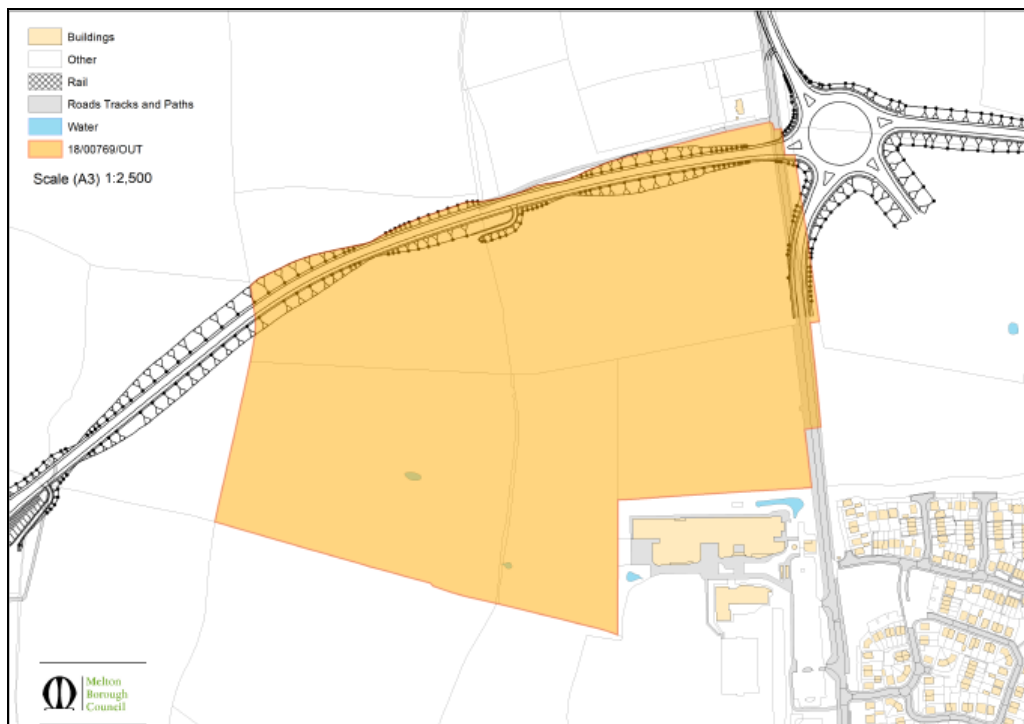


18/00769/OUT, Land North John Ferneley College, Salford Road Melton Mowbray (Melton North Sustainable Neighbourhood)

Outline planning application for residential development (Class C3), public open space, children's play facilities and associated infrastructure, with all matters reserved except access to the site.

1. Summary:



The application site comprises 19.84 hectares of agricultural land which is at present divided into 4 field parcels, which are enclosed by fencing and hedgerows with some trees. The site has a varied topography, with the eastern part closest to Salford Road being reasonably flat, however the land falls away to the south and west towards the valley between Nottingham Road and Salford Road. It is situated to the west of Salford Road, bound by Salford Road along its eastern boundary, and to the north and west by farmland. In the south east corner is John Ferneley College. The land to the west forms the area for the adjacent / linked planning application

(18/00369/OUT) submitted by Leicestershire County Council.

The site will be bound to the north by the recently approved Melton Mowbray Distributor Road (MMDR) (Leicestershire County Council ref [2018/Reg3Ma/0182/LCC](#)), the line of which has been shown on the above map. Construction of the MMDR is due to commence in 2020, with a build time of c.18 months. Roundabout 2 of MMDR will be to the north east corner of the site, which will link into Salford Road. A new roundabout south of this will be provided to give access to this site, and forms part of this application. Further to the south, the site adjoins an established residential area. A second point of access is proposed as a spine road running through the site, into the adjacent site to the west which is being considered under reference 18/00369/OUT submitted by Leicestershire County Council.

Land for the construction of the MMDR is within this application site and is proposed to be transferred to the County Council for the road to be built without the requirement for a Compulsory Purchase Order (CPO).

The site does not form part of a Conservation Area, nor does it have any other statutory designation (AONB, SSSI etc.)

2: Recommendations:

Permit subject to:

- (i) Completion a S.106 agreement making for:
 - Affordable housing provision;
 - NHS / CCG contribution;
 - Education contribution (including the land for the expansion of John Ferneley College);
 - Libraries contribution;
 - Civic amenities contribution;
 - Open Spaces;
 - Country Park – upgraded pathway
 - Land for the provision of the MMDR
- (ii) Conditions as set out in Appendix C

3: Reasons for Recommendation:

The application site is allocated for housing and associated development as part of the Melton Mowbray North Sustainable Neighbourhood (NSN), covering a large swathe of farmland to the north of the town between Nottingham Road in the north

west and Melton Spinney Road in the north east. The proposal has been submitted for outline with access for approval. All other matters are reserved and are to be determined in a separate, future reserved matters application.

Issues regarding access, archaeology, ecology, and drainage have been satisfactorily addressed. Conditions recommended on this application will ensure that the development is delivered and will achieve the standards required to conform to the adopted policies.

As such, the proposal is considered to comply with the Local Plan policies referred to below and principles of the NPPF, subject to the satisfactory completion of a S106 agreement.

4: Key factors:

Reason for Committee Determination

The application is required to be presented to the Committee due to the strategic importance of the site.

Relevant Policies

The Melton Local Plan 2011-2036 was adopted on 10th October 2018 and is the Development Plan for the area.

- **The site forms part of the Local Plan housing allocation ‘Melton Mowbray North Sustainable Neighbourhood’ with 1500 homes due to be provided by 2036, as part of a total allocation of a minimum of 1700 homes.**
- **No inconsistency with the NPPF has been identified that would render Local Plan policies ‘out of date’.**

Please see Appendix D for a list of all applicable policies

Main Issues

The main issues for this application are considered to be:

- Principle of the Development & Policy Compliance, specifically whether the application should be determined in advance of the production of an agreed masterplan for the Melton North Sustainable Neighbourhood by the Borough Council;
- Highways Safety and the MMDR / Transport Strategy
- Education;
- Footpaths / PROW
- Ecology
- Archaeology;

- Flood Risk / Drainage
- Housing Mix / Affordable Housing;
- Impact upon the character of the area;
- Impact upon residential amenities;
- Layout

5: Report Detail:

5.1 Principle of Development & Policy Compliance

The principle of development is established in the adopted Local Plan as it is allocated within the Melton North Sustainable Neighbourhood (NSN), subject to compliance to the policies within the overarching policy SS5.

The matter for determination before committee is, as highlighted above, whether the application sufficiently satisfies the requirements of policy SS5 so as to proceed in advance of an agreed master plan (currently under development by Melton Borough Council). The wording of the policy in regards to the masterplan is as follows:

Masterplanning and delivery

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

m1: The amount, distribution and location of proposed land uses alongside a timetable for their delivery;

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

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

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

m5: Areas of new landscaping: and

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

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

(Underline added for the purposes of this report)

It is considered that the final sentence here is the most important in terms of establishing whether this application can be determined in advance of the completion of the master plan. The policy does not require that the master plan must be completed before the grant of any permission, but states that it will not normally be granted in the absence of the master plan.

The applicant has submitted their own master plan, in conjunction with the site directly to the west which is subject of planning application 18/00369/OUT submitted by Leicestershire County Council.

The masterplanning of the two Sustainable Neighbourhoods is being undertaken by the Borough Council through its appointed consultants, One Environment Ltd and is due to complete in late summer / early autumn 2019. The master plans will form a Supplementary Planning Document (SPD) that all development within the two Sustainable Neighbourhoods will be expected to accord with. This work commenced following the adoption of the Local Plan in October 2018, once it became apparent that the consortium of developers in the north of the town were not working together to produce their own master plan, despite assurances to the contrary at the Local Plan Examination.

The master plan submitted by the applicant demonstrates that in addition to the proposed housing development of up to 400 dwellings, the land for the future extension of John Ferneley College of 1.22ha (approx. 200 places) can also be provided on this site. There would be a link road through to the County Council's site to the west to provide a well connected site. The need for the land for the extension of John Ferneley College has been accepted by the LEA as indicated on the latest site plan submitted by Richborough Estates.

The location of other strategic infrastructure as contained within policy SS5 will be informed by the master plan. Items such as the local centre to serve the whole neighbourhood, extra care facilities, allotments, playing pitches and self-build plots for instance. In particular, allotments and playing pitches will require a parcel of land to be provided in one, or possibly two places, rather than each parcel of land / or individual developer making their own provision within their own site.

Additionally, the work being undertaken by the Masterplan is suggesting that for certainty, the self-build / custom build element (as per policy C8) is provided in one area of the MNSN. Developers in both SN's have raised concerns with regards to this policy as to how it would be delivered and managed practically on site with their build programs. Therefore, allocating a specific area for all of the self-build plots (c. plots for 85 dwellings) would seem to be a suitable response to these concerns.

This site only provides land for the extension of John Ferneley College, and none of the other strategic infrastructure required to serve the MNSN fully to create a truly 'Sustainable Neighbourhood'. The land for the extension of John Ferneley College is however fairly fundamental to the success of the MNSN.

That is not to say that when the Masterplan is complete that any of the additional strategic infrastructure will fall to this site to deliver it, however at this point the

Council is not in a position to confidently state that it will not.

Additionally, the work being undertaken by the Masterplan is suggesting that for certainty, the self-build / custom build element (as per policy C8) is provided in one area of the MNSN. Developers in both SN's have raised concerns with regards to this policy as to how it would be delivered and managed practically on site with their build programs. Therefore, allocating a specific area for all of the self-build plots (c. plots for 85 dwellings) would seem to be a suitable response to these concerns.

Therefore, Members will need to assess the offer being put forward by this application against the requirements of the policy, and make a judgement as to whether the determination of this application prior to the completion of the Masterplan will undermine or prejudice the overall strategic ambitions and delivery of the wider MNSN.

Uncertainty remains regarding the wider configuration of the various component parts of the northern SN, which is why a judgement needs to be made on this (and the neighbouring) application site. However, on the basis of the information received to date, it is considered that the application will not prejudice the delivery of the wider SN because it makes sufficient provision for the key components of infrastructure to meet its own demands and will make a significant contribution toward facilitation of the wider SN.

5.2 Highways Safety and the MMDR / Transport Strategy

The Local Highway Authority has been consulted on the application, and subject to conditions and contributions (towards the MMDR, other highway improvements and public transport), the impacts of the development are not considered severe in accordance with the NPPF paragraph 109.

Contributions are requested towards the Melton Transport Strategy at £8653 per dwelling, in addition to a bus route serving the site, travel packs and bus passes for residents, a traffic calming scheme on The Crescent and SCOOT validation of certain junctions in Melton.

This proposal offers some of the land for the provision of the MMDR to the north of it, which can be transferred into the ownership of the Local Highway Authority when the S106 is signed. This will prevent the County Council needing to seek a Compulsory Purchase Order for the land.

Details regarding the internal road layout, parking and turning facilities will be dealt with at the reserved matters.

The Local Highway Authority has no objections to the proposal, and subject to the imposition of conditions and contributions to mitigate the impact of the proposal it is not considered that the proposal will be detrimental to the safe and satisfactory function of the highway network.

The MMDR has planning permission and is now in the final stages leading towards construction commencing. It is highly likely that the MMDR will be delivered, or will be close to being opened by the time homes are being

delivered on this site. The S106 agreement can also be used to ensure that the land for the delivery of the MMDR along this stretch is protected, and passed into the ownership of the County Council. This will prevent the use of Compulsory Purchase Powers and ensure the delivery of the MMDR.

5.3 Education & Other Infrastructure

A significant amount of work has been undertaken in conjunction with the Local Education Authority (LEA) to determine an education strategy to meet the demands of the substantial amount of housing development proposed in and around Melton Mowbray by the adopted Local Plan. Whilst the full comments of the LEA are found below at Appendix A, the strategy is to ensure that all developments coming forward in the area contribute towards the education infrastructure required to support the level of development coming forwards.

In Melton Mowbray, this will require the provision of four new primary schools (two in the north, two in the south), an extension to John Ferneley College (land for this offered by this application), and a new 625 secondary school, the location of which is yet to be determined, but is likely to be in the south of the town.

Contributions have been calculated for developments in the town to include all of the above, in addition to extra places at primary and secondary special schools, and post-16 education. Developments that come forward in the villages will not be expected to contribute towards primary education in the town as this will be required in the relevant village, but where they are in the catchment for Melton Mowbray for all other types of education they will contribute towards its provision. This has resulted in a **final calculation per dwelling of £12,422.26**. As this application is offering land for the extension to John Ferneley College at 1.22ha to create an additional 200 places, the total contribution has been reduced by £741,000 to offset the 'value' of the land being provided. The education contribution requested is therefore **£4,064,884.00** which the applicant has agreed.

It is important to note here the interdependencies between this application site, and the neighbouring site promoted by Leicestershire County Council (18/00369/OUT) that the contribution strategy also seeks to address by applying a 'per dwelling' contribution.. For context, there are very few available primary places in Melton that can meet the demands that this application will put on the provision. The same can be said for secondary education. Therefore, this site requires the provision of the primary school to cope with the children that it will generate (in addition to the land for the extension to John Ferneley College that it is providing), and the Leicestershire County Council site requires the land for the extension to John Ferneley College that this site will provide.

Therefore, the LEA has agreed that it will be responsible for the provision of the extension to John Ferneley College when required and /or when funding is in place, having set triggers for payment based on occupations, rather than restricting occupation (10% on first occupation, 70% on 50% occupations and the remaining 20% on 75% occupations. All of the contributions will be payable by the time that 75% of the development has been occupied (i.e. 217 dwellings).

The remaining risk from this approach is that if higher housing numbers are delivered across the Northern Sustainable Neighbourhood than envisaged as a minimum within the Local Plan (1,700). The provision of a single form entry school at the neighbouring site, without the ability for it to expand (it would be landlocked), could result in an under-provision, leaving the eastern portion of the NSN to build a larger, three form entry primary school. The LEA are aware of this, and have not requested that additional land is made available for a potential expansion of this school in future (i.e. an additional 1 hectare of land), therefore it cannot be reasonably requested of the applicant.

It is therefore considered that the proposal can provide the education infrastructure required to meet the needs of future residents, and the LEA have no objection to the proposal.

Most recently, the NHS / CCG have also updated their requests for contributions towards primary care facilities in the town. The figure that they have requested (£251,852.88) is based on the cost of the provision of new facilities for new patients generated by the development. Whilst they have yet to determine exactly where this facility will be provided (they will be making a decision mid-August), their request is considered reasonable and justified, based on the available evidence. It is likely that the new facilities will either be provided at the existing premises in the town centre, or at a new site in one or both of the SN's or elsewhere. Nevertheless, the cost of provision will be the same based on the best known evidence. The applicant has agreed to this request.

5.4 Footpaths / PROW

The proposal as submitted includes provision for Public Footpath E17 on its existing line through a recreational corridor which is to be created within the development. This path will be key as a non-motorised link between the proposed development and existing amenities located off site, and also an important gateway to the recreational network of footpaths around Melton.

Although the footpath will lose its rural character for the length of the development, the provision for the retention of the footpath will reduce the impact, and therefore the PROW officer has no objections to the proposal in principle. However, there are details which will need to be considered at the reserved matters stage and therefore conditions are recommended relating to the PROW.

The PROW Officer has no objections to the proposal subject to the imposition of conditions

5.5 Ecology

A number of ecological surveys were submitted in support of the planning application relating to bats, breeding birds, badgers and great crested newts. Following the submission of a Great Crested Newt Mitigation Strategy (Tyler Grange, undated) outlining the principle of mitigation that will be required during the development, the ecology team consider that the strategy is acceptable and welcome the general principles.

Ecology has advised that, subject to conditions they have no objections to the development. Conditions include recommendations within the surveys, the submission of mitigation strategies at reserved matters, the retention of hedgerows on site with buffers of semi-natural vegetation, biodiversity enhancements and updated protected species surveys at reserved matters.

Overall, it is considered the ecological interests of the site and immediate surroundings will be adequately safeguarded by the proposed conditions and mitigation. In addition to the retention of hedgerows and biodiversity enhancement which will be ensured at the reserved matters stage.

5.6 Archaeology

The Written Scheme of Investigation was approved in September 2018 and the applicant commissioned a small mitigation excavation and completed the fieldwork satisfactorily in winter 2018/19. The only outstanding issue is the deposition of the project archive, however the results were limited and therefore it doesn't require a planning condition.

On that basis, no further archaeological work is required. The developer's report submitted in response to the development proposals satisfactorily investigated the application area and recorded the existing ridge and furrow earthworks. A small zone of targeted excavation was undertaken adequately and revealed a single gully suggesting an area of archaeological interest that appears to lie at and beyond the western edge of the present site.

5.7 Flood Risk / Drainage

The proposal has been subject to consultation with the LLFA who raise no objection. Conditions can be imposed to ensure the drainage strategy is satisfactory (including surface water, SuDS and infiltration testing) and implemented.

Severn Trent Water were also consulted, however they did not respond to the consultation. The Environment Agency did not provide comment as the proposal is in Flood Zone 1.

5.8 Housing Mix / Affordable Housing

The application proposes up to 400 dwellings, with 15% (60no. dwellings) being affordable, in accordance with policy SS5. A proposed housing mix has not been submitted, therefore a condition requiring the development to provide a housing mix compliant with the Council's adopted policy and most recent evidence would be placed upon any condition granted (as per policy C2, and Table 8 of the Development Plan).

In an attempt to address the concerns that the proposal is coming forward for determination prior to the adoption of the wider masterplan (in terms of where other facilities are going to be provided, such as extra care), the applicant has offered that as part of the affordable housing (10%) could be made available for the elderly. This could be written into the cascade to give first priority to the elderly and the cascade

down to those with physical mobility problems and then to other households. The Registered Provider can draft the cascade to this effect.

It is considered the proposal can provide an acceptable housing mix in terms of size, type and tenure and a policy compliant level of affordable housing provision, subject to an appropriately worded condition.

5.9 Impact upon the character of the area

The application represents fulfilment of the strategy for the growth of the town, as proposed within the adopted Local Plan. Delivery of the strategy as promoted within the Local Plan will also help to ensure that other areas that are not allocated will not be under pressure from development.

The delivery of the MMDR is the key to the wider strategy for the delivery of the Melton Local Plan, underpinning the infrastructure delivery element which is essential to the growth of the town. Without the MMDR, all growth in Melton Mowbray would be strictly constrained due to the severe impact upon traffic and congestion in the town. The MMDR will provide this relief, allowing the town to grow in a planned, sustainable manner, in accordance with the adopted Local Plan.

Submitted with the application is an illustrative masterplan, however as the application is for outline with only the access for determination at this point, the layout will be for consideration at the reserved matters stage.

There will be an inevitable loss of open countryside as a result of the proposed development, however when coupled with the introduction of the (now approved) MMDR road to the north, there will be a substantial change to the overall character and appearance of the area, which will become more 'urbanised'. The application represents fulfilment of the strategy for the growth of the town, as proposed within the adopted Local Plan. Delivery of the strategy as promoted within the Local Plan will also help to ensure that other areas that are not allocated will not be under pressure from development.

There are measures that can be incorporated into the future design of the scheme, to mitigate the impacts on the character and openness of the surrounding landscape. A high degree of soft landscaping and open spaces within the development can ensure that the perception of the development is considerate of the wider rural landscape, particularly to the north.

It is considered the proposal can achieve a high standard of design and layout, in compliance with Policy D1, to be determined at the reserved matters stage should this application be successful

5.10 Impact on residential amenity

As the application is in outline with only the access for approval at this stage, the impact upon individual residential properties cannot be assessed. As stated above, an illustrative masterplan has been submitted, however this is for illustrative purposes only and the layout and design of individual dwellings are reserved

matters.

It is considered that a suitable design can be achieved in future to ensure minimal impact upon the residential amenities of neighbouring dwellings, to satisfy the requirements of policy D1.

5.11 Layout

Whilst layout is not a matter for determination within this outline application, an illustrative masterplan has been provided, showing the provision of a number of elements of infrastructure across this site and the adjacent Leicestershire County Council site (18/00359/OUT). This site however will only provide land for the extension to John Ferneley College (1.22ha) has discussed above in the 'education' section.

No issues have been raised by local residents with regards to layout.

Consultation & Feedback

Site notices were posted, the application was advertised in the local press and neighbouring properties were advised by letter, and advised of further amendments.

As a result no representations were received.

Financial Implications:

A S.106 agreement has been requested making contributions as set out in the report above for:

- Education Contribution: **£4,064,884**
- Highways Contribution: **£3,461,200** (£8653 per plot for strategic road improvements)
- Highways Contribution: **£750,000** (Bus service, total between this site and 18/00359/OUT)
- Highways Contributions: **£6,000** (SCOOT Validation), **£6,000** (Travel Plan Monitoring), **£7,500** (amending speed limit on Scalford Road), **£294,979.92** towards a scheme to deter rat-running on The Crescent, Construction Traffic Routing Agreement, Travel Packs and Bus Passes, unfettered access to the land immediately south/west
- Civic Amenity Contribution: **£33,064.00**
- Libraries Contribution: (per house based on size of house)
- NHS (Latham House, CCG): **£251,852.88**
- Affordable Housing: 15% across the site, split 80% social rented, 20% other types of affordable housing.
- Employment and training opportunities

- Open Space, Sport and Recreation in accordance with policy EN7
- Upgrading 150 metres of paths at Melton Country Park - **£25,000**
- **Transfer of land for the provision of the MMDR**

S106 payments are governed by Regulation 122 of the CIL Regulations and require them to be necessary to allow the development to proceed, related to the development, to be for planning purposes, and reasonable in all other respects. It is considered that the requests meet with the requirements of the Regulations.

Background Papers:

- Planning Application File [2018/Reg3Ma/0182/LCC](#) for the Melton Mowbray Distributor Road (MMDR), now permitted.

Appendices:

A: Consultation responses
 B: Representations received
 C: Recommended conditions
 D: Applicable Development Plan Policies

Report Timeline:

Assistant Director Approval

20th July 2019

Report Author: Mrs Sarah Legge, Lead Planning Officer, Development Management

☎: 01664 502380

Appendix A : Consultation replies

LCC Highway Authority (Summarised)

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 109 of the National Planning Policy Framework (2019),

subject to the conditions and/or planning obligations outlined in the report.

The most recent advice to the LPA (dated 14th June 2019) deals with the applicants request to remove the provision of a left in / left out access onto the MMDR, in addition to a proposed scheme to deter rat-running along The Crescent. The left in / left out was dealt with by condition 2 of the LHA's previous observations (dated 8th February 2019); with the scheme to deter rat running as condition 3.

Site Access

An updated Transport Assessment (TA) dated 29th May 2019 was submitted outlining the applicants wish for the requirement of a secondary point of access onto the MMDR to be removed.

The LHA previously advised that the left in/ left out access on to the MMDR be provided prior to occupation of the 300th dwelling. This would form a secondary point of access to the development, however it is acknowledged by the LHA that the second point of access would depend on the construction/ delivery of the MMDR and the precise construction timescale of the access could vary. The MMDR was granted planning permission subject to conditions on 23rd May 2019 (application reference 2018/Reg3Ma/0182/LCC) and the approved drawings for that application do not include a left in/ left out access to this development.

The Applicant has advised that the analysis presented in the original Transport Assessment excluded the direct access off the MMDR and presented junction capacity results on the basis that all traffic flows associated with the development (400 dwellings) utilised the proposed Scaford Road roundabout to access the site. The original capacity assessments and Stage 1 Road Safety Audit (RSA) for the roundabout access have been included as part of the TAA. The capacity assessments and RSA have previously been accepted by the LHA and it is acknowledged that the capacity assessment of the roundabout access included the full development as part of this application.

The Applicant has also made reference to a sensitivity test which was undertaken as part of the original Transport Assessment work, whereby consideration has been given to up to 900 dwellings being accessed off the site access roundabout. This assessment makes an allowance for a fourth arm off the roundabout to include development off land to the east of Scaford Road. The LHA would advise that this is irrelevant to this application as any proposals which come forward to the east of Scaford Road would need to be assessed on their own merits at the time of application.

It has also been stated in the TAA that the analysis presented within the Transport Assessment is on the basis of 400 dwellings or the worst case scenario, as in reality the number of dwellings which come forward as part of the development is likely to be lower. The LHA advises that as 400 dwellings have been applied for, it must assess the application on the basis that the full 400 dwellings will be built out and ensure that access to the site is appropriate to cater for this level of development.

The roundabout access is in line with a 'major residential access road', measuring 6.75 metres wide which is capable of accommodating public transport. The access

road would also continue to form a 6.75 metre wide spine road through the development and connect to the adjacent Leicestershire County Council site, which is accessed off Nottingham Road. The Applicants for both this and the LCC site have stated their intention to link the sites via the spine road. The Applicant has also stated that the left in/ left out access would not currently be compatible with the MMDR design and would require additional acceleration and deceleration lanes on to the MMDR. It is stated the left in/ left out access could not be operational until completion of the MMDR, at which point there would already be an east/ west link between Nottingham Road and Scalford Road if the access to the LCC site was not available.

On the basis of the above, given a left in/ left out access has not been included as part of the approved MMDR application, it is accepted by the LHA that the secondary access would not be compatible with the now approved MMDR design. The fact a 6.75 metre wide access is being provided at the roundabout access on to Scalford Road, which is above the minimum 5.5 metre width required to serve 400 dwellings is also accepted. It is also accepted the Applicants for both this and the LCC development have agreed to link the sites via the internal spine road, however LHA considers it could not be guaranteed that both sites would be granted planning permission by the LPA and both sites be progressed through reserved matters and built out by each individual applicant at the same time in order for the link to be provided. It is also possible however for the development to be completed prior to the completion of the MMDR route, thus resulting in a single point of access until the MMDR is complete. Given the scale of the development a secondary point of access which can cater for the level of traffic generated should a traffic accident occur, or major road works be necessary at the roundabout access for example should be considered.

On balance, the LHA considers removal of the secondary point of access from the development to the MMDR development is acceptable. This is on the basis that there is intention to link the site to the neighbouring LCC development, which is allocated in the Melton Local Plan, the capacity assessments of the roundabout access which have already been undertaken by the Applicant in relation to this development and to avoid additional works on the MMDR design.

The LHA would emphasise to the LPA that it would wish for the development spine road to be constructed at the earliest opportunity and that connection through to the LCC site, if permitted, is vital for public transport and connectivity links between the two sites. The LHA would look to secure the early phasing of the spine road at the reserved matters stage.

Off-Site Implications

As per the correspondence between the LHA and LPA dated 18 March 2019, the Applicant requested that Condition 3 relating to a scheme to deter rat running along The Crescent is dealt with as a S106 planning obligation and that a financial contribution towards the design, delivery and cost of the TRO process by the LHA is made.

The LHA advised it would be open to receiving a contribution towards the design/

consultation and delivery of a scheme as opposed to the advised Condition. Following the 18 March correspondence, the Applicant has been liaising with the LPA and PJA drawing number 0101 Rev P3 detailed in Appendix C of the submitted Technical Note has been agreed as an appropriate scheme to deter rat running along The Crescent. The scheme involves installing speed cushions at two points along The Crescent and speed tables at the junctions of The Crescent/ Cedar Drive and The Crescent/ Hawthorn Drive. The Applicant has also submitted their own cost estimate for the scheme, which they have valued at £38,561.31.

Leicestershire Highways has undertaken its own full cost estimate for the scheme as if it was to undertake the full extent of the works and values the cost of the works at £294,979.92. This includes consultation, Traffic Regulation Orders/ advertising, detailed design and traffic management during construction for example.

The LHA therefore advises that the sum of £294,979.92 would be requested as part of the S106 agreement.

The LHA advised the same condition to deter rat running as part of its observations for the neighbouring LCC application, which were dated 11 January 2019. The LHA would accept a similar obligation for a contribution towards a scheme to deter rat running as part of this application. The total costs of the works would be as per above and both applicants would be required to liaise with each other regarding how this is paid. Upon completion of the scheme, if the contribution has not been fully spent, the remaining balance would be returned.

The LHA would advise that the scheme shown on PJA drawing number 0101 Rev P3 would be subject to detailed design, public consultation and any revisions.

Transport Sustainability

As per the correspondence between the LHA and LPA dated 18 March 2019, the LHA are open to receiving a contribution as an alternative to the provision of a service. The LHA consider that the provision of a single vehicle resource would cost up to £150,000 (index linked) per year, triggered at 25% occupancy, therefore over a period of five years would cost £750,000. This would be used to provide a link from the development to Melton town centre which would be integrated in to the Melton public transport network at the prevailing time.

The Spine Road would need to be completed up to the site boundary and connected to the LCC site at the earliest opportunity. A turning point (temporary or otherwise) within the development would be required if the spine road was not completed. The developer would also need to provide permission for buses to use the roads within the development before they are formally adopted by the LHA, as well as the roads to be served by a bus service to be built up to a suitable surface in time for a bus service to be operational and avoiding the prospect of raised ironworks etc.

The following text is extracted from the LHA's comments received on 8th February 2019, which deal with the impacts of the development on the network, and were provided prior to the approval / grant of planning permission for the MMDR and subsequent approval of the removal of the left in / left out provision for this site.

Background

Following the previous observations submitted by the Local Highway Authority (LHA) to the Local Planning Authority (LPA) on 04 January 2019, the Applicant has submitted a Stage 1 Road Safety Audit (RSA), designers response and vehicle tracking. This has enabled the LHA to assess the site access in more detail, as discussed later in this report.

By way of background, Melton Borough Council planning application reference 14/00519/OUT for up to 225 dwellings with all matters other than access reserved was submitted for this site in 2014. The submitted Transport Assessment concluded at the time that the impact on the highway from the development was not severe. However the LHA disagreed with this view and advised refusal in March 2015, but also advised that the LPA may wish to consider results from the emerging Melton Transport Study, which may have allowed the LHA to provide a more positive response.

Melton Borough Council subsequently refused the application on highways grounds in April 2015.

Melton Mowbray Cumulative Development Impact Study

The LHA and the LPA completed the Melton Mowbray Cumulative Development Impact Study in October 2014 which used the Leicester and Leicestershire Integrated Transport Model ([LLITM]. LLITM is a computer-based programme, which can be used to predict what could happen if changes are made to the road or transport network in Leicester and Leicestershire. LLITM was used to understand the cumulative impact of various development options to inform the Melton Local Plan to 2031. The work considered both the baseline (no development) and cumulative impact of all potential developments totalling 2,550 dwellings and included both the Richborough and neighbouring live Leicestershire County Council application site (18/00359/OUT) for up to 290 dwellings, a two form entry primary school and a local centre. Further information on the results from this study can be found at http://www.melton.gov.uk/downloads/file/2154/Melton_Mowbray_transport_and_new_development_position_statement.

The baseline year for the Study was 2011 and hence it considered all developments completed up to 2011. A validation exercise was also undertaken which concluded that LLITM was fit for purpose for outline assessment of the cumulative impact of the proposed developments. As LLITM is a strategic model, more detail is needed to consider the local impact of specific developments, which is normally addressed through the Transport Assessments submitted with individual planning applications.

At 85% volume/capacity in LLITM the performance of the link or junction is likely to be significantly impeded as the practical capacity has been exceeded. This will be evidenced by queuing and delays and the LHA may seek a suitable mitigation scheme.

The 2011 baseline assessment identified that junctions along the A607 from Leicester Road to Thorpe End are congested for all or part of the peak periods.

Amongst others, the Scalford Road and Norman Way (eastbound) approaches to the A607 Norman Way/Scalford Road junction were shown to be operating at over capacity (volume/capacity > 100%) in the AM peak. In addition, the A606 Nottingham Road approach to Norman Way was shown to be operating at over 85% volume/capacity and the A606 Wilton Road approach was shown to be operating at over 70% volume/capacity. In the PM peak, these were shown to be nearing capacity. The report also highlighted that adding development traffic in 2031 results in a decline in the volume/capacity on A607 Leicester Road between Leicester Street and Dalby Road as a consequence of traffic re-routing in the Kirby Lane area.

The Study concluded that “the analysis suggests that any development (whether those proposed or adopted as part of a growth strategy) would have a notable impact in further deteriorating traffic conditions in the town (whether measured by congestion, delay or travel times)”. The Study recommends that, irrespective of size, specific proposals will require “a detailed transport assessment undertaken to ensure that suitable mitigation is proposed”.

Melton Mowbray Transport Strategy

In February 2015 the LHA and LPA released a joint statement which outlined their position in relation to highways on new developments in Melton Mowbray. Whilst both authorities recognise the need for growth in the town, this should not be at the expense of adverse economic, environmental and social impacts. The joint statement can be found at

http://www.melton.gov.uk/downloads/file/2154/Melton_Mowbray_transport_and_new_development_position_statement.

Following on from the work highlighted above, the LHA in association with the LPA has taken a holistic approach to future growth in Melton Mowbray which looks to work with developers in partnership to deliver the Melton Mowbray Transport Strategy through Section 278 agreements between the LHA and developers. Crucially, the study work undertaken for this concluded that the current highway network in Melton Mowbray has reached capacity and that significant new highway capacity in the form of an outer distributor road will be needed to accommodate the additional development required in Melton Mowbray. It is therefore clear that a co-ordinated approach to transport mitigation will be required.

At its meeting on 11th September 2015, the County Council’s Cabinet resolved to accept a proportionate and reasonable deterioration in traffic conditions in Melton Mowbray as a result of developments being permitted prior to full completion of an outer relief road (ORR) now referred to as the Melton Mowbray Distributor Road (MMDR) on the condition that such developments were contributing to the delivery of the MMDR and the emerging wider Melton Mowbray Transport Strategy.

Melton Mowbray Distributor Road

The overall Melton Mowbray Distributor Road (MMDR) comprises:-

- A ‘Northern Distributor Road’ (NDR) linking the A606 Nottingham Road to Melton Spinney Road;
- An ‘Eastern Distributor Road’ (EDR) linking Melton Spinney Road to the A606

Burton Road; and,

- A 'Southern Distributor Road' (SDR) linking the A606 Burton Road to the A607 Leicester Road.

In November 2016, the Government announced that the LHA and LPA would receive £2.8m to fund the creation of an outline business case for the Northern and Eastern Distributor roads. This funding has enabled the LHA and LPA to develop more detailed proposals for these sections of the MMDR. These proposals were submitted to the Department for Transport (DfT) in December 2017. In May 2018, the DfT announced the award of £49.5m in government funding to deliver the scheme and it is anticipated that construction will start in summer 2020 and conclude by the end of 2022 in line with the outline business case timeframes. In line with the agreed approach outlined above, other developments will be expected to contribute towards delivery of the MMDR.

LCC will be submitting a separate bid in partnership with Melton Borough Council and developers to the Housing Infrastructure Fund in March 2019 to deliver the southern section of the MMDR.

Site Access

As shown in Phil Jones Associates drawing number 0104 Rev F, the development site would be accessed via a new three arm roundabout off Scalford Road, a C class road which is currently subject to the national speed limit in this location.

The Applicant has advised that the roundabout has been designed so as not to preclude a fourth arm to serve land east of Scalford Road. Details of a fourth arm are shown on the submitted plans. While the principle of a fourth arm is accepted by the LHA, it cannot advise whether the roundabout would be of a suitable design to cater for any additional traffic generated by development to the east, as there is currently not a live planning application covering the site. As such, it is unknown what additional quantum of development a fourth arm would serve, or the type of vehicles. As part of any future planning application for land to the east of Scalford Road, the capacity, design and any mitigation measures for the roundabout would therefore need to be considered in detail by the applicant for that site.

The MMDR crosses Scalford Road immediately to the north of the application site. A five arm roundabout is proposed to link Scalford Road with the MMDR as well as a new access to serve development to the east of Scalford Road, the details of which as discussed above are currently unknown. An application for the northern and eastern sections of the MMDR, including full details of this roundabout has recently been submitted to Leicestershire County Council as the County Planning Authority (application reference 2018/Reg3Ma/0182/LCC) and is under determination.

The Applicant has also submitted Phil Jones Associates drawing number 0101 Rev F, which details how the site access would tie in with the MMDR roundabout should both applications be granted planning permission.

The Applicant proposes to reduce the national speed limit section of Scalford Road

to 40mph until north of the new roundabout/s where the speed limit would return to national. This is accepted by the LHA. If both this application and the MMDR application are granted planning permission, both applicants will need to liaise with each other with regards to the tie in details for the two roundabouts, as well as the construction timescales to minimise disruption on Scalford Road.

A secondary access in the form of a left in/ left out priority junction has been provided directly off the MMDR. 120 metre visibility splays have been detailed which are suitable for the 40mph design speed of the MMDR. Again, the Applicant will need to liaise with the Applicant for the MMDR in order to ensure that the detailed design and construction of this access ties in with the timescales for the MMDR construction. The LHA has advised this access should be provided prior to occupation of the 300th dwelling.

The LHA has undertaken preliminary design checks of both drawings and considers the layout and roundabout dimensions to be acceptable. Appropriate measures have also been put in place to mitigate risks raised by the Stage 1 RSA. Visibility splays and stopping site distances are considered to be sufficient.

At the detailed design stage, the vehicle tracking should also be done using a 16.5 metre articulated lorry and a DB32 Pantehnicon. An additional access point with a 6.75 metre wide carriageway will be provided at the boundary between this site and the neighbouring LCC development, which would take access from Nottingham Road. The internal spine road will be designed as a bus route and as previously advised, this is both welcomed and considered necessary by the LHA.

Highway Safety

The submitted TA Addendum assesses PIC data obtained from LCC between 01/03/13 and 05/05/18.

There have been a total of 49 PICs recorded within the study area, of which six were classed as serious and 43 as slight. No PICs have been recorded on Nottingham Road in the vicinity of the site access. All six serious PICs and a further 17 slight PICs involved pedestrians. The Applicant has summarised the PIC data by roads and indicated how many of the PICs involved pedestrians, cyclists or children as shown in the report. The Applicant has also summarised the PICs which occurred at junctions within the study area as shown in the report.

A total of 22 PIC's occurred at junctions within the study area. The table demonstrates that there have been no particular clusters or trends of PICs at any specific junction within the study area.

The LHA has checked its PIC database to discover if there have been any further PICs since submission of the updated data. An additional one PIC has occurred on Nottingham Road involving a right turning vehicle; however this was not at any of the junctions referenced above and did not involve cyclists, pedestrians or children. Overall, the LHA does not consider that the proposed development will exacerbate the existing situation and would not seek to resist the application on highway safety grounds.

Trip Generation

The Applicant has advised all travel demand calculations have been based on up to 800 dwellings across both the Richborough and LCC sites, split evenly between the two. While the quantum of development applied for as part of this development is for 400 dwellings, 290 dwellings were applied for as part of the LCC application. This results in a total of 690 dwellings across the two sites as a whole and an excess of 110 dwellings being assessed overall. The Applicant has advised this represents a worst-case scenario assessment. Trip rates were agreed with the LHA prior to the Applicant running LLITM.

Person trip rates for the development have been based on the agreed trip rates as part of the previous application. The vehicle trip rate for the dwellings has been based on the mode share from 2011 Census method of travel to work data for the Melton Sysonby Ward, with the data in the report.

It is noted that land has been allocated for an expansion to John Ferneley College within the red line boundary of this site, but this does not form part of either this or the LCC application, however it is understood this is likely to come forward as part of a separate application in the future.

External secondary school trips have therefore been included within the trip generation for this application, given that land is being allocated for such a proposal. Trip rates were based on the existing mode share data for John Ferneley College. The Applicant applied a 55% internalisation factor to the trips, which is consistent with applications to the south of Melton, in recognition that a high proportion of pupils are likely to attend the school from within the new development. External trip generation figures for the secondary school are available from Table 6.5 within the submitted TA. It should be noted that any proposals for the school which come forward in the future will need to be appropriately assessed as part of the application at the time.

For the Primary School, applied for as part of the LCC site, mode share data was not available from existing primary schools within the area and therefore the Applicant has used the secondary school trip rates and adjusted pro-rata on pupil numbers. At the time of modelling the development, the proposals included a one form entry (1FE) primary school as opposed to a two form entry (2FE). The trip generation for a 1FE primary school would result in 18 two way trips in the peak hour. The Applicant has advised 18 additional trips would be generated by a 2FE primary school and considered this negligible with regards to the overall traffic impact of the development.

Given the quantum of development assessed, the LHA accepts the omission of these trips. The LHA accepts that the local centre as part of the LCC site is likely to be utilised by new residents within the site. No external trips have been considered by the applicant as part of this element of the development.

The Applicant has assessed the future years of 2021 and 2031. While the Applicant would usually be expected to assess a minimum of five years after the year the

application was submitted, the Northern section of the MMDR between Nottingham Road and Scalford Road is anticipated to be open in 2022. Therefore it is necessary to assess the impact of the development on the surrounding highway network prior to its opening against the anticipated number of dwellings completed at that time.

The Applicant has indicated 160 dwellings would be complete within both the Richborough and LCC sites by 2021 equating to a total of 320 dwellings. The primary school, local centre, secondary school extension referenced above are all assumed not to have been built out. All vehicular traffic for the Richborough site would use Scalford Road, while all vehicular traffic for the LCC site would use Nottingham Road as the internal spine road and the MMDR would not be complete.

In 2031, both the Richborough and LCC developments are forecast to be complete. It should be noted that in 2031, the Applicant has assessed only the northern section of the MMDR between Nottingham Road and Scalford Road as being complete and the 2031 base year does not account for the MMDR being constructed.

When adding together the two way trips for the LCC site from tables 6.3 (trip generation for 400 dwellings) and 6.6 (Trip generation for the primary school) of the submitted TA, it can be seen in Table 6.7 (site generation) that there are an additional 25 two way trips in the AM peak and 17 two way trips in the PM peak contained within the 2031 LCC site figures, above those generated by the dwellings and the school. Paragraph 2.2.2 of the LLITM Review Technical Note contained Within Appendix H of the TA advises, *‘the development proposal used within the LLITM modelling included 1.9ha of B2 employment by 2031. This parcel of land has since been omitted from the proposals however is likely to come forward as a separate planning application in the future. Therefore, the trip generation used within modelling is considered to be conservative and remain robust within the 2031 scenario’*. This is considered acceptable to the LHA, however it should be noted that any development to come forward in the future will need to be appropriately assessed as part of that application at the time.

LLITM

LLITM v5.2 has been used to model the proposed development and associated network changes. Both the LCC and Richborough sites were included as new nodes and the quantum of development outlined above was included.

The LLITM model was run based on the access strategy at the time of commissioning. This was based on the principle of direct access from a section of the Northern MMDR between Nottingham Road and Scalford Road via four ghost right turn priority junctions. An additional priority junction on to Scalford Road was also to be provided at the time.

Junction Capacity Assessments

The Applicant has undertaken capacity assessments for the peak hours of 08:00 - 09:00 and 17:00 - 18:00 at the following junctions:-

1. Richborough site access/ Scalford Road roundabout;

2. LCC site access/ Nottingham Road/ St Bartholomew's Way roundabout;
3. Nottingham Road/ Wilton Road/ Scalford Road/ Nottingham Street signalised junction;
4. The Crescent/ Nottingham Road priority junction;
5. The Crescent/ Scalford Road priority junction;
6. Welby Lane/Nottingham Road priority junction; and
7. West Avenue/ Asfordby Road priority junction.

These junctions have been assessed under eight scenarios as outlined in Table 5 overleaf. The Applicant has assessed the traffic impact of this development individually and also the cumulative impact of both this site and the LCC site, should both be permitted by the LPA. It should be noted references to cumulative development in these traffic analyses refer to the combined developments for the Richborough and LCC sites. For clarity, this is **not** the same as the cumulative development tested in the LLITM based Cumulative Development Impact Study, which took into account 2,550 dwellings. Therefore, for clarity in these observations, the LHA has referred to the combined Richborough and LCC proposals in the remainder of this document as the Melton North (MN) cumulative development.

The Applicant has advised that the LLITM model automatically reassigns existing traffic on the network as a result of the development impact. This is where existing users of the network choose alternative routes to avoid congestion. Background reassignment has been included within the MN cumulative development scenarios (4 & 7). A sensitivity test has however been undertaken for the 2031 future year scenario (8) to assess the MN cumulative development impact if no traffic reassigns as a worst case.

The LHA is satisfied that junctions 1, 2, 4, 5, 6 and 7 outlined above will operate within capacity under all scenarios up to 2031 and that no mitigation is required. However, the LHA consider that the operation of the Nottingham Road/ Wilton Road/ Scalford Road/ Nottingham Street signalised junction (Junction 3) will be affected by the proposals. Further consideration to this has been given below.

Nottingham Road/ Wilton Road/ Scalford Road/ Nottingham Street signalised junction

Previous work undertaken by the LHA and LPA for the Cumulative Development Impact Study in October 2015 identified that the majority of junctions within and around Melton Mowbray town centre were at capacity and that operation would continue to deteriorate with the introduction of new developments such that the LHA considers that the impact would be severe in the context of NPPF without a package of mitigation measures.

As a result of background growth in 2021 (without any development), the Nottingham Road and Scalford Road junctions are likely to be operating at a level beyond their practical capacity in the PM peak. This will result in signs of congestion such as extensive queuing and delays becoming more likely with just minor increases in traffic flows. Should this development come forward without the neighbouring LCC site and without background traffic reassignment, the PRC of the junction remains similar in the AM and PM peaks. Under the Richborough *and* LCC

scenario and when taking in to consideration background traffic reassignment, there would however be a minor deterioration in the PRC in comparison to the base flows.

In 2031, the PRC continues to deteriorate in the AM peak and, while still over capacity, the junction shows a minor improvement in the PM peak in the base scenario. With the introduction of the Richborough development and a section of the Northern MMDR only, the junctions become over capacity in the AM peak and significantly deteriorates in the PM peak. In particular, there is a significant increase in queuing and delay at the Nottingham Road/ Norman Way junction in the PM peak. Under the Richborough and LCC scenario and when taking in to consideration background traffic reassignment the PRC continues to be considerably reduced in the PM peak. Under the sensitivity test scenario, without any background traffic reassignment, queuing and delay would be double the 2031 base levels on Wilton Road.

The LHA would normally consider assessment results such as those within the TA Addendum to demonstrate the traffic impact of the Richborough development to be severe at the junction. However, as set out earlier in these observations, at its meeting on 11th September 2015, the County Council's Cabinet resolved to accept a proportionate and reasonable deterioration in traffic conditions in Melton Mowbray as a result of developments being permitted prior to full completion of an outer relief road (ORR) now referred to as the Melton Mowbray Distributor Road (MMDR).

This was on the condition that such developments were contributing to the delivery of the MMDR and the wider Melton Mowbray Transport Strategy. Therefore, given that opportunities for improvements at this town centre junction are very limited, the LHA considers it more appropriate that mitigation for the proposed development is sought through securing wider improvements in the form of new highway infrastructure which can mitigate the impact at those junctions through the reassignment of traffic. The LHA considers this can be addressed through the delivery of the Melton Mowbray Transport Strategy including a Melton Mowbray Distributor Road, on the basis of the £49.5 million government funding secured to deliver the scheme. Until such a time as this infrastructure is provided however, the impact of this development would be considered to be severe.

Work undertaken by the LPA and the LHA to secure the recent funding towards the Northern and Eastern Distributor Roads has identified that following the implementation of the Distributor Roads, there is likely to be a decrease in total delay at the Nottingham Road and Scalford Road junctions.

Accordingly, the LHA would therefore seek to enter into a S106 agreement for a contribution based on a proportionate impact of this development on the highway network which is consistent with signed S106 agreements for other permitted developments within Melton Mowbray such as Lake Terrace (17/01500/OUT), Melton Spinney Road (14/00808/OUT) and Leicester Road (15/00082/OUT). Under these applications, the LHA obligated the Applicant to contribute £8,653 per dwelling towards strategic transport improvements.

Based on this approach, the LHA advises a contribution of £3,461,200 (£8,653 x 400) towards the delivery of strategic transport improvements, including the MMDR, from these proposals. This requirement set out below in the section titled

contributions. The Applicant has indicated they are willing to contribute towards the MMTS.

This figure is consistent with the assumptions made in the MMDR North and East Scheme Outline Business Case, prepared with close involvement of Melton Borough Council. Applying the per-dwelling figure consistently across the entirety of the Melton North Sustainable Neighbourhood (including this and the LCC site), is likely to raise in the region of £14m. This figure reflects the required local funding contribution identified in the Business Case. Demonstrating match funding was important in the successful securing of £49.5m in Large Local Majors funding from the Department for Transport.

It should be considered that the figure being requested is less than that which was presented in evidence to the Examination in Public for the current adopted Local Plan. The higher figure of up to £18,500 per dwelling, in line with the 2015 joint position statement between LCC and Melton Borough Council would not have been given had there been doubts about CIL compliancy. However notwithstanding the comments above the LHA has identified some measures which will help alleviate some of the impact of the proposed development in the short term. The SCOOT system co-ordinates the operation of traffic signals in an area and provides a proactive approach to managing fluctuation in traffic throughout the day including the AM and PM peak hours. Whilst this would not, in itself, mitigate the development impact, it would contribute positively to reducing the impact of the development. The requirement for contributions to SCOOT validation at the junctions mentioned above is set out below in the section titled contributions. The Applicant has indicated they are willing to undertake measures at the junction.

Off-Site Implications

Shared use footway/ cycleway

A three metre wide shared use footway/ cycleway has been proposed along the western side of Scalford Road, which would link in to the existing footway facilities at John Ferneley College. A shared use footway/ cycleway has also been proposed to the north of the access roundabout to tie in with the shared use route proposed as part of the MMDR. The LHA consider this link is essential to provide appropriate pedestrian/ cycle access between the Richborough development/ Melton Mowbray and the MMDR shared use route.

The Crescent – (See more recent comments above)

Minor Road Audit

The Applicant advised that the LLITM model has indicated that additional vehicles are anticipated to use a number of minor roads as a result of the cumulative Richborough and LCC developments, including single track lanes with low traffic volumes, specifically Gaddesby Lane, Pastures Lane, Holwell Lane, Saxelby Road, Olster Lane and Old Dalby Lane. Within the TA, the Applicant has stated additional traffic is anticipated on Saxelby Road, Olster Lane and Old Dalby Lane in the 2021 AM peak (up to approximately 25 two way Passenger Car Unit (PCU) trips) and on Holwell Lane in the PM peak (23 PCU's) as a result of the MN cumulative development traffic and reassignment.

In 2031, when the MN cumulative development is fully built out and the MMDR between Nottingham Road and Salford Road is modelled as operational, the only minor roads which the developments would have a traffic impact on are Gaddesby Lane leading to Pasture Lane in both the AM and PM peak (an increase of approximately 20 PCU's in the AM peak and 3 in the PM peak).

As a result the Applicant proposed to undertake an audit of these roads to see if additional mitigation measures such as passing bays or traffic calming to accommodate or discourage traffic should be implemented.

The roads have been studied by the LHA to see if any have a history of Personal Injury Collisions (PICs) over the last five years. In total there have been three PICs including a fatal PIC at the junction of Olster Lane/ Six Hills Lane and Old Dalby Lane junction, a serious at the junction of Holwell Lane and Salford Road and a slight at the junction of Holwell Lane and unnamed road (leading to the A606). Overall it is considered the proposals would be unlikely to exacerbate the current situation.

After considering the above, given that the impact on Saxelby Road, Olster Lane and Old Dalby Lane is prior to the MMDR and the impact on Gaddesby Lane and Pasture Lane is minimal in 2031, the LHA do not consider an audit would be necessary.

Internal Layout

Given the nature of this application, the LHA have not considered the internal layout of the proposed development in detail. This would be determined as part of a future reserved matters application.

The Applicant has advised that the spine road to the development, which would link through to the adjacent LCC application site, will be designed as a bus route, with a 6.75 metre wide carriageway. This is welcomed by the LHA and would be considered necessary. The Applicant will be required to design the internal layout and spine road to ensure that all dwellings within the site are 400 metres from a bus stop. Bus stops will be required at appropriate locations including raised kerbs and real time information.

An area of land has been reserved within the red line boundary of the application site for an expansion to John Ferneley College. The LHA would strongly advise that a pedestrian/ cycle link is provided on the northeastern boundary between the residential land/ college site. This access would only have to cater for pupils of the college, not the general public, and would substantially reduce the walking/ cycling distances for pupils who would attend the college from both the Richborough and LCC developments. Given the location of the college expansion is illustrative at this stage, but falls within the red line boundary of the application site, the LHA would expect such a link to be shown at the reserved matters stage when layout is to be determined.

Transport Sustainability

A Travel Plan has been submitted as part of this application which is overall considered acceptable, subject to the following amendments:-

- www.choosehowyoumove.co.uk should be used to promote local schemes to residents and employers;
- Leicestershire County Council no longer uses iTrace for monitoring of Travel Plans. Instead, the applicant should refer to <https://starsfor.org/> which must be used for Travel Plan monitoring and travel surveys throughout the monitoring period stated in the plan; and,
- Modal shift targets for the reduction of single occupancy vehicles have not been specified. This should be between 10-15%.

It is considered that an amended Travel Plan can be conditioned.

A two hourly bus service between Melton town centre and Stathern travels along Scalford Road. An hourly 'Melton Circular' bus service also runs along Melbray Drive, close to an existing footway link through to the site. While the Applicant has advised that new bus stops would be provided on Scalford Road and that the spine road through the Richborough and LCC site would be designed to cater for buses, no new bus service or the re-routing of an existing service has been proposed to serve the site, which would be more beneficial than new bus stops on Scalford Road. The LHA are of the view that a regular bus service will be required to run through the site to serve Melton town centre.

As part of the previously refused application at this site, the Applicant proposed a half hourly bus service (Mon - Sat) between Melton town centre and the site for a period of five years, after which time it was expected that the service would become commercially sustainable. It was proposed to loop existing bus services through the site to provide the half hourly service. A second proposal for a new route was also put forward whereby a new service would be provided which continued through both the application site and into the neighbouring LCC application site (similar to the current Richborough/LCC applications). These options were considered acceptable to the LHA at the time.

Accordingly, the LHA will seek to secure appropriate bus services through an appropriately worded planning obligation. In order to further encourage sustainable travel and inform residents of what sustainable travel choices are available in the surrounding area, the LHA would advise one travel pack (£52.85 per pack) and two six month bus passes (at an average cost of £360.00 per pass - cost to be confirmed at implementation) will be required per dwelling. A travel plan monitoring fee of 6,000 will also be required.

Public Rights of Way

It is noted that footpath E17 runs through the centre of the site. The LHA would advise the LPA to consider the comments raised by the Access Officer submitted on 20 July 2018.

Construction Period

Disappointingly no consideration has been given to how the development will be constructed; therefore the LHA support the imposition of a condition (and obligation in relation to Construction Traffic Routing) which requires the submission of a robust

Construction Traffic Management Plan (CTMP) to ensure that the construction period does not unduly affect the operation of the adjacent Scalford Road. The LHA are aware that there will need to be significant earthworks required to make the site suitable for residential development in the first instance. It is considered that the CTMP should consider the impact of construction during these works, as well as when above ground works commence. It will be crucial to engage with the promoters of both the LCC site, as well as the adjacent MMDR to minimise impact.

Local Education Authority

This request for an education contribution is based on 400 homes of which 60 will be one-bedroom homes for which no claim is made. This site generates:

Sector	No. of Pupils generated by the development
Primary	102
11-16	57
Post 16	12
Primary Special	1.2342
Secondary Special	1.36

In order to plan strategically for the provision of the Education infrastructure needed as a result of the proposed housing developments in the Borough, the County Council in arriving at the contribution requested, has taken account of the proposed developments in the Sustainable Neighbourhoods (SN) planned to the north and south of Melton town, and the developments planned in Melton town itself.

The calculations are based on the numbers of homes proposed in the Local Plan, which equates to 1700 in the North SN, 2000 homes in the South SN and 550 homes in the town. In accordance with the Local Plan it is assumed that 15% of these homes will be one-bedroom flats, for which there is no expected pupil yield and therefore no contribution sought.

The calculations also include the pupil yield from 282 homes in village locations where the village falls within the catchment area of John Ferneley and Long Field School, however this only applies to the secondary, post 16 and special elements of the total infrastructure cost as these pupils will be expected to attend the village primary school closest to the development, and therefore any primary contributions sought will be used to extend the local school.

The calculation is based on an assumption that 4532 homes will be built in the plan period, this figure is then reduced by 15% to represent the number of one-bedroom homes to be built in Melton town, giving a final figure of 3895 homes

The pupil yield rates per 100 dwellings with two or more bedrooms used are as follows:

Primary 30.0

Secondary 11-16	16.7
Post 16	3.3
Special (Primary)	0.363
Special (Secondary)	0.4

PUPIL YIELD

SECTOR	NORTH SN	SOUTH SN	TOWN/VILLAGE	TOTAL
Primary	574*	539*		1113
Secondary	241	284	312	837
Post 16	48	56	64	168
Special (Primary)	5	6	4	15
Special (Secondary)	6	7	4	17

*Pupils from approved sites in the town are included in these figures.
The yield figures are rounded up to the nearest whole number

In order to provide the additional school places required, the following provision is required:-

PRIMARY

	BUILD COST	LAND COST	
NORTH SN			
One 210 place school	£4,410,000	£741,000	1ha
One 240 place school	£6,641,000	£1,482,000	2ha
SOUTH SN			
One 210 place school	£4,410,000	£741,000	1ha
One 240 place school	£6,641,000	£1,482,000	2ha
TOTAL COST	£22,102,000	£4,446,000	£26,548,000

Less contributions from signed agreements equalling £348,451, leaving a balance of £26,199,549 – this cost will be shared across the dwellings to be built in the North and South SN and Melton town only. Any developments in the villages will contribute towards the cost of extending the village or local primary school.

SECONDARY

In order to provide the additional 837 secondary school places required, the proposal is to extend John Ferneley College by 200 places and to build a new secondary school (11-16) ideally in a location to the south of the town in order to ensure that secondary school places are located where the housing growth is planned. The Long Field School is not suitable for further development due to its location within a flood plan and the complexities and cost of extending buildings in locations of this nature.

To extend John Fernley by 200 places would cost £3,575,234 (based on the cost multiplier of £17,876.17 per pupil place) and require 1.22ha of land at a cost of £904,020 (based on a land value of £741,000 per ha)

To build a new 650 place secondary school would cost £18,567,000, and require 5ha of land at a cost of £3,705,000.

Total cost £26,751,254. S106 agreements already signed include contributions to the value of £1,766,344. This funding will be used towards this cost leaving a balance of £24,984,909 to fund.

POST 16

The Post 16 provider in Melton is the Melton Vale Post 16 Centre on Burton Road. The Centre currently has spare capacity for a further 100 students. The total yield from the proposed development is 168 pupils, so S106 contributions are required to provide an additional 68 places.

The cost multiplier for Post 16 places is £19,327.90 per pupil place.

The total cost for providing the additional Post 16 places is £1,316,666.

SPECIAL

The nearest Special School to the proposed developments is the Birch Wood School. The school is full and forecast to remain so.

The total predicted yield from the proposed developments of pupils requiring education in a special school setting is 15 primary age pupils and 17 secondary age pupils.

The cost multiplier per primary place is £54,445, and the cost multiplier per secondary place is £83,707.

Giving a total special school contribution of £2,239,694. S106 agreements already signed include contributions to the value of £181,583. This funding will be used towards this cost leaving a balance of £2,058,111.

S106 CONTRIBUTIONS ARE REQUIRED TO FUND THE TOTAL FOLLOWING LAND AND BUILDING COSTS:

Primary	£26,199,549
Secondary	£24,984,909
Post 16	£1,316,667
Special	£2,058,111
TOTAL	£54,559,236

The proposed total contribution, how this figure relates to the different sectors and the per dwelling levy is shown below

SECTOR	TOWN	VILLAGES
Primary	£6,164.60	-
Secondary	£5,513.00	£5,513.00

Post 16	£290.53	£290.53
Special	£2,058,111	
TOTAL	£12,422.26	£6,257.66

On the assumption that 4532 homes will be built in the plan period, this equates to £12,422.26 per home in the North and South SN's and Melton town. This figure will be reduced proportionately where any developer allocates land to build the new primary schools or secondary school at a value of £741,000 per ha.

The contribution for homes in the village locations will equate to £6257.66 per home, however please note that this figure does not include any primary contribution which will be required.

CONTRIBUTIONS FOR THIS APPLICATION

Based on 400 homes, at a charge of £12,422.26 per home the total contribution required is £4,968,904. On the assumption that Richborough allocate a site of 1.22ha to provide land for the extension to John Ferneley College, this contribution will be reduced by £741,000 to give a final total contribution of £4,064,884.

TOTAL REQUIREMENT £4,064,884

PAYMENT TRIGGERS

The timing and speed of development of the new housing in the NSN is critical to the payment triggers for contributions and the need to ensure that sufficient funding is available when it is required. The education contribution is a global figure which includes the cost of extending or building new primary, secondary, post 16 and special schools provision. The figure will be applied as a per dwelling contribution and will be paid as such, the County Council will determine the timetable for increasing the number of places in the various sectors.

Where land is allocated for the provision of new facilities this will be required as serviced land which should be transferred to the County Council prior to occupation of the first dwelling.

The payment triggers for the contributions will be as follows:-

10% on first occupation.

70% on 50% occupations.

20% on 75% occupations.

This will mean 75% occupations would be the latest date for payment of the final instalment, or within 36 months of commencement of development whichever comes sooner.

The payment triggers assume that the County Council will be building the new schools and the extension to John Ferneley.

The same set of triggers will be applied to all developments in the NSN. Each developer will pay the sum due when the required number of houses have been occupied on their development.

However the triggers for the construction and opening of the new school will depend on the cumulative total of houses built and occupied in the NSN.

The school will not be opened until at least the occupation of 200 dwellings. The school will be opened at the discretion of the County Council when required and/ or when funding is in place.

LCC Ecology

Following the submission of a Great Crested Newt Mitigation Strategy (Tyler Grange, undated), outlining the principle of mitigation that will be required during the development, ecology consider that the strategy is acceptable and welcome the general principles.

Ecology therefore have no objections to the proposal, but would recommend that the following are forwarded as conditions of the development:

- Recommendations in section 5 of the Bat Survey (Just Ecology, March 2017) to be followed.
- Recommendations in section 5 of the Breeding Bird Survey (Just Ecology, March 2017) to be followed.
- A detailed badger mitigation strategy, based on the recommendations in section 5 of the Badger Survey (Just Ecology, February 2017) must be submitted in support of the reserved matters application. This must be supported by survey completed no more than 12 months prior to submission.
- A detailed great crested newt mitigation strategy, based on the Principles of Great Crested Newt Mitigation strategy (Tyler Grange, undated) must be submitted in support of the reserved matters application. This should be supported by surveys completed no more than 3 years previously.
- All hedgerows retained on site should be buffered with a minimum of 5m semi-natural vegetation from plot boundaries. The stream must be buffered by a minimum of a 10m semi-natural vegetation.
- Landscaping plans to reflect biodiversity enhancements, particularly in areas of open space and the green SUDs corridors throughout the site.
- Prior to commencement a biodiversity management plan should be submitted and approved.
- Updated protected species surveys to be submitted in support of the reserved matters application.

LCC Footpaths

Public Footpath E17 runs through the proposed development. The proposal includes provision to accommodate the Public Footpath on its existing line through a recreational corridor to be created within the development. The path will be a key non motorised link between the proposed development and existing amenities located off site and also an important gateway to the recreational network of footpaths around Melton.

Although the Footpath will loose its rural character for the length of the development, the provision for the retention of the Footpath as shown will reduce this impact and therefore the PROW Officer has no objections in principle. However, the details need

to be considered at a later stage and therefore the following condition should be attached to any permission granted:

Conditions

1. No development shall take place until a scheme for the treatment of the Public Right of Way has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for management during construction, surfacing, width, structures, signing and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.

Reason: In the interests of amenity, safety and security of users of the Public Right of Way in accordance with Paragraph 102 of the National Planning Policy Framework 2019.

In drawing up a Rights of Way scheme, the Officer draws the applicant's particular attention to the following (which can be included as informatives should permission be granted):

- The Footpath within the development should be provided with a 2m wide tarmaced surface with a minimum of 1m wide clear verges on either side. (A minimum total width of 4m.) Application of these criteria should ensure that the route does not appear narrow and unattractive to users, it available to all users all year round and retains an open aspect for the future.
- Consideration should be given to any boundary treatments running alongside the Public Footpath. No trees or shrubs should be planted within 1 metre of the edge of the Public Right of Way. Any trees or shrubs planted alongside a Public Right of Way should be non-invasive species. In particular this should apply to demarcation of the boundaries of any properties fronting on to the Footpath.
- Stiles at either end of the site and in the middle should be removed as obsolete for stock control. This will encourage wider use of the recreational network and provide access for all users regardless of physical ability.
- Measures to ensure that users of the Public Right of Way are not exposed to any elements of danger associated with construction works, wherever appropriate they should be safeguarded from the rest of the site by a secure fence.
- Given the position of the footpath through the site I would expect disruption to be minimal but if a temporary diversion is necessary to enable construction works to take place then a temporary order can apply for a period of up to six months. Application should be made to networkmanagement@leics.gov.uk at least 8 weeks before the temporary diversion is required.

LLFA

Leicestershire County Council as LLFA advises the Local Planning Authority that the proposed development would be considered acceptable to Leicestershire County Council. Consequently, the submitted drainage and flood risk details appear technically acceptable to the LLFA. The proposed development would be considered acceptable to Leicestershire County Council as the LLFA if the following planning conditions are attached to any permission granted.

1. Advice - Surface Water (Condition)

Condition

No development approved by this planning permission shall take place until such time as a surface water drainage scheme has been submitted to, and approved in writing by, the Local Planning Authority.

Reason

To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the site.

Note to Applicant

The scheme shall include the utilisation of holding sustainable drainage (SuDS) techniques with the incorporation of sufficient treatment trains to maintain or improve the existing water quality; the limitation of surface water run-off to equivalent greenfield rates; the ability to accommodate surface water run-off on-site up to the critical 1 in 100 year return period event plus an appropriate allowance for climate change, based upon the submission of drainage calculations; and the responsibility for the future maintenance of drainage features.

Full details for the drainage proposal should be supplied, including but not limited to, headwall details, pipe protection details (e.g. trash screens), long sections and full model scenarios for the 1 in 1, 1 in 30 and 1 in 100 year plus climate change return periods.

2. Advice – Construction Surface Water Management Plan (Condition)

Condition

No development approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the development has been submitted to, and approved in writing by, the Local Planning Authority.

Reason

To prevent an increase in flood risk, maintain the existing surface water runoff quality, and to prevent damage to the final surface water management systems through the entire development construction phase.

Note to Applicant

Details should demonstrate how surface water will be managed on site to prevent an increase in flood risk during the various construction stages of development from initial site works through to completion. This shall include temporary attenuation, additional treatment, controls, maintenance and protection. Details regarding the protection of any proposed infiltration areas should also be provided.

3. Advice - SuDS Maintenance Plan & Schedule (Condition)

Condition

No development approved by this planning permission, shall take place until such time as details in relation to the long term maintenance of the sustainable surface water drainage system within the development have been submitted to, and approved in writing by, the Local Planning Authority.

Reason

To establish a suitable maintenance regime, that may be monitored over time; that

will ensure the long term performance, both in terms of flood risk and water quality, of the sustainable drainage system within the proposed development.

Note to Applicant

Details of the SuDS Maintenance Plan should include for routine maintenance, remedial actions and monitoring of the separate elements of the system, and should also include procedures that must be implemented in the event of pollution incidents within the development site.

4. Advice – Infiltration Testing (Condition)

Condition

No development approved by this planning permission shall take place until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element, and the flood risk assessment (FRA) has been updated accordingly to reflect this in the drainage strategy.

Reason

To demonstrate that the site is suitable (or otherwise) for the use of infiltration techniques as part of the drainage strategy.

Note to Applicant

The results should conform to BRE Digest 365 Soakaway Design. The LLFA would accept the proposal of an alternative drainage strategy that could be used should infiltration results support an alternative approach.

General Information for Local Planning Authority and Applicant

Land Drainage Consent

If there are any works proposed as part of an application which are likely to affect flows in a watercourse or ditch, then the applicant may require consent under Section 23 of The Land Drainage Act 1991. This is in addition to any planning permission that may be granted.

Guidance on this process and a sample application form can be found at the following:

<http://www.leicestershire.gov.uk/Flood-risk-management>

Maintenance

Please note, it is the responsibility of the Local Planning Authority under the DEFRA/DCLG legislation (April 2015) to ensure that a system to facilitate the future maintenance of SuDS features can be managed and maintained in perpetuity before commencement of the works.

Historic England

Do not wish to offer any comments on the application.

LCC Archaeology

The Written Scheme of Investigation was approved in September 2018 (see the file) and the applicant commissioned a small mitigation excavation and completed the fieldwork satisfactorily in winter 2018/19. The only outstanding issue is the deposition of the project archive, however the results were limited and therefore it doesn't require

a planning condition.

On that basis, no further archaeological work is required. The developer's report submitted in response to the development proposals satisfactorily investigated the application area and recorded the existing ridge and furrow earthworks. A small zone of targeted excavation was undertaken adequately and revealed a single gully suggesting an area of archaeological interest that appears to lie at and beyond the western edge of the present site.

Environment Agency

The location of the development is in flood zone 1, it does not fall under the categories of a high risk to the environment, or offering significant environmental benefit. Therefore we do not wish to comment on these proposals; our standing advice applies.

Affordable Housing & Housing Mix Comments (MBC Housing Policy)

Total dwellings – 400

Affordable Housing contribution – 60 dwellings

Affordable housing for rent – 48 (80% of the overall AH contribution)

Affordable home ownership – 12 (20% of the overall AH contribution)

Evidence in the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA, Jan, 2017) shows a need for a split of 80% rented and 20% intermediate housing. The definitions have changed in the new NPPF (2018). However, in essence, the 'social/affordable rented' is now 'affordable housing for rent' and the 'intermediate' is now 'affordable home ownership'.

The Melton Borough Council Housing Needs Study (HNS, 2016) examines housing need at a more detailed ward level and has found a c.5% need for starter homes, which can fall within the affordable home ownership tenure.

Para. 64 in NPPF, 2018 states "where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership²⁹, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) provides solely for Build to Rent homes;
- b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);
- c) is proposed to be developed by people who wish to build or commission their own homes; or
- d) is exclusively for affordable housing, an entry-level exception site or a rural

exception site.

²⁹ As part of the overall affordable housing contribution from the site.

Where it states in para.64 that an exception can be applied to at least 10% of homes to be available for affordable home ownership if this would “significantly prejudice the ability to meet the identified affordable housing needs of specific groups”, this allows us to revert back to the HEDNA identified need of a tenure split of 80% rented and 20% intermediate housing across the Borough. This is because specifically in Melton Mowbray and the Sustainable Neighbourhoods, the delivery of affordable housing for rent would be significantly affected.

The HNS, rather than the HEDNA, needs to be used as evidence for the housing size mix because it has based demographic change likely to be associated with 245dpa level of housing delivery (the amount stated in the Towards a Housing Requirement for Melton BC document, Jan 2017), to identify the optimum housing mix. This is set out in table 8 of the adopted Local Plan (2011-2036) and included below.

Optimum Housing mix requirements for market and affordable housing

	1-bed*	2-bed	3-bed	4+ bed
Market	5%	30%	45-50%	15-20%
Intermediate	15-20%	50-55%	25-30%	0-5%
Social/affordable rented	30-35%*	35-40%	20-25%	5-10%
All dwellings	15%	30-35%	35-40%	15%

*: The 1 bed need for affordable housing is an anomaly and over inflated. This is because the 1 bed need figure includes elderly people, and as they are not affected by current welfare benefit changes, on some occasions, be allocated a 2 bedroom property.

In the table above, affordable housing is split between intermediate housing and social/affordable rented. This is to reflect the difference in the housing mix requirements of each. The study was undertaken when the NPPF, 2012 was in existence and hence the use of the previous definitions.

Proposed Affordable Housing

35 x affordable rented houses

35 x intermediate housing houses

In light of the percentages in the optimum housing mix table (above) and further research of the housing register; letting and stock data, my recommendation for the affordable housing mix is:

Recommended Affordable Housing for Rent:

No.		Bed Size	Type	Bed size	no.	c. %
10	x	1 bed	houses			
				1	10	20
6	x	2 bed	bungalows			
16	x	2 bed	houses			
				2	22	45
4	x	3 bed	bungalows			
8	x	3 bed	houses			
				3	12	25
2	x	4 bed	bungalows			
2	x	4 bed	houses			
				4	4	10
48					48	100

Total: 48

Recommended Affordable Homeownership:

No.		Bed Size	Type	Bed size	no.	c. %
2	x	1 bed	houses			
				1	5	17
2	x	2 bed	bungalows			
4	x	2 bed	houses			
				2	6	50
4	x	3 bed	houses			
				3	4	33
12					12	100

Total: 12

Total: 60

Proposed Market Housing

340 x houses

Recommended Market Housing Mix

No.		Bed Size	Type	Bed size	no.	c. %
16	x	1 bed	houses			
				1	16	5
12	x	2 bed	bungalows			
90	x	2 bed	houses			
				2	102	30

28	x	3 bed	bungalows			
126	x	3 bed	houses			
				3	154	45
8	x	4 bed	bungalows			
60	x	4 bed	houses			
				4	68	20
340					340	100

Total: 340

Internal Space Standards

It is recommended that the affordable housing is built out to Housing Quality Indicators (HQI) standards and that the market housing for properties up to and including 3 bedroom properties are built to the National Space Standards.

Layout

The affordable housing needs to be ‘pepper potted’ throughout the development in small clusters of approximately 6 dwellings.

Other LCC Developer Contributions

Civic Amenity: The Civic Amenity contribution is outlined in the Leicestershire Planning Obligations Policy. The County Council considered the proposed development is of a scale and size which would have an impact on the delivery of Civic Amenity waste facilities within the local area.

The County Council has reviewed the proposed development and consider there would be an impact on the delivery of Civic Amenity waste facilities within the local area because of a development of this scale, type and size. As such a developer contribution is required of **£33,064.00** (to the nearest pound).

The contribution is required in light of the proposed development and was determined by assessing which Civic Amenity Site the residents of the new development are likely to use and the likely demand and pressure a development of this scale and size will have on the existing local Civic Amenity facilities. The increased need would not exist but for the proposed development.

The nearest Civic Amenity Site to the proposed development is located at Melton Mowbray and residents of the proposed development are likely to use this site. The calculation was determined by a contribution calculated on 290 units multiplied by the current rate for the Melton Mowbray Civic Amenity Site of £82.66 (subject to Indexation and reviewed on at least an annual basis) per dwelling/unit = £33,064.00 (to the nearest pound).

This would be used to mitigate the impacts arising from the increased use of the Civic Amenity Site associated with the new development (In 2012/13 (latest figures

available) the Civic Amenity Site at Melton Mowbray accepted approximately 5,006 tonnes per annum) for example by the acquisition of additional containers or the management of traffic into and out of the Civic Amenity Site to ensure that traffic on adjoining roads are not adversely affected by vehicles queuing to get into and out of the Civic Amenity Site.

Each household in Leicestershire in 2012/13 delivered on average approximately 0.276 tonnes of municipal waste to a Civic Amenity Site. On this basis the proposed development of 400 dwellings would generate over 110 tonnes of additional Civic Amenity waste at the Melton Mowbray Civic Amenity Site. The proposed development would place additional demand on the Melton Mowbray Civic Amenity Site and the request for the Civic Amenity developer contribution would meet the demands placed on the site as a result of the proposed development.

Libraries

I would advise that the above proposal would result in the following service requirements, for which contributions should be sought from the developer:

The library facilities contribution is outlined in the Leicestershire Planning Obligation Policy (adopted 3rd December 2014). The County Council consider the proposed development is of a scale and size which would have an impact on the delivery of library facilities within the local area.

The proposed development on Scalford Road, Melton is within 1.9km of Melton Library on Wilton Road, being the nearest local library facility which would serve the development site. The library facilities contribution would be £12,070 (rounded up to the nearest £10).

It will impact on local library services in respect of additional pressures on the availability of local library facilities. The contribution is sought for research e.g. books, audio books, etc. for loan and reference use to account for additional use from the proposed development. It will be placed under project no. MEL014. There are currently four other obligations under MEL014 that have been submitted for approval. Subject to change due to future priorities of the library service.

The Leicestershire Small Area Population and Household Estimates 2001-2004 gives the settlement population for Melton at approximately 25,890 people. The library has an active borrower base of 6,157 people. However post code analysis demonstrates that Melton Library attracts usage from a much wider catchment of 32,550 through additional borrowers who live outside the settlement area but come into Melton for work, shopping or leisure reasons.

Active users of Melton Library currently borrow on average 16 items a year. The national performance indicator NI9 measures the percentage of adults who have used a public library service in the past 12 months (the latest figure is Oct 08 - Oct 09) and for Leicestershire this figure is approximately 48%. This figure would be higher if children were factored into the equation.

Consequently the proposed development at Scalford Road, Melton is likely to generate an additional 576 plus users and would require an additional 1388 items of

lending stock plus reference, audio visual and homework support material to mitigate the impacts of the proposed development on the local library service.

The County Council consider the library contribution is justified and is necessary to make the development acceptable in planning terms in accordance with the relevant national and local policies and the additional demands that would be placed on this key infrastructure as a result of the proposed development. The contribution requirement is directly related to the development because the contribution is to be used for the purpose of providing the additional capacity at the nearest library facility to the proposed development which is at Melton.

It is considered fair and reasonable in scale and kind to the proposed scale of development and is in accordance with the thresholds identified in the adopted policies and to meet the additional demands on the library facilities at Melton which would arise due to this proposed development.

Whilst the outline planning application currently does not have an indicative or detailed schedule of accommodation then the figure given below is only illustrative if the development was for example to be all two plus bedroom dwellings. However the actual amount of the library contribution will be based on the house sizes and schedule of accommodation and need to be linked to the figures provided in the table below:-

<i>1 bedroom houses/apartments @ £15.09 per house/apartment</i>	
400	<i>2+ bedroom houses/apartments @ £30.18 per house/apartment</i>
<i>1 bedroom student dwelling @ £10.06 per house/apartment</i>	

NHS – Latham House Medical Practice (East Leicestershire & Rutland CCG)

East Leicestershire & Rutland CCG is responsible for primary medical care for the population residing within this development under its delegated responsibility under co-commissioning. As part of this responsibility, the CCG financially supports estates infrastructure based on need but limited by budgetary constraints. In order to manage the estates provision effectively the CCG will continue to request S106 contributions.

Based on evidence provided by the Practice (average occupancy of 2.42 people per dwelling), the development will generate an additional 968 patients.

Based on Department for Health calculations in HBN11-01: Facilities for Primary and Community Care Services, this demonstrates that the increase in the practice list will create additional pressure on clinicians and admin teams. The indicative size and cost of a new development has been calculated based on current typical sizes of new surgery projects factoring in a range of list sizes, recognizing the economies of scale in larger practices. As such, a contribution of **£251,852.88** has been requested.

Melton Borough Council Open Spaces

Open Space Typology	Standard (ha/1000 population)	Requirement (ha) for 18/00769/OUT (based on 2.4 occupants/dwelling)
Parks and Gardens	1.92	1.84
Natural and semi-natural greenspace	1.38	1.32
Amenity greenspace	0.77	0.74
Provision for children and young people	0.13	0.13
Allotments	0.38	0.37
Playing Pitches	Requirement (ha/1000 population)	Requirement for this application
Football pitches	0.41	0.39

Melton Country Park

A request has been received for contributions towards upgrading approximately 300 metres of paths within Melton Country Park, at a cost estimated at approximately £50,000. It is proposed that this cost is split equally between this application and Richborough Estates, i.e. **£25,000** each.

This request follows the requirement by policy SS5, T1 (f), which is worded as follows:

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

Appendix B : Summary of representations received

None

Appendix C: Recommended Conditions

1. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the (insert date) and the development to which this permission relates shall begin no later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved. Except for the details of vehicular access into the application site from Scalford Road, details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before

any development is commenced, save for access.

2. The development hereby approved shall be for no more than 400 dwellings in addition to public open space, children's play facilities and associated infrastructure.
3. Should the first reserved matters application be for two or more phases of development, prior to the submission for any applications for reserved matters, a phasing plan shall be submitted to the and approved in writing by the Local Planning Authority. The Phasing Plan shall provide the sequence and timing of development across the site, including:
 - i) The provision of all major infrastructure, including accesses, roads, footpaths and cycleways;
 - ii) Residential dwellings (including affordable units);
 - iii) Public open space, including a Local Equipped Area for Play (LEAP);
 - iv) Surface Water Drainage

The development, and the release of dwellings for occupation, shall be carried out in accordance with the approved Phasing Plan unless otherwise agreed with the council.

4. No reserved matters application(s) shall be made until such time as a Design Code for the entirety of the application site has been submitted to the Local Planning Authority. The Design Code shall substantially accord with the principles and parameters described and illustrated in the Design and Access Statement. All subsequently submitted reserved matters applications shall strictly accord with the approved Design Code.
5. No occupations shall take place on any phase of the development until a scheme for the provision of affordable housing as part of the phase concerned has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in the Framework or any future guidance that replaces it. The scheme shall include:
 - i) the numbers and location on the site of the affordable housing provision to be made which shall consist of not less than 15% of housing units;
 - ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;
 - iii) the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing if no Registered Social Landlord is involved;
 - iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing;
 - v) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.
 - vi) Details will be submitted identifying 10% of housing under this schedule will be made available for the elderly and identifying the

- vii) appropriate marketing processes associated with these plots; and
 The affordable mix and tenure shall comply with the following, unless otherwise agreed in writing with the council:

Units	1-bed	2-bed	3-bed	4+bed
Market	5%	30%	45-50%	15-20%
Intermediate	15-20%	50-55%	25-30%	0-5%
Social/affordable rented	30-35%	35-40%	20-25%	5-10%
All dwellings	15%	30-35%	35-40%	15%

- a. The percentages identified in the table above will be rounded up or down to the nearest whole number.
6. The development shall provide for an appropriate private mix of dwellings to meet the current and future needs of the Borough. The development hereby approved shall provide an overall market housing mix compliant with the identified requirement below or such other requirement as agreed in writing by the council.
- b. 1beds 5%
 - c. 2 beds 30%
 - d. 3 beds 45%
 - e. 4 beds + 20%
7. No development shall take place for each phase until a scheme for the provision of open space, including play areas, has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include details of the laying out and construction of the open space, the equipment to be provided on the play areas and a timetable for its provision in accordance with the following table:

Open Space Typology	Standard (ha/1000 population)	Requirement (ha) for 18/00769/OUT (based on 2.4 occupants/dwelling)
Parks and Gardens	1.92	1.84
Natural and semi-natural greenspace	1.38	1.32
Amenity greenspace	0.77	0.74
Provision for children and young people	0.13	0.13
Allotments	0.38	0.37
Playing Pitches	Requirement (ha/1000 population)	Requirement for this application
Football pitches	0.41	0.39

8. No part of the development hereby permitted shall be constructed above damp proof course until such time as either;
- a. The three arm roundabout access arrangements and shared use footway /

- cycleway tying in to existing provisions on Scalford Road shown on Phil Jones Associates drawing number 2094-0104 Rev F, or;
- b. The three arm roundabout access arrangements shown on Phil Jones Associates drawing number 2094-101 Rev F, which ties the roundabout into the MMDR (application reference 2018/Reg3Ma/0182/LCC) and shared use footway/cycleway linking the MMDR to existing provisions on Scalford Road have been implemented in full.
9. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall therefore be carried out in accordance with the approved details and timetable.
10. No part of the development hereby permitted shall be first occupied until an amended full travel Plan which sets out actions and measures with quantifiable outputs and outcome targets has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the agreed travel Plan shall be implemented in accordance with the approved details.
11. The new Scalford Road access hereby permitted shall not be used for a period of more than one month from being first brought into use unless the existing gated field access on Scalford Road that becomes redundant as a result of this proposal has been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.
12. No development shall take place in the relevant phase until a scheme for the treatment of the Public Right of Way has been submitted to and approved in writing by the Local Planning Authority for that phase. Such a scheme shall include provision for management during construction, surfacing, width, structures, signing and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.
13. No phase of the development approved by this planning permission shall take place until such time as a surface water drainage scheme relating to that phase has been submitted to, and approved in writing by, the Local Planning Authority.
14. No phase of the development in relation to each phase approved by this planning permission shall take place until such time as details in relation to the management of surface water on site during construction of the phase concerned in that phase has been submitted to, and approved in writing by, the Local Planning Authority.
15. No phase of the development approved by this planning permission shall take place until such time as infiltration testing has been carried out to confirm (or otherwise) the suitability of the site for the use of infiltration as a drainage element within the phase concerned, and the flood risk assessment (FRA)

has been updated accordingly to reflect this in the drainage strategy.

16. A detailed badger mitigation strategy, based on the recommendations in section 5 of the Badger Survey (Just Ecology, March 2017) shall be submitted with the first reserved matters application. This must be supported by a survey completed no more than 12 months prior to submission.
17. A detailed great crested newt mitigation strategy, based on the Principles of Great Crested Newt Mitigation Strategy by Tyler Grange must be submitted in support of any reserved matters application for each phase of development.
18. Updated protected species surveys shall be submitted with each reserved matters application.
19. A Biodiversity Management Plan shall be submitted with the first and each subsequent reserved matters application. Landscaping, particularly areas of open space and the green SuDs corridors throughout the site shall be delivered in accordance with the Biodiversity Management Plan.
20. All hedgerows on the site shall be buffered with a minimum of 5 metres semi-natural vegetation from plot boundaries. The stream must be buffered with a minimum of 10 metres semi-natural vegetation. Green corridors should be linked by utilising these buffers, in an effort to ensure that badgers can move along the edge of the development and access all areas of open space.
21. All works shall be in accordance with the recommendations in section 5 of the Bat Survey (Just Ecology, March 2017), section 5 of the Breeding Bird Survey (Just Ecology, March 2017).

Appendix D : Applicable Development Plan Policies

Local Plan

- SS1 - Presumption in Favour of Sustainable Development.
- SS2 - Development Strategy.
- SS5 - Melton North Sustainable Neighbourhood
 - Housing (C2, C3, C8)
 - Employment
 - Community Facilities (schools, local centre)
 - Transport
 - Environment
 - Master planning and delivery
- C2 - Housing Mix
- C3 - National Space Standard and Smaller Dwellings

- C8 - Self Build and Custom Build Housing
- EN1 - Landscape
- EN2 - Biodiversity and Geodiversity
- EN4 - Areas of Separation
- EN7 – Open Space, Sport and Recreation
- EN8 - Climate Change
- D1 - Raising the Standard of Design.