

Matter 10

- 1.1 The fact that the delivery of the proposed Melton Mowbray Distributor Road (MMDR) is not guaranteed, plus the fact that the decision by Central Government on whether to help fund the MMDR will not be taken until months after the imminent Examination of the Melton Local Plan must surely imply that the Local Plan is unsound, unviable and unsustainable as both the MNSN and the MSSN are dependent upon the delivery of the MMDR.
- 1.2 NPPF Point 177 (with regard to ensuring viability and deliverability) states that:
"It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason infrastructure and development policies should be planned at the same time..."
- 1.3 The following also applies:

House of Commons Communities and Local Government Committee: Operation of NPPF - Fourth Report of Session 2014-2015 printed on 9/12/2014

On the subject of identifying and co-ordinating development requirements including the provision of infrastructure, the Committee concluded on page 11: "*In our view, development can only be sustainable if it is accompanied by the infrastructure necessary to support it.*" and "*It is important that infrastructure provision takes place at the same time as housing development, or the development will be unsustainable.*"

This has not been done in Melton.

- 1.4 As far back as 2014 Jacobs' Consultants reported in their "Melton Transport Study Cumulative Development Impact Study" 13/10/2014 that:

"Given the limited spare capacity, and amount of development proposed, this mitigation needs to be of demonstrably sufficient magnitude to not only mitigate the impacts of the development itself, but also contribute to a wider benefit for residents and as part of the overall growth strategy for the town." "If this is not achieved, then the evidence within this document shows that the development cannot be considered sustainable."
- 1.5 The "development" mentioned above was for a north Melton SUE of 1,000 homes. If that was deemed unsustainable, then it surely follows that two Sustainable Neighbourhoods in Melton totalling in excess of 3,000 homes cannot in any way be considered sustainable without the MMDR. Incidentally the MMDR will, if completed, only mitigate traffic congestion created from the MNSN and MSSN. It will not improve the current appalling congestion in the town. In addition, until all the sections of the MMDR are linked up, the individual sections will just be roads-to-nowhere, helping no-one and achieving nothing.