

Chapter 8: Managing the Delivery of the Melton Local Plan

8.1 Delivering Infrastructure

- 8.1 1 New development in Melton Borough will need to be supported by an appropriate level of infrastructure. Infrastructure is all the utility needs generated by development, including energy and water, as well as new physical and social provision such as transport, schools, doctors' surgeries, open space and leisure facilities.
- 8.1 2 The type and scale of infrastructure required will depend on how development is distributed, as well as how existing and future residents choose to live their lives in the future.
- 8.1 3 Where it is likely that infrastructure will be funded via contributions from development, we will need to check that the contribution would meet the following tests for planning obligations, that they are:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and,
 - fairly and reasonably related in scale and kind to the development.
- 8.1.4 New development cannot be used to fund an existing lack of infrastructure or address current shortfalls in provision, but is solely required to address the needs arising from new development.
- 8.1.5 The Community Infrastructure Levy (CIL) was introduced in April 2010 through legislation which allows local authorities to collect a levy or tariff on specific types of development based on a cost per floor area. The tariff is used to fund essential Infrastructure which cannot be funded through developer contributions. Further information on this is at Section 8.10 below.

8.2 The Melton Borough Infrastructure Delivery Plan

- 8.2 1 To ensure that infrastructure needs are identified early in the planning process and can be delivered effectively, the Local Plan is accompanied by an Infrastructure Delivery Plan (IDP). To support the Melton Borough Local Plan an [Infrastructure Delivery Schedule](#) has also been prepared (see Appendix 4) to provide a starting point in understanding the Borough's priority requirements.

8.3 Transport

- 8.3.1 The rural nature of the Borough and its dispersed pattern of villages, coupled with limited public transport services, has meant an increased reliance on the

private car. Traffic growth has led to rising carbon emissions and problems of congestion, which has had a negative impact on the environment, particularly in Melton Mowbray.

- 8.3.2 These issues will need to be faced so that the adverse effects on the environment, communities and the economy do not become worse, particularly so that access to services can be maintained and so that journey reliability is not further compromised.
- 8.3.3 Such considerations have been an important part in determining the spatial distribution of development. Focusing new development in locations where there are sustainable travel options and the need to travel by car is reduced are important elements of the Spatial Strategy set out in Policy SS2. This approach will also ensure that development is located where it can make the best use of existing services and facilities.
- 8.3.4 The Local Plan will be used to guide decisions on matters such as the location of new housing and businesses. along with the infrastructure to support them. However it is important to remember that, whilst existing issues such as traffic congestion will need to be taken into account, it is not a primary role of the Local Plan to provide solutions to current problems.
- 8.3.5 The transport priorities for Leicestershire are set out in the [Leicestershire Local Transport Plan 3 \(LTP3\) by Leicestershire County Council](#) as the Highways Authority which covers the Borough. It is important to ensure that the policies in the Melton Local Plan contribute towards achieving the LTP3 goals, which are :
- A transport system that supports a prosperous economy and provides successfully for population growth.
 - An efficient, resilient and sustainable transport system that is well managed and maintained.
 - A transport system that helps to reduce the carbon footprint of Leicestershire.
 - An accessible and integrated transport system that helps promote equality of opportunity for all our residents.
 - A transport system that improves the safety, health and security of our residents.
 - A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.
- 8.3.6 Locally identified key transport issues, which the Local Plan also seeks to address, are:

- Congestion in the town centre and the need for a Melton Mowbray Distributor Road;
- Poor public transport, with better bus and rail services required;
- Pedestrian access, especially in the town centre;
- Better connectivity to rural areas and the wider road network;
- Parking; and
- Improved cycling access.

8.3.7 The Local Plan makes provision for a variety of methods to be used to reduce the impact of development and relieve congestion. These include measures such as the spatial distribution of development, improvements to footpaths, cycleways and public transport networks, using design to minimise the need to use cars for shorter trips, measures to reduce car use, such as travel plans and parking provision, and the provision of critical new road infrastructure. Some of these measures will cost significantly more than others, for example, funding to deliver new highway connections. Specific development proposals, including those for the Northern and Southern Sustainable Neighbourhoods to Melton Mowbray, will be expected to make provision for traffic improvement measures, including the provision of key highway connections, which will be required to access the developments proposed.

8.3.8 Leicestershire County Council (LCC), supported by a number of transport studies, has identified that the road network in Melton Mowbray is operating close to capacity, resulting in journey times which are unreliable and have a detrimental impact upon the local economy. There have been substantial junction improvement schemes along Norman Way in Melton Mowbray in recent years, but a number of junctions are close to capacity in the town.

8.3.9 Additional transport modelling completed in 2015 showed that with the anticipated levels of traffic growth and development, a number of key junctions will be taken above operational capacity, which would cause unacceptable delays in traffic. Consideration has been given to a variety of potential solutions to these issues. This work concluded that a Melton Mowbray Distributor Road would have a positive long term effect on traffic congestion within the town centre, and should form the basis of the development of a transport strategy for the town.

8.3.10 The Spatial Strategy set out in this plan focuses strategic housing and economic growth on Melton Mowbray as the most sustainable development option. To ensure that the required growth can be accommodated, road infrastructure for Melton Mowbray and/or contributions towards it will be required as a component of new development proposed by the Melton Local Plan.

8.3.11 Further modelling, engineering and costing work is being prepared to identify the preferred corridor for a distributor road. This work will also identify a package of additional measures, such as increased pedestrian and cycling access to the town centre and other attractors, which will contribute towards alleviating congestion within the town centre. The outcome of this work will help us to understand how the impacts of development should be mitigated. This will be an important component of planning for growth.

8.3.12 Much of the required investment in highways and transportation in the Borough is likely to be delivered through the development of proposed housing and employment sites, which will require new or improved highway infrastructure to access the development.

Policy IN1 –Transport & Strategic Transport Infrastructure

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

New development will be required to contribute to transport improvements in line with appropriate evidence, including the Infrastructure Delivery Plan, the Local Transport Plan and local transport strategies.

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

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

6. **Provide appropriate and effective parking provision and servicing arrangements.**

Melton Mowbray

In accordance with the Infrastructure Delivery Plan and the transport evidence base, new development in Melton Mowbray will be expected to contribute towards and/or deliver parts of a number of town-wide strategic transport infrastructure projects, including:

- (i) The South Melton Mowbray Distributor Road – a series of strategic road links which connect the A607 (Leicester Road) to the A606 (Burton Road);**
- (ii) The North Melton Distributor Road – a strategic connection between the A606 (Nottingham Road) , Scalford Road and Melton Spinney Road;**
- (iii) The Melton Country Park Greenway – a series of measures that improve accessibility and the attractiveness of walking and cycling connections through the Melton Country Park to the town centre and other town attractors such as employment, education and retail.**

These strategic transport infrastructure schemes are considered fundamental to the delivery of growth in Melton Mowbray. They are detailed in the Infrastructure Delivery Plan where their defined routes and delivery will be safeguarded. Their delivery will be pursued by working with developers, landowners, the Highway Authority and other relevant agencies.

8.4 Education

- 8.4.1 National policy on education provision aims to offer choice and diversity for the community. Leicestershire County Council, as the education authority, undertakes modelling work to assess the available capacity of schools in the Borough. This is used to inform the requirements for primary and secondary school places, along with the cost of providing for these requirements.
- 8.4.2 Currently, in Melton Mowbray, the cumulative impact from known housing development proposals would result in a significant deficit of primary school places, which would justify provision of a new primary school within both the North and South Melton Mowbray Sustainable Neighbourhoods.
- 8.4.3 In the rural area, a number of schools are likely to require developer contributions to help meet the costs of providing additional pupil places, either through an extension to existing schools or through replacement with a new larger school.
- 8.4.4 At secondary school level, the required places resulting from development justify additional provision, as anticipated pupil numbers cannot be accommodated at existing school sites over the plan period. Extensions to John Ferneley College and Belvoir High School are required as well as

provision within the South Sustainable Neighbourhood for a new 600 place secondary school.

8.5 Healthcare

- 8.5.1 In April 2013 the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) and South West Lincolnshire CCG (SWL CCG) took on full responsibility for commissioning healthcare services for residents in Melton Borough.
- 8.5.2 The Borough Council has worked together with the Public Health Team at Leicestershire County Council to carry out a Health Impact Assessment of the Local Plan. The outcome of this assessment has informed the development of healthcare policies in this draft plan. As part of this work the Council, together with Public Health, followed the “Healthy Towns” concept, especially through the development of the two Sustainable Neighbourhoods planned for Melton Mowbray.
- 8.5.3 It is clear that the forecasted population growth will have an impact on healthcare provision in the Borough and additional provision will be required, namely GP and primary dental care services. Further discussions and engagement is required with healthcare providers in order to establish the location and quantum of provision necessary.

8.6 Energy Supply

- 8.6.1 Electricity is supplied in the Borough by Western Power Distribution (formerly Central Networks). Gas is supplied by the National Grid.
- 8.6.2 Discussions have revealed the need for additional power infrastructure to support the extension of the Leicester Road employment site. The development of the employment site will therefore be expected to provide land to accommodate a new 5KV primary sub-station in this location. Provision of a new 5km power line to feed this sub-station will also be required. Planning for the provision of this infrastructure is underway to ensure that it can be delivered by Western Power in time to meet the power needs of the development as it arises. The capacity of the power network is also an issue in some of the more rural parts of the Borough where there are “power hungry” employment uses. This issue will be addressed as and when the need arises, however businesses and developers should be aware that it may affect the delivery of development proposals over the plan period.
- 8.6.3 The situation for the provision of utilities can rapidly change and is highly dependent upon the location of development. The Borough Council will engage with the relevant companies throughout the plan period, to ensure that development and utilities provision remains in step.

8.7 Water Supply and Drainage

- 8.7.1 Severn Trent Water is responsible for the water supply and waste water treatment in most of the Borough; a small area in the east of the Borough is covered by Anglian Water. No issues at a strategic level have been identified, but more detailed engagement will take place as individual sites start coming forward.
- 8.7.2 Sustainable Drainage Systems (SuDS) are a requirement of the Flood and Water Management Act 2010. However, SuDS can often be seen as additions to development and the potential multi-functional benefits are not fully realised if they are not fully incorporated in the design process.
- 8.7.3 On this basis, SuDS should be considered at an early stage in the master planning process to allow maximum integration of drainage and open space. This will then maximise the opportunity to create amenity space, enhance biodiversity and contribute to a network of green and blue spaces.
- 8.7.4 To reduce the water generated by development proposals, schemes should make maximum use of drainage measures such as green roofs, permeable surfaces and water butts.

8.8 Police

- 8.8.1 Leicestershire Police is responsible for policing within the Borough. The Police Authority advises that if it is to be able to adequately deal with the number of additional dwellings proposed in the plan, additional funding should be acquired through Section 106 contributions for new housing schemes. Without securing additional funding, the levels of policing may drop below an acceptable standard when the additional housing is built, thus making it necessary to carry out the Section 106 contribution tests.

8.9 Waste

- 8.9.1 The key area of concern is around household and recycling waste sites which are already operating over capacity. Despite the trend in waste generation per capita reducing, based on the assessment of future demand, provision of new Household Waste Recycling facilities is required. These could be delivered on either a single site or through the expansion of existing facilities. Potentially one large site could be delivered in Melton Mowbray for all of Melton Borough, to meet the aims of sustainable waste management set out in Leicestershire County Council's Pre Submission Draft Minerals and Waste Local Plan 2016.

8.10 Developer Contributions and Community Infrastructure Levy (CIL)

- 8.10.1 Carefully considered and sensitive development offers substantial benefits to society. It provides homes, employment opportunities and the facilities and

services required. It can also stimulate economic growth. However development of all scale impacts on the environment and existing infrastructure, and can place a burden on the community. The planning system exists to reconcile the benefits of a development against the costs it can impose.

8.10.2 The planning system currently provides for some of these burdens or costs to be addressed through planning obligations where the specific planning issues arising from a development proposal can be addressed on a site by site basis. For other infrastructure items, CIL pooling restrictions allow contributions from up to five development proposals. This means that in order to fund much of the essential infrastructure in the Borough, which is neither site specific nor can be funded through the pooling of developer contributions, adoption of a CIL charging schedule is necessary. Melton Borough Council intends to adopt CIL and will be consulting on a Preliminary Draft Charging Schedule after its consultation on the Pre Submission Draft Local Plan has started.

8.10.3 The preparation of a CIL must be in accordance with the statutory process set out in the Regulations and must be set at a level which will not affect the viability of development in the Borough. The Council has undertaken a CIL viability assessment in order to provide the evidence to support the introduction of a CIL Charging Schedule. The Borough's infrastructure which will be funded through CIL is set out in a Regulation 123 List and this will be consulted on alongside the Preliminary Draft Charging Schedule.

Policy IN2: Infrastructure Contributions and Community Infrastructure Levy

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

- I. Essential infrastructure necessary to ensure adequate provision of essential utilities, facilities, water management and safe access, as identified in the Infrastructure Delivery Plan or Neighbourhood Plan.**
- II. Essential infrastructure as identified in the Infrastructure Delivery Plan or Neighbourhood Plan including contributions from residential development towards affordable housing to meet the requirement set out in PolicyC4.**

III. Desirable infrastructure as identified in the Infrastructure Delivery Plan or Neighbourhood Plan.

8.11 Broadband

- 8.11.1 Access to broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas.
- 8.11.2 Developers can 'future-proof' their developments by installing superfast broadband infrastructure. In addition to the reputational and wider economic benefits of ensuring that residents are able to access superfast broadband when they move into new developments, there is also the issue of avoiding the costs and frustrations to occupiers of future retrofitting, if the infrastructure is not fit for purpose.
- 8.11.3 The Government recognises that reliable broadband internet access is essential for homes throughout the country if they are to benefit from online services and for UK businesses to compete globally. It aims to achieve a transformation in the country's broadband access, with everyone in the UK able to access broadband speeds of at least 2 megabits per second (Mbps) and 95% of the UK receiving far greater speeds (superfast broadband) of at least 24Mbps by 2017. It is also exploring options to extend the benefits of superfast broadband to remaining areas.
- 8.11.4 The National Planning Policy Framework (NPPF) recognises the importance of infrastructure in delivering sustainable economic growth, and states that 'the development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services' (Paragraph 42). The NPPF goes on to say that 'in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband' (Paragraph 43).
- 8.11.5 Superfast broadband is currently available to 78% of homes and businesses in the UK. The rollout of the project has been steadily increasing since it began in 2012. The Department for Culture, Media and Sport, which helps fund the project, is hoping that by 2017 the fibre broadband coverage across the UK will be increased to 95%. The Government has worked with Openreach – BT's local access network business - and the Home Builders Federation (HBF) on an agreement which aims to deliver superfast broadband connectivity to new build residential properties in the UK. The new deal will see fibre based broadband offered to all new developments either for free (for developments of 30 dwellings and over) or as part of a co-funded initiative (for developments of under 30 dwellings). As part of the agreement, Openreach is introducing an online planning tool for homebuilders. This will tell them

whether properties in a given development can be connected to fibre for free, or if a contribution is needed from the developer to jointly fund the deployment of the local fibre network.

8.11.6 Superfast Leicestershire (Leicestershire County Council and partners, including Melton Borough Council and BT) is responsible for the implementation of superfast broadband in Leicester City and Leicestershire. Phase 1 of implementation from June 2014 to March 2016 saw coverage increase from 83% to 92%. Phase 2 aims to have 96% coverage by December 2017, with a target of 90% for Melton Borough. Funding is available beyond Phase 2 with the aim of increasing superfast coverage further.

8.11.7 In order to guarantee a fixed fibre solution (which is more reliable than wireless) for superfast broadband of at least 30 Mbps, new developments must be served by either:

- i) fixed fibre to premises technology (FTTP); or
- ii) fixed fibre to cabinet technology (FTTC) which provides speeds of up to 80 megabits per second.

Policy IN3: Broadband

Information communication networks, such as superfast broadband, will be supported across the whole of Melton Borough to reduce the need to travel and will be a requirement for new developments.

Proposals of 30 dwellings or more will be required to provide fixed fibre superfast broadband.

Proposals for residential development of less than 30 dwellings and commercial development will be required to provide fixed fibre broadband where this is technically feasible, subject to viability.

New developments must be served by either:

- i) Fibre to the Premises (FTTP) technology ; or**
- ii) Fibre to the Cabinet (FTTC) technology enabling access to broadband speeds of up to 80 megabits per second.**

KEY EVIDENCE:

Melton Infrastructure Assessment: Infrastructure Delivery Plan; Infrastructure Delivery Schedule; and Regulation 123 List. Arup 2016

Melton Whole Plan and CIL Viability Assessment. Cushman and Wakefield 2016.

Melton Mowbray Distributor Road Option Appraisal Report. Jacobs 2016