

APPENDIX A: MELTON MOWBRAY INTERIM HIGHWAYS CONTRIBUTIONS POSITION STATEMENT

BACKGROUND: Commitment To Growth

Melton Borough Council is committed to taking steps to facilitate the sustainable growth and development of Melton Mowbray. The principal vehicle to achieve this is the development of the Melton Local Plan. In the process of preparing evidence for the Local Plan, a series of studies have established that the existing highways network cannot accommodate the level of growth anticipated as necessary for the future needs of the town without severe increases in congestion resulting in delays to journey times, and therefore strategic infrastructure investment is required in order to facilitate growth.

Alongside growth proposals, the Plan will provide a coherent, justified and evidenced transport strategy which links the delivery of new homes, jobs and services within the town to the provision of a package of traffic relief measures, including the provision of a relief route. Assessment of the approach to this solution has identified that an 'outer relief road' is the most realistic solution. The Council is actively working with the Highway Authority to progress design, funding and delivery work for this solution.

The development and full completion of an outer relief road is subject to the availability of necessary funding and is likely to take the lifetime of Melton's Local Plan, bearing in mind that part of it is likely to be provided as part of, or by, the development it will promote over the whole period up to 2036.

However, the Council recognises that a level of growth is desirable before the Local plan is adopted and wishes to adopt an interim approach to 'unlock' desirable and suitable development in the period before the Local plan is adopted.

It is therefore proposed to make use of the provisions of the Planning Acts so that development that is desirable in other respects, but that might otherwise be restrained by transport infrastructure constraints, are able to proceed by contributing to the overall solution whilst awaiting its full delivery.

HIGHWAYS CONTRIBUTIONS POSITION STATEMENT AND PROPOSED APPROACH TO FACILITATING GROWTH

This approach will provide the means of facilitating development by providing a meaningful contribution to a Melton Mowbray Transport Strategy, including an outer relief road, in advance of strategic allocations being made in the local plan.

The Council recognise that it will inevitably mean that traffic conditions may worsen in the short term, until a solution (or coherent parts of a solution) have developed to a stage where they have connected and start to impact in terms of mitigation/relief.

The Council will seek to negotiate a contribution from development towards highways solutions where the development is acceptable in all other respects. Where applicable, this will comprise the physical provision of a contribution to the overall solution as part of the development, carefully designed so as to co-ordinate to other contributions. In these circumstances, the Council will expect developers to demonstrate that their provision, whether in isolation or in combination with others, will ultimately fully mitigate the traffic impact it is responsible for generating (where sites are linked to make provision, this should extend to the aggregated impact of the sites concerned).

However, where this is not feasible, for example where a site is not located where it can make a physical contribution, the Council will expect a financial contribution towards the Transport Strategy commensurate to the scale of the impact of the development.

The basis for this negotiation is that the solutions, in combination, are anticipated to cost up to £65 million (at current costs). This is anticipated to support growth which could be in the region of 4,000 dwellings and 30ha of employment land. The Highways evidence calculates that the 'pro rata' basis for this approach is £18,500 +/- 40% per house. On this basis the Council will negotiate with developers in respect of housing, retail, employment and other forms of development.

LEGAL BASIS

Contributions will be sought under s106 of the Town and Country Planning act 1990, as regulated by the Community Infrastructure Levy Regulations 2010 (as amended).

Funds secured will be strictly on the understanding of their use for the specific element of transport infrastructure intended and will be held in a 'ringfenced' reserve for this sole purpose.

Projects will be carefully managed to ensure compliance with CIL Reg 123. Though co-ordinated, they will be clear separate projects and no more than 5 contributions will be collected for any single project.