



Option	Total	Percent of All
Support	<u>35</u>	7.692%
Object	<u>19</u>	4.176%
Support with observations	<u>37</u>	8.132%
Other	<u>14</u>	3.077%
Not Answered	350	76.92%

Chapter 4: Growing Melton Borough – Spatial strategy - **Policy SS4 – Melton Mowbray South Sustainable Neighbourhood**

Policy SS4 – Melton Mowbray South Sustainable Neighbourhood						
Name	User ID	Do you support this policy? - Opinion on SS6	Issue or comment	What changes would you like to see made to this policy? - Comments	Officer Response	Proposed Amendment
Russell Collins	ANON-BHRP-4HZW-S	Support	This development is well located and the stretch of ring road produced will be well used. This is a cut through from Leicester Road to Burton road at present.	Eliminate development outside the proposed ring road to reduce traffic conflicts.	Noted.	
Robert Ian Lockey	ANON-BHRP-4H3G-2	Support	This is what a plan ought to be about; doing the necessary to create or develop a community. In this case, given the congestion in Melton town centre, I can support measures to reduce dependence on cars.	There is a need for cheaper housing. Exceeding 'building regulations for energy efficiency and carbon emissions' and general overspecification of houses should be a lower priority than affordability.	Noted.	
Angus Smith	ANON-BHRP-4HZK-D	Support	Nicely thought out to provide for housing and develop a community edge to the town, whilst delivery the well needed element to the town bypass.	Identify what will be put in place under traffic management to protect the surrounding villages from the increased traffic burden. The villages being, Burton Lazars, Great Dalby, Eye Kettleby and Kirby Bellars. Kirby Bellars is the only village actually placed across the main trunk road that runs between Melton and the M1south - increased habitation means increased traffic through this area which is difficult at present. Traffic management and mitigation needs to be incorporated as part of the overall plan	Noted.	
Mr John Brown	ANON-BHRP-4H4Z-P	Object	Melton Mowbray has never had a Travellers' site, so why propose 3. Surely it would be best to try 1 and see how the community reacts. Some travellers are very law abiding, respectful people and others are not. If the first site is not accepted, then what would make you think that another 2 would be? A lot of discretion will be needed for this, otherwise a whole community (perhaps long standing) could be ripped apart.	See above. The environment should be protected at all costs. We only have one shot at this. Once it's gone, it's gone forever.	The need for Gypsy and Traveller (G&T) sites has been informed by the Leicester and Leicestershire G&T Accommodation Assessment. A site has been identified as part of the SUE because it will help to create mixed and balanced communities, it is in a sustainable location and is deliverable.	
Siobhan Noble	ANON-BHRP-4HED-H	Support	Although vast, I suspect over time this could enhance the lifestyles of those areas affected like Burton Lazars and Eye Kettleby.	The roads concern me, I don't understand the phase at which the ring road is added. I would like to see this earlier in the plan to avoid the congestion that Melton suffers without the additional population.	Noted. The policy and proposals map promotes an 'outer relief road' which links the A606 to the A607. The detailed design and alignment will be determined through development of detailed planning applications and	

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					liaison with the Local Highway Authority. It is unlikely that the relief road would be delivered in advance of housing development, but would be part of a phased delivery to be agreed through a submitted masterplan and phasing plan.	
Dr Leonard Richard Newton	<b>ANON-BHRP-4HET-1</b>	Support with observations	Development should make full use of brown field spaces e.g. the old airfield site.	None.	The 'old airfield' site was allocated in the Melton Local plan and has not resulted in delivery of housing or associated infrastructure. There are currently no active promoters of the site and it is therefore not considered deliverable during the plan period. The Melton South Sustainable Neighbourhood is considered a more sustainable and deliverable solution. The NPPF encourages the use of Previously developed (brownfield) land generally.	
Anthony Thomas	<b>ANON-BHRP-4HFX-6</b>	Support with observations	Only will support the above if numbers of houses quoted and conditions outlined above are strictly adhered to.	None.	Noted. It is the intention to identify an enforceable policy.	
Mark & Kathryn Chapman	<b>ANON-BHRP-4HFJ-R</b>	Support with observations	It would help support the shift away from the use of cars if the existing footpath from Burton Lazars into Melton was widened and moved away from the edge of the A606, possibly with a cycle lane too. Councillors should try walking along that section. It's frightening. Also suggest a 30mph limit along this section to further improve safety and reduce traffic as sat navs find alternative faster routes. If Melton seriously wants to address traffic levels in the Town at peak times levels a new secondary school is needed to the south of Melton. Too many children are being bussed or driven in private cars to Oakham or across town to John Fernley.	The existing map shows development areas on both sides of the southern relief road. Housing development should not be allowed to spill over to the south of the southern relief road. The zone of separation between Burton Lazars and the South Sustainable Neighbourhood should be more clearly defined with marked boundaries. The existing "green squiggle" on the map is far from clear. Very concerned that the Southern Relief road will attract through traffic to the area as Sat Navs identify a faster route. This will increase traffic levels on the A606 through Burton Lazars where some houses are very close to the road. Speed limit through Burton Lazars must be reduced from 40mph to 30mph.	Noted. This is a matter of detailed design that can be considered through masterplanning and determination of a planning application. The capacity of local secondary schools will be considered as part of the associated infrastructure delivery plan.	
John	<b>ANON-BHRP-</b>	Support with	1) The Figure which accompanies draft policy SS4 shows areas of housing development to the south of	1) The Figure which accompanies the policy should not be shaded for Proposed Residential below the line of the	The Melton Mowbray South plan is for illustrative purposes. It is not	Amend the Melton south proposals map to remove housing to the south of the

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Moore	<b>4HZS-N</b>	observations	<p>the indicative line of the New Link Road. This is presumably because the figure reflects field boundaries. I consider it important that the New Link Road should mark the boundary for development throughout the period to 2036. Any land to the south of the New Link Road should be retained as open space.</p> <p>2) Under Transport, consideration should be given to the impact on Great Dalby and other settlements to the south of Melton. During the public exhibition for the proposed scheme it was made clear that development would be from east to west starting off from the A606. It was also made clear that any New Link Road would be phased with the construction of houses until it reached the B6047 Dalby Road. Traffic would then be expected to use the existing road network (Dalby Road, Kirby Lane etc.) as other sections of the New Link Road would not be built for many years, if at all.</p>	<p>Indicative Link Road. 2) Delete "Measures to mitigate the impact of development on the existing transport network where adverse impacts are identified" and replace with "Measures to ensure that the development does not adversely impact on the existing transport network".</p>	<p>proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out proposed land uses.</p> <p>Detailed phasing of development, including transportation will be formally agreed through phasing and masterplans. The impact of phasing on the local transport network has been considered as part of the transport evidence.</p>	proposed link road.
Elizabeth Anne Taylor	<b>ANON-BHRP-4HMD-S</b>	Object	<p>Lack of evidence that the impact of traffic on the southerly villages of Eye Kettleby, Burton Lazars &amp; Great Dalby has been assessed and considered in this policy. The increased volume of traffic created by the proposed development will not be sufficiently alleviated by the relief road. This is because it will only provide a partial by pass of the town as the full ring road will remain incomplete for the foreseeable future. The afore mentioned villages could therefore be subjected to significant rises in volumes of traffic travelling to and from the development while attempting to avoid the town centre which is already over burdened and regularly congested at peak times. The link road will just serve to displace any congestion to other parts of the town and surrounding villages.</p> <p>If the development goes ahead it should NOT be allowed to creep beyond the proposed southern relief road as indicated in yellow on the map. This</p>	<p>The relief road should be incorporated in to a full ring road/bypass for Melton Town centre. If the development goes ahead it should NOT be allowed to creep beyond the proposed southern relief road as indicated in yellow on the map. This should remain strictly bordering the most easterly edge of the development.</p>	<p>The Council's transport assessment considers the impact of the proposed Melton South SN on the local (and wider) road network. The evidence currently assembled indicates that the transport mitigation measures proposed alongside the development would help to prevent a severe impact. The relief road will be completed in a phased manner.</p> <p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be</p>	

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			<p>will set an unfavourable precedent and encourage further development towards Burton Lazars and Eye Kettleby in the future.</p> <p>It is controversial to state that the SSN will create an 'improved urban edge'. This is purely a matter of opinion as this development could indeed be seen as destroying the 'urban edge' of the town. It also seems a contradiction in terms to state that SS4 will relate 'sympathetically' to Burton Lazars and Eye Kettleby and will prevent the coalescence of Melton with these two villages (EN4) when in fact it threatens to do just that. The individuality of these villages should be respected and upheld.</p>		<p>housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out proposed land uses.</p> <p>It is accepted that the proposal would move development closer to Eye Kettleby and Burton Lazars. However, the plan seeks to retain a separation area between settlements that will help to protect their separate identities and character. Parts of the southern edge of Melton Mowbray could be improved by creating a high quality 'active edge' to the built area. Policy SS4 and policy D1 seek high quality design solutions.</p>	
Environment Agency	<b>ANON-BHRP-4HFU-3</b>	Support	<p>We fully support this policy especially in relation to the protection and enhancement of wildlife corridors, new corridors incorporating watercourses and Melton Country Park and the protection zone between any future development and the River Eye SSSI.</p>	<p>We support this but would like to add the following to the section on the environment. "The redevelopment of brownfield sites is encouraged. Contamination issues must be addressed and the local water environment should be protected." This area is underlain by superficial deposits including the Oadby Member (secondary undifferentiated), sands and gravels (secondary A) and colluvium (secondary B). The bedrock geology of this area is the Blue Lias which is classified as secondary undifferentiated. See above for an explanation of these definitions.</p>	<p>Noted. The NPPF already encourages the use of Previously developed (brownfield) land generally and protecting the water environment from pollution. .</p>	
John A Herlihy	<b>ANON-BHRP-4HU3-G</b>	Other	<p>We do recognise that to have a ' plan' somebody has to start out with well written proposals. So - that's what you have a given us. Again - All very laudable aims / aspirations</p>	<p>You say - A strategic road link connecting the A606 to the A607 Leicester road forming part of the Melton Mowbray outer western relief route as part of a wider agreed scheme; WHAT AGREED SCHEME??? IT is surely only a proposed relief route link. Have you lot already decided that Melton will not get a ring road / by pass AGAIN - nobody is looking at the entire picture.</p>	<p>Noted. The Council's transport assessment considers the impact of the proposed Melton South SN on the local (and wider) road network. The evidence currently assembled indicates that the transport mitigation measures proposed alongside the development would</p>	

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					help to prevent a severe impact. The relief road will be completed in a phased manner.	
Dr Ian Chappell	<b>ANON-BHRP-4HUA-X</b>	Object	<p>When considering the Southern Sustainable Neighbourhood the impact of traffic on Melton town was considered. There is no evidence that the traffic impact on the villages to the south of Melton, particularly Great Dalby and Burton Lazars was assessed.</p> <p>The map that is included in the consultation document shows yellow hatched areas representing housing land on both sides of the southern relief road. If this map, as drawn, stays in the Plan it could be interpreted as showing the land south of the relief road is allocated for housing. As shown on the plan the new development threatens to undermine the area of separation which has been proposed in the Plan to ensure against coalescence of Burton Lazars and Melton town. It is important to respect the individual identity of Burton Lazars as a separate settlement in open countryside.</p>	The relief road should form the southern boundary with no housing allowed to the south of it. This would help to prevent 'creep' into open countryside and into the Area of Separation with Burton Lazars.	<p>The Council's transport assessment considers the impact of the proposed Melton South SN on the local (and wider) road network. Transport modelling using the Leicester and Leicestershire Integrated Transport Model provides the best available evidence to understand the transport impacts and implications of development.</p> <p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out proposed land uses.</p>	
Linda Moore	<b>ANON-BHRP-4HM6-B</b>	Support with observations	<p>a. I welcome the inclusion of an "improved urban edge", but feel strongly that any outer western relief road should form the definitive boundary of the SSN to prevent seepage into the open countryside and to retain the separate identities of Burton Lazars and Eye Kettleby.</p> <p>b. It would appear that there is little or no evidence of the adverse impact of traffic on villages south of Melton Mowbray and in particular Great Dalby. The amount of traffic, especially the increased incidence of HGVs using the B6407 through the village is presently at an unacceptable rate. Any adverse impacts should be identified and assessed, as they</p>	a, The site plan to remove any development to the south of the proposed outer relief road. b. Work should be undertaken immediately to assess the adverse impacts on the existing road network as they will affect the villages to the south of Melton and any measures should be identified and detailed to ensure any these impacts are mitigated.	<p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out proposed land uses.</p> <p>The Council's transport assessment considers the impact of the proposed Melton South SN on the local (and wider) road network. Transport</p>	

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			have been for the town, ahead of publication of the Local Plan		modelling using the Leicester and Leicestershire Integrated Transport Model provides the best available evidence to understand the transport impacts and implications of development.	
Craig Heaney	<b>ANON-BHRP-4HUY-P</b>	Object	This chapter makes reference to the South of Melton and yet the first map illustrates the area to the North of town and the deficiency that I have pointed out earlier with regard to the link road ending at Melton Spinney Road rather than being extended to meet the Grantham Road at a position north of Thorpe Arnold.	None	The map on page 44 refers to the Melton South SN.	
Moira Hart	<b>ANON-BHRP-4HU7-M</b>	Support	It makes sense that development in and around Melton Mowbray should be on a larger scale because it has an existing infrastructure, the jobs and the transport system. This will allow sustainable development and environmentally friendly travel to town and neighbouring cities.	None	Noted.	
Christine Larson	<b>ANON-BHRP-4HUU-J</b>	Support	A suitable sustainable development that takes account of existing infrastructure and links to Leicester and other cities.	None	Noted.	
Moira Hart	<b>ANON-BHRP-4HBM-Q</b>	Support	It is logical that development around Melton Mowbray should be on a large scale to take account of the existing infrastructure, the jobs and the transport system. This will allow sustainable development and environmentally friendly travel to town and neighbouring cities.	None	Noted.	
Susan Herlihy	<b>ANON-BHRP-4HE3-Z</b>	Support	Includes provision for education, protection of village identities	None	Noted.	
Deborah Caroline Adams	<b>ANON-BHRP-4H38-K</b>	Object	It would not be sustainable as its sustainability is reliant on a southern outer relief road being built from the A607 Leicester Road to the A606 Oakham Road. This outer relief road would need to be of a high enough standard to take HGVs and not be the	The whole thing should be shunted on to the old Melton airfield and a new village created which would be far more sustainable with its own shopping, health and primary education amenities which would make it independent of Melton.	Noted. The policy and proposals map promotes an ‘outer relief road’ which links the A606 to the A607. The detailed design and alignment will be determined through development of	

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			<p>disjointed estate link road which it looks like being.</p> <p>The required funding for the outer relief road which is part of a proposed Melton Mowbray bypass cannot be met by developers alone without other infrastructure funding being reduced significantly particularly if MBC insist on 37% affordable housing. Without the funding for the outer relief road, the road will not be built and so the southern SUE cannot be sustainable. It should therefore be refused "on transport grounds where the residual cumulative impacts of development are severe." (NPPF point 32).</p>		<p>a detailed planning application. Any proposed road must meet the specifications and requirements of the Local Highway Authority. Any new road would need to be of sufficient dimensions to accommodate HGVs.</p> <p>The infrastructure requirements of the South Melton SUE and the viability of these will be assessed in order to demonstrate deliverability.</p>	
Anthony Paphiti	<b>ANON-BHRP-4HBV-Z</b>	Object	<p>Superficially this sounds attractive, but the number of intended houses and the scale of development is frightening. The result will be a sprawling conurbation that will change for ever the nature and character of the town.</p> <p>In addition, the building of link road connecting the A606 and A607 will a. bring a large volume of traffic close to quiet rural areas; b. increase the level of pollution from those vehicles; c. increase noise levels; d. provide an excuse for housing in-fill which will result in even greater housing expansion out towards the Rutland county border</p>	<p>Justify the so-called identified "needs". At present, these are figures that seem to be plucked out of thin air. Produce persuasive evidence of the sort of businesses that are willing to re-locate to Melton Mowbray and the number of employees likely to be attracted here as a result. This plan will merely suck in house buyers from outside the town egg from Leicester, who want a more rural location (but will still commute to work in Leicester) rather than meet the local needs of the community and business.</p>	<p>The scale of development is required to help meet the Council's housing requirements in a sustainable location. The quantity of growth will help to support the delivery of the proposed link road, new schools and other infrastructure. Large scale growth can deliver a quality development provided that there is a satisfactory masterplan and high quality design. Other policies in the plan seek these outcomes.</p> <p>It is accepted that the proposed development has the potential to increase the amount of traffic . Mitigation measures are proposed in order to address any adverse impacts.</p>	<p>The final policy should set out in more detail the mitigation measures required in order to mitigate impacts, or the policy should specify that a detailed package of transport measures, including a costed phasing plan, should be submitted in advance of determining a planning application.</p>
Clair Ingham	<b>ANON-BHRP-4HMZ-F</b>	Support	<p>Seems reasonable with the inclusion of some housing to meet everyone's needs and more facilities such as retail developments, schools &amp; medical centres to cope with the increase in population as well as providing relief roads and reducing the amount of cars by providing walking and cycle routes and green spaces</p>	<p>If development land for industry is to the south of Melton then affordable housing in villages should also be considered south of Melton, negating traffic through the town centre and reducing distances travelled.</p>	<p>Noted.</p>	
Melanie	<b>ANON-BHRP-</b>	Support with	<p>Development to the south of Melton. Service</p>	<p>If development land for industry is to the south of Melton then affordable housing in villages should also be</p>	<p>The distribution of development should not all be to the south of</p>	



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Steadman	<b>4HFE-K</b>	observations	centres to the North.	considered south of Melton, negating traffic through the town centre and reducing distances travelled.	Melton Mowbray. Development in other locations is required in order to meet housing need and support local services and facilities.	
Laura Smith	<b>ANON-BHRP-4HB7-1</b>	Support with observations	Regarding energy efficiency and building design, I would like to see a requirement for new industrial premises to install solar panels on roofs. Also, new build dwellings should incorporate solar panels into the design.	None	Policy EN9 seeks to promote energy efficient buildings.	
Russell Pride	<b>ANON-BHRP-4H6H-6</b>	Object	Policy SS4 – South Melton Mowbray Sustainable Neighbourhood (Strategic Allocation) - Transport Policy SS4 - South Melton Mowbray Sustainable Neighbourhood - Transport. Policy SS5 - Melton Mowbray North Sustainable Neighbourhood - Transport Page 26: Fig.4 Emerging Options (Draft Plan) key diagram Maps on pages 43 (North) and 49 (South) Sections 4.3.6 and 4.4.4	I find it extraordinary that the proposals planned for the next 20 years for North and South are not properly linked together. I see no logic in proposing a scheme of bypasses that have no direct connectivity between the East and the West, but are instead left just "hanging". Action: These issues must be addressed and resolved before the plan is sent for government approval.	The policy and proposals map promotes an 'outer relief road' which links the A606 to the A607 and provides improved links between the northern and southern SNs. The detailed design and alignment will be determined through development of detailed planning applications and liaison with the Local Highway Authority.	
Christopher Fisher	<b>ANON-BHRP-4HM2-7</b>	Support with observations	In terms of transport, I am not clear what happens to traffic coming from Oakham once it reaches the A607. This seems only sensible if there is a by pass from the A607 to the A6006.	None	The final version of the Local Plan will contain details of the proposed alignment of the relief road. The impacts on vehicle flows will be considered in the transport assessment.	
Robert Anthony Fionda	<b>ANON-BHRP-4H13-C</b>	Support with observations	Bypass urgently required (like yesterday) to avoid gridlock to the town.	None	The Local Plan seeks to secure a relief Road and other mitigation measures to address transportation issues in Melton Mowbray town centre.	
Wayne Hickling	<b>ANON-BHRP-4H1R-B</b>	Object	Traffic surveys suggest that the northern by-pass will bring most relief to town centre congestion as there are more main roads and services north of the river Wreake. The southern by-pass route would have a negative impact on Burton and Dalby from the very beginning.	Housing development to concentrate to the north of Melton first.	Transport assessments will inform the preferred route of the relief roads around Melton Mowbray. The transport impacts north and south of the town will be assessed.	
Bottesford Parish	<b>ANON-BHRP-</b>	Support with	Supported with observations and evidently some way on in planning.	The policy whereby all supported commercial development is to be located in Melton Mowbray	Noted. West of Melton Mowbray is not the preferred strategic approach	

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Neighbourhood Plan Steering Group	<b>4HUB-Y</b>	observations		surrounding villages is fully supported as the most sustainable option. Rather than leave the western development (MOD Animal Centre SS6) as a fall back, start the planning now for development to take place within the Plan period. This additional development may aid the effective completion of the ring road.	as there is no single site promoter at present and viability or deliverability is more uncertain. It is one of a number of options if the preferred strategy is not successful.	
James & Amanda Sparrow	<b>ANON-BHRP-4H6U-K</b>	Object	<p>The current plan does not appear to achieve its aims. For example, if Melton wishes to encourage Tourism and all its allied benefits, it needs to protect its historical environment and its heritage assets (as stated in the Plan) including its landscape. The current proposals will dramatically reduce its appeal to tourism, from being a traditional market town set in attractive countryside.</p> <p>There is no proven need for such an urban expansion over greenfield sites and no obvious sources of future employment within the Borough. Indeed the UK economy is likely to contract within the foreseeable future and with it the local economy. The case for the South appears particularly illogical and out of proportion to any possible local needs, when most of the potential for employment and traffic lie to the North. Building to the South would appear to entail expensive (and unnecessary) river and rail crossings.</p>	<p>The Plan does not respect the need to prevent the coalescence of Melton Mowbray with Burton Lazars and Eye Kettleby, which is one of the declared intentions of the Plan. If, and only if, there is a proven need for an urban extension to the South of the town (given that, as stated above, the potential for future employment and traffic all lie to the North), the intention of the Plan set out above needs to be followed. In practical terms this means that all development should remain within the proposed relief road, which would need to be well landscaped to minimise noise and visual aspect on heritage assets i.e. listed buildings and the hamlet of Eye Kettleby itself. No building should be allowed to the South of it. Any development under the green zig zag lines on page 43 should be out of the question.</p>	<p>The plan seeks to protect important heritage assets (Policy EN13) and promote development that encourages tourism (Policy EC8). The Council is working with its partners at Historic England to ensure that any proposals can be implemented without substantial harm to the designated asset.</p> <p>The overall requirements for housing identified in the SHMA cannot be accommodated on deliverable brownfield sites. The Melton South SN is required to help deliver the outstanding requirements for housing in a sustainable location. The creation of a southern relief road will help provide links to existing employment areas. In addition, employment opportunities are available in Melton Mowbray town centre.</p>	
Richard Simon	<b>ANON-BHRP-4HZC-5</b>	Support with observations	All supported commercial development is going to Melton Mowbray and satellite villages. Opportunity to increase development in these areas as the most sustainable in the Borough . Start to consider western development rather than leave it as a fall back	Include MOD Animal Centre area in the plans now along with any other potential sites around Melton.	Noted. West Melton Mowbray is defined as an alternative development site. Whilst it has been identified as meeting a number of the SA strategic objectives and is potentially a suitable location for development in the future (subject to addressing planning considerations) there is currently no active promoter of parts of the land and its deliverability in the short term is not certain.	

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Bottesford Parish Council	<b>ANON-BHRP-4H1W-G</b>	Not Answered	- supported with observations and evidently some way on in planning.	The policy whereby all supported commercial development is to be located in Melton Mowbray surrounding villages is fully supported as the most sustainable option. Rather than leave the western development (MOD Animal Centre SS6) as a fall back, start the planning now for development to take place within the Plan period. This additional development may aid the effective completion of the ring road.	Noted. West of Melton Mowbray is not the preferred strategic approach as there is no single site promoter at present and viability or deliverability is more uncertain. It is one of a number of options if the preferred strategy is not successful.	
John Rust	<b>ANON-BHRP-4HUV-K</b>	Support	Extract: It is logical that development around Melton Mowbray should be on a large scale to take account of the existing infrastructure, the jobs and the transport system. This will allow sustainable development and environmentally friendly travel to town and neighbouring cities.	Extract: A suitable sustainable development that takes account of existing infrastructure and links to Leicester and other cities.	Noted.	
G.E.Digby	<b>ANON-BHRP-4H1A-T</b>	Object	The building should commence further away (1-200m) from the A606 to retain the current small area of separation between the Melton and Burton boundaries. The two boundaries are only some 400m apart. I see no vehicle impact assessment on the villages of Great Dalby and Burton Lazars	A stated commitment that the area between the settlement of Burton Lazars and the proposed ring road will not be encroached upon to ensure the character of the settlement is retained. This area of separation must be guaranteed for the term of the plan	Distance separation between Burton Lazars and the proposed Melton South SN will be determined through a masterplan and determination of any subsequent planning application. It is important to maintain separation of the settlements. The extent of the separation will be informed by landscape and other considerations.	
Colin Love	<b>ANON-BHRP-4HBR-V</b>	Support	That these should be allowed only on the condition that they can demonstrate that they contribute to Melton's identified local housing needs. That is to say, they should not be for the building of substantial 'executive' houses for people wanting to have the benefit of living in villages whilst then undertaking substantial commuting journeys to work. Thus they should provide smaller, two or three bed houses and bungalows for local residents	Unsure of the intended housing details - I would like to see that the proposals include Local Authority housing to rent - including bungalows. I would like to see a reversal to the 40% so-called 'affordables'. The new development, its totality, should have sufficient 'green' planting - trees and hedges - to absorb the inevitable increase in vehicle pollution. This will require a full scientific investigation to achieve the objective. Great care should be taken to ensure that any industrial development is required to be in an attractive building style and materials (not the cheap fabrications) - with appropriate greenery. Industry can be made an attractive addition to the architectural scenery of the Borough - not blots on the landscape.	The policy seeks to ensure that there is an appropriate 'mix' of housing including affordable housing. This is also addressed in policies C2 and C4 of the emerging Local Plan.	
Anthony Edward Maher	<b>ANON-BHRP-4HUS-G</b>	Support with observations	This does have the potential to deliver a functional section of bypass / relief road between major routes. The completion of this and hence a functional section of road would be beneficial but I	None	Delivery of the relief road in advance of the housing is not likely to be financially viable. Transport modelling will help to identify any	

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			feel the completion should be in advance of the completion of all of the housing. As I stated in Chapter 4 this may require other funding which should be obtained before the development is started. It is also a link to the industrial area. WHY HAS THIS OF BYPASS SECTION NOT HAVE A PROPOSED COMPLETION DATE AS OTHERS ??		necessary mitigation measures that will help to limit adverse transport impacts in advance of completion of the relief road. The agreed phasing of the relief road will be considered as part of an agreed masterplan.	
Mick Jones	<b>ANON-BHRP-4H6N-C</b>	Support with observations	I have reservations about the effectiveness of the link roads north and south. There also appears to be no allocation of employment land in the north development area.	Complete the link road in the east and west sectors, reduce the depth of development in the north and south.	Noted. No specific deliverable development sites have been identified to the east and west of Melton Mowbray. The alignment of the relief road to the east has not been finalised.	
Alison Thurley	<b>ANON-BHRP-4HGG-P</b>	Support with observations	Only support if there is a full outer relief bypass for Melton and traffic calming measures for residential areas.	None.	The Local Plan seeks to support delivery of a relief road for Melton Mowbray that will address the main traffic issues in a deliverable manner. It is not proposed that this is a full ring road.	
Burton & Dalby Parish Council	<b>ANON-BHRP-4HU6-K</b>	Support with observations	<p>The proposal extends into two Areas of Separation.</p> <p>Why has the Eastern Sustainable Extension (MBC.049/13) been rejected?</p> <p>The map indicates that development extends to the south of the Relief Road. There should be consideration of the impact of traffic generated by the SSN on the villages of Burton Lazars and Great Dalby.</p>	<p>The indicated Relief Road should effectively form the southern boundary to the Neighbourhood, with no development indicated south of the Relief Road.</p> <p>"Measures to mitigate the impact of development on the existing transport network where adverse impacts are identified" should be replaced by "Measures to ensure that the development does not adversely impact on the existing transport network".</p>	<p>Noted.</p> <p>The Eastern sustainable extension was not preferred because it was not able to deliver the required quantity of development and, if developed independently, was unlikely to be able to provide associated infrastructure such as a primary school.</p> <p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out proposed land uses. It is important to maintain separation of</p>	

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					the settlements. The extent of the separation will be informed by landscape and other considerations.	
Michael Barrett	<b>ANON-BHRP-4H1V-F</b>	Object	The area of separation (marked with green zigzag line) between Melton and Burton Lazars and again between Melton and Eye Kettleby is compromised by the proposed residential development (yellow area on map). Also the map shows proposed residential development to the south side of the proposed new road, bringing it even closer to Burton Lazars.	I propose the traffic island for the new link road on the A606 be moved further north and that the whole road realigned closer to Kirby Lane. I feel all areas of separation should be strictly adhered to in order to maintain the integrity of the villages of Burton Lazars, Thorpe Arnold and Eye Kettleby. I object strongly to the proposed development on the south side of the new link road.	The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out proposed land uses. It is important to maintain separation of the settlements. The extent of the separation will be informed by landscape and other considerations.	
Rosemary Barrett	<b>ANON-BHRP-4H16-F</b>	Other	The map showing the proposed development to the south of Melton Mowbray indicates that the area marked for residential development has clearly compromised the supposed Area of Separation between both Melton Mowbray and Burton Lazars, and Melton Mowbray and Eye Kettleby.  A development of the size proposed is bound to result in a large amount of additional traffic on the A606. This is already a busy road which effectively cuts the village of Burton Lazars in two. Has any study been done to assess the impact on the village?	I would like to see the Areas of Separation been strictly maintained with no further encroachment of residential or commercial properties either side of the A606 between the Kirby Lane junction Melton Mowbray and Burton Lazars. I would also like to see the proposed link road realigned slightly to the north where it joins the A606 and that there be no additional residential development to the south side of the proposed link road.	The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out the extent of proposed land uses. It is important to maintain separation of the settlements. The extent of the separation will be informed by landscape and other considerations.  The Council has commissioned Transport Assessments using the Leicester and Leicestershire Integrated transport Model to assess the impacts of development proposals on the Borough (including	

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					the A606).	
Mark Brend	<b>ANON-BHRP-4HGD-K</b>	Support with observations	A well thought out increase to the scope of the Melton Mowbray built up area.	None.	Noted.	
Robert Hobbs	<b>ANON-BHRP-4HGP-Y</b>	Object	<p>Until a full ring road round Melton is a feasible option the proposed link from the A606 to A607 will only serve to move the pinch point of traffic into Melton Town centre and encourage increase traffic on the B6047 through the outlying villages.</p> <p>Housing development must be within any proposed ring road otherwise it leaves open the ability to easily encroach onto the green belt to the detriment of the conservation village of Great Dalby.</p>	A comprehensive plan for a complete ring road round Melton to reduce traffic flow through the town centre with housing development within the ring road.	<p>Delivery of the relief road in advance of the housing is not likely to be financially viable. Transport modelling will help to identify any necessary mitigation measures that will help to limit adverse transport impacts in advance of completion of the relief road. The agreed phasing of the relief road will be considered as part of an agreed masterplan.</p> <p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out the extent of proposed land uses.</p>	
Elizabeth Ann Johnson	<b>ANON-BHRP-4HGR-1</b>	Support with observations	<p>1) I am concerned about the impact of traffic generated by this development on the villages of Burton Lazars, Great Dalby and other villages to the south. When considering the Southern Sustainable Neighbourhood the impact of traffic on Melton town was considered. There is no evidence that the traffic impact on the villages to the south of Melton was assessed.</p> <p>2) I am concerned about 'creep' into open countryside and the 2 adjacent Areas of Separation. It is important to respect the individual identity of Burton Lazars and Eye Kettleby as separate</p>	1) The impact on villages to the south of traffic generated by the SSN should be addressed under Transport. 2) The relief road should form the southern boundary with no housing allowed to the south of it. This should be indicated on the South Melton map.	<p>The Council has commissioned Transport Assessments using the Leicester and Leicestershire Integrated transport Model to assess the impacts of development proposals on the Borough (including the A606 at Burton Lazars).</p> <p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be</p>	

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			settlements in open countryside.		housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out the extent of proposed land uses. It is important to maintain separation of the settlements. The extent of the separation will be informed by landscape and other considerations.	
John William Coleman	<b>ANON-BHRP-4H6C-1</b>	Support with observations	It seems preferable for additional housing in the borough to be focussed on Melton, increasing its economic viability and minimising additional transport requirements. But this must not be allowed to extend to, and absorb, Burton Lazars - effective green separation zones should be maintained. The proposed road link (A606/607) is desirable, but ONLY if it forms part of an overall Melton relief road scheme.	None.	Noted. The proposal seeks to maintain the individual identities of Melton Mowbray and Burton Lazars by retaining a gap between the settlements, the extent of this separation will be informed by an assessment of the landscape, topography and other considerations and will be reflected in the masterplans in advance of planning applications being considered. The link road seeks to be part of a wider relief road.	
Sport England	<b>ANON-BHRP-4HGE-M</b>	Object	<p>The strategy allocation does not appear to lead to the loss of any sports facilities therefore it is supported in this respect. However new housing will generate a need for indoor and outdoor sports facilities - how is this to be met/provided for?</p> <p>No ref. has been made to the BFS/PPS and the policy/masterplan scope excludes provision of sport?</p> <p>A BFS and PPS are in place, yet there are no clear proposals for provision of sport and recreation in relation to the strategic allocation (off site or onsite)? Is the New Leisure and Sports Village (Leisure vision) supposed to meet the needs arising</p>	A clear link between the scale and location of the allocation and what indoor and outdoor sports facilities are required to meet the additional demand generated, as informed by the PPS and BFS. This needs to be cross ref. to the IDP and regarded as essential.	<p>Policy SS4 seeks encourages the provision of a 'network of high quality functional green spaces' in accordance with policy EN7 which refers to the provision of different open space typologies. It is envisaged that the more detailed masterplanning work will help to provide greater detail and clarity on the type of play and open space facilities that will be provided.</p> <p>It is not envisaged that new 'built facilities' will be provided on site, but financial contributions will be</p>	<p>Amend policy SS4 to refer specifically to playing pitches and contributions to built leisure facilities.</p> <p>Amend IDP to refer specifically to playing pitch provision at Melton South SN.</p> <p>Amend justification to refer to Sport England Playing Pitch Strategy and Built Facilities Strategy.</p>

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			<p>from this development for both indoor and outdoor sport? This is not clear? Is it in the right location?</p> <p>The LP chooses to adopt standards for playing field provision which is not supported by Sport England (clear site specific proposals being preferred and identified in policy, clearly linked to planned development proposals - in terms of its scale and location, and identified in the IDP or CIL charging schedule). If the PPS has identified deficiencies in pitches for example ... (which there appears to be for football according to par. 7.13) where are these deficiencies located and in what location are they to be met? Should sports pitches - and if so what type of pitch, how many etc. - be provided as part of the masterplan exercise? It is not clear how the BFS or PPS have informed this policy/allocation and what is needed to be provided by this specific development and where? The IDP mentions some sports provision but it is not clearly linked to the allocations, there is no clear linkage with the BFS/PPS and those facilities are listed as 'desirable' (not essential) even though in principle there is an evidence base demonstrating their need to deliver the vision/strategic objectives for health improvements?</p>		<p>required towards the new Sports Village where necessary and reasonable.</p> <p>It is envisaged that the more detailed masterplanning work will help to provide greater detail and clarity on the type of play and open space facilities that will be provided within the Melton South SN.</p>	
Mary Anne Donovan	<b>ANON-BHRP-4HUR-F</b>	Other	I think the ball has to start rolling somewhere.	None	Noted.	
Martin Alderson	<b>ANON-BHRP-4HHU-5</b>	Support with observations	This development must not proceed until a proper ring road is up and running.	None	Delivery of the relief road in advance of the housing is not likely to be financially viable. Transport modelling will help to identify any necessary mitigation measures that will help to limit adverse transport impacts in advance of completion of the relief road. The agreed phasing of the relief road will be considered as part of an agreed masterplan.	



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Christopher John Noakes	<b>ANON-BHRP-4HBK-N</b>	Support with observations	As commented elsewhere, an increase in the overall provision of housing within the Plan period (at MM) would improve the achievement of sustainable objectives. No comments on the detailed provision of the Plan	Any potential to increase the overall number of new dwellings, without compromising the separation of MM from Burton Lazars and Eye Kettleby and containing the development of the town below the higher ridge to the south? Para 2 of pre-amble: Is it not possible to achieve the full complement of 2000 homes in the Plan period? e.g. by sub-division of allocations to more developers. This might well secure a completion rate in excess of the 100/year identified in para 4.6.2	Noted. The housing delivery trajectory in the final plan will seek to provide realistic delivery rates. 2,000 houses during the plan period would be difficult to achieve given 'lead-in' times and annual delivery rates. 100 houses per year is considered realistic.	
Gwynne Whitehouse	<b>ANON-BHRP-4HH7-7</b>	Object	I do not see evidence of the impact of traffic associated with development in South Melton on the villages to the south.	The southern relief road as shown on the plan should be the outer limit of the development to the south of the town.	The Council has commissioned Transport Assessments using the Leicester and Leicestershire Integrated transport Model to assess the impacts of development proposals on the Borough including as a result of the proposed Melton South SN.	
The Freeby Estate & Various other Landowners	<b>ANON-BHRP-4HHC-K</b>	Support with observations	Support both North & South SUEs in order to secure a relief road which links north, south and west but with reduced housing over the term of the plan but total number of 30-40 years.	None.	Noted. The overall housing need (245pa) and plan period (2036) reflect the Objectively Assessed Need for Housing evidence.	
Anthony Barber	<b>ANON-BHRP-4H6R-G</b>	Support with observations	Still unclear why the brownfield Great Dalby airfield site has been ruled out.	None.	The 'old airfield' site was allocated in the Melton Local plan and has not resulted in delivery of housing or associated infrastructure. There are currently no active promoters of the site and it is therefore not considered deliverable during the plan period. The Melton South Sustainable Neighbourhood is considered a more sustainable and deliverable solution.	
Stephen Jonathan Taylor	<b>ANON-BHRP-4HHE-</b>	Support with observations	Lack of evidence that the impact of traffic on the southerly villages of Eye Kettleby, Burton Lazars & Great Dalby has been assessed and considered in this policy. The increased volume of traffic created	See comments.	The Council has commissioned Transport Assessments using the Leicester and Leicestershire Integrated transport Model to assess	

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	<b>N</b>	ns	<p>by the proposed development will not be sufficiently alleviated by the relief road. This is because it will only provide a partial by pass of the town as the full ring road will remain incomplete for the foreseeable future. The afore mentioned villages could therefore be subjected to significant rises in volumes of traffic travelling to and from the development while attempting to avoid the town centre which is already over burdened and regularly congested at peak times. The link road will just push any congestion further round the town.</p> <p>If the development goes ahead it should NOT be allowed to creep beyond the proposed southern relief road as indicated in yellow on the map. This will set an unfavourable precedent and encourage further development towards Burton Lazars and Eye Kettleby in the future. It is controversial to state that the SSN will create an 'improved urban edge'. This is purely a matter of opinion as this development could indeed be seen as destroying the 'urban edge' of the town. It also seems a contradiction in terms to state that SS4 will relate 'sympathetically' to Burton Lazars and Eye Kettleby and will prevent the coalescence of Melton with these two villages when in fact it threatens to do just that. The individuality of these villages should be respected and upheld. The relief road should be incorporated in to a full ring road/bypass for Melton Town centre. If the development goes ahead it should NOT be allowed to creep beyond the proposed southern relief road as indicated in yellow on the map. this should remain strictly bordering the most easterly edge of the development.</p>		<p>the impacts of development proposals on the Borough (including the southerly villages of Eye Kettleby, Burton Lazars &amp; Great Dalby).</p> <p>The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary. It currently reflects the extent of the proposed site promoted through the Council's SHLAA which often reflect land ownership. Detailed masterplanning will set out the extent of proposed land uses. It is important to maintain separation of the settlements. The extent of the separation will be informed by landscape and other considerations.</p>	
L J Hyde	<b>BHLF-BHRP-4H23-D</b>	Support with observations	<p>I strongly object to any new housing development to the south of Melton until the following are in place:</p> <p>a. Bypass b. Local amenities to include schools and Doctor's Surgery. c. Large supermarket</p> <p>The consequences of not having these in place would mean even more traffic using Mill Street/Regent Street/Brook Street as a rat run for every journey into town. The majority of drivers will not walk, cycle</p>	See comments	<p>Delivery of the relief road, schools and Doctor's surgery in advance of the housing is not likely to be financially viable. Transport modelling will help to identify any necessary mitigation measures that will help to limit adverse transport impacts in advance of completion of</p>	

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			or use public transport. The residents of my area are already suffering from: a. Air pollution b. Noise pollution - loud car stereos / souped up engines c. Speeding traffic - in the last 6 months 2 cars have veered onto the pavement in Regent Street and demolished a lamppost. Next time it could be a pedestrian. d. Drivers ignoring red traffic lights at Thorpe End. At the end of the day these are residential streets - not another Norman Way.		the relief road. The agreed phasing of infrastructure (including the relief road) will be considered as part of an agreed masterplan.	
Keith Allen	<b>BHLF-BHRP-4HDX-4</b>	Other	If the road is south of Melton and New houses built to the south of this road. There would be considerable advantages. Easier for people in the new housing development and those living on the Southern side of the town an easier time getting to work It would relieve pressure On the town. Those who live on the Southern side of the town could use Some Of the retail facilities.		Noted.	
George Simpson	<b>BHLF-BHRP-4HDF-J</b>	Support	Also for SS4 I agree with the south road plans but think they should link to the North		Noted. A section of the relief road will need to be completed as part of the Melton North SN.	
Soni Simpson	<b>BHLF-BHRP-4HD1-W</b>	Support	Also for SS4 I agree with the south road plans but think they should link to the North		Noted. A section of the relief road will need to be completed as part of the Melton North SN.	
Margaret Saunders	<b>BHLF-BHRP-4HD9-5</b>	Other	1. You state that the need for a Melton Outer Relief Road is 'critical'. 2. Your plan for the Melton Mowbray South Sustainable Neighbourhood mentions that 'The development will ..... improve east/west connectivity through a link road and green infrastructure which connects the A606 [Burton Road] to the A607 [Leicester Road].' 3. Unfortunately the full length of this connecting road will not be achieved until 2036 and so the connectivity is something in the dim and distant future. Until the connection is made all the considerable new traffic will have to come on to the A606 at the Burton end, gradually extend on to the Dalby Road and then much later on to the Leicester Road. 4. The amount of traffic on the Burton Road is already 'critical', but unless the link road is built first the situation will		Delivery of the relief road in advance of the housing is not likely to be financially viable. Transport modelling will help to identify any necessary mitigation measures that will help to limit adverse transport impacts in advance of completion of the relief road. The agreed phasing of the relief road will be considered as part of an agreed masterplan.	

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			<p>become significantly worse until 2036. 5. When the A1 is closed between Grantham and Stamford the traffic is constant throughout the day and night and it is impossible to get out of Lime Street, Child Close, New Road or Cross Lane - in order to get into Melton, drivers have to take the single track road to Stapleford and enter Melton via Saxby Road. The A1 has been closed nearly 100 times in the last 2 years.</p> <p>6. The road traffic situation is dreadful and dangerous. Please do not make it worse.</p>			
Yvonne Lesleina Rowe	<b>BHLF-BHRP-4HQP-9</b>	Object	<p>The proposed plan encroaches on area of separation between Melton and Burton Lazars and would encourage "town creep" into the village.</p> <p>Increased traffic and its impact through Burton Lazars has not been assessed. Serious accidents and risk to residents turning right onto the Melton road is high, especially at peak times.</p> <p>High density housing at this southern side of Melton threatens the rural, open landscape and the nature and character of rural villages and the setting of the scheduled ancient monument of Burton Lazars leper hospital</p>	<p>STOP! The south route for development of roads and housing on this scale. The northern route was already identified as a more suitable route and building has already begun on that side of the town. KEEP Burton Lazars individual identity as a separate community in open countryside</p>	<p>The proposal seeks to maintain the individual identities of Melton Mowbray and Burton Lazars by retaining a gap between the settlements, the extent of this separation will be informed by an assessment of the landscape, topography and other considerations and will be reflected in the masterplans in advance of planning applications being considered.</p> <p>The Council has commissioned Transport Assessments using the Leicester and Leicestershire Integrated transport Model to assess the impacts of development proposals on the Borough (including the southerly villages of Eye Kettleby, Burton Lazars &amp; Great Dalby).</p> <p>The density of any proposed development will be a matter for detailed consideration as part of any planning application. The Council is working with its partners at Historic England to ensure that any proposals can be implemented without substantial harm to the designated asset.</p>	

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Mrs Sally Ireland	<b>BHLF-BHRP-4HQQ-4</b>	Support with observations	The B6047 is already over-used by heavy vehicles and will be abused when building work commences. Provision for alternative routes should be a priority and enforcement by a weight restriction from Great Dalby to the A47 applied. B Roads were not built to cope with this quantity of heavy traffic.	Building of houses and industrial areas are an opportunity to use solar energy panels, this making "sustainable neighbourhood" claims a reality without ruining the skyline.	The Council can require a 'Construction Management Plan' that seeks to direct vehicle movements to the most appropriate routes.  Opportunities to encourage renewable energy are encouraged by policy EN10.	
Home Builders Federation	<b>BHLF-BHRP-4H8N-E</b>	Other	It is noted that in Policies SS4, SS5 and C1 the Council refers to policy requirements on energy efficiency and carbon emissions standards exceeding existing Building Regulation requirements. It is accepted that the Council can specify the proportion of energy generated from on-site renewables and / or low carbon energy sources but the Council cannot set a local standard for energy efficiency above the current 2013 Building Regulations standard. The Deregulation Act 2015 specifies that no additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings should be set in Local Plans other than the nationally described space standard, an optional requirement for water usage and optional requirements for adaptable / accessible dwellings. The Deregulations Act removed the power of authorities to require residential developments to exceed the energy performance requirements of Building Regulations therefore the Council should not be setting any additional local technical standards or requirements relating to the performance of new dwellings. It is recommended that these policy requirements are deleted from the pre submission Plan. Moreover the Written Ministerial Statement (WMS) dated 25th March 2015 confirmed that "the optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the NPPG".		Noted. The wording should be amended to reflect the Deregulation Act which allows Local Councils to include policies imposing reasonable requirements for—  (a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;  (c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.  If the 'Zero carbon' amendments are introduced in advance of production of the publication plan, an energy efficiency policy will not be required.	Amend the policy wording to 'encourage' developers who wish to exceed current building regulations and energy efficiency standards and for new houses to have x% of their energy from renewable sources and energy efficiency standards that exceed the energy requirements of building regulations.
Historic England	<b>BHLF-BHRP-4H8Q-</b>	Object	Historic England object to this allocation, in so far as it lies east of Dalby Road due to the setting impact upon the significance of the Scheduled Monument of St Mary and St Lazarus Hospital. I note that the		Noted. The importance of the Scheduled Monument of St Mary and St Lazarus Hospital is recognised.	

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	H	<p>Sustainability Appraisal site appraisal also raises concerns. The hospital was the principal establishment of the Knights of St Lazarus in England and is of exceptional archaeological and historic importance (even amongst monuments of designated on the basis of national archaeological importance). Whilst noting the case for the utility of a southern bypass, it is not considered there is any capacity for residential development to the east of Dalby Lane in order to protect the significant Scheduled Monument in its agrarian landscape setting consciously at a distance removed from the town. If this opinion is to be pursued, the bypass (Outer Western Relief Route) and associated landscaping should be sited as far north of the scheduled monument as possible, there is not sustainable capacity to include housing as well as bypass in this zone. I would also refer to Tim Allen's letter of 16 February 2016 in relation to application 15/00127/OUT. If a bypass is taken forwards with plan led housing growth to the south of the town on the basis of weighting public benefits, then harm to the significance of Burton Lazars scheduled monument should be minimised as set out in the NPPF giving great weight to the conservation of this nationally important designated heritage asset. The bypass route should form a limit to housing development, i.e. dwellings should not be constructed on its southern side. A bypass route avoiding substantial harm to the monument's significance might be constrained as follows: Such a route could run from a junction north of Valley View/Aerodrome Farm on the Dalby Road (thereby preserving the pastureland and earthworks to the south). It could then head east-north-east to follow a natural hollow crossing Sandy Lane at a point no more than 200m south of the Kirby Lane/Sandy Lane junction. A route might then follow the natural dip in topography east-north-east to cross the next field boundary and take a line east to meet the Burton Road. A junction with the Burton Road could lie south of number 222 Burton Road but should avoid crossing the existing field boundary to the south-east of that field. Although welcomed, reference to</p>		<p>The plan seeks to protect important heritage assets and promote development that encourages tourism. The Council will continue to work with its partners at Historic England to ensure that any proposals can be implemented without substantial harm to the designated asset.</p> <p>The proposed masterplan will help to establish the satisfactory extent of development in the context of the SM.</p>	
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			<p>the protection and enhancement of historic and archaeological features, including the St Mary and St Lazarus hospital scheduled monument and its setting within policy SS4 is not sufficient to address these strong, in principle concerns. We are aware that limiting housing development in the setting of the scheduled monument to the topographic break provided by the line of Dalby Lane may increase requirements to the west, however this underlines the need for nuanced decisions in which the relative importance and sensitivity of heritage assets is properly understood. The archaeological significance and importance of Kirby Lane should be explored in detail with the County Principal Development Control Archaeologist, Richard Clark and his views sought on where gaps in understanding and information lie. Deletion of the proposed section beyond the watercourse to the extreme west of the proposed allocation (proposed for Employment), south of Leicester Road is also strongly recommended to protect extant ridge and furrow cultivation remains, which appear on recent aerial photography as a well preserved and coherent element in the historic context of the town and the wider Midlands landscape.</p>			
<p>Andrew Granger (on behalf of Mr. PJSR Hill, Mr M Lomas, MR A Lomas, Miss S Lomas, Mr G Lomas)</p>	<p><b>BHLF- BHRP- 4H85- N</b></p>	<p>Support</p>	<p>We attach a plan showing the suggested road line for the Southern relief road. Our clients support this policy which will provide benefit to enable housing and commerce to be provided but also relief to Melton. We understand the road line may create perceived issues with the proposed separation policy but in fact the opposite is true. With careful landscaping the relief road will provide a very strong boundary to any future encroachments on the suggested area of separation.</p>		<p>Noted. The detailed alignment of the Relief Road will need to be agreed through engagement with the Highway Authority and the impacts on landscape carefully assessed and included within an agreed masterplan.</p>	
<p>Gladman Develop</p>	<p><b>BHLF- BHRP-</b></p>	<p>Support with observatio</p>	<p>Gladman support in principle Policy SS4 and the approach to allocate growth to the South of Melton Mowbray Sustainable Neighbourhood Strategic</p>		<p>It is important to note that planning permission has now been secured for residential development on the</p>	

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ments	4H8J-A	ns	<p>Allocation. The previous Local Plan Inspector concluded at Para 14 of the Preliminary Conclusions that: “In short, the sustainability credentials of the southern SUE are better. For all the above reasons, the Core Strategy proposal for a northern SUE is not sustainable and cannot be supported. The Core Strategy is therefore fundamentally unsound as the evidence base does not support the strategy – paragraph 182 of the NPPF refers.” The Inspector therefore considered development directed to the south of Melton Mowbray would be better-related to the existing and proposed areas of employment, the town centre and the railway station.</p> <p>Gladman are supportive of the allocation of 2,000 homes to the South Melton Mowbray Sustainable Neighbourhood. Gladman have a current planning application pending determination (Ref 15/00910/OUT - See Appendix 2) for part of the Strategic Allocation which can be brought forward in the short-term. The Gladman application site represents a logical rounding off of the current settlement, adjacent to a key employment area and within a short distance of the town centre; clearly a sustainable location for housing development which clearly accords with the recommendations set out by the previous Local Plan Inspector. Owing to the sites location and having reviewed the objectives of the South Melton Mowbray Sustainable Neighbourhood as set out in Policy SS4, the site can come forward now to make an important contribution to the poor housing land supply position in the borough, whilst also ensuring the early delivery of this part of the sustainable neighbourhood.</p> <p>The site is well related to the existing built form. It comprises an infill development and a ‘rounding off’ opportunity in a sustainable location with good access to local services and facilities. The site is well contained within the landscape and important trees and other landscape features are retained where possible.</p> <p>The site itself is not the subject of any formal historic</p>		<p>Gladman site.</p> <p>Noted. Since the completion of the previous Local Plan examination, the overall housing requirements have increased resulting in the need for Urban Extensions to both the north and south of Melton Mowbray to be considered.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Parts of the Melton South SN</p>	
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		<p>or environmental designations and it is not situated within a conservation area. The Landscape and Visual Impact Appraisal (LVIA) submitted with the application demonstrates that the overall landscape and visual effects are considered to be predominantly localised. The most notable landscape effects arise from changes to the landscape character of the Site. In visual terms, there would be some short term adverse effects upon the adjacent residential area, roads and footpaths. However, in conclusion, it is assessed that the Site has the ability to absorb development of the scale and type proposed without causing any unacceptable landscape and visual harm. It is considered that a high quality urban design solution can be delivered on the Site which is in keeping with best practice and current Government Guidance and which can make a positive contribution to the local landscape and townscape.</p> <p>The technical information submitted in support of the planning application confirms that there are no technical constraints to the development of the site. The site is not in an area where specific policies in the Framework indicate that development should be restricted.</p> <p>The site also offers significant benefits under the three strands of sustainability; economic, social and environmental including:</p> <p>a. Social Benefits Provision of Market Housing • Boosting the supply of land for housing, providing for high quality market family housing within a sustainable location. The development proposals will make a valuable contribution to the 5 year supply of Melton Borough.</p> <p>• The proposed development of up to 520 net additional dwellings will provide a balanced mix of dwellings providing a choice of type and size in response to the identified housing demand and market assessment for Melton Borough. New homes in Melton Mowbray will enable people to access the</p>		<p>have an impact on the Scheduled Monument. Discussions with Historic England are ongoing.</p> <p>Noted. Outline Planning Permission has been granted for the proposal subject to completion of a section 106 obligation.</p> <p>Noted.</p> <p>Noted. The provision of affordable housing is an important component to help meet identified needs.</p> <p>The planning permission for the site includes an element of affordable housing which helps meet identified needs.</p>	
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		<p>housing market locally rather than being forced to move away due to lack of available housing. • The proposals will assist in helping to maintain and enhance the vitality of the community. Provision of Affordable Housing • There is a significant need for affordable homes across Melton Borough, this has been confirmed by the SHMA (2014) which has identified an annual affordable need of 70dpa. The proposed development will deliver affordable housing and will contribute towards easing the identified extreme affordability needs in the borough.</p> <p>Public Open Space Provision • The development proposals provide 5.74ha of new public open space and a high quality landscape setting, along with an equipped children’s play area. This will be provided in close proximity to the proposed housing, along with more informal recreation space and landscaping to meet the needs of the new residents.</p> <p>The development will create a housing site with pedestrian links, retaining public footpaths and creating new pedestrian links through the site, linking it to Melton Mowbray centre and surrounding area.</p> <p>Provision of an A1 Convenience Retail Store • The proposed development will incorporate a convenience store which will improve the new, and existing residents’ access to convenience goods; thus reducing the need to travel and improving the sustainability of the settlement. The retail element of the scheme does not require a retail impact assessment because of its size and it accords with the relevant sequential retail tests of the Framework, as no alternative sites in local centres are available.</p> <p>b. Economic Benefits • Housing development is a key component of economic growth and this is fully recognised in Government policy and Ministerial guidance. The delivery of a sufficient quantum of housing of the right type, at the right time and in the right location, is fundamental and as much a part of</p>		<p>Noted.</p> <p>Noted.</p> <p>The detailed mix of land uses (such as retailing) will be considered as the policy develops and through a masterplan. The specific location of uses within the wider sustainable neighbourhood will be addressed through masterplanning and the consideration of planning applications.</p> <p>Noted.</p>	
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		<p>the growth agenda as direct economic development. Paragraphs 18 and 19 of the Framework confirm that the Government is committed to securing economic growth and that “significant weight” should be placed on the need to support economic growth through the planning system. • This development will deliver housing in a sustainable location in Melton Mowbray. The benefits associated with employment in the construction industry, the increased local spending associated with a greater population, a greater number of economically active residents and the payment of New Homes Bonus to Melton Borough Council. Therefore, the proposals wholly accord with the NPPF guidance on Economic Development.</p> <p>c. Environmental Benefits • Significant areas of planting to provide green infrastructure, ecology and wildlife benefits. Habitat creation measures to ensure biodiversity is retained with enhanced hedgerows and green corridors. These measures will ensure a net biodiversity gain in accordance with requirements of Paragraphs 9 and 118 of the Framework. • Provision of domestic gardens which provide an opportunity to improve biodiversity over and above agricultural use. • The provision (by condition) of a Travel Plan, the payment of the bus subsidy and the site’s proximity to key local services and facilities would help to promote more sustainable patterns of travel, mindful of the rural nature of the borough.</p> <p>Therefore, the site is available, achievable and deliverable and will provide a valuable contribution to the delivery of the Local Plan and the future of Melton Mowbray. Gladman acknowledge the need for a strategic road link connecting the A606 to the A607 to be provided as part of the wider South Melton Mowbray strategic allocation. However, there is no scheme that is currently designed or costed for the delivery of this infrastructure and this needs to be undertaken as a matter of urgency by the Highways Authority before the Local Plan can proceed to adoption. This is to ensure that, there are</p>		<p>Noted. Environmental considerations have been addressed through consideration of the determined planning application.</p> <p>Noted. Contributions to the delivery of the relief road will be required in order to ensure that this part of the South Melton SN contributes to mitigating the wider transport impacts through provision of a relief road.</p>	
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			<p>no significant delays to the implementation of the Local Plan, the Local Plan can be delivered and that schemes can come forward with a proportionate and an appropriate contribution in place for highways and other necessary infrastructure. If this is not undertaken quickly, this could affect the deliverability of the entire local plan causing significant issues for the Council going forward. The Council should be alive to the fact that in order to deliver the transport infrastructure improvements necessary for Melton Mowbray a certain level of development will have to come forward before sufficient funding is in place. This may make the local traffic situation worse in the short term before it can be properly addressed through the new infrastructure and this fact should be expressed within Policy SS4. This position is accepted by both the Borough and County Council as set out in the Cabinet Report included as Appendix 3 to this statement.</p> <p>Gladman object to the criterion relating to the frequency and location of the bus service serving the site. A 20-minute frequency is acceptable if all of the development came forward in one go, but a 20-minute service is not viable until a certain level of population is already established on the site. There needs to be greater flexibility to make it clear that this criterion should be fulfilled once a certain number of units have been delivered. It is also questioned as to why the distance of 400m has been decided upon for walking distances to a bus stop. There is no evidential justification for this requirement and therefore this should be removed from the Policy.</p> <p>Gladman also object to the criterion which requires a development that exceeds building regulations for energy efficiency and carbon emissions. The Council cannot set a local standard for energy efficiency above the 2013 Building Regulations Standard. The Deregulation Bill 2015 specifies that Councils cannot set any additional local technical standards relating to the construction, internal layout or performance</p>		<p>It is accepted that a 20 minute frequency bus service during the early stages of development is not likely to be achievable. However, it is important that all parts of the SN contribute to achieving this in a phased way as the development progresses. Other mitigation to help ‘public transport habit forming’ can be secured in the early stages of development. The 400m walking distance to a bus stop is identified in the 6Cs Highways and Transportation Design Guide.</p> <p>Noted. The wording should be amended to reflect the Deregulation Act which allows Local Councils to include policies imposing reasonable requirements for—</p> <p>(a) a proportion of energy used in development in their area to be</p>	<p>Amend the policy wording to ‘encourage’ developers who wish to exceed current building regulations and energy efficiency standards and for new houses to have x% of their energy from renewable sources and energy efficiency standards that exceed the energy requirements of building regulations.</p>
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		<p>of new dwellings other than the nationally described space standard, an optional requirement for water usage and optional requirements for adaptable / accessible dwellings where these are supported by evidence of need and viability.</p> <p>Gladman object to Policy SS4 in terms of the requirements for Master Planning. It is not considered to be necessary to have a Masterplan agreed in advance of, or as part of the planning application for the South Melton Strategic Allocation. Sites that do not jeopardise the long term delivery of the wider scheme and accord with the general thrust of the policy should be granted permission. The preparation of a Master Plan will only add delay to the delivery of this strategically critical scheme. A Secretary of State decision (APP/A0665/A/14/2229269) (Appendix 4) Land off Rilshaw Lane, Winsford is particularly pertinent on this issue. Para 16 of the Secretary of State’s Decision Letter states that: ‘The appeal relates to land which has been allocated for development in the Local Plan (LP) and Winsford Neighbourhood Plan (WNP) and in general terms is compliant with policies therein. The Secretary of State acknowledges there is conflict with policies in the development plan which seeks an adopted development brief prior to granting permission for any scheme within the proposed Station Quarter Urban Extension (SQUE). However, for the reasons given, he finds that the degree of harm caused by allowing this appeal in advance of the development brief and in conflict with policies in the LP and WNP would be very limited. He is satisfied that the appeal scheme would not prejudice the achievement of a coordinated and sustainable form of development within the SQUE; it would bring forward significant</p>		<p>energy from renewable sources in the locality of the development;</p> <p>(c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.</p> <p>If the ‘Zero carbon’ amendments are introduced I advance of production of the publication plan, an energy efficiency policy will not be required.</p> <p>Disagree. It is important that development of individual sites is within the context of a wider masterplan in order to ensure the co-ordinated delivery of development and associated infrastructure. The appeal decision referred to relates to a scheme with differing circumstances. Each site must be taken on its merits.</p>	
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			<p>market and affordable housing which would materially boost supply and this benefit is attributed significant weight. Overall, the Secretary of State considers that although the proposed development would pre-empt a comprehensive development brief for the SQUE, it represents a sustainable form of development which will provide much needed housing and which accords with the policies of the development plan and Framework taken as a whole' Gladman therefore consider that on the basis of the above and the fact that our site is bound by development on three sides and is away from the main southern SUE and relief road and is delivering only residential development, that this site can come forward in the short term without the need for a Master Plan.</p> <p>Gladman also object to Policy SS6 in that it does not define what is meant by the term 'Where monitoring identifies significant and persistent shortfalls in the delivery of housing and employment delivery'. This should be clearly defined within the Policy and should, in Gladman's view, be if the Local Plan fails to deliver 75% of the Local Plan housing requirement in two consecutive years or if the 5 year land supply calculation falls to 5.25 years or below. This will allow corrective action to be taken swiftly and before significant shortfalls occur given the time lag between recognition of the issue and addressing it through granting planning applications and/or a review of the Local Plan. The Policy should also be strengthened to state that these triggers, if breached, will require a review of the Local Plan rather than this course of action simply being considered.</p>			
Pegasus on behalf of Davidsons Developments and	<b>BHLF-BHRP-4HAG-G</b>	Support with observations	Policy SS4 of the Options Paper sets out the proposals for the development of South Melton Sustainable Neighbourhood to provide 2,000 homes, extra care housing, 20 hectares of employment land, a new primary school and local centre, along with a 3 pitch site for gypsies and travellers and a strategic link road connecting the A606 to the A607 Leicester Road.	Amend reference to exceeding Building Regulation standards. Amend Concept Plan to reflect the route of the proposed southern link road as shown on the Indicative Framework Plan submitted as part of these representations.	Noted.	

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<p>Melton Town Estate</p>		<p>The Options Paper outlines the strategy for Melton Mowbray in providing for the development of two large sustainable urban extensions to the north and south of the town, providing northern and southern link roads to form part of a wider relief road solution for the town.</p> <p>For the South Melton Sustainable Neighbourhood, the Options Paper sets out the concepts at Figure 6, Appendix 4 to the Paper.</p> <p>Davidsons Developments Limited, working in conjunction with the Town Estate and other land interests, promoted the concept of a strategic development option to the south of the town at the Local Plan Examination in Public in March 2013.</p> <p>The Inspector, in his letter to the Council dated 11th April 2013, noted the strategic advantages of a southern growth option.</p> <p>Since the withdrawal of the plan in April 2013, Davidsons Developments has worked closely with officers from the Council to develop and refine proposals for a South Melton Sustainable Neighbourhood. Representatives from Davidsons have participated in Melton Local Plan Reference Group sessions since July 2013, attending both developer/landowner and wider sessions of the Reference Group where appropriate. Participation in the Reference Group has allowed us to understand key issues and concerns in relation to proposals for development to the south of Melton and to refine our emerging proposals to address concerns.</p> <p>Davidsons Developments Limited and the Town Estate fully support the Council’s proposals for the allocation as set out in Policy SS4. The development</p>		<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Since the completion of the previous Local Plan examination, the overall housing requirements have increased resulting in the need for Urban Extensions to both the north and south of Melton Mowbray to be considered.</p> <p>Noted. The Council welcome active engagement concerning the Melton South SN.</p> <p>Noted.</p>	
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			<p>of a southern extension to the town is a sustainable and deliverable development opportunity. It will facilitate the provision of a new link road from the A606 to the A607 Leicester Road, a key component of the Council’s transport strategy for the town, delivering key benefits in terms of traffic relief in the town centre.</p> <p>Davidsons Developments Limited has been working on a Framework Plan for the South Melton Sustainable Neighbourhood to illustrate how the proposal can be delivered and this is submitted as part of these representations. This work has been supported by a number of technical studies including;</p> <p>Heritage and Archaeological Assessments by CgMs – Our Heritage consultants CgMs have assessed the potential impacts on heritage interests supporting by a comprehensive geophysical survey of the site. The relationship of the proposed development to the former St Mary and St Lazurus Leper Hospital at Burton Lazars has been a key consideration. Through the location of the proposed development, provision of a robust landscape framework and provision for new interpretive opportunities on land to the south of the development area, it is considered that the less than substantial harm is outweighed by the benefits associated with the development of the sustainable neighbourhood in accordance with paragraph 134 of the National Planning Policy Framework (NPPF);</p> <p>Transport Assessment by ADC Infrastructure – ADC Infrastructure have been working closely with Leicestershire County Council to undertake further modelling of development options to the south of Melton using the Leicester and Leicestershire Integrated Transport Model (LLITM). This work has helped to inform the development of the transport strategy for the South Melton development option including design of the south Melton Link Road and associated junction improvements and mitigation measures;</p>		<p>Noted. The framework will help to inform more detailed masterplans and detailed planning applications. It may need to be amended to reflect ‘environmental’ and ‘heritage asset’ concerns.</p> <p>The impact of the development on any heritage assets is a key issue. The Council will work closely with Historic England and the developers in order to ensure that proposals do not result in substantial harm to heritage assets including the former St Mary and St Lazurus Leper Hospital at Burton Lazars.</p> <p>Noted. Transport impacts will need to be fully assessed in order to understand the transport impacts &amp; implications and potential mitigation measures (including phasing). The Council will work closely with the Highway Authority and other interested parties to agree the potential alignment of the relief road.</p>	
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		<p>Flood Risk and Drainage by Weetwood Engineering – The Indicative Framework Plan includes provision for a comprehensive strategy for surface water management for the site in the form of a series of swales and ponds making best use of the site’s topography. The strategy will ensure that surface water flows from the site will be managed efficiently.</p> <p>The majority of the site falls with Flood Zone 1 and is therefore at low risk from flooding. A small part of the site between Kirby Lane and Leicester Road and to the south of Edendale Road and along the Edendale Brook falls within Flood Zones 2 and 3. The masterplan proposals ensure that no more vulnerable uses fall within these areas. Further brook course modelling has been undertaken to establish the extent of flood risk in these areas. The provision of transport infrastructure in these locations will be designed to ensure that any flood risk is adequately mitigated and that the development would not result in any increased risks;</p> <p>Ecology by FPCR – Our ecological consultants FPCR have undertaken a detailed ecological assessment of the site and the findings have informed the indicative masterplan proposals included as part of these submissions. There are populations of great crested newts within the vicinity of the site and a couple of ponds will be lost as part of the development proposals. A scheme for compensatory provision is proposed involving the creation of new ponds and habitats on land to the south of the development area. Otherwise most of the land is of limited ecological interest;</p> <p>Arboriculture by FPCR – FPCR has also undertaken a detailed arboricultural assessment of the proposed development area. The Indicative Framework Plan has sought to incorporate the majority of the existing hedgerows and trees as part of the development proposals. Any loss will be compensated by new planting provision. The scheme includes substantial new planting along the</p>		<p>Noted. A strategy to address drainage and flooding issues is welcomed.</p> <p>Noted. Flooding impacts will need to be fully assessed in order to understand the flooding impacts &amp; implications and potential mitigation measures.</p> <p>Noted. Ecological impacts will need to be fully assessed in order to understand the ecological impacts &amp; implications and potential mitigation measures.</p> <p>Noted. An assessment of the impact on trees is to be welcomed.</p>	
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		<p>proposed link road forming the southern site boundary;</p> <p>Noise by NVC Consultants – NVC Consultants have modelled potential noise impacts associated with the development proposals, particularly in relation to the proposed link road. The Indicative Framework Plan takes account of the results of this work, providing appropriate acoustic screening between proposed properties and the proposed link road;</p> <p>Landscape Assessment by Pegasus Landscape – The Framework Plan proposals have been informed by a landscape assessment undertaken by Pegasus Landscape. This sets out an overall landscape strategy for the site. Key features include a strong central green space through the development with links northwards towards Kirby Lane and the retention of existing hedgerows wherever possible. The proposals seek to ensure that the separate identities of Burton Lazars and Eye Kettleby are appropriately safeguarded. A separate appraisal of the interrelationship between the development and these proposed areas of local separation has been prepared and forms part of these submissions.</p> <p>Agricultural Land Quality by Land Research Associates – An assessment of agricultural land quality has been undertaken by Land Research Associates.</p> <p>The various supporting studies have informed the preparation of the indicative masterplan which is submitted as part of these representations. The supporting technical studies will be submitted to the Council in due course.</p> <p>The technical work undertaken has confirmed that the South Melton Sustainable Neighbourhood is a suitable and deliverable development option that can play a key role in the Council’s preferred strategy to help deliver strategic housing requirements over the plan period and bring forward a key component of the transport solution</p>		<p>Noted. An assessment of noise impacts is to be welcomed.</p> <p>Noted. An assessment of landscape impacts is to be welcomed. The Council’s Landscape sensitivity analysis will be used to further assess the impacts.</p> <p>Noted.</p> <p>Noted. It is important that development is informed by an effective masterplan in order to ensure the co-ordinated delivery of development and associated infrastructure.</p> <p>Noted.</p>	
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		<p>for Melton Mowbray through the provision of a southern link road.</p> <p>The Emerging Options Consultation includes a Concept Map for the Melton South Sustainable Neighbourhood at Figure 6. The Indicative Framework Plan prepared by Davidsons Developments reflects the key principles for the proposed development as outlined in Policy SS4. The Plan at Figure 6 includes an indicative routing for the proposed link road. This shows part of the route linking Kirby Lane with Leicester Road falling within third party land. The Concept Map should be amended to be consistent with the Indicative Framework Plan submitted as part of these representations to ensure that no issues of deliverability arise.</p> <p>Davidsons are happy to continue working with officers as they work towards the submission draft version of the plan to ensure that the plan and the proposals for a South Melton Sustainable Neighbourhood meet the necessary tests of soundness.</p> <p>As currently drafted, Policy SS4 sets out a series of environmental expectations, including that the development will exceed building regulations for energy efficiency and carbon emissions where viable. The Council cannot set a local standard for energy efficiency above the current 2013 Building Regulations standard. The Deregulation Act 2015 is clear that no additional local technical standards should be set out in local plans. The Act removed the power of authorities to required residential developments to exceed the energy performance requirements of Building Regulations. The policy as currently draft is therefore contrary national policy and needs to be reviewed. The Options Paper outlines assumed development rates for South Melton at Table 5. This assumes completion rates of 100 dwellings per year, with some 1,700 dwellings delivered within the plan period. The assumed build rates represent a conservative assessment of likely</p>		<p>The concept plan (Figure 6) of the Emerging Options Plan will be updated when the Publication Plan is prepared. This will need to identify a route that is technically deliverable and is acceptable to the Highway Authority and is supported by the evidence.</p> <p>Noted.</p> <p>Noted. The wording should be amended to reflect the Deregulation Act which allows Local Councils to include policies imposing reasonable requirements for—</p> <p>(a) a proportion of energy used in development in their area to be energy from renewable sources in the locality of the development;</p> <p>(c) development in their area to comply with energy efficiency standards that exceed the energy requirements of building regulations.</p> <p>If the 'Zero carbon' amendments are introduced I advance of production of the publication plan, an energy</p>	<p>Amend the policy wording to 'encourage' developers who wish to exceed current building regulations and energy efficiency standards and for new houses to have x% of their energy from renewable sources and energy efficiency standards that exceed the energy requirements of building regulations.</p>
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			build rates on the site.		efficiency policy will not be required.	
Burrough Court Estate Limited	<b>BHLF-BHRP-4HAX-1</b>	Object	<p>These two policies allocate large scale strategic development (Sustainable Neighbourhoods), which include a high level of large infrastructure development for the Borough. 65% of all planned residential development, totalling 3,500 dwellings, during the plan period will be directed towards the ‘Melton Mowbray Main Urban Area’.</p> <p>The principle of strategic growth in the Borough is supported, however this ‘putting your eggs in one basket’ approach is not supported as this will not deliver much needed homes in a timely fashion as directed by the NPPF. The Borough Council are already unable to demonstrate a five year housing land supply, largely as a result of lack of strategic sites not delivering as anticipated, yet the Borough still wish to pursue this method of housing distribution.</p> <p>The trajectory for the delivery of the housing within these development sites is seriously questioned. An assumption has been made that each of the sites will deliver 100 dwellings per year, based on two developers operating concurrently on each site (50 dwellings each). However Policy SS4 requires delivery of 2,000 dwellings, some 20ha of employment land for a mix of use classes, as well as provision of a new primary school, local centre (including parade of shops, A2-A5 use classes, small scale employment opportunities, and non-retail and community facilities), as well as a strategic road link connecting the A606 to the A607 to form the outer western relief road to Melton Mowbray, a number of new and enhanced bus services as well as important environmental objectives. Policy SS5 is similar in its requirement to deliver 1,500 dwellings, employment land, community facilities, and a strategic road link connecting the A606 to Nottingham Road form the outer western relief road to Melton Mowbray. Both allocations require comprehensive master plans preparing, as part of the requisite planning applications; incorporating all development elements into the masterplan i.e.</p>	<p>Development should be more evenly distributed through the Borough with a variety of settlements accommodating development to meet local housing needs and support the requirements of the Borough. Appropriate housing delivery can be achieved across all settlement categories including ‘Rural Settlements’ where development is suitable and appropriate, which should not be restricted to such small scale delivery e.g. 3 dwellings or less, when appropriate development, such as 10-15 units may be more appropriate in some settlements, whilst none is appropriate in others.</p>	<p>Noted.</p> <p>A range of other options have been assessed through SEA and Sustainability Appraisal. Delivery of large scale growth to the north and south of Melton Mowbray is considered to be the most effective way of delivering the required amount of housing with the necessary infrastructure (including schools, a relief road and other services and facilities).</p> <p>The Publication version of the plan will need to include a robust trajectory that will be tested at examination. Delivery of 100 units per year within the Sustainable Neighbourhoods is considered realistic and has been tested through ‘Developer Panels’. The ‘lead-in’ times and rates of delivery must be realistic and will be based on further discussions with potential developers.</p>	

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		<p>employment, housing etc... It is likely that the preparation of such work is likely to take at least 12 months (including survey work), followed by the application itself, which, including the S106 legal agreement is likely to take a further 18 months. Upon receipt of outline planning permission, should it be granted, reserved matters applications will need to be prepared (a further 6-12 months) with determination a further 6 months minimum. This process therefore could take a minimum of 4 years (on each Sustainable Neighbourhood) before gaining detailed permission. That would lead to at least 2020/21, when the Council have assumed delivery of 400 dwellings across the two Neighbourhoods. Neither site will have delivered any units by this stage. As set out above, large infrastructure will need to be in place as part of the allocations, relief roads, primary schools etc. prior to residential development being delivered. Delivery of the required infrastructure takes a significant amount of time and money. It may even be that residential development is not delivered in the period 2021-2016 where the council assumes a further 1,000 units will be delivered.</p> <p>In their 1999 Local Plan, the Council allocated a 'New Village' (Policy NV1) to deliver approximately 1,200 new homes, employment land, retail, community facilities including a village hall, public open space, landscaping, highway infrastructure including the provision of the Melton Mowbray southern and western bypasses and links to it; the 'New Village' was never delivered. Unfortunately the Council have not learnt from the non-delivery of strategic sites, now seeking to allocate 65% of its requirements across just two large scale strategic sites. The need for large scale infrastructure to facilitate the planned strategic growth will cause delays, whilst small/medium scale sites in other settlements, including 'Rural Settlements', could come forward and deliver appropriate development with minimal delay since the level of infrastructure required will be far less. The Council are currently unable to demonstrate a requisite five year supply of</p>		<p>The Council consider that, following extensive engagement with development partners, that there is a stronger likelihood of delivering the identified Sustainable Neighbourhoods. It is acknowledged that other sites in smaller villages will help to contribute towards the delivery of housing in advance of the implementation of the SNs.</p>	
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			housing. By distributing residential development as proposed the delays of delivering the infrastructure required prior to delivering the much need new homes, will only seek to further exacerbate the housing delivery issue within the Borough.			
Brown & Co – Property & Business Consultants LLP (on behalf of the landowners – M Hill, P Hill, M Hyde & P Pickup)	<b>BHLF-BHRP-4HA9-2</b>	Object	<p>Our objection is based on the exclusion of Site MBC/049/13 which would add much needed more sustainable development land to this SUE and in preference to other areas proposed, particularly Melton North SUE and also some of the village development. The number of homes should be increased and in view of the need to make significant contributions to the bypass and other infrastructure needs.</p> <p>The percentage of affordable housing should be reduced. This is a low value housing area and 37% is not achievable. We would suggest the target, which should still be subject to viability, should be reduced.</p>	Change the Policy to reflect the increased number of houses that could be made available, reducing the level of affordable content to a target of say 30% subject to viability and to making it clear that this and other land should be integrated to help produce a more sustainable form of development throughout the Borough and in preference to other sites. Policies should reflect the fact that there needs to be a strategic gap between the development and Burton Lazars and this should be deliverable through the Masterplan and also to produce green infrastructure to help link this and other sites to the existing network. There are already important footpaths and other links through our clients’ site which can help produce improved infrastructure uses.	Noted. The site MBC/049 will need to be considered further in light of the potential alignment of the relief road. The site has scored well against some of the Sustainability Appraisal objectives and will be considered along with other options when the Publication version of the plan is progressed.	
Natural England	<b>BHLF-BHRP-4HA7-Z</b>	Support	<p>We welcome the commitment in paragraph 4.4.6 to incorporate green infrastructure into the development and the commitment in paragraph 4.4.7 to respect the landscape, wildlife and heritage assets of this location.</p> <p>We welcome the following commitments:</p> <ul style="list-style-type: none"> <li>☑ 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;</li> <li>☑ Protection and enhancement of important areas of bio-diversity (habitats and species);</li> <li>☑ Protection and enhancement of historic and archaeological features; including the St. Mary and St Lazarus hospital scheduled monument and its setting and the line of the former Roman Road at Kirby Lane;</li> <li>☑ Protection and enhancement to the existing</li> </ul>		Noted.	It is proposed to retain the strategic gap between Melton Mowbray and Burton Lazars / Eye Kettleby. The distance separation will be informed through detailed masterplanning. Open spaces, wildlife corridors and functional green spaces will be informed within an emerging masterplan.

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			<p>wildlife corridors and, where appropriate, provide new corridors to create a coherent network of biodiversity and green infrastructure specifically the River Wreake tributaries and the Edendale Brooke;</p> <ul style="list-style-type: none"> <li>☐ Establish a protection zone between the River Eye SSSI and any future development.</li> <li>☐ Provide a network of new high quality of multi-functional green spaces in accordance with the Council’s open space standards set out in policy EN7;</li> </ul> <p>☐ A development that exceeds building regulations for energy efficiency and carbon emissions, where viable;</p> <ul style="list-style-type: none"> <li>☐ Buildings and spaces which are adaptable to future climatic conditions including extremes of temperature, drought and flooding;</li> </ul> <p>☐ Development that provides appropriate sustainable drainage systems and flood alleviation measures and where possible reduces flood risk in downstream areas fully integrated into the Green Infrastructure Strategy, all in accordance with the Melton South site assessment in the Strategic Flood Risk Assessment; ☐ Protecting and enhancing water quality.</p> <p>Master planning and delivery We welcome the commitment to a master plan setting out: ☐ The distribution and location of proposed land uses; ☐ Important environmental features and heritage assets that are to be protected; ☐ Areas of green infrastructure and green space (including important strategic green gaps to be protected); and, ☐ Areas of new landscaping.</p>		<p>Noted. The policy will be altered in respect of ‘housing developments exceeding the Building regulations’ in terms of Energy efficiency in order to reflect recent changes in legislation introduced through the Deregulation Act 2015.</p> <p>Flooding issues are considered under emerging policy E11. SuDS are considered under EN12.</p> <p>It is important that development of individual sites is within the context of a wider masterplan in order to ensure the co-ordinated delivery of development and associated infrastructure.</p>	
LCC Highways Authority	<b>BHLF-BHRP-4H7Q-G</b>	Support with observations	- Pg. 40 Para 4.3.5: Opportunities for improvements to the highway network within the town are limited and therefore significant infrastructure such as a MORR is required to support the level of growth outlined in the plan. As ‘it is expected that the full route will be delivered in parts’ there may be some		Noted. MBC will continue to work with the Highway Authority to deliver transport solutions to support proposed growth.	

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			<p>'short term pain' on the highway network during the plan period before all infrastructure is fully built. Through the development of the transport strategy for Melton Borough, consideration will be given to phasing and timing of potential improvements to the highway network to provide minimum impact on the local area. - Pg. 45 Transport: Specifically identifies a public transport service level to Melton Town Centre – should consideration be given to connections with Leicester and Oakham? - Pg. 49 Plan: Specifically shows the Persimmon sites but what about the Davidsons site on Nottingham Road (or is this not considered part of the NSN)?</p>			
LCC Education Sufficiency, Children and Family Services	<b>BHLF- BHRP- 4H75- M</b>	Support with observatio ns	<p>PRIMARY PROVISION The Authority is pleased to note that a new primary school is included in both development areas. A 420 place school would be required in each location, the cost of each school is currently in the region of £5.35million, and each site would need to be a minimum of 1.7ha. SECONDARY PROVISION The additional secondary places required in Melton town could be provided by an extension of the John Ferneley College, to do this would require additional land and a contribution of approx. £10,993,740 based on current forecasts. Further expansion of the Long Field High school in the south of the town is not possible due to its location within the flood plain and the planning constraints this imposes. However given that a significant number of houses are planned for south of the town it would be advantageous to identify a potential site for a new secondary school in the southern location, or to re-locate the Long Field School to a new site in the south of the town and extend the school to cope with the additional pupils from the development. The lack of sufficient secondary places in the south may mean that a considerable number of pupils will have to travel to the north to access secondary education. The site may not ultimately be required and would be returned should that be the case, but the identification of a site of 7ha would safe guard the provision of secondary places for the long term.</p>		Noted. MBC will continue to work with the Education Authority to deliver education infrastructure as part of the proposed growth.	
LCC	<b>BHLF-</b>	Support	Minerals and Waste		Noted. MBC will continue to liaise	



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Strategic Property Services Asset Management	<b>BHRP-4H7J-9</b>	with observations	The proposed employment area within the Melton Mowbray South development lies within a Sand and Gravel Mineral Consultation Area (and proposed Mineral Safeguarding Area) and has the potential to sterilise sand and gravel resources. A mineral assessment of the potential effect of the proposed development on the mineral resource beneath and adjacent to this site should be carried [out].		with the County Minerals Authority and potential applicants to ensure that the impact on mineral deposits is fully assessed.	
Leicestershire & Rutland Environmental Records Centre	<b>BHLF-BHRP-4H7P-F</b>	Support with observations	<p>Melton South: Welcome the biodiversity points in Policy SS4 and the decision to create a masterplan for the whole development. This will allow biodiversity protection, mitigation and enhancement to be 'joined up' throughout the site.</p> <p>Of particular note/concern is the great crested newt population on and adjacent to the site, focussed on the area between Dalby Road and Burton Road, but with records also recently from the Eye Kettleby area. GCN are likely to pose a significant constraint in developing certain areas of this proposal, and a survey and mitigation plan should be in place for the whole site.</p> <p>Significant ecological corridors in this area that will require protection and buffering include a number of watercourses (including tributaries of the River Eye/Wreake) and the dismantled railway line running north to south off Kirby Lane. There are also a number of mature hedgerows throughout the site. Updated habitat and protected species surveys will be required to inform the proposed masterplan for this area.</p>		The presence of protected species and habitats (including wildlife corridors) will require full assessment and their protection must be addressed as part of emerging masterplans and submitted planning applications.	
Mark Colin Marlow	<b>ANON-BHRP-4HEJ-Q</b>	Support with observations		I would like to see that conditions are adhered to specifically those regarding ecology and bio-diversity.	Noted. It is the intention of policies SS4 and EN2 to seek to protect important biodiversity.	
Nicholas John	<b>ANON-BHRP-</b>	Support with observations		All needs for the communities effected have to proven as a need and not as a desire to simply comply with policy	The need for housing is evidenced through the SHMA / HEDNA. The proposed distribution seeks to focus	

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Walker	<b>4HGC-J</b>	ns			on sustainable locations.	
Gavin Simpson	<b>ANON-BHRP-4HHQ-1</b>	Support with observations		Areas of separation should be protected and provide large green spaces to enhance the built up areas. The eastern part of the new road should be close to the already built up area on the south east of the town where it joins Burton Road with only an island and green spaces .The relief road should form the southern boundary with no housing allowed to the south of it or the east. This would help to prevent ‘creep’ into open countryside and into the Area of Separation with Burton Lazars. As shown on the plan the new development threatens to undermine the area of separation. There should be no more gypsy sites on the south side of Melton. There are already enough i.e. (10).	Noted. This is a matter of detailed design that can be considered through masterplanning and determination of a planning application. The Melton Mowbray South plan is for illustrative purposes. It is not proposed that there would be housing south of the proposed link road as this could form a strong defensible boundary.	