastructure at the urban edge and enhance character. The LVIA confirms the limited landscape features that exist within and abutting the site and these are largely to be retained. The LVIA only identifies moderate adverse impacts on the landscape value to existing residents and drivers along the southern boundary.</p> <p>The proposed location, on the edge of the built settlement, and enclosed by development to the west and partially enclosed to the east by existing properties is considered to have <b>limited harm</b> to the open countryside. The application has been well designed with public open spaces and amenity spaces which enhance the proposal.</p> <p><b>The proposal would lead to development of agricultural land in the designated open countryside and would be contrary to Policy OS2. As stated above, however, the harm is limited by the surrounding built form, well designed layout and landscaping. Therefore the limited harm in respect of the open countryside is required to be balanced against the benefits of the scheme.</b></p>
<p><b>Other matters</b></p> <p>There should be no further development until the new local plan is finished and a by-pass is provided</p> <p>There is strong opinion and opposition to the development.</p>	<p>Melton Council has a duty in law to determine all applications submitted and cannot put it aside or reject it until a Local Plan is in place. The highways matters are considered in detail above.</p> <p>Noted, there is a high level of objections and opposition to the proposal.</p>
<p><b>Scalford Parish Council - objects</b></p> <p>While the site is in Melton Mowbray, Scalford Parish Council have objected on the grounds that no new housing development should be built on this side of Melton Mowbray until a by-pass is built. They note that traffic flows on Scalford Road have increased significantly over recent years as witnessed by local residents in their parish.</p>	<p>Noted, see highways and transportation comments above.</p>

**Other Material Considerations, not raised through representations:**

Consideration	Assessment of Head of Regulatory Services
Layout	The layout of the scheme has continued the



	<p>design of the existing development which has been designed around the principle of perimeter block streets with strong building lines. The layout incorporates private and public realm. The scheme has been designed to have an active frontage to Scalford Road to ensure an interface with the school on the opposite side of the road and a continuation of the linear pattern of Scalford Road.</p> <p>Dwellings fronting Scalford Road have been set back to create a green corridor to enable the planting of new street trees and to retain the existing hedgerow.</p> <p>The dwellings on the northern boundary of the site are set back ,overlooking a public open space to help assimilate the development into the landscape .</p> <p>The use of cul-de-sacs and subservient drives in the layout ensures that the development is not dominated by the highway.</p> <p><b>Overall the layout of the proposal is considered to be acceptable. It respects the character and form of Scalford Road and surrounding area. The proposal incorporates good design features and site provides ample public open spaces in a variety of forms and locations. The layout of the proposal is considered to be acceptable and in accordance with Policy BE1 and the requirements of the NPPF.</b></p>
<b>Design</b>	<p>The two storey dwellings are considered to be in keeping with the character of the surrounding area. The scheme does have some two and a half storey dwellings which are considered to introduce some variation in the streetscene.</p> <p><b>From a design point of view the dwellings are considered to be traditional in appearance and are considered to be in keeping with the surrounding area.</b></p>
<b>Residential Amenity</b>	<p>The proposed development is well integrated into the existing new housing on Scalford Road. The distances and spaces between existing and proposed dwellings are acceptable . They would ensure that reasonable levels of privacy and amenity space are provided.</p> <p><b>It is not considered that the proposal would have a detrimental impact on the residential amenities of adjoining properties and is considered to comply with Policy BE1 of the Local Plan.</b></p>
<b>Employment Opportunities</b>	<p>The Authority has a Corporate Objective to create employment for local people. The applicants have</p>

	<p>been asked if they would agree to offer training hours in the construction industry and training programmes during the development of the site. The applicants have confirmed that they are happy to work with the Authority in this excellent initiative and are willing to accept this to be incorporated into any S106 legal agreement.</p>
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**Conclusion**

It is considered that the application presents a balance of competing objectives and the Committee is invited to reconcile these in reaching its conclusion.

One of the key considerations in the determination of major housing schemes in the Melton Mowbray is the cumulative impact of this development upon the highway network. The recent refusal of planning permission for two very large housing developments in the north of the town was because of this impact. However, that development related to a total of more than 500 dwellings. This is much more modest in scale with only 77 dwellings. After very careful assessment of the data which has been submitted in this case it is has shown that there would be minimal impact upon traffic at two junctions in the town centre. This scheme has probably absorbed want little spare capacity existed in parts of the network.

It should be noted that the Borough is deficient in terms of housing land supply more generally and this would be partly addressed by the application, in a location that is considered to be sustainable in terms of access to services and facilities and with good transport links. This application is a detailed scheme for 77 dwellings where development could commence very soon as a continuation of the existing estate. Consequently, if approved , the development could start to make an immediate contribution to the delivery of new housing. It is critical that when the Local Plan is examined there is a body of evidence that the authority can deliver the housing targets. This scheme would help in that process.

Affordable housing provision remains one of the Council’s key priorities. This application presents affordable housing in a quantity and type that satisfies identified local needs. Accordingly, the application presents a vehicle for the delivery of affordable housing of the appropriate quantity, type and location and it is considered that this is a material consideration of significant weight in favour of the application.

There will be some limited harm to the landscape, but due to the location of the site ,which is seen against the existing built-up area and the adjacent college, any harm is outweighed by the need to provide new housing.

The Inspector’s recommendations in relation to the Core Strategy Examination are a material consideration for this application. On assessment, the concerns raised by the Inspector in relation to in relation to the Core Strategy are not considered to be replicated when applied to this specific site.

**In conclusion it is considered that, on the balance of the issues, there are significant benefits accruing from the proposal when assessed as required under the guidance in the NPPF in terms of housing supply and affordable housing in particular. The balancing issues ,limited highways impact and development of a greenfield site in the countryside, are considered to be of limited harm in this location due to the surrounding built form, design and layout and careful landscaping.**

Applying the ‘test’ required by the NPPF that permission should be granted unless the impacts would “significantly and demonstrably” outweigh the benefits; it is considered that permission can be granted.

**Recommendation: PERMIT, subject to:**

- (a) The completion of an agreement under s 106 to secure:
  - (i) Contribution for the improvement to civic amenity sites.
  - (ii) Contribution for the improvement to library facilities.
  - (iii) Contribution to highway improvements.
  - (iv) Sustainable transportation
  - (v) The provision of 40% affordable housing, including the quantity, tenure, house type/size and occupation criteria to ensure they are provided to meet identified local needs
  - (vi) Training opportunities

- (vii) Contribution to dry side leisure facilities
- (viii) Contribution to sports pavilion in the Country Park
- (ix) Contribution to local Police facilities; AND

(b) The following conditions to include:

- Time limit
- Materials
- Landscaping
- Boundary treatments
- Retention of hedgerows
- Levels
- Surface water – housing
- Surface water – highways
- SUDs
- Visibility
- Gradients to roadways
- Parking/Garages
- Construction traffic
- Ecology
- Archaeology

Officer to contact: **Mr P Reid**

**Date: 9<sup>th</sup> September 2015**